34

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
OCT 26 1981

R. H. PARKER
CITY ENGINEER
J. F. VAROZZA
ASSISTANT CITY ENGINEER

October 23, 1981

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: Final Environmental Impact Report and Project Recommendations for Route 148 Arterial

SUMMARY:

On June 30, 1981 the final E.I.R. and project recommendations for Route 148 was presented to the City Council (copy attached) and was referred to the Planning and Community Development Committee for further study. At the meeting of August 12, 1981 the Planning and Community Development Committee expressed several concerns regarding Route 148, which included meeting with other interested parties, such as, Regional Transit, the Sacramento County Policy Planning Commission and Cosumnes River College, and requested additional comments and information from staff. This was accomplished and the report was returned to the Committee on October 14, 1981 and was unanimously approved by those members in attendance.

RECOMMENDATION:

It is recommended that the City Council approve the Final E.I.R. and project recommendations for Route 148 by passage of the attached resolutions.

Respectfully submitted,

R. H. PARKER
City Engineer

Recommendation Approved:

Walter J. Slipe, City Manager

APPROVED
BY THE CITY COUNCIL
NOV 4 1981
OFFICE OF THE
CITY CLERK

November 4, 1981
District No. 7

81-799
~~81-800~~

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

November 4, 1981

APPROVED BY THE CITY COUNCIL
NOV 4 1981
OFFICE OF THE CITY CLERK

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 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 reviewed Route 148 Arterial Final EnvironmentalImpact 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 November 4, 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

CITY OF SACRAMENTO

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

R. H. PARKER
CITY ENGINEER
J. F. VAROZZA
ASSISTANT CITY ENGINEER

September 30, 1981

Planning and Community Development
Committee
Sacramento, California

Honorable Members in Session:

SUBJECT: Final Environmental Impact Report and Project Recommendations for Route 148 Arterial

SUMMARY:

The Planning and Community Development Committee considered the final E.I.R. for Route 148 at its meeting of August 12, 1981. At the Committee meeting Councilmember Lynn Robie made a motion, which was approved by the Committee, to request additional comments and information from staff on the E.I.R., this report responds to that request.

BACKGROUND:

Outlined below is Lynn Robie's motion as understood by staff.

1. Request staff to meet with the General Manager of Regional Transit and ask him to submit the 148 E.I.R. to the Regional Transit Board.

2. Request comments from Regional Transit staff and Board on the proposed right-of way width and possible park and ride lots considering a light rail alternative in conjunction with the arterial.

3. Urge Sacramento County to submit the 148 E.I.R. to the County Policy Planning Commission for their comments.

4. Request staff to amend their recommendation allowing at-grade intersections at a minimum of 600' spacing along Route 148.

5. If stage construction is used for any portion of Route 148, each stage of construction should include the appropriate landscaping and sound barriers if required.

6. That the Freeport Bypass be included as part of the recommendation.

7. That the alignment for Route 148 through Delta Shores property be deferred and considered during the development of the Delta Shores P.U.D.

8. City staff meet with and present acceptable alignments to Cosumnes River College staff for Route 148 through the college property.

9. The staff submit the E.I.R. to the Methodist Hospital and Kaiser Hospital and request their comments.

10. That the design of the Route 148 Arterial include provisions for a possible light rail line.

The staff subsequently contacted the various entities involved and has had the appropriate meetings and attached to this report are their comments. Listed below are the responses to Councilmember Lynn Robie's motion as requested by the Committee.

Items No. 1, 2 and 10 - Staff met with the General Manager of Regional Transit and its Senior Planner and requested them to submit the Route 148 E.I.R. to the Regional Transit Board for their comments. Attached to this report and noted as Exhibit I.A., I.B., and I.C. are two letters from Regional Transit and a resolution from the Board. Exhibit I.A. is a clarification of the resolution which provides that the right-of-way for the proposed light rail line could be provided by reducing the roadway from six to four lanes instead of adding an additional 35' as mentioned in the resolution. The resolution also addresses the need to identify and reserve possible future park and ride lots.

Item No. 3 - The City staff made a presentation of the 148 Final E.I.R. to the Sacramento County Policy Planning Commission on September 8, 1981. The County Planning Commission's comments are attached to this report and noted as Exhibit II. The Committee should note that their comments are similar to other comments previously made by either the City Planning Commission, members of the public, or members of the City Council. Staff feels their concerns have been answered in this report and in the Final E.I.R.

Item No. 4 - This item requested that staff amend their recommendation allowing at-grade intersections at a minimum of 600' spacing along the proposed Route 148. The City staff is of the opinion that the 148 Arterial is designed to handle vehicular traffic in the area and access at 600' intervals is not undesirable.

Item No. 5 - This item requested that as stage construction is used for any portion of 148, appropriate landscaping and sound barriers be installed at that time as required. City staff agrees with this request as long as such landscaping or sound barriers would not have to be relocated during future stages of construction of either roadways or light rails.

Item No. 6 and 7 - Item No. 6 recommends that the Freeport Bypass be included as part of the recommendation and Item No. 7 recommends that the alignment for 148 through the Delta Shores property be deferred and considered during the development of the Delta Shores P.U.D. Staff feels that the Freeport Bypass issue and the alignment of 148 through Delta Shores should be considered during the development of the Delta Shores P.U.D.

Item No. 8 - The City staff has met with the administrative staff of Cosumnes College regarding the alignment adjacent to the college and through the college property and attached hereto is a letter noted as Exhibit III from the college confirming that the new alignment near the school has answered their concerns.

Item No. 9 - The City staff submitted the Final E.I.R. to Methodist and Kaiser Hospitals and attached hereto as Exhibit IV are their comments.

RECOMMENDATION:

The staff recommends that the Committee accept this report and recommend to the full City Council approval of the resolution attached in our previous report dated July 31, 1981 (copy attached) to the Planning and Community Development Committee.

Respectfully submitted,

R. H. PARKER
City Engineer

81-798

RESOLUTION NO. ~~81-799~~

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

November 4, 1981

APPROVED BY THE CITY COUNCIL
NOV 4 1981
OFFICE OF THE CITY CLERK

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 November 4, 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 develope along Route 148, impacts peculiar to each project should be identified in subsequent tiered EIR's and mitigation measures imposed.

MAYOR

ATTEST:

CITY CLERK

EXHIBIT I.A.

Regional Transit
P.O. BOX 2110 • 1400 29TH STREET • SACRAMENTO, CA 95810 • (916) 444-7591

September 18, 1981

RECEIVED
SEP 21 1981
CITY OF SACRAMENTO
ENGINEER'S OFFICE

Mr. John Varozza
City of Sacramento
Dept. of Engineering
915 I Street
Sacramento, CA 95814

Dear Mr. Varozza:

This will confirm our telephone conversation of this afternoon, indicating that for our purposes the right-of-way required for the inclusion of light rail transit in proposed State Route 148 can be provided by either reducing the roadway from 6 lanes to 4 lanes, or by adding an additional 35 feet.

The Resolution adopted by our Board of Directors was intended only to request a 35 foot reservation of right-of-way. Should you, for any reason, require the passage of a different resolution please let me know.

Sincerely,

Robert W. Nelson

Robert W. Nelson
General Manager

RWN:jk

Enclosure

EXHIBIT I.B.

REGIONAL TRANSIT
P.O. BOX 2110 • 1400 29TH STREET • SACRAMENTO, CA 95810 • (916) 444-7591

September 15, 1981

RECEIVED
SEP 16 1981
CITY OF SACRAMENTO
ENGINEER'S OFFICE

Mr. John Varozza
City of Sacramento
Dept. of Engineering
915 I Street
Sacramento, CA 95814

Dear Mr. Varozza:

At their meeting last night, our Board of Directors adopted the attached Resolution indicating that State Route 148 would be a logical extension of our proposed Meadow View corridor light rail transit line. Unfortunately, we were unable to conclude final negotiations for the purchase of the Meadow View corridor right of way prior to last night's Board meeting. Therefore, it was necessary that any action taken by the Board must be "conditional" at this time. However, it is possible to tell you that negotiations have progressed to the point that final agreement should have been reached prior to the Board's October 26, 1981 meeting.

We hope this action will prove helpful and look forward to working with City staff in the near future.

Sincerely,

Robert W. Nelson
General Manager

RWN:jk

Attachment

cc: Lyn Robie, City Council

EXHIBIT I.C.

RESOLUTION NO. 81-836

Adopted by the Board of Directors of the Sacramento Regional Transit District on the date of:

September 14, 1981

IDENTIFYING STATE ROUTE 148 AS FUTURE ALIGNMENT

WHEREAS, the Planning and Community Development Committee of the Sacramento City Council has requested that Regional Transit comment on the proposed right-of-way width and possible park-and-ride lots along proposed Route 148; and,

WHEREAS, rapid development is expected in the area that will be served by proposed Route 148; and,

WHEREAS, the Regional Transit Board of Directors has adopted a policy calling for development of light rail transit lines in principal corridors where potential passenger volumes are sufficient to make rail economics attractive to the District; and,

WHEREAS, negotiations between Regional Transit, the California State Parks Foundation, and Southern Pacific Railway have progressed to the point that there is reasonable certainty that the right-of-way for a Meadowview corridor light rail transit line will be acquired by Regional Transit in the near future; and,

WHEREAS, the Route 148 Corridor would be a logical extension of the proposed Meadowview Corridor light rail transit line; and,

WHEREAS, with rapid development slated in the Laguna and Consumnes areas, the extension of the light rail transit line through the Route 148 Corridor is an option for which provision should be made.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, conditional on the acquisition of the Meadowview Corridor light rail transit right-of-way on or before October 26, 1981, the Regional Transit Board of Directors requests the Sacramento City Council to take the following actions:

- As part of its program to develop proposed Route 148, to acquire an additional 35 feet width of right-of-way for purposes of transit line construction; and,

- Instruct its staff to work with Regional Transit to identify, reserve and hold sites where legally possible for park-and-ride lots at those locations where proposed Route 148 will cross U.S. 99 (Calvin Road), Center Parkway, Franklin Boulevard and Freeport Boulevard.

GRANTLAND L. JOHNSON, Chairman

A T T E S T:

ROBERT W. NELSON, Secretary

By

JAMIE KHAN, Assistant Secretary

EXHIBIT II

COUNTY OF SACRAMENTO

Inter-Department Correspondence

Date 9-24-81

To : Members, Sacramento City Council

From : Sacramento County Policy Planning Commission

Subject : Comments from the Commission on the Final E.I.R. for Route #148, Transportation Corridor.

On September 8, 1981, the Commission reviewed the Subject project. Mr. John Varozza of the City Engineers office presented this item. The Planning Commissioners wished to forward the following comments:

--This project should be designed and implemented in harmony with the current plans and policies of the Regional Transit District.

--Right-of-way design should provide for future utilization of this corridor for light rail use; recommendations are made with the understanding that the alignment does not affect the County's General Plan update process with respect to designation of new urban areas, such as the southern Vineyard area.

--The Freeport by-pass is viewed as important to the preservation of that community.

--Noise atenuation measures should be carefully considered during the project implementation stage and when considering adjacent residential development.

--The Commission recognizes the future need for the project because of adverse future traffic impacts on Meadowview Road.

--The Commission recognizes the need to adopt an alignment in order to preserve the opportunity for the transportation corridor and to alert the public to the limitation of use for the land along that corridor.

--The Commission recognizes the potential for growth stimulating effect of the future implementation of this project on its eastern end.

--The Commission has asked County Staff for a synopsis of how County and City General Plans relate to each other in this area and are to be presented in a joint public meeting.

--Finally, the Commission strongly urges that the alignments western terminus avoid potential growth inducing effects upon Yolo County be moving the intersection with I-5 north of the Freeport Bridge crossing.

Thank you for the opportunity to add these comments and concerns to the process.

kc

EXHIBIT III

Cosumnes River College

8401 Center Parkway Sacramento, California 95823
Sacramento (916) 421-1000 Elk Grove (916) 682-2131

RECEIVED
SEP 16 1981
CITY OF SACRAMENTO
ENGINEER'S OFFICE

September 14, 1981

Mr. John Varozza
Assistant City Engineer
City of Sacramento
915 I Street, Room 207
Sacramento, California 95814

Dear Mr. Verozza:

Thank you very much for taking time out of your schedule to bring the revised plans for the portion of Route 148 that will cross Cosumnes River College property.

As per our comments during your review, I would like to confirm that your efforts to realign the proposed roadway have answered our concerns. We very much appreciate the cooperation we have received from your office.

Sincerely,

Michael L. Hargett
Associate Dean,
Administrative Services

MH:bh

EXHIBIT IV.A.

HERMANN E. LORENZ, JR.
PROFESSIONAL CORPORATION
ATTORNEY AT LAW
COURT PLAZA BUILDING, SUITE 408
901 H STREET
SACRAMENTO, CALIFORNIA 95814
AREA CODE 916-446-6741

Reply to:
P. O. Box 1893
Sacramento, CA. 95809-1893

September 14, 1981

Andrew R. Hunt
Senior Engineer
Department of Engineering
City Hall, Room 207
915 I Street
Sacramento, California 95814

RE: ROUTE 148 ARTERIAL ENVIRONMENTAL IMPACT REPORT

Dear Mr. Hunt:

This office represents the Methodist Hospital of Sacramento who received your letter of August 18, 1981 together with the April 1980 Draft Environmental Impact Report and the final Environmental Impact Report of February 1981.

The hospital managment and the Board of Directors have reviewed the reports and are pleased to advise you that the Methodist Hospital does in fact support the project and the proposed arterial.

As you know the Methodist Hospital operates a 24 hour fully equipped and fully staffed emergency room to serve the people of the southern part of the City of Sacramento and of the southern county of Sacramento. The proposed arterial between I-5 and Highway 99 when developed, would allow easier access by the public to the hospital. It is hoped that the arterial would be developed as soon as possible.

If you have any questions, please do not hesitate to contact me.

Very truly yours,

HERMANN E. LORENZ, JR.
Attorney at Law

HEL:rw
cc: Mr. Stanley C. Oppegard

EXHIBIT IV.B.

KAISER FOUNDATION HOSPITALS

1924 BROADWAY, OAKLAND, CALIFORNIA • PHONE: 645-5000
MAILING ADDRESS: P.O. BOX 12916, OAKLAND, CALIFORNIA 94604

September 21, 1981

Mr. Andrew A. Hart
Department of Engineering
City of Sacramento
915 "I" Street
Sacramento, CA 95814

Dear Mr. Hart:

Subject: EIR -- Route 148 Arterial near future South Sacramento Medical Center (Valley-Hi and Bruceville)

We appreciate our receipt of the following which evaluates the concepts of designating the subject future transportation corridor as an arterial right of way:

1. Draft Environmental Impact Report dated April, 1980.

2. Final Environmental Impact Report Addendum dated February, 1981.

3. Project plans illustrating the alignment, intersections, etc., for that portion of the project which is located near our subject site.

As the initial phase of a tiered Environmental Impact Report process, we find the material you have submitted to us to be reasonably complete and generally adequate as to the intended purpose.

We would also appreciate being periodically informed of the status of this project and trust that such contract will be continued as the project progresses.

Yours very truly,

David C. Van Noy
Properties Representatives

cc: Mr. Donald Chandler

CITY OF SACRAMENTO

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

R. H. PARKER
CITY ENGINEER
J. F. VAROZZA
ASSISTANT CITY ENGINEER

July 31, 1981

Planning and Community Development
Committee
Sacramento, California

Honorable Members in Session:

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

SUMMARY:

The subject project was referred to your committee by the City Council on June 30, 1981 for further study. Attached is the cover letter to the City Council, the City Engineering Department's recommendation and a report to the City Planning Commission which summarizes the subject project.

Respectfully submitted,

John F. Varozza
for R. H. PARKER
City Engineer

RHP/hma

att.

August 12, 1981

CITY OF SACRAMENTO

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

R. H. PARKER
CITY ENGINEER
J. F. VAROZZA
ASSISTANT CITY ENGINEER

June 16, 1981

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. Slipe, 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 develope 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

Impact	Scope	Mitigation Measure	Effectiveness of Mitigation
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

Impact	Scope	Mitigation Measure	Effectiveness of Mitigation
Traffic and Circulation	Local/Regional	Project will Funnel Traffic into Arterials and Freeways Designed for Higher Traffic Volumnes and take Traffic Congestion out of Residential Areas.	Partial Mitigation Possible
Construction of a 6-lane Corridor Between Route 99 and I-5 May Increase Traffic Through the South Area			
Air Quality	Site Specific/ Regional	Encourage Car Pooling	Partial Mitigation
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.		Extension of Regional Transit	Partial Mitigation
		Provide other forms of Mass Transit	Partial Mitigation
Growth Inducement	Local/Regional	Encourage Urban Expansion in Directions Which Minimize Conflicts with Agriculture and Open Space. To be addressed in subsequent "tiered" EIR.	Partial Mitigation
Secondary effects will accompany construction of Route 148 and are associated with impacts on open space and agriculture.			

III. ADVERSE IMPACTS FOUND NOT SIGNIFICANT

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

Aside from the mitigation measures already proposed for noise and air quality emmissions, 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

May 4, 1981

Mr. Andrew A. Hunt
Senior Engineer
City of Sacramento
Department of Engineering
915 I Street
Room 207
Sacramento, California 95814

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 or 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.

Stations probably would be spaced about ½ 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 residentail 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 enviromental 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 travelling 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 atservice 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.

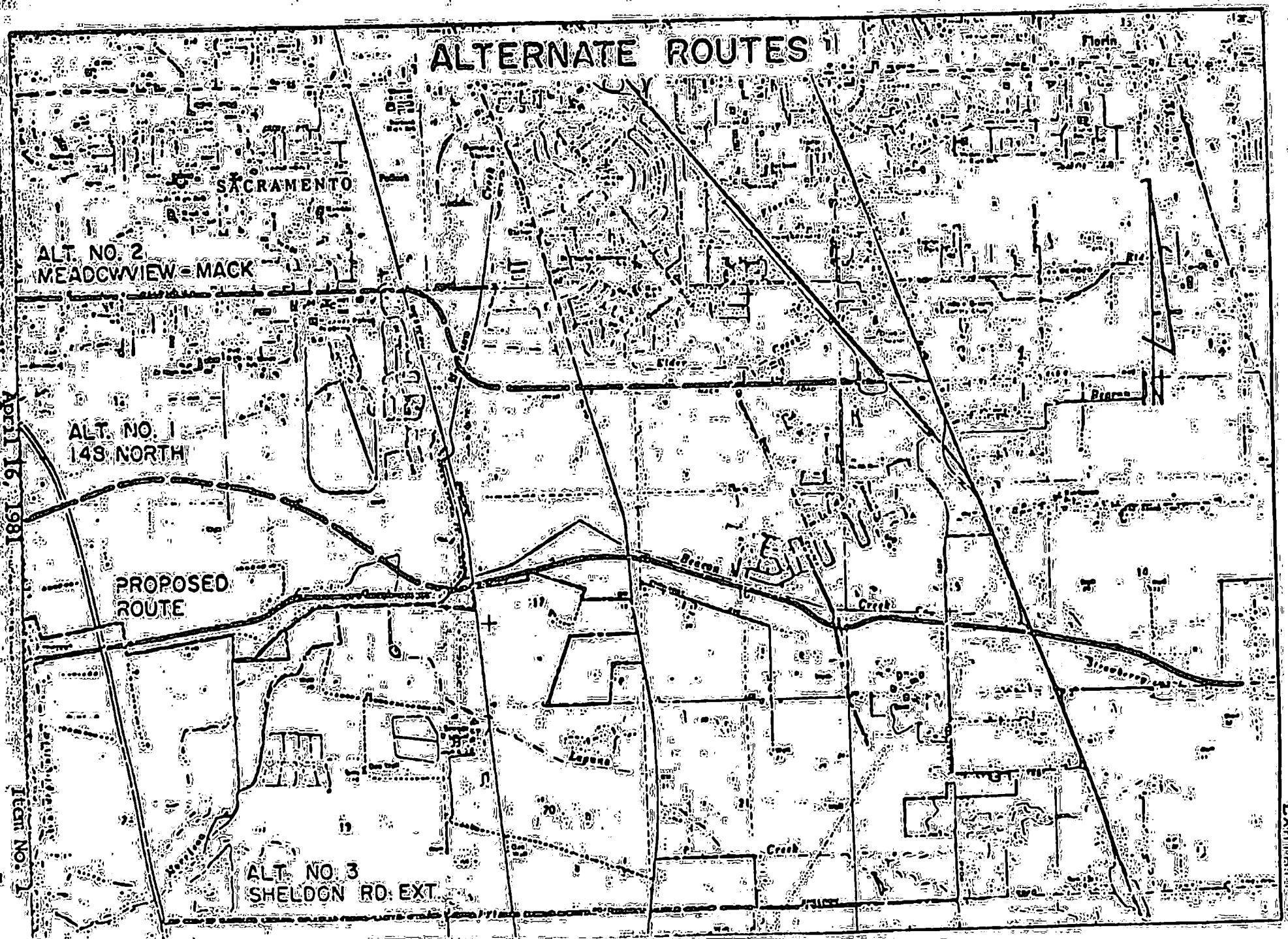
4. Recommend approval of proposed alignment and right-of-way except in the Delta Shores PUD.

5. Recommend a preference for Alternative One alignment subject to no development of adjacent lands until the 148/I-5 interchange location has been approved by all agencies.

Respectfully submitted,

Cliff Carstens
Senior Planner

CC:mm



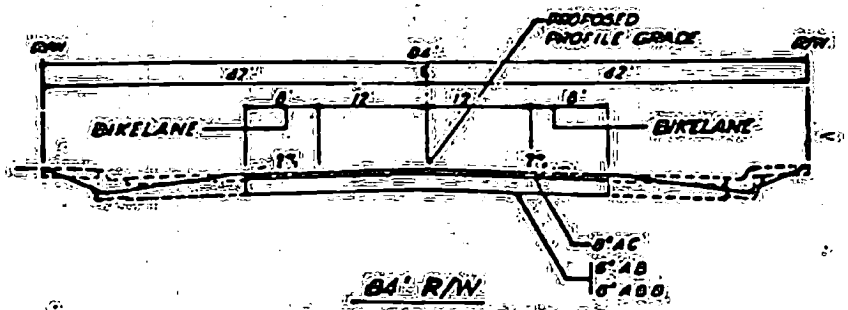
M-459

April 16, 1981

Item No. 5

EXHIBIT A

7-2



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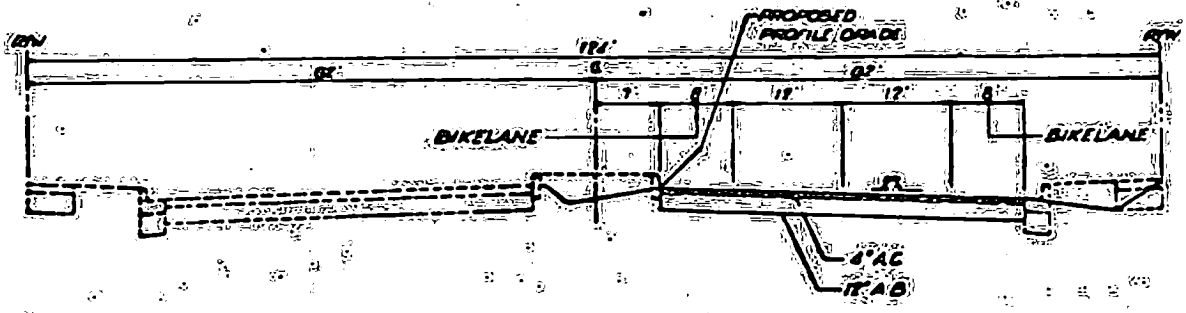
STA. 279+65 TO STA. 330+73



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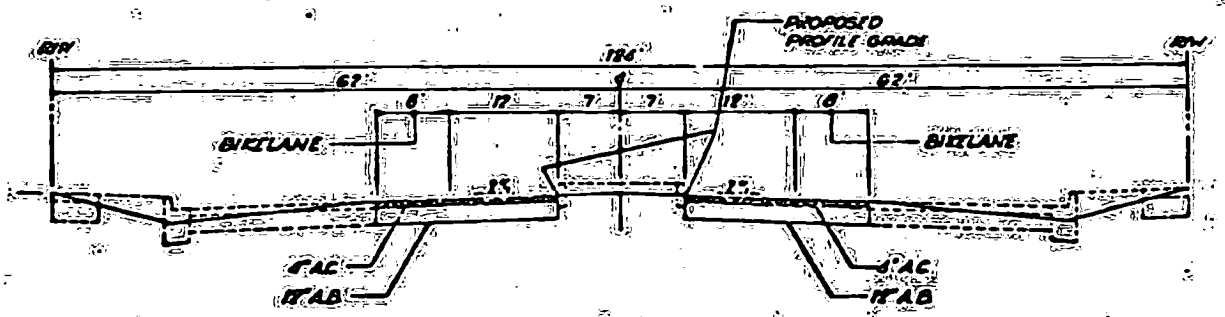

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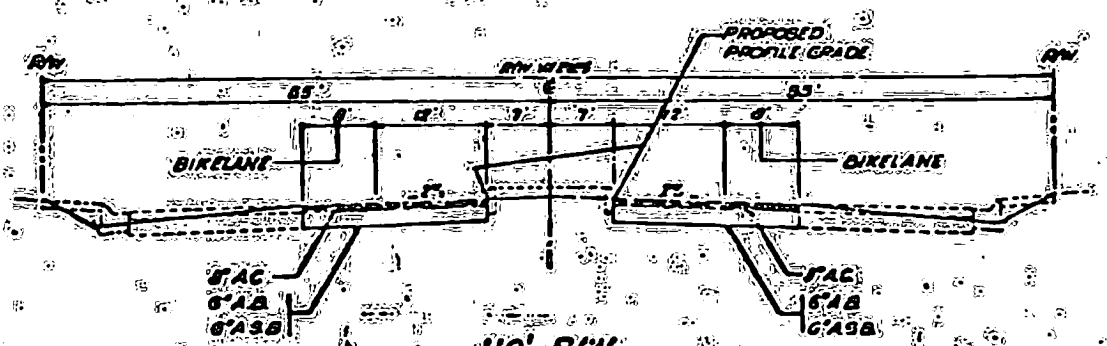

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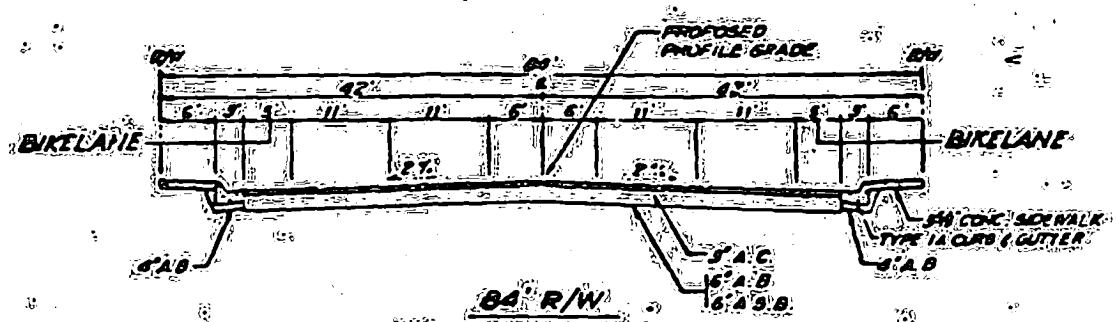
PHASE ONE TYPICAL STREET SECTION
NO SCALE



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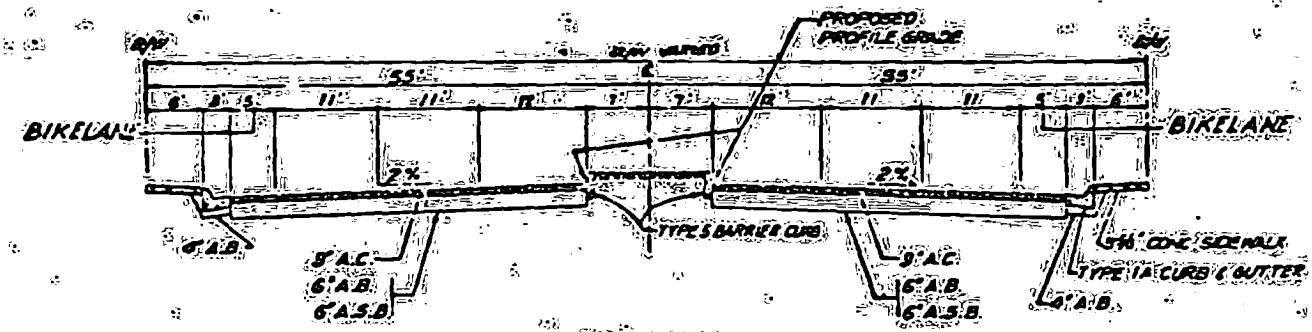

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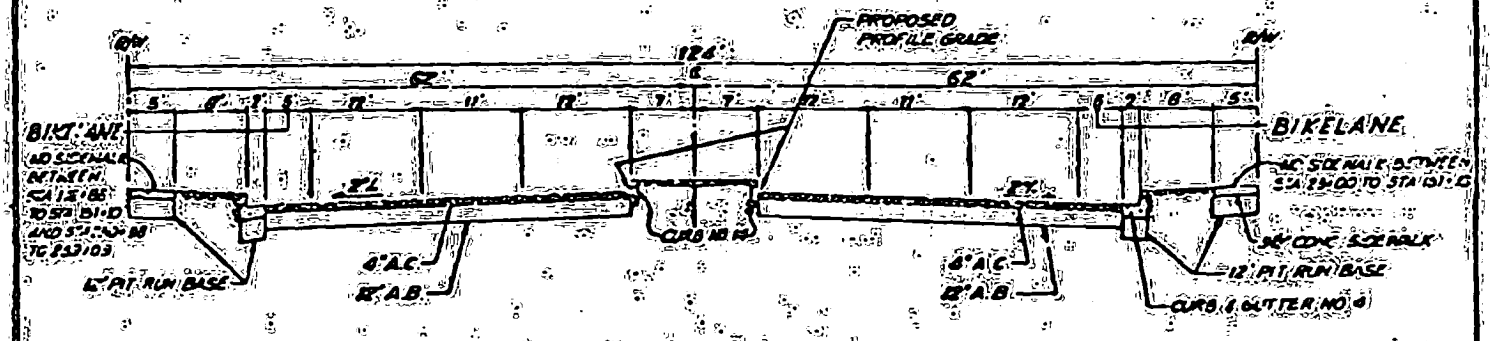

124' R/W
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STA. 195+50 TO STA. 263+89

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:mm

RESOLUTION NO. 81-799

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

November 4, 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 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 reviewed Route 148 Arterial Final EnvironmentalImpact 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 November 4, 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).

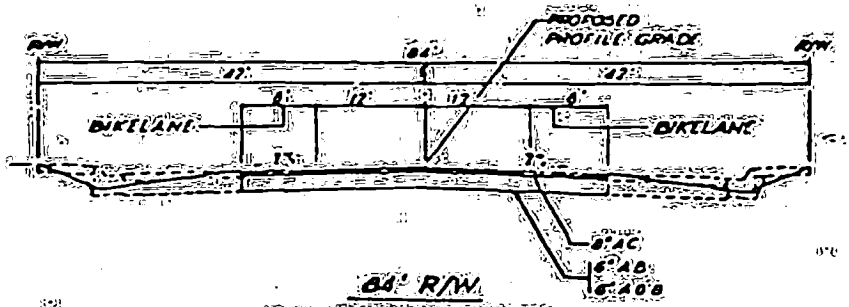
3. That the Route 148 arterial alignment, width of right-of-way and the geometrics of the proposed freeway interchange in the Delta Shores Planned Unit Development be a requirement for the adoption of the schematic plan for the Development of the Delta Shores Planned Unit Development and be subject to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

Phil L. Isenberg
MAYOR

ATTEST:

Anne Mason
ASSISTANT CITY CLERK

RESOLUTION No. 81-799
NOV 4 - 1981



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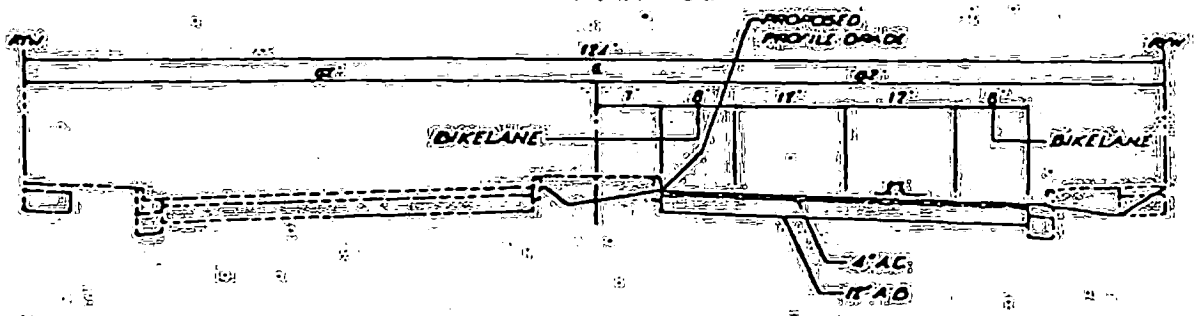

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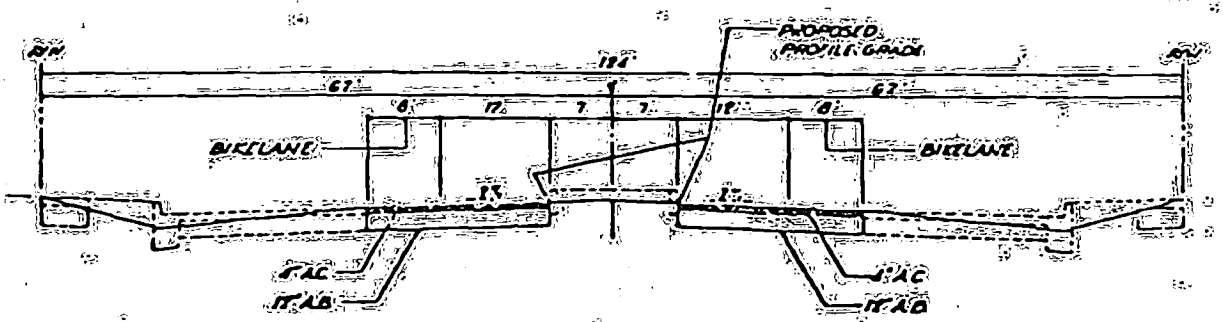

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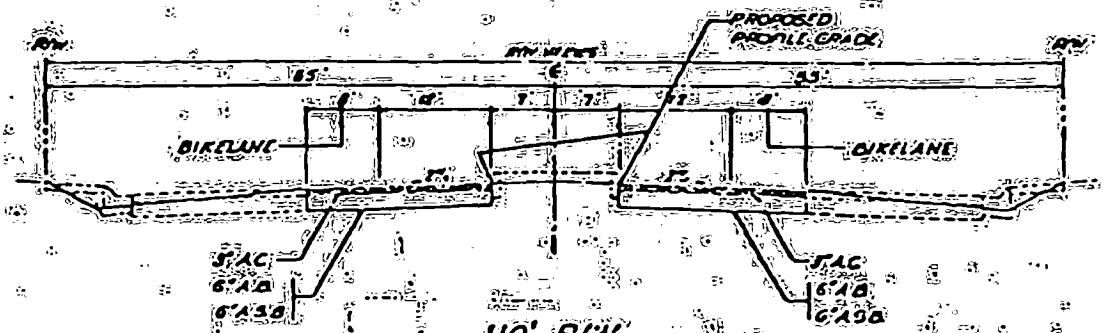

110' R/W
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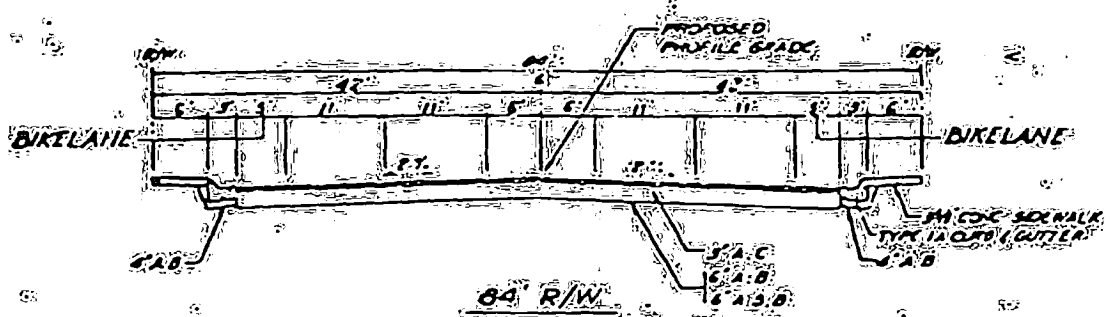
PHASE ONE TYPICAL STREET SECTION
NO SCALE

2-2

RESOLUTION No. 81-799
NOV 4 1981



84' R/W
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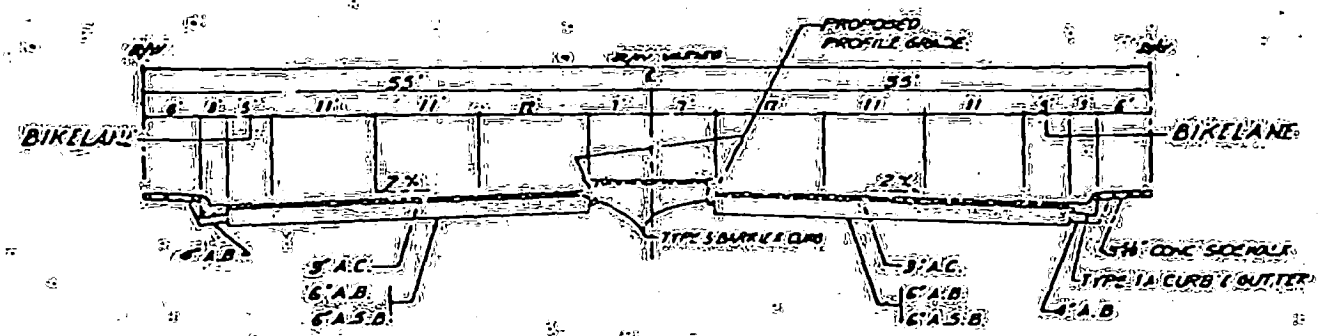

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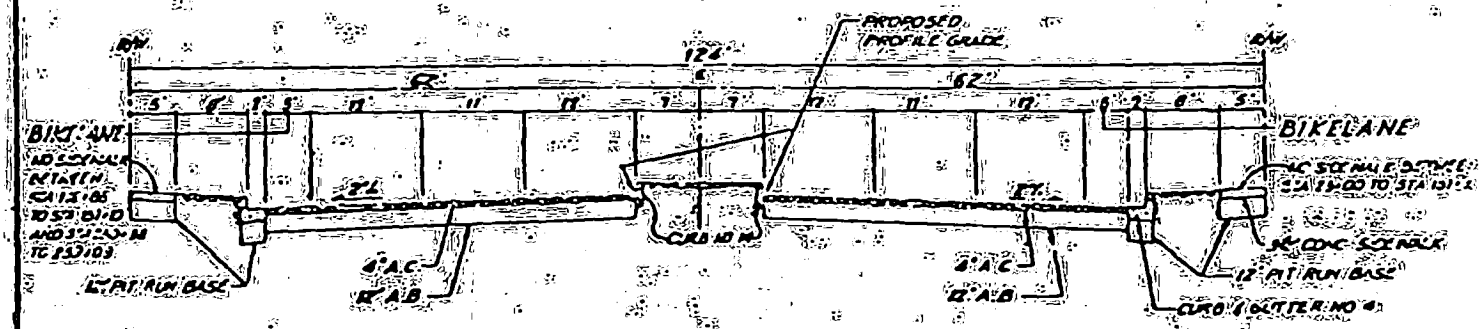

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ULTIMATE
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NOV 4 1981