



CITY OF SACRAMENTO

DEPARTMENT OF ENGINEERING
915 I STREET SACRAMENTO, CALIFORNIA 95814
CITY HALL ROOM 207 TELEPHONE (916) 449-5281

CITY MANAGER'S OFFICE
RECEIVED
JUN 16 1981

June 16, 1981

R. H. PARKER
CITY ENGINEER
VAROZZA
CITY ENGINEER
FILED
By the City Council
Office of the City Clerk

*Referred to P.C.D.
Committee - Report back*
JUN 30 1981 B-25-81

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: Final Environmental Impact Report and Project Recommendations
for Route 148 Arterial (M-459)

SUMMARY:

The Final EIR for Route 148 Arterial consists of the Draft EIR and the Addendum including comments and Responses. The EIR evaluates the alignment and right-of-way requirements for the proposed Route 148 Arterial. The designation of right-of-way is the first of a series of steps necessary before construction of this roadway can be initiated. The Planning Commission has determined the EIR adequate for designating the alignment and right-of-way requirements, that it has been prepared in compliance with State EIR Guidelines and that the project with mitigation measures will not have a significant effect on the environment. Further, the Planning Commission recommends approval of the proposed alignment except in the Delta Shores PUD where it recommends a preference for Alternative One alignment (see attached letter from City Planning Department). City Engineering recommends that the City Council approve the subject EIR and recommends that the proposed Route 148 alignment and right-of-way other than that located in the Delta Shores PUD be indicated on the City's General Plan, Community Plans, Major Street Plans and the Zoning Ordinance Section 17.

BACKGROUND INFORMATION:

Attached is a report to the City Planning Commission which summarizes the subject project and recommendations.

Also attached are resolutions which include a matrix of potential impacts and their corresponding mitigation measures.


RECOMMENDATION:

The City Engineering Department recommends the following items be approved by passage of the attached Resolutions:

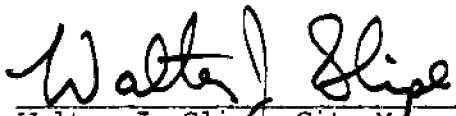
1. Determine the EIR adequate for the policy of designating a new arterial roadway alignment and right-of-way.

2. Determine that the EIR has been prepared in compliance with the State EIR Guidelines and that the decision-making body has considered the information contained in the EIR.
3. Determine that the project, the designation of the alignment and right-of-way will not have a significant effect on the environment because mitigation measures will reduce potential adverse effects to less than significant impacts.
4. Approve the proposed alignment and right-of-way except in the Delta Shores PUD.
5. That the Route 148 Arterial alignment, width of right-of-way and the geometrics of the proposed freeway interchange in the Delta Shores PUD, be a requirement for the adoption of the schematic plan for the development of Delta Shores PUD and be subject to the approval of all agencies.

Respectfully submitted,


R. H. PARKER
City Engineer

Recommendation Approved:


Walter J. Slips, City Manager

F/Ref.
C.C. 1088

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

June 30, 1981

RESOLUTION ADOPTING THE ROUTE 148 ARTERIAL
FINAL ENVIRONMENTAL IMPACT REPORT (M-459)

WHEREAS, the Council designated a "Future Transportation Corridor" along previously proposed Route 148 freeway alignment in the Sacramento City General Plan in 1974.

WHEREAS, the proposed Route 148 arterial is consistent with the Sacramento City General Plan Circulation Element, Major Street Policy 7.

WHEREAS, the proposed Route 148 arterial is consistent with specific elements of the South Sacramento Major Street and Highway Plan.

WHEREAS, the City Planning Commission on April 16, 1981 has duly noticed and held public hearing on Route 148 Arterial Final Environmental Impact Report and considered the oral testimony and documentary evidence introduced at said hearings.

WHEREAS, the City Council is in receipt of recommendations on the Route 148 Arterial Final Environmental Impact Report by the City Planning Commission.

WHEREAS, pursuant to Articles 5 and 6 of Chapter 3 of Title 7 of the Government Code, the City Council duly noticed and held a public hearing on Route 148 Arterial Final Environmental Impact Report on June 30, 1981 and has considered and deliberated the oral testimony and documentary evidence.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF
SACRAMENTO THAT THE COUNCIL HEREBY CERTIFIES AND DETERMINES:

1. That the EIR is for the policy of designating a new arterial roadway alignment and right-of-way.

2. That the EIR is adequate and complete and has been prepared in compliance with the California Environmental Quality Act, the State EIR Guidelines and that the decision-making body has considered the information contained in the EIR.

3. That the project (the designation of the alignment and right-of-way) will not have a significant effect on the environment because mitigation measures will reduce potential significant adverse effects to less than significant impacts. A matrix of these impacts and corresponding mitigation measures which are hereby adopted as part of this project is attached (See Exhibit A, Sections I and II).

4. That the EIR is a tiered EIR. As specific construction projects develop along Route 148, impacts peculiar to each project should be identified in subsequent tiered EIR's and mitigation measures imposed.

MAYOR

ATTEST:

CITY CLERK

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

June 30, 1981

RESOLUTION ADOPTING THE ROUTE 148 ARTERIAL RIGHT-OF-WAY REQUIREMENTS AND ALIGNMENT

WHEREAS, the Council designated a "Future Transportation Corridor" along previously proposed Route 148 freeway alignment in the Sacramento City General Plan in 1974.

WHEREAS, the proposed Route 148 arterial is consistent with the Sacramento City General Plan Circulation Element, Major Street Policy.

WHEREAS, the proposed Route 148 arterial is consistent with specific elements of the South Sacramento Major Street and Highway Plan.

WHEREAS, the City Planning Commission on April 16, 1981 reviewed Route 148 Arterial Final Environmental Impact Report and considered the oral testimony and documentary evidence.

WHEREAS, the City Council is in receipt of recommendations on the Route 148 Arterial Final Environmental Impact Report by the City Planning Commission.

WHEREAS, pursuant to Articles 5 and 6 of Chapter 3 of Title 7 of the Government Code, the City Council duly noticed and held a public hearing on Route 148 Arterial Final Environmental Impact Report on June 30, 1981 and has considered and deliberated the oral testimony and documentary evidence.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF
SACRAMENTO THAT THE COUNCIL HEREBY CERTIFIES AND DETERMINES:

1. That the Route 148 arterial alignment be as shown on the attached right-of-way diagram (See Exhibit "B") in all areas except that lying in the Delta Shores Planned Unit Development (Stations 0+00 to 76+00).

2. That the Route 148 arterial width of right-of-way, and the geometrics of the intersections and freeway interchanges be as shown on the attached plans (See Exhibit "C") except for the area in Delta Shores Planned Unit Development. (Stations 0+00 to 76+00).

3. That the Route 148 arterial alignment, width of right-of-way and the geometrics of the proposed freeway interchange in the Delta Shores Planned Unit Development be a requirement for the adoption of the schematic plan for the Development of the Delta Shores Planned Unit Development and be subject to the approval of all agencies.

MAYOR

ATTEST:

CITY CLERK

EXHIBIT A

SUMMARY IMPACT MATRIX

I. SIGNIFICANT ADVERSE IMPACTS WHICH HAVE BEEN MITIGATED TO LESS THAN SIGNIFICANT LEVELS

<u>Impact</u>	<u>Scope</u>	<u>Mitigation Measure</u>	<u>Effectiveness of Mitigation</u>
Noise Exterior	Site Specific/ Local	Construct Sound Barriers to Bring Exterior Noise Levels Below 60 dBA.	Partial Mitigation Possible
Without Proper Mitigation Potential Adverse Noise Impacts Could Occur to Residential Areas Adjacent to Corridor		All New Dwelling Units Should be Constructed outside the 60-64 dBA contour to minimize noise, and	Partial Mitigation Possible
		Noise Reducing Materials Should be Incorporated Into Building Design to Minimize Noise Resulting from Traffic Source.	Partial Mitigation Possible
Cumulative Encroachment of Urbanized Commercial Lands into Residential Freeport	Local	Maintenance of Current Residential Zoning	Partial Mitigation Possible
Noise Interior	Site Specific	Use of Insulating Materials to Bring Internal Sound Levels Below 45 dBA in all New Construction in 60-64 or greater dBA contour	Complete Mitigation Possible
Traffic Noise Generated by Route 148 has the potential to Effect Interior Sound Levels of Adjacent Dwellings			
Growth Inducement	Local	Construction of Freeport Bypass and/or Eliminate Extension of Route 148 West of Proposed Free-Port Bypass.	Partial Mitigation Possible
Traffic and Pressure from Extension of Route 148 Westward from I-5 has Potential to Adversely Impact Freeport			

II. REGIONAL SIGNIFICANT ADVERSE IMPACTS TO WHICH THE PROJECT CONTRIBUTES
 IN AN INSIGNIFICANT BUT CUMULATIVE MANNER WHICH HAVE BEEN MITIGATED TO
 LESS THAN SIGNIFICANT LEVELS

<u>Impact</u>	<u>Scope</u>	<u>Mitigation Measure</u>	<u>Effectiveness of Mitigation</u>
Traffic and Circulation Construction of a 6-lane Corridor Between Route 99 and I-5 May Increase Traffic Through the South Area	Local/Regional	Project will Funnel Traffic into Arterials and Freeways Designed for Higher Traffic Volumes and take Traffic Congestion out of Residential Areas.	Partial Mitigation Possible
Air Quality Route 148 will reduce CO and Hydrocarbon Emissions by Approximately 28-33% over a no Project Alternative. The higher speeds attainable with Route 148 will increase N _{ox} by 12-17% over the no project alternative.	Site Specific/ Regional	Encourage Car Pooling Extension of Regional Transit Provide other forms of Mass Transit	Partial Mitigation Partial Mitigation Partial Mitigation
Growth Inducement Secondary effects will accompany construction of Route 148 and are associated with impacts on open space and agriculture.	Local/Regional	Encourage Urban Expansion in Directions Which Minimize Conflicts with Agriculture and Open Space. To be addressed in subsequent "tiered" EIR.	Partial Mitigation

III. ADVERSE IMPACTS FOUND NOT SIGNIFICANT

<u>Impact</u>	<u>Scope</u>	<u>Mitigation Measure</u>	<u>Effectiveness of Mitigation</u>
Flora and Fauna Loss of habitat accruing to construction of Route 148	Local	None	Impact Unavoidable
Bisecting of Currently Farmed Lands Loss of ability to traverse entire field without crossing Route 148	Site Specific	None	Impact Unavoidable
Drainage from Route 148 Drainage from Route 148 into Stone lake area adds an adverse but insignificant level of runoff	Site Specific	None	Impact Unavoidable
Visual Construction of Sound Barriers may cause adverse reactions relating to aesthetics	Local	Soften visual impact with surface texturing Soften visual impact with plantings of vegetation Use combination of earth berm and barrier in some areas.	Partial Mitigation Possible Partial Mitigation Possible Partial Mitigation Possible
Interruption of Agricultural Operations	Site Specific	Monetary Compensation	Partial Mitigation Possible

III. ADVERSE IMPACTS FOUND NOT SIGNIFICANT - Cont.

Route 148 bisects one field of currently active agricultural land.

Air Quality Construction Dust	Local	Proper dust suppression techniques during construction phase.	Partial Mitigation Possible
Noise Construction related.	Local	Confine heavy construction noise to waking hours to coincide with noise ordinances for such activity.	Partial Mitigation Possible

IV. ADDITIONAL CONCERNS OF THE CITY PLANNING COMMISSION AND CORRESPONDING MITIGATION MEASURES

- A. Provide RT's new management and Board another opportunity to comment on the subject documents' treatment of proposed public transit service in this portion of the City.

Hinda Chandler did accordingly review the project again (See attached letter) and emphasized the potential for Light Rail Transit along Route 148. Should Light Rail Transit become an imminent possibility, the median 14 feet plus 2 of the inside lanes would provide more than the required 35 feet of right-of-way and 4 lanes would still remain for automobile use. Therefore, it is recommended that the proposed right-of-way is adequate for the future needs of Light Rail transit.

- B. Explore need for additional setback to provide more aesthetic effects and reduce exposing future residents to noise and air quality emissions.

Aside from the mitigation measures already proposed for noise and air quality emissions, additional mitigation measures such as increased building setbacks should be considered in subsequent tiered EIR's for specific projects along Route 148.

- C. Terminate Alternate One at the proposed Freeport Boulevard Bypass to reduce traffic impacts on the town of Freeport.

The attached Resolution calls for the proposed alignment to be approved only to the boundary of Delta Shores PUD and does not include that portion at the proposed Bypass. The attached resolution also calls for the designation of the alignment and right-of-way in that section to be a requirement for the development of Delta Shores PUD, subject to the approval of all agencies.

- D. Minimize the number of private driveway access to the proposed arterial to reduce potential conflict with the projected high volume of traffic on the future roadway.

It is intended that only back-on and side-on lots be allowed on Route 148 with intersections for access roads at a minimum of 600 feet apart. (See Draft EIR p. 2-5) This will eliminate the majority of driveway access to Route 148. Such requirements will be condition for approval of subsequent developments along Route 148.



Regional Transit

P.O. BOX 2110 • SACRAMENTO, CA 95810 • (916) 444-7591

RECEIVED
MAY 6 1981

May 4, 1981

CITY OF SACRAMENTO
ENGINEER'S OFFICE

Mr. Andrew A. Hunt
Senior Engineer
City of Sacramento
Department of Engineering
915 I Street
Room 207
Sacramento, California 95314

RE: Route 148

Dear Andy:

We appreciate this recent opportunity to review the proposed Route 148 Arterial project again. During the past year much transit planning integrating both bus and light rail transit (LRT) modes has been conducted. In re-examining this project with respect to recent studies, Regional Transit feels that Route 148 does have the potential to be an element of the community's transit system for LRT as well as bus operations.

The Route 148 Corridor would be a logical extension of the proposed Meadowview Corridor LRT line beyond Meadowview Road. This line would use the Southern Pacific's Walnut Grove rail line from downtown Sacramento to Meadowview. With rapid development slated in the Laguna and Cosumnes area the extension of the LRT line through the 148 Corridor is an option that should be included.

According to John Schumann, RT's senior planner principally involved in LRT planning, light rail could easily be accommodated either by:

- Acquiring additional right-of-way on one side of Route 148, or
- Providing adequate right-of-way in the median of Route 148 for light rail.

In either case, LRT would require a strip of land about 25 to 30 feet in width, broadening to no more than 35 feet at stations. In the case of a median alignment, this could be provided either by widening the right-of-way to allow insertion of LRT in the middle of a six lane facility, or by cutting the proposed six lane facility back to four lanes, utilizing the space thus vacated for light rail.



Mr. Andrew A. Hunt
May 4, 1981
Page Two

Stations probably would be spaced about $\frac{1}{2}$ mile apart and located at US 99, Center Parkway, Franklin Boulevard and Freeport Boulevard. It would be possible to insert an additional station between Franklin and Freeport Boulevard depending on how road access is provided.

An extension of Meadowview Corridor LRT along State Highway 148 would enhance the utility of the overall route extending southward from downtown Sacramento. In addition, park and ride lots located at the eastern (Calvine and Highway 99) and western (I-5 and Route 148 junction) terminals of Route 148 would make the transportation improvement usable by more community residents. The park and ride facility at Calvine and 99 is being planned, but the one at the western end needs to be further explored. It would be desirable to consider this park and ride as part of the Route 148 project, particularly for right-of-way and environmental purposes.

Please feel free to contact John Schumann or me if we can be of further assistance on this project.

Sincerely,

Hinda Chandler

Hinda Chandler
Assistant Planner

cc: John Schumann
Bill Strong

HC:dgp

City Planning Commission
Sacramento, California

Members in Session:

SUBJECT: Final EIR and Project Recommendation for Route 148
Arterial (M-459)

SUMMARY

The EIR evaluates the alignment and right-of-way requirements for the proposed Route 148 arterial. The designation of right-of-way is the first of a series of steps necessary before construction of this roadway can be initiated. The proposed Route is along the former State Route 148 Freeway which aligns with the Freeport Bridge. The Planning staff concurs there is a need for a new arterial in this portion of the City and recommends the location be the same as the former route, but has a preference for the arterial to pass through the Delta Shores PUD and align with Stonecrest/Riverbend overcrossing (Alternative One in Draft EIR). The Planning Commission is commenting in an advisory capacity to the City Council in this matter. The staff recommends that the Planning Commission approve and forward this report to the City Council.

BACKGROUND INFORMATION

The Route 148 Arterial would utilize the location and replace the function of the former 8.8 mile long State Route 148 Freeway. The arterial would extend from the Sacramento River at Freeport Bridge to Calvine Road at Short Road, which is approximately 5.7 miles generally paralleling Union House Creek (see Exhibit A). The proposed arterial roadway would consist ultimately of: 6 vehicle lanes between I-5 and Power Inn Road; four vehicle lanes west of I-5; four vehicle lanes east of Power Inn Road; and on-street bike lanes for the entire segment. The ultimate road design is to provide grade separations and interchange access with both Interstate 5 and State Route 99; and major at-grade intersections will be located at 24th Street, Franklin Boulevard, Center Parkway, Bruceville Road and Power Inn Road. There could also be minor intersections with the road at approximately 600 foot intervals allowing access to future development. The Route 148 Arterial will be similar to Florin Road. The construction of the Arterial will be accomplished in stages; the initial stage consisting of two vehicle and bike lanes (one in either direction) and developing into the ultimate configuration (see Exhibits B and C). The cost of the initial roadway is estimated to be \$17.5 million, although the sources of funding have not yet been determined.

On July 24, 1980 the Planning Commission held a public hearing to receive comments on this draft EIR for the City Engineer. The Planning Commission on July 31, 1980 approved and transmitted their comments along with the Planning staff comments on the draft EIR to the City Engineer. The final EIR was distributed to the Planning Commission on April 2, 1981 for review.

In June, 1974 the City Council and City Planning Commission recommended to CalTrans that a major traffic artery was needed in the Route 148 alignment and to defer withdrawal the Freeway designation until further studies can be made regarding the nature of development of an alternate traffic artery within this right-of-way. Major public facilities such as Cosumnes College and South Sacramento Methodist Hospital were developed in the anticipation of an arterial in this alignment. CalTrans deleted the proposed Route 148 from the State's Transportation Plan. To provide east/west access for planned land uses in this area, the City designated the previously proposed Route 148 freeway alignment as a "Future Transportation Corridor" in the General Plan. The City has approved approximately 7,000 residential lots south of Meadowview/Mack Roads between I-5 and Highway 99. In the City there is an additional potential of: 3,100 residential lots in the Delta Shores PUD; 1,600 residential lots for vacant land east of Delta Shores; and another 1,800 residential lots in the City's portion of the Laguna Creek area. The County has recently approved a number of subdivisions totalling 8,700 residential lots in the Laguna Creek Community area to the south and east of the Corridor.

Based upon traffic projections for this area at ultimate development, as proposed in the City General Plan, the existing street system along with their planned improvements will not be able to service the approved and planned urbanization. Specifically, traffic from this area would exceed north/south street capacity on Amherst, 24th Street, Franklin Boulevard, and Bruceville Road, while Meadowview and Mack Roads could not adequately accommodate the area's traffic in an east/west direction between I-5 and State Route 99. Therefore, to avoid adverse traffic congestion on the existing street system in this area, the City Engineer proposes that the Future Transportation Corridor be designated as an arterial roadway. Consequently, the City Engineer is initiating the process of defining the east/west transportation corridor concept to a specific right-of-way and alignment for a future arterial roadway.

This EIR evaluates the concept of designating the Future Transportation Corridor as an arterial roadway. The evaluation assesses the general effects that may result from reserving the necessary right-of-way along a specific alignment for the roadway. The EIR assesses the policy of designating a new arterial roadway and will be used as a base for subsequent environmental assessments (tiered) for specific roadway projects. Specific impacts relating to noise, air quality and cost will be addressed in subsequent environmental assessments when specific designs are available. There are a number of other decisions that will have to be considered prior to the actual construction of this arterial roadway.

If the Corridor is designated for an arterial roadway, then the City Engineer will request the arterial be indicated on the City's General Plan, Community Plans, Major Street Plan, and the Zoning Ordinance-Section 17.

The proposed location for the arterial is along the former 148 freeway alignment which aligns with the Freeport Bridge. The Planning staff believes the roadway should pass through the Delta Shores PUD and align with the existing Stonecrest/Riverbend overcrossing (Alternative One in draft EIR).

Alternative One would: reduce access to the Beach/Stone Lakes wildlife areas; reduce potential urban growth inducing pressures along the southern portion of the proposed alignment; provide two side access in Delta Shores PUD; utilize an existing overcrossing, eliminate the need for another arterial through Delta Shores PUD; eliminate a potential highway commercial node around the proposed 148/I-5 interchange; reduce the potential for freeway frontage commercial land uses between Stonecrest and the proposed 148/I-5 interchanges; and cost \$900,000 less than the proposed southerly alignment.

The draft EIR indicated that Alternative One would have a greater impact on the town of Freeport because traffic desiring to cross the Sacramento River would have to travel south down Freeport Boulevard. This would increase traffic and associated noise, emission and congestion within the community's center. However, a bypass roadway between Freeport Boulevard and I-5 could be an alternate route for safer and faster vehicular travel. The Final EIR indicates that the traffic volumes on Freeport Bridge was 3,092 vehicles per day in 1979 and SRAPC projected 3,568 vehicles per day in the year 2005. Consequently, the Planning staff believes the town of Freeport would not be significantly adversely affected because the low projected traffic between I-5 and the Freeport Bridge (3,568 vehicles per day) and the strong desirability by the residents of Freeport for Freeport Boulevard Bypass to get the existing traffic (approximately 3,090 vehicles per day) from not traveling through the town.

The Route 148 Arterial EIR did not analyze the level of service for the proposed alignment or the alternatives. However, a traffic analysis for the Delta Shores PUD prepared by Voorhees Transportation Consultants in April 1981 indicated that the Alternative One and I-5 interchange would operate at service level of "C" at 4:30 P.M. to 5:20 P.M. with ultimate traffic projected for the system.

The Alternative One alignment would conflict with future ramps at Freeport Boulevard and I-5 which are designated but not funded in the State's Transportation Plan. The State will not comment on the potential to delete these future ramps until an application is submitted proposing improvements to the Stonecrest/Riverbend overcrossing. Consequently, the Planning staff can only recommend a preference for Alternative One because the "final alignment" is subject to CalTran's and Federal Highway Works Administration's approval of the 148 and I-5 interchange location.

RECOMMENDATION

The staff suggests that the Planning Commission transmit the following recommendations to the City Council:

1. Determine the EIR adequate for the policy of designating a new arterial roadway alignment and right-of-way.
2. Determine that the EIR has been prepared in compliance with the State EIR Guidelines and that the decision-making body has considered the information contained in the EIR.
3. Determine that the project, the designation of the alignment and right-of-way, will not have a significant effect on the environment because mitigation measures will reduce potential adverse effects to less than significant impacts. The mitigation measures are: the Freeport Boulevard bypass will reduce traffic travelling through the town of Freeport; noise barriers and insulation will reduce exterior and interior noise levels; CO and HC emissions will be reduced, and the arterial will provide future bus and HOV transit routes.
4. Recommend approval of proposed alignment and right-of-way except in the Delta Shores PUD.
5. Recommend a preference for Alternative One alignment subject to no development of adjacent lands until the I-48/I-5 interchange location has been approved by all agencies.

Respectfully submitted,



Clif Carstens
Senior Planner

CC:mm

M-459

April 16, 1981
7-2

Item No. 1
-5-

ALTERNATE ROUTES

SACRAMENTO

ALT. NO. 2
MEADOWVIEW - MACK

ALT. NO. 1
148 NORTH

PROPOSED
ROUTE

ALT. NO. 3
SHELDON RD. EXT.

Florin

Elder Creek

Beacon Creek

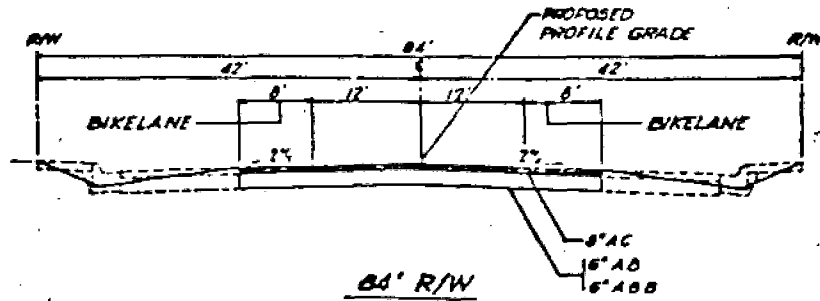
Creek

Laguna

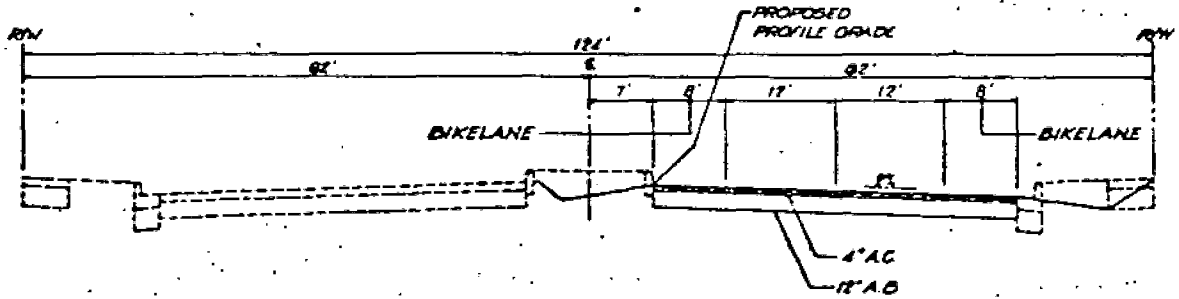
Creek

Strawberry Creek

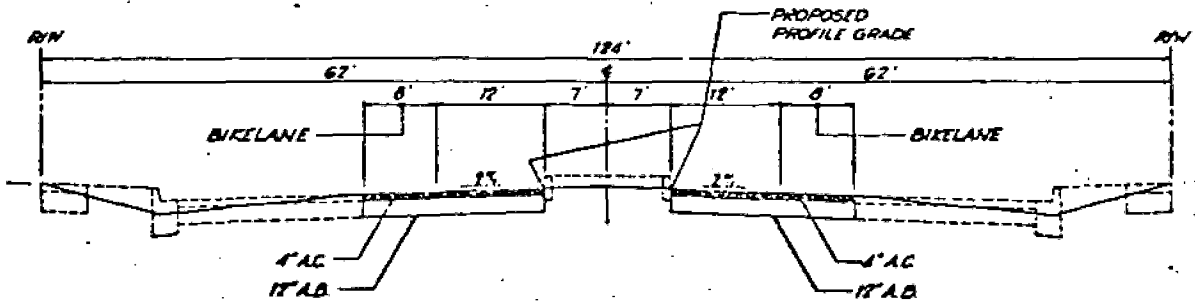
EXHIBIT A



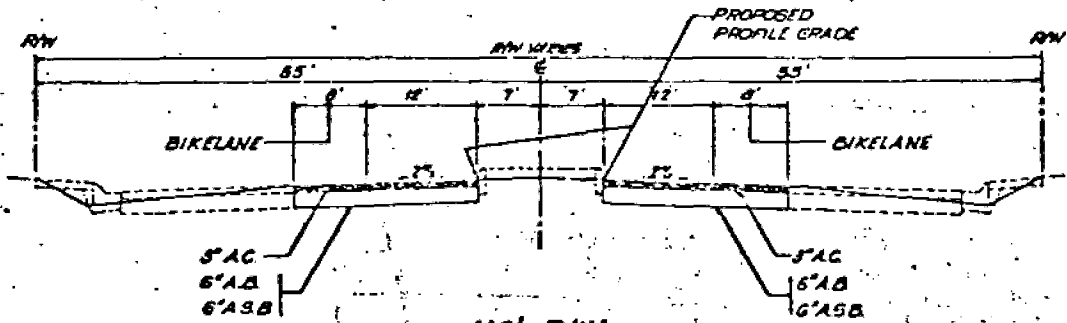
64' R/W
 STA. 0+00 TO STA. 23+00
 STA. 279+65 TO STA. 330+73



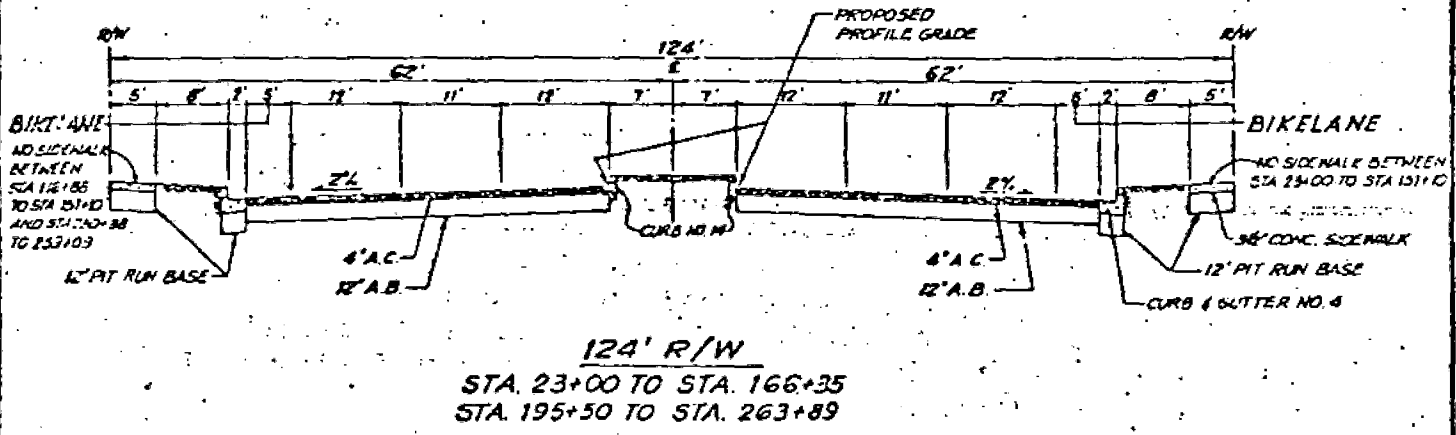
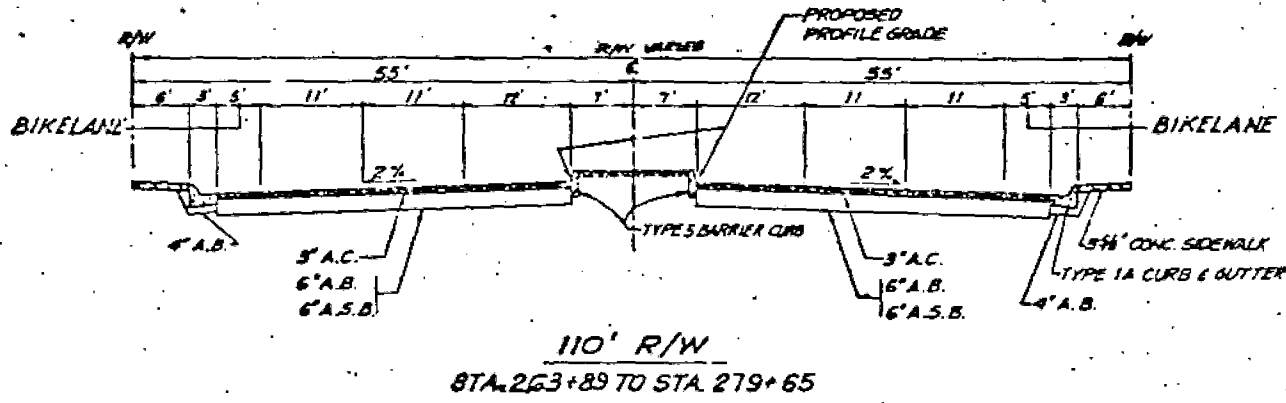
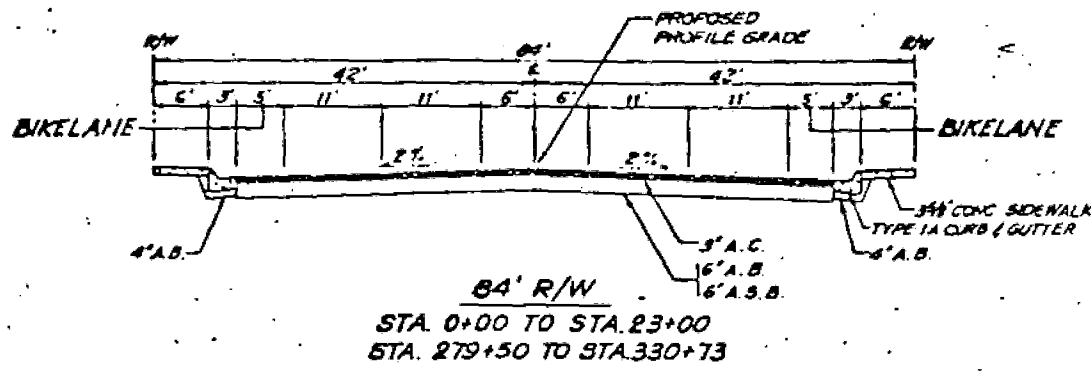
124' R/W
 STA. 23+00 TO STA. 157+10



124' R/W
 STA. 157+10 TO STA. 263+89



110' R/W
 STA. 263+89 TO 279+65
PHASE ONE TYPICAL STREET SECTION
 NO SCALE



ULTIMATE
TYPICAL STREET SECTIONS
NO SCALE



CITY OF SACRAMENTO

CITY PLANNING DEPARTMENT

725 J STREET

SACRAMENTO, CALIF. 95814

TELEPHONE (916) 449-5604

MARTY VAN DUYN
PLANNING DIRECTOR

April 23, 1981

R. H. Parker
City Engineer
Department of Engineering
915 I Street, Room 209
Sacramento, Ca. 95814

Subject: Final EIR and Project Recommendation for
Route 148 Arterial (M-459)

Dear Mr. Parker:

The Sacramento City Planning Commission, on April 16, 1981, approved the following staff recommendations on the subject document and directed the staff to forward their actions including four additional aspects for consideration by the City Council.

Consequently, the City Council should be advised that the City Planning Commission:

1. Determined the EIR adequate for the policy of designating a new arterial roadway alignment and right-of-way.
2. Determined that the EIR has been prepared in compliance with the State EIR Guidelines and that the decision-making body has considered the information contained in the EIR.
3. Determined that the project (the designation of the alignment and right-of-way) will not have a significant effect on the environment because mitigation measures will reduce potential adverse effects to less than significant impacts. The mitigation measures are: the Freeport Boulevard bypass will reduce traffic travelling through the town of Freeport; noise barriers and insulation will reduce exterior and interior noise levels; CO and HC emissions will be reduced, and the arterial will provide future bus and HOV transit routes.
4. Recommended approval of proposed alignment and right-of-way except in the Delta Shores PUD.

5. Recommended a preference for Alternative One alignment subject to no development of adjacent lands until the 148/I-5 interchange location has been approved by all agencies.
6. Additional consideration should be given to:
 - a. Provide RT's new management and Board another opportunity to comment on the subject document's treatment of proposed public transit service in this portion of the city.
 - b. Explore need for additional setback to provide more aesthetic effects and reduce exposing future residents to noise and air quality emissions.
 - c. Terminating Alternative One at the proposed Freeport Boulevard Bypass to reduce traffic impacts on the town of Freeport.
 - d. Minimizing the number of private driveway access to the proposed arterial to reduce potential conflict with the projected high volume of traffic on the future roadway.

Please contact me if you have any questions regarding this matter.

Cordially,



Clif Carstens
Senior Planner

CC:mmm



CITY OF SACRAMENTO

OFFICE OF THE CITY CLERK
915 I STREET
CITY HALL ROOM 203

SACRAMENTO, CALIFORNIA 95814
TELEPHONE (916) 449-5426

LORRAINE MAGANA
CITY CLERK

MEMORANDUM

TO: PLANNING AND COMMUNITY DEVELOPMENT COMMITTEE, CHAIRPERSON
FROM: LORRAINE MAGANA, CITY CLERK *LM*
SUBJECT: REFERRAL TO ITEM NO. 40, COUNCIL AGENDA OF JUNE 30, 1981
DATE: JUNE 30, 1981

Pursuant to Council action, the following subject matter is referred to your committee for hearing, report and recommendation:

Various matters re Final Environmental Impact Report and Project Recommendations for Route 148 Arterial; report back to Council August 25, 1981

LM:sj

cc: Engineering
Councilperson Rudin, Chr.
" Fisher
" Roberts
" Robie