

**City Planning Commission  
Sacramento, California**

**Members in Session:**

**SUBJECT: Review of Sacramento County's Draft EIR on SSAIL Sports Arena Parcel Map, Use Permit, Rezone, and Parking Reduction Permit (M85-017)**

**LOCATION:** The 40 acre site is located in the County portion of North Natomas, on the north side of North Market Boulevard about a half-mile (1/2) south of Del Paso Road, three-fourths (3/4) of a mile south of Interstate 80, and one and one-half (1 1/2) miles west of Interstate 5. The Sacramento City limits border the site on the north and west. Surrounding land uses include agriculture to the north and west, and industrial or industrially-zoned land to the south and east. Exhibit A shows the project site and proposed private driveway.

**SUMMARY**

The Draft EIR for the proposed project has been distributed for review and comment by the Sacramento County Environmental Impact Section. One key aspect of the project is a proposal to connect the project site to Del Paso Road by extending a driveway northward from the site. This driveway connection would require approval from the City of Sacramento. The EIR assesses the impacts of the driveway and the following project:

1. A Use Permit to allow operation of a multi-use sports and entertainment arena in the County's M-1 (Light Industrial) zone. The arena would be housed in a structure 57± feet in height, and capable of accommodating 10,920 patrons. Proposed operating hours are after 7:00 p.m. on weekdays and after 11:00 a.m. on weekends.
2. A Parcel Map that would create six industrial lots ranging in size from 2.3 to 9.1 acres, as shown by Exhibit B.
3. A Parking Reduction Permit that would reduce the required on-site parking from 3,662 spaces to 919. Off-site parking would provide 2,743 spaces, making a total of 3,493 spaces, which is 169 spaces fewer than required.
4. A rezoning that would change 20.16 acres from the M-1 (Light Industrial) zone to MP (Industrial Park) zone. This area is presently indicated for parking on the development plan and would be available for MP use only if the sports arena use were to be discontinued. Exhibit C shows the requested zoning change.

The Draft EIR finds that the project has the potential to create significant adverse impacts with respect to traffic, air quality, growth inducement, and cumulative impacts. Potential inconsistency with the North Natomas Planning Studies is also an issue.

Feasible mitigation measures have been identified which would, in most cases, reduce these impacts to less than significant level. Most of the identified cumulative impacts however, cannot be mitigated within the scope of the existing road network.

The air quality impacts of the arena project are not considered significant, since associated vehicle emissions would not contribute to peak ozone episodes. The proposed industrial office park rezoning, however, would contribute to peak hour emissions, thus, is an unavoidable significant adverse air quality impact. Exhibit F is a summary of impacts.

City Planning staff finds that the issues and potential impacts on the City of Sacramento, which were identified in the City's response to the County's Notice of Preparation, have been addressed in the EIR.

This staff report reviews the project's consistency with the North Natomas Planning Studies (land use and transportation), the driveway issue, and traffic impacts associated with the proposed Sports Arena and MP rezoning.

The review period concludes on April 15, 1985. The Sacramento County Project Planning Commission will hold a public hearing on the Draft EIR and the project on April 15, 1985 at 5:30 p.m. Staff recommends that the City Planning Commission approve the transmittal of this report to the County of Sacramento.

#### BACKGROUND INFORMATION

#### CONSISTENCY WITH NORTH NATOMAS PLANNING STUDIES

##### LAND USE

The project site and most land in the Northgate industrial area is designated "Industrial Intensive" by the Sacramento County General Plan. City lands directly to the north and west of the site are designated "Agricultural" by the Sacramento City General Plan. Existing Zoning is shown by Exhibit D. Both the City and the County lands are included within the area being evaluated by the North Natomas Planning Studies. Those studies are a joint City/County planning effort which is scheduled for consideration by the Sacramento City Council in January 1986.

The Draft EIR contains the following "land use consistency" evaluation for the project site with the North Natomas Planning Studies.

ZONING	NORTH NATOMAS COMMUNITY PLAN ALTERNATIVES				
	A	B	C	D	E
Draft North Natomas Community Plan (NNCP) Proposed Zoning	M-20 (max. 20% office)	M-20	M-20	Commercial and Light Industrial	M-50 (max. 50% office)
Sacramento County Existing Zoning	M-1 (max. 25% office)	M-1	M-1	M-1	M-1
Consistency with NNCP Proposed Zoning	Consistent	Consistent	Consistent	Inconsistent with Commercial Consistent with Light Industrial	Inconsistent
Project Proposed Rezoning	MP (max. 100% office)	MP	MP	MP	MP
Consistency with NNCP Proposed Zoning	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent

The Draft EIR notes that there is no provision that limits the amount of office space in the County's MP zone, thus, making even the most-intensive use being considered for the site by the North Natomas Planning Studies (M-50 in Alternative E) inconsistent with the proposed MP rezoning.

Page 13 of the Draft EIR states that "there is some question regarding the course of action Sacramento County would take if the adopted North Natomas Community Plan land use designations were different from the existing designations".

**TRANSPORTATION**

The issue of how the traffic improvements now being considered relate to the future transportation networks being evaluated by the Draft North Natomas Planning Studies was a particular concern of the Planning Commission in past public hearings. The Draft EIR contains the following "transportation consistency" statement: "On the issue of proposed transportation element, all the alternatives have slightly different roadway configurations. The proposed sports arena and industrial park zoning is compatible with all the transportation networks shown on the alternative land uses under consideration by the City of Sacramento" (Page 13).

However, one potential inconsistency exists between the North Natomas Community Plan Alternatives and a transportation-related feature of the sports arena development. This potential conflict is the possible construction of a

private access road, ("driveway") off Del Paso Road to the arena site. The project applicant had volunteered also to widen and improve Del Paso Road from I-5 to the private road as a condition of a driveway permit. Any connection of a private road to a City public street requires City approval. Any improvement made to a City public street requires City approval.

#### Driveway Permit History

On November 29, 1984, the City Traffic Engineer issued a conditional driveway permit for a "warehouse located on North Market Boulevard". This permit was followed by a memo from the City Public Works Department, which outlined potential improvement standards.

Subsequent to issuance of the conditioned driveway permit, in a letter dated January 29, 1985, representatives of the project applicant requested "temporary cancellation" of the permit, pending further notice or completion of the Sports Arena EIR, which presumably would evaluate "all potential significant environmental effects of our client's project, including the driveway and proposed improvements to Del Paso Road". The application for the permit was not withdrawn, nor was the offer to make voluntary improvements to Del Paso Road. However, it was noted that the applicant might examine alternatives to their original request, such as "the use of a system of private roadways connecting the Del Paso Road interchange and the project site". The City of Sacramento has jurisdiction over approval of connection of a private road to a public City street.

On February 5, 1985, the City Traffic Engineer requested that the County Environmental Impact section evaluate the impacts in their EIR of restricting the proposed private accessway for arena use only. The following concern was noted:

"My reason for requesting these additional analyses is to isolate the impacts of the proposed sports arena from those land uses currently existing, and currently zoned, within the Northgate Industrial Area. As currently proposed, the access driveway to the sports arena from Del Paso Road would extend to North Market Boulevard. This, in essence, results in a second access to the industrialized area, just west of Northgate Boulevard. Considering the effort the City is undertaking in developing the North Natomas Community Plan issue, it would be premature to allow this connection at this time. As such, it is important that all land uses other than the sports arena not be allowed to use the access driveway to Del Paso Road."

#### Draft EIR Evaluation of Sports Arena Traffic, Driveway Construction and Del Paso Road Widening

The Draft EIR concluded that due to the proposed operating hours, "development of the project site with a Sports Arena would not adversely affect morning or evening peak period traffic conditions...however, the sports arena traffic by nature of its magnitude will create its own peak hour traffic" (page 27). Congestion, however, would primarily affect patrons of the Sports Arena.

Several mitigation measures were recommended by the traffic consultant to reduce traffic impacts. Exhibit G lists the mitigation measures recommended for the proposed Sports Arena. One measure would be extension of a private driveway to Del Paso Road, with associated measures designed to encourage use of the route in order to reduce congestion on Northgate Boulevard.

The traffic consultant estimated that up to 32 percent of the total Sports Arena traffic would use the driveway if it were available. Exhibit E shows Sports Arena Traffic Impacts, With and Without the Driveway, Mitigated and Unmitigated. It can be seen that in many instances, the driveway and other mitigation measures reduce the severity of Level of Service "F" impacts. However, the "reduced F" levels of service are not viewed as significant adverse impacts because the congestion primarily affects sports arena patrons, who would probably expect and tolerate the congestion.

One interesting conclusion with respect to the private driveway is that "Del Paso Road would not need to be widened to accommodate additional traffic except for left and right turn pockets at the intersection with the private drive" (Page 28).

#### City Staff Evaluation of Driveway Construction and Del Paso Road Widening

Planning staff feel that the impacts identified in the Arena Project EIR can be mitigated. However, impacts related to the Draft North Natomas Community Plan and EIR are of more concern.

The Draft EIR notes that:

"The most significant aspect of the proposed driveway is the widening of Del Paso Road as considered by the City of Sacramento traffic engineers office. As stated by Marty Van Duyn, City Planning Director, the proposed private road and Del Paso Road improvements are considered premature and growth-inducing when viewed in the context of the North Natomas Community Plan. The traffic consultant, however, had determined that the present width and alignment of Del Paso Road are adequate to accommodate project sports arena traffic. Should only a driveway be constructed, the growth inducement would be reduced considerably. However, conditions of a driveway use permit are under the jurisdiction of the City of Sacramento.

The extension of a driveway to the north, even without the widening of Del Paso Road, could be used as an opportunity for property owners to develop land north of the site. Thus, growth inducement in some degree is inherent in the project as proposed" (Page 38).

The City Traffic Engineer has indicated that the existing Del Paso Road is adequate for rural and farm activities. However, the lanes are too narrow, the structural section is inadequate, roadside shoulders are non-existent and adjacent roadside conditions (i.e., open ditches, power polls etc.) are not appropriate for the type of traffic demand generated by a special events facility.

MP REZONING

Traffic Impacts - Existing and Cumulative

Page 29 of the Draft EIR contains the following language:

"Traffic impacts from the proposed rezoning of 20+ acres of land from M-1 (Industrial Park) to MP (Industrial Office Park) would not be significant under existing development conditions either with or without an access driveway to Del Paso Boulevard. However, as the project area's vacant land develops, levels of service would decrease at a number of locations.

Traffic congestion from future traffic combined with traffic from the proposed MP zone at the Northgate/North Market intersection and at the Northgate/I-80 ramps cannot be mitigated within the context of the existing road network. Service levels at both of these locations might be acceptable if the Northgate Industrial area road system is integrated into a road circulation plan presently being considered by the City of Sacramento as part of the North Natomas Plan.

The Draft EIR states that development of the project site with industrial office park uses as proposed would result in a significant cumulative traffic impact. Rezoning of the site, or at least, use of the site for an industrial office park should not be considered until after a road system is adopted and in place in the North Natomas area north and west of the site and properly integrated with the road system which now serves the Northgate Industrial Park."

Driveway Access to Industrial Office Park

The Traffic Technical Report in the Draft EIR notes that comparison of "with and without driveway" scenarios shows that the driveway is of some benefit. Although the benefits are marginal initially, "as traffic congestion on Northgate and North Market increase with continued development of the area, the use of this connection will increase as well as the proportional benefit". Because of the circuitous nature of the driveway route, it would likely be used only when the primary route is congested. The parcels that would benefit most from the driveway connection would be the proposed Sports Arena project and proposed 20+ acre MP rezone just to the south, since they are located at the far western end of Northgate Industrial Park.

The Technical Report further notes that "the driveway connection to Del Paso Road, as a feature of the Sports Arena proposal could be considered as a potential mitigation measure for the proposed MP rezoning if the site is eventually developed as an industrial office park". However, due to the uncertainty about the ultimate North Natomas road network, if the driveway is permitted, "restrictions should be placed on the private driveway that would allow public use of the road until a permanent public street is constructed which would accomplish the same access benefit as the driveway. The alignment of this subsequent new public street should be consistent with the circulation system contained in whatever North Natomas Community Plan the City of

Sacramento chooses to adopt. The driveway should be constructed to the specifications of the City of Sacramento Traffic Engineer and include a total of at least four travel lanes. Del Paso Road between the driveway intersection and the I-5 ramps should also be at least two travel lanes with left and right turn channelization at the driveway intersection and constructed to the City Traffic Engineer's specifications". (Draft EIR Appendix C, pages 25-26).

Ultimately, the best mitigations for traffic congestion in the area are 1) improvement of the North Natomas Community Plan circulation system, and 2) Transportation Systems Management (TSM) measures, including provision of transit service to the area.

#### COMMENTS ON THE DRAFT EIR

Page 11 Point of information: The North Natomas Planning Studies process is now scheduled to appear before the Sacramento City Council in January 1986.

Page 27 The EIR does not address the impacts of the requested parking reduction. Assess the potential for overflow parking on City lands.

Page 28 What would the parking requirement be for MP use of the arena building?

#### EXHIBITS

The following exhibits are attached to this report:

- Exhibit A - Local Map Showing Location of Proposed Private Driveway
- Exhibit B - Tentative Parcel Map
- Exhibit C - Requested Zoning Change
- Exhibit D - Northgate Industrial Area and Zoning
- Exhibit E - Sports Arena Traffic Impacts
- Exhibit F - Summary of Impacts and Their Disposition
- Exhibit G - Mitigation Measures
- Exhibit H - Letter from Chief of Police
- Exhibit I - Site Plan Map Showing Roads and Parking

#### RECOMMENDATION

Based on the concerns expressed in this report, City staff recommend that the above comments and the following advisory recommendation, along with any additional Commission comments, be sent to 1) the Sacramento County Environmental Impact Section, 2) the Sacramento County Project Planning Commission.

City staff believe that approval of a private road across City agricultural lands to connect with a City public street, as being considered by the project applicants, is 1) premature and potentially inconsistent with the North

Natomas Planning Studies currently in progress, 2) potentially growth-inducing. Cumulative impacts may also be significant.

The Commission recognizes, however, that a second accessway to the Arena site may be necessary to reduce traffic congestion and to provide emergency access.

Consequently, staff makes the following advisory recommendation:

1. That, in order to reduce potential conflicts with the North Natomas Planning Studies, a location for the second access road be considered further to the east across industrial lands regulated by the County.
2. That, due to the current condition of Del Paso Road, the existing 2-lane rural road should be replaced with an adequate 2-lane road capable of safely accommodating arena traffic. This road should be constructed to the specifications and satisfaction of the City Traffic Engineer.
3. If it is determined that an accessway is desired in the initially-proposed location, thus necessitating City approval, the City will recommend approval only if the following conditions are met:
  - A. A temporary secondary access road shall terminate at the Arena parcel and shall not connect with North Market Boulevard.
  - B. The temporary secondary access road shall be for Arena use only. Gates and restriction signs shall be placed to prohibit use of the road by Northgate Industrial Park developments.
  - C. Use of the temporary secondary access road ("driveway") shall terminate upon discontinuation of the temporary arena use.
  - D. Del Paso Road shall be replaced by an adequate 2-lane road capable of safely accommodating arena traffic. This road shall be constructed to the specifications and satisfaction of the City.

Conformance with these conditions substantially reduces and may even eliminate the prejudgment and growth-inducement impacts, because the improvements could eventually be incorporated or modified to be consistent with any ultimate decisions made through the North Natomas Planning Studies process.

Respectfully submitted,

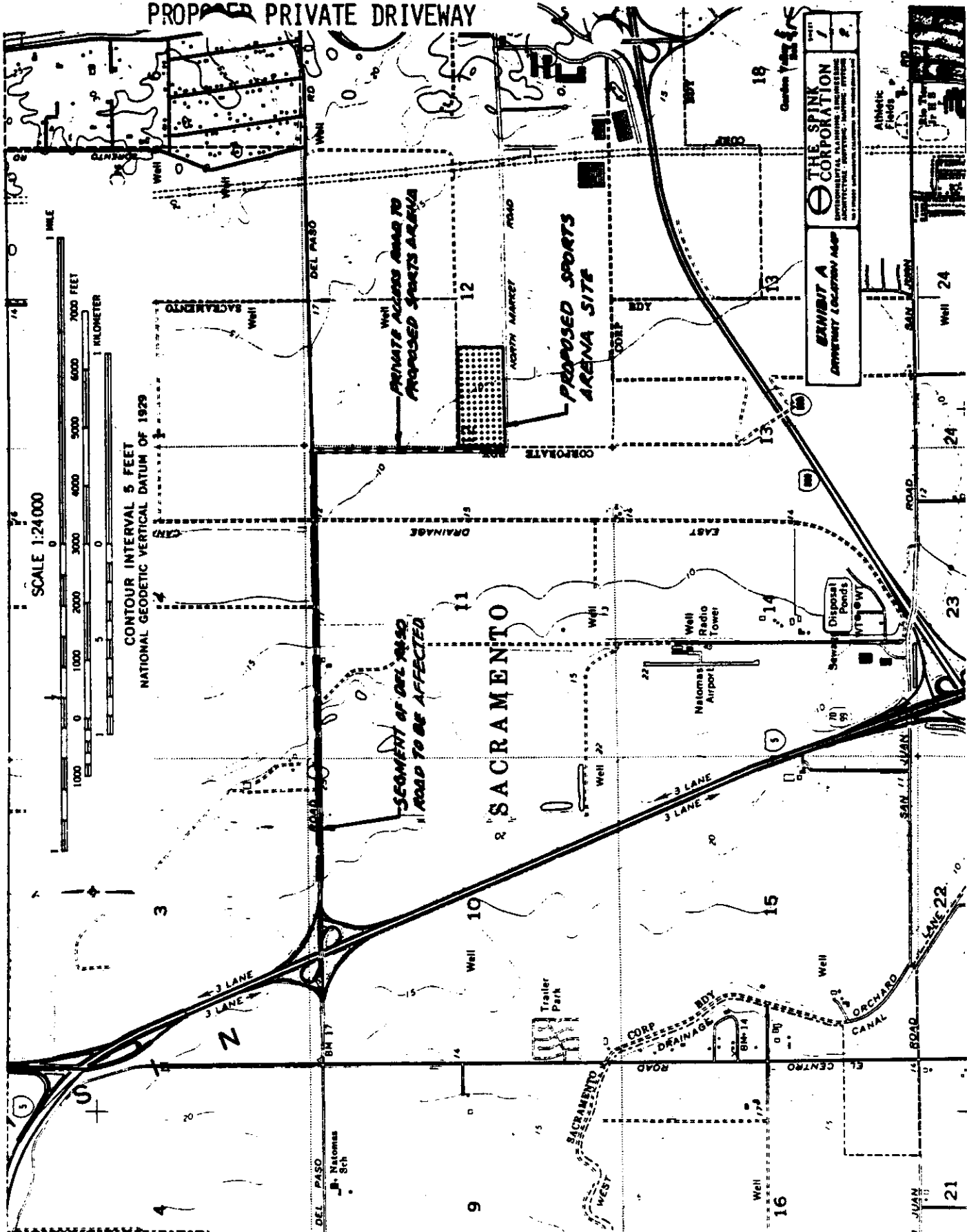


Clif Carstens  
Senior Planner

CC:KLM:lr  
Attachments



**EXHIBIT A - LOCAL MAP SHOWING LOCATION OF PROPOSED PRIVATE DRIVEWAY**



**THE SPINK CORPORATION**  
 ARCHITECTURE • ENGINEERING • PLANNING • INTERIORS

**EXHIBIT A**  
 DRIVEWAY LOCATION MAP

# EXHIBIT B - TENTATIVE PARCEL MAP

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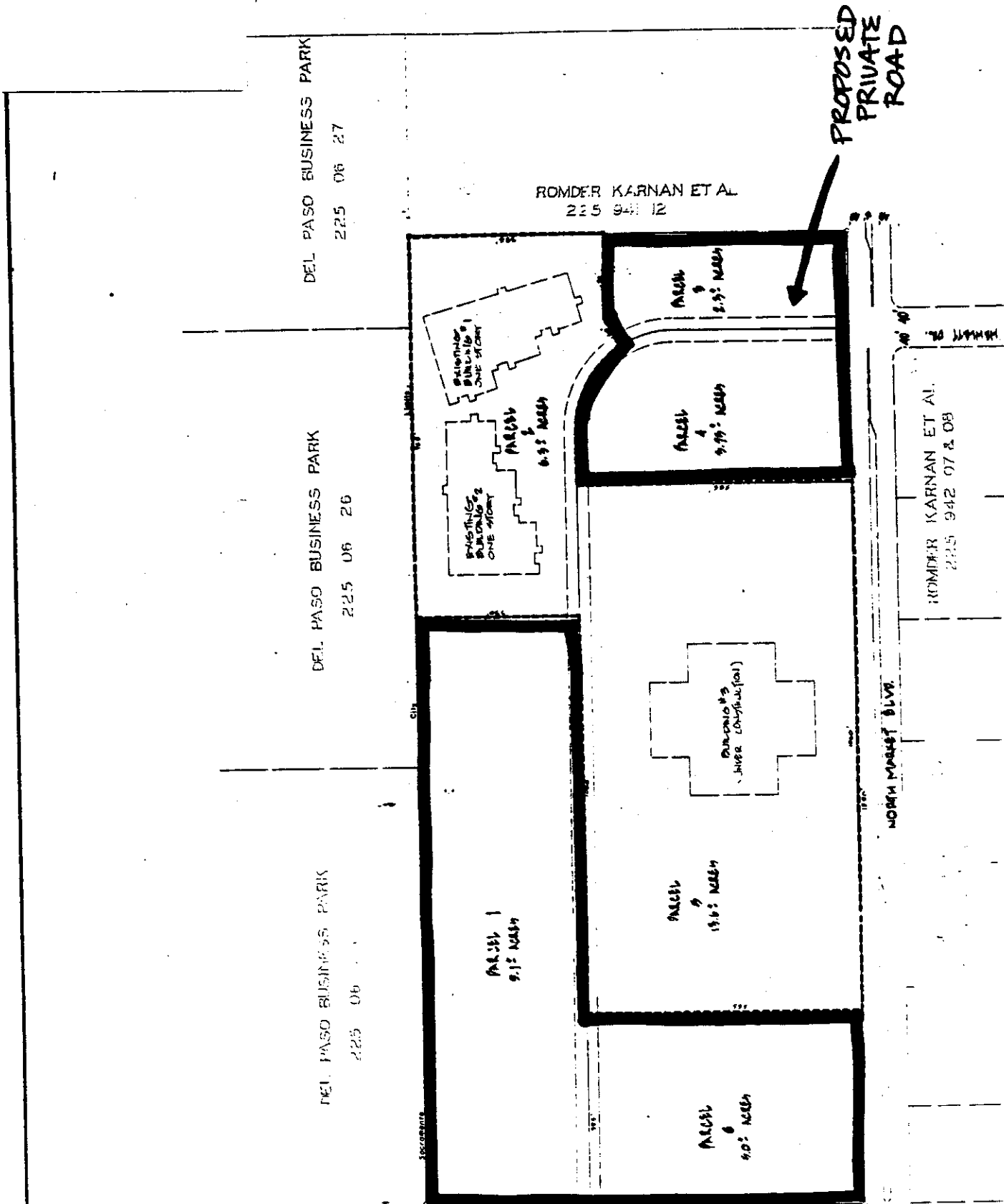


EXHIBIT C - REQUESTED ZONING CHANGE

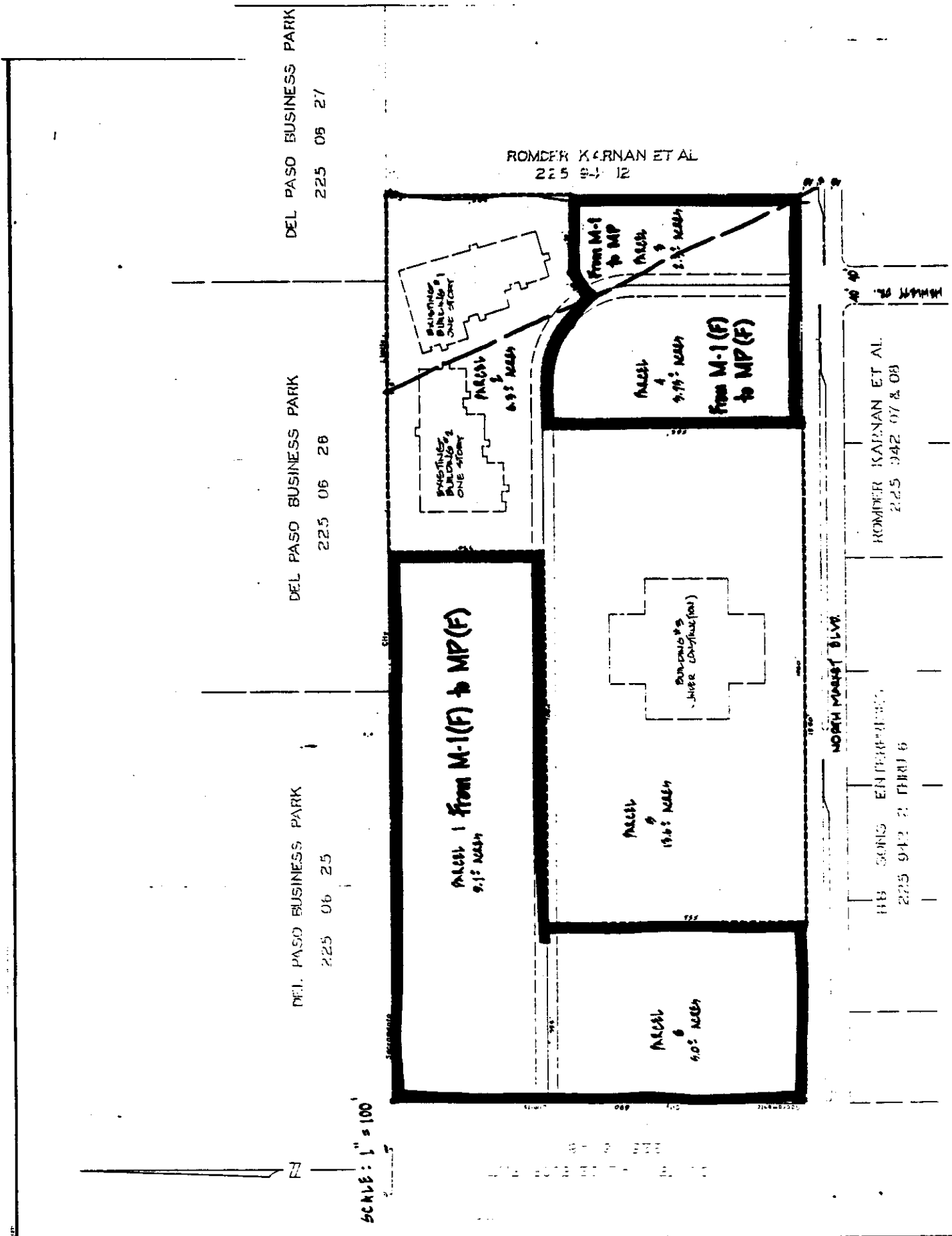
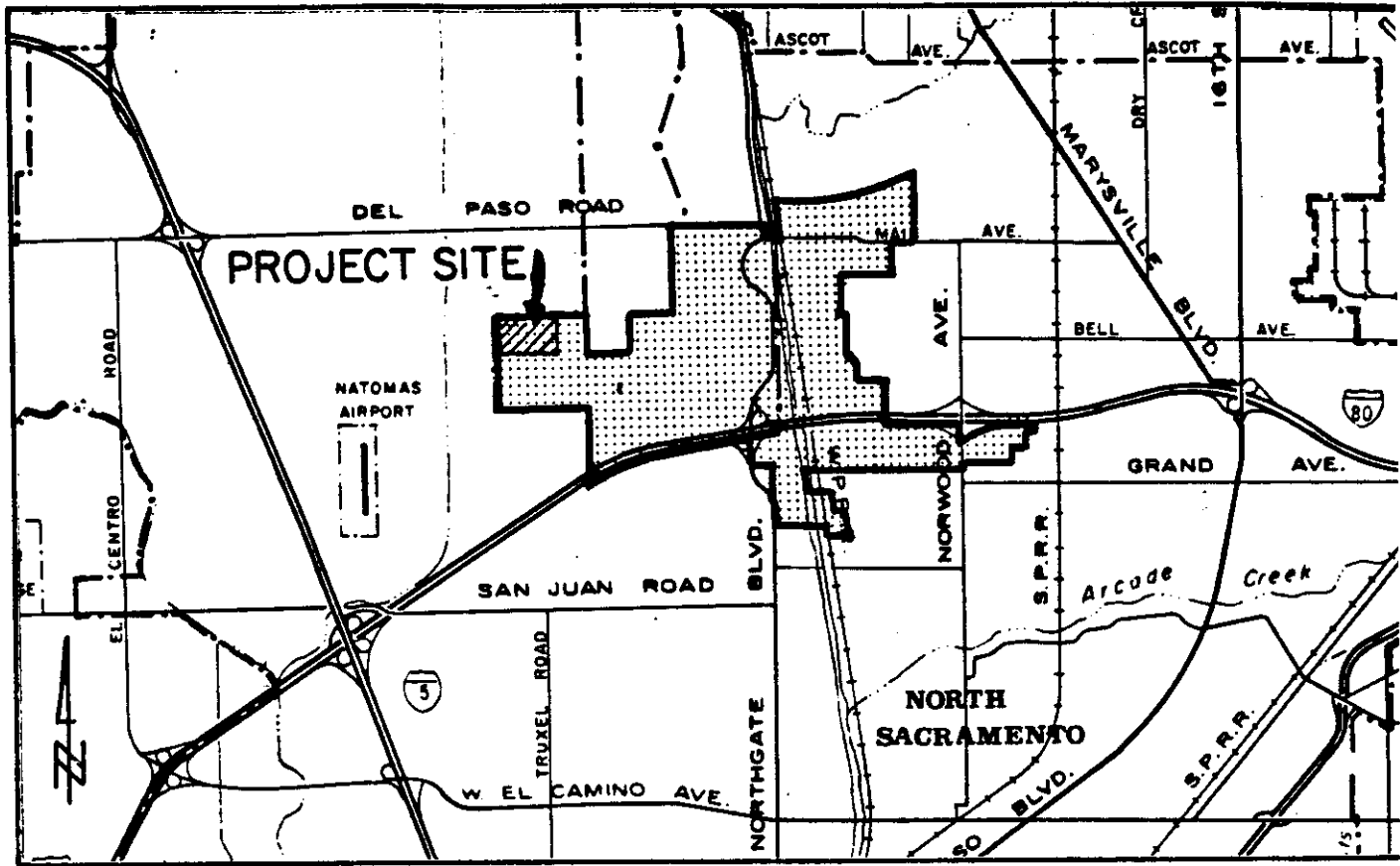
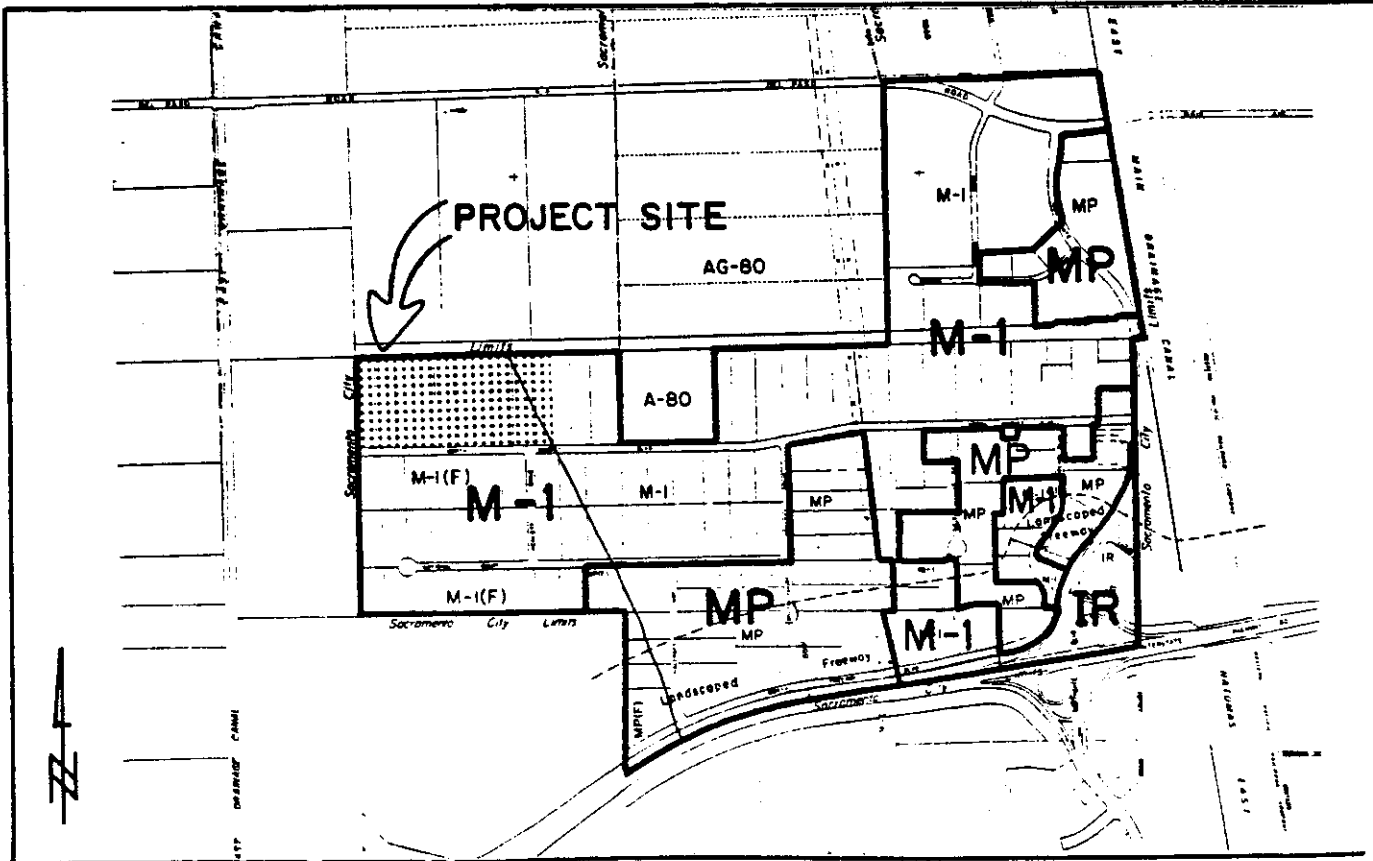


EXHIBIT D - NORTHGATE INDUSTRIAL AREA AND ZONING  
 NORTHGATE-NORWOOD INDUSTRIAL AREA



ZONING - NORTHGATE AREA



SPORTS ARENA TRAFFIC IMPACTS  
WITH AND WITHOUT DRIVEWAY, UNMITIGATED AND MITIGATED  
7-8 P.M. VOLUME/CAPACITY RATIOS AND LEVELS OF SERVICE

- NOTES: A) Benvenuti Project is a request to rezone 80 acres from M-1 to MP, located immediately south of Sports Arena site.  
B) --- = No Mitigation Recommended.  
C) "With" and "Without" refer to the Private Driveway

INTERSECTION	UNMITIGATED				MITIGATED			
	VOLUME/CAPACITY		LEVELS OF SERVICE		VOLUME/CAPACITY		LEVELS OF SERVICE	
	WITH	WITHOUT	WITH	WITHOUT	WITH	WITHOUT	WITH	WITHOUT
ALTERNATIVE 2 - EXISTING LAND USE, WITH ARENA, WITHOUT BENVENUTI								
Northgate/Main	.59	.59	A	A	---	---	---	---
Northgate/N. Market	1.85	2.43	F	F	1.00	1.82	E	F
Northgate/Westbound I-80 Ramps	1.51	1.78	F	F	---	---	---	---
Northgate/Eastbound I-80 Ramps	.57	.78	A	C	---	---	---	---
Northgate/San Juan	.90	1.06	D	F	.53	.59	A	A
ALTERNATIVE 3 - EXISTING LAND USE, WITH ARENA, WITH BENVENUTI								
Northgate/Main	.60	.53	A	A	---	---	---	---
Northgate/N. Market	1.87	2.31	F	F	1.02	1.77	F	F
Northgate/Westbound I-80 Ramps	1.52	1.83	F	F	---	---	---	---
Northgate/Eastbound I-80 Ramps	.57	.79	A	C	---	---	---	---
Northgate/San Juan	.90	1.06	D	F	.53	.61	A	B
ALTERNATIVE 7 - CUMULATIVE LAND USE, WITH ARENA, WITHOUT BENVENUTI								
Northgate/Main	.61	.61	B	B	---	---	---	---
Northgate/N. Market	1.96	2.49	F	F	1.12	1.83	F	F
Northgate/Westbound I-80 Ramps	1.54	2.06	F	F	---	---	---	---
Northgate/Eastbound I-80 Ramps	.59	.88	A	D	---	---	---	---
Northgate/San Juan	.90	1.13	D	F	.53	.63	A	B
ALTERNATIVE 8 - CUMULATIVE LAND USE, WITH ARENA, WITH BENVENUTI								
Northgate/Main	.61	.61	B	B	---	---	---	---
Northgate/N. Market	1.98	2.39	F	F	1.14	1.81	F	F
Northgate/Westbound I-80 Ramps	1.56	1.78	F	F	---	---	---	---
Northgate/Eastbound I-80 Ramps	.61	.84	B	D	---	---	---	---
Northgate/San Juan	.91	1.14	E	F	.53	.63	A	B

## EXHIBIT F

### SUMMARY OF IMPACTS AND THEIR DISPOSAL

#### Significant Adverse Effects Which Cannot Be Avoided If The Project Is Implemented

##### **Sports Arena Use Permit.**

The report identifies no significant adverse effect which can not be avoided should the use permit be granted.

##### **Industrial Office Park.**

The proposed industrial office park zoning would contribute to significantly adverse traffic congestion and adverse air quality effects. These impacts can not be avoided or mitigated sufficiently within the context of the existing road system.

#### Growth Inducement

The growth inducing aspects of a project are generally associated with the extension of services, i.e. streets, water, sewer lines, etc., to the project site or its locale. In the case of the proposed sports arena or the proposed industrial park zoning, services are, for the most part, available and of adequate magnitude to serve either proposed use. The only questionable service facility is that involving public roadways. While access to the site is available and presently functioning adequately, service levels are projected to deteriorate substantially as the project area is built-out. While traffic control and management combined with improvements to Northgate Boulevard are expected to allow sports arena traffic to be accommodated adequately, traffic from the proposed industrial office park zoning (should the site not be used for a sports arena), would ultimately lead to significant congestion. Under these circumstances, pressure to develop other access routes to the east could result. This could be considered a growth inducing aspect of the proposed rezoning. The degree of growth inducement would be dependent on the action taken by the City of Sacramento in respect to development of the North Natomas Community Area.

One aspect of the proposed sports arena that could be considered growth inducing is the extension of a private driveway from the site north to Del Paso Boulevard. The traffic consultant determined that this proposed private driveway would be beneficial for accommodating sports arena traffic. The most significant aspect of the proposed driveway is the widening of Del Paso Road as considered by the City of Sacramento traffic engineers office. As stated by Marty Van Duyn, City Planning Director, the proposed private road and Del Paso Road improvements are considered premature and growth inducing when viewed in the context of the North Natomas Community Plan. The traffic consultant, however, had determined that the present width and alignment of Del Paso Road are adequate to accommodate project sports arena traffic. Should only a driveway be constructed, the growth inducement would be reduced considerably. However, conditions of a driveway use permit are under the jurisdiction of the City of Sacramento.

The extension of a driveway to the north, even without the widening of Del Paso Road, could be used as an opportunity for property owners to develop land north of the site. Thus, growth inducement in some degree is inherent in the project as proposed.

**EXHIBIT G**  
**MITIGATION MEASURES**

The following mitigation measures are intended to reduce potential impacts identified in the following report.

Mitigation for the Proposed Sports Arena

**Traffic Mitigation.**

The following roadway improvements are identified as being necessary at the following locations:

Northgate Boulevard and North Market intersection

- Signalize intersection.
- Provide dual through lanes on both the northbound and southbound Northgate approaches.
- Provide dual left turn lanes on the northbound Northgate approach.
- Provide a single exclusive right turn on the southbound Northgate approach.

Northgate Boulevard and westbound I-80 ramp

- Signalize intersection.

Northgate Boulevard and eastbound I-80 ramp

- Signalize intersection.

Del Paso Road

- A private driveway connecting the project site to Del Paso Road was considered to be beneficial for traffic circulation. Should the driveway, which is under the jurisdiction of the City of Sacramento, be permitted, the following is recommended:
  - The driveway should be four lanes in width and constructed to the satisfaction of the City traffic engineer.
  - Left and right turn lane pockets should be provided on Del Paso Road at the driveway intersection. These improvements should be constructed to the satisfaction of the City traffic engineer.

In conjunction with the roadway improvement measures identified above, the following measures must also be implemented:

- A traffic management program which includes the following elements:

## Traffic Control for Events at the Sports Arena

- A. Provide traffic control at the Del Paso Boulevard and Main intersection to allow local traffic to go southbound on Northgate Boulevard, and to direct sports arena traffic to the private driveway access, if permitted.
- B. Provide traffic control at the Del Paso/private driveway intersection to direct traffic into appropriate receiving lanes.
- C. Provide traffic control at the Northgate Boulevard/North Market intersection to create a nearly continuous dual left turn movement from Northgate Boulevard to North Market.
- D. Provide traffic control at the sports arena site to facilitate efficient internal circulation and parking at the arena site.

## Advertising

A program should be implemented by operators of the sports arena, either through advertising or signing, to encourage patrons to use the Del Paso Road access, should this access be permitted by the City of Sacramento.

## Transit Service

Facilities including bus passenger loading areas, shelters, and bus parking areas should be provided.

## Police Services

The following measures should be taken to ensure adequate public safety and emergency vehicle access.

- A. The sports arena parking lot should be redesigned to provide acceptable access and circulation. Specific details regarding a redesign are found on pages 15 through 18 of this report.
- B. The sports arena should be operated in accordance with a security plan established by agreement between the Sacramento County Sheriff's Department Crime Prevention Unit and Sacramento Sports Association II. Contents of the security plan should contain the following.
  - An established minimum security level.
  - Security equipment and accommodations for law enforcement personnel.
  - A mutual aide agreement with the City Police Department.
  - Money handling procedures.



## Mitigation for the Proposed Industrial Office Park Zone

The proposed industrial office park zoning would contribute to significantly adverse traffic congestion and adverse air quality effects. These impacts could be partially mitigated through implementation of the roadway improvements described above, along with the reconstruction of the Northgate Boulevard/I-80 interchange. Ultimately, complete mitigation is dependent upon integrating the Northgate industrial area with whatever road system, if any, is approved for the North Natomas Area by the City of Sacramento. Because of uncertainties, involving development of the North Natomas Community Plan Area, development of industrial office park (MP) uses should not occur on the site prior to development of the adopted North Natomas Road systems.



## CITY OF SACRAMENTO

DEPARTMENT OF POLICE  
 HALL OF JUSTICE  
 813 - 6TH STREET

SACRAMENTO, CALIFORNIA 95814  
 TELEPHONE (916) 449-5121

JOHN P. KEARNS  
 CHIEF OF POLICE

March 26, 1985

Ref. 3-85

CITY PLANNING DIVISION

MAR 28 1985

**RECEIVED**

Planning Department  
 927 10th Street, Suite 300  
 Sacramento, CA 95814

Attention: Steve Jenkins

Dear Mr. Jenkins:

The following comments and recommendations are being made by the Sacramento Police Department pursuant to the Draft Environmental Impact Report -- SSAII Sports Arena. These comments will deal only with the potential traffic impact of proposed arena and associated development within the City of Sacramento.

The location of the proposed arena at 1625 No. Market Blvd. is situated within the County of Sacramento. Major arterials to be used for access to the arena development include Northgate Blvd and Del Paso Road to Interstate 80 and Interstate 5 respectively. The major access route into the arena development will be I-80 east and westbound to Northgate Blvd., northbound and west on North Market Blvd.

An additional access may be provided by a private driveway to Del Paso Road and ostensibly to I-5. This access will handle a lesser portion of the anticipated vehicular traffic.

Of particular concern in this matter are the intersections and freeway interchanges. These junctures will be the main problem areas on traffic movement. Intersections within the City of Sacramento include: Northgate Blvd. and No. Market Blvd; I-80 eastbound and Northgate; I-5 east and westbound at Del Paso Road.

With the exception of the Del Paso Road and I-5 interchange, the designated intersections could not efficiently handle the projected vehicular traffic without modification.

March 26, 1985  
Ref. 3-85

The following recommendations are made regarding the remaining intersections:

- . Northgate and I-80 eastbound off ramp

Signalize the intersection.

Dual left turn lanes to northbound Northgate should be sufficient to handle off-freeway traffic.

- . Northgate and No. Market Blvd.

Dual left turn lanes from northbound Northgate.

Signalize the intersection.

Dual right turn lanes from No. Market Blvd. to southbound Northgate.

Additionally, all these intersections will require manual traffic control by auxiliary officers during the hour prior and the hour after an event at the arena.

Other intersections in the City limits will also be impacted by the increased traffic to and from the proposed development, most notably Northgate and San Juan. However, at this time, it appears that no modifications are necessary to these areas.

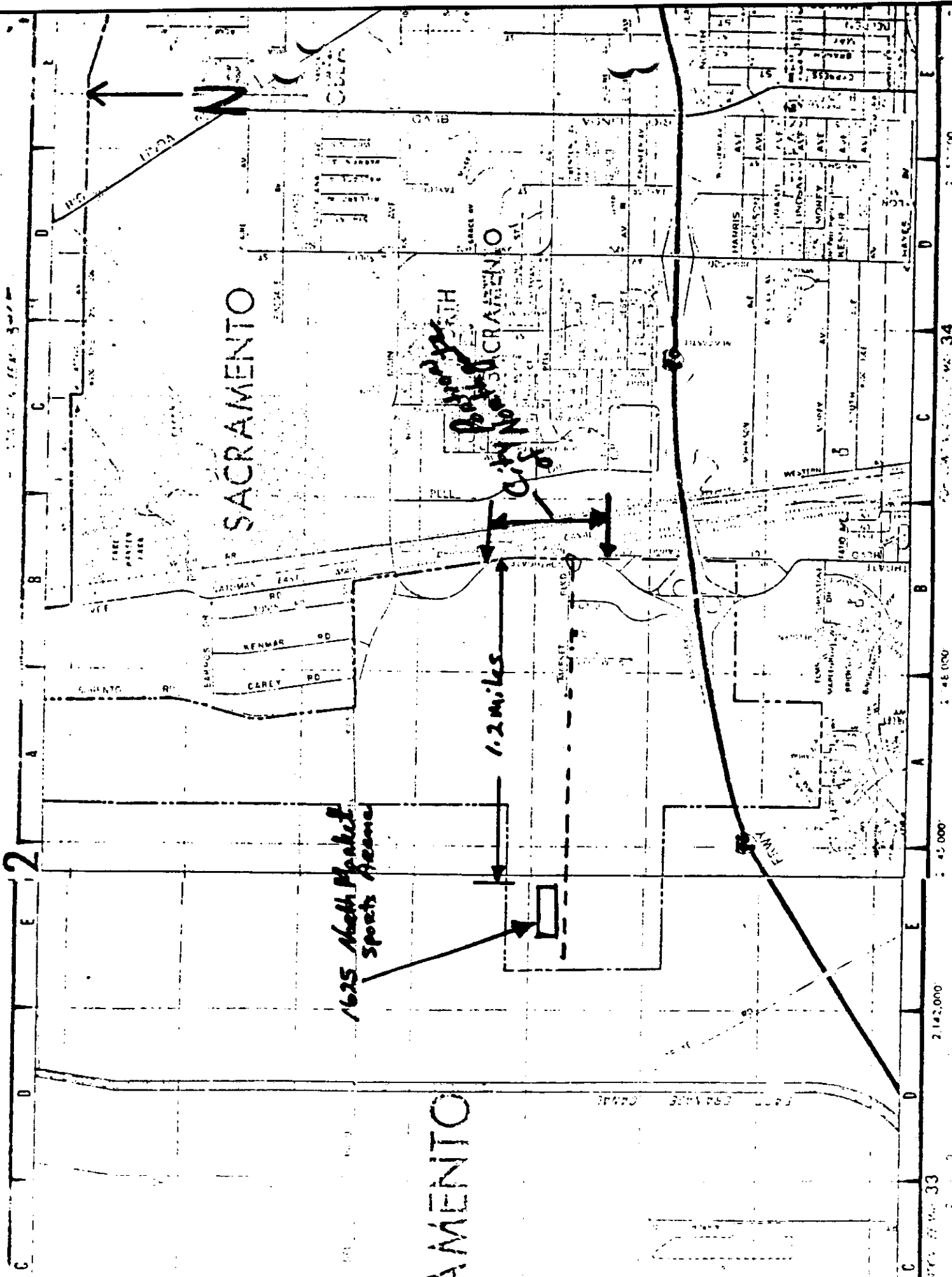
Sincerely,



JOHN P. KEARNS  
Chief of Police

JPK:mw

2



SACRAMENTO

SACRAMENTO

1625 North Market Sports Arena

1.2 miles

Big No. 5 Sacramento

Chrysan & Blackford  
Architectural Group

**RECEIVED**  
DEC 5 1984  
PLANNING DEPARTMENT  
County of Sacramento

KEY PLAN  
NORTHGATE  
CORPORATE  
CENTER PHASE 2  
OVERALL SITE PLAN  
T-11

04 1430

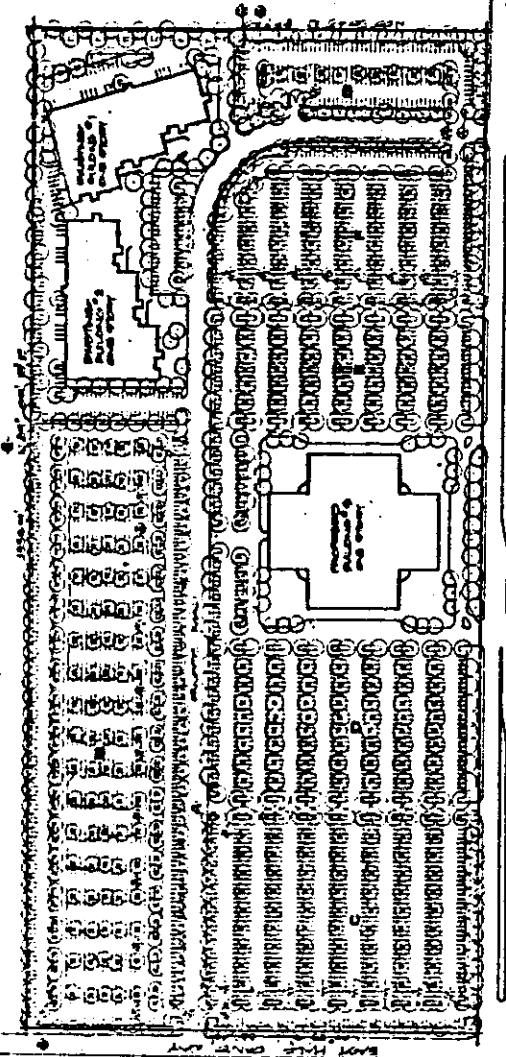
**PLANTING LEGEND**

Symbol	DESCRIPTION
Symbol	PLANTING (DATE)
Symbol	PLANTING (DATE)
Symbol	PLANTING (DATE)

**RY**  
ELIYU YARAO-ARCHITECT  
LANDSCAPE ARCHITECT

**PARKING LOT SHADING INFORMATION**

NO.	AREA	TYPE	AREA (SQ. FT.)	SHADING	REMARKS
1	...	...	...	...	...
2	...	...	...	...	...
3	...	...	...	...	...
4	...	...	...	...	...
5	...	...	...	...	...
6	...	...	...	...	...
7	...	...	...	...	...
8	...	...	...	...	...
9	...	...	...	...	...
10	...	...	...	...	...
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12	...	...	...	...	...
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**AREA**

A	192
B	1075
C	845
D	976
E	495
F	126
<b>TOTAL PARKING</b>	<b>4779</b>

**SITE PLAN**

**PRELIMINARY  
LANDSCAPE PLAN**

*Exhibit I*

City Planning Commission  
Sacramento, California

Members in Session:

Subject: Review of Draft EIR for North Natomas Sports Arena (M85-017)

The staff report on this item is being prepared  
and will be forwarded to you at the earliest possible  
time.

Respectfully submitted,

*Suzanne Glimstad*

Suzanne Glimstad,  
Sec. to Commission