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CITY MANAGER'S OFFICE
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APR 12 1989

DEPARTMENT OF
PUBLIC WORKS

TRANSPORTATION DIVISION

CITY OF SACRAMENTO
CALIFORNIA

CITY HALL
ROOM 304
915 I STREET
SACRAMENTO, CA
95814-2608

916-449-5307

ROBERT L. LEE
TRANSPORTATION
DIVISION MANAGER

APPROVED
BY THE CITY COUNCIL

APR 18 1989

OFFICE OF THE
CITY CLERK

April 18, 1989

City Council
Sacramento, California

Honorable Members In Session:

SUBJECT: M88-085 Ordinance Amending Section 17-E-1(80) of the Comprehensive Zoning Ordinance, Ordinance No. 2550, Fourth Series, as Amended Relating to Increasing the Right-Of-Way for Raley Boulevard North of Interstate 80 Freeway to the City Limits from 80 Feet to 110 Feet.

SUMMARY

Raley Boulevard between Interstate 80 and the northern City limits is currently a 60 foot right-of-way street that is designated as an 80 foot right-of-way street in Chapter 17 of the City Zoning Ordinance. The Public Works Department requests that this section of Raley Boulevard be designated as a 110 foot right-of-way to accommodate a special section, six-lane roadway. Ratification of a Negative Declaration is required. Elimination of on-street parking is required for six-lane roadways.

BACKGROUND

The Environmental Impact Report for the Sacramento General Plan Update identified the widening of Raley Boulevard to six or eight lanes as a mitigation measure. To provide for six lanes it is proposed that a 110 foot right-of-way section be adopted. This will provide for three travel lanes on either side of a 20 foot median. In addition, accommodations for on-street bicycle lanes, as recommended in the North Sacramento Community Plan, will be provided.

To change the designated right-of-way of Raley Boulevard it is necessary to amend Chapter 17 of the Zoning Ordinance. To amend Chapter 17 it is necessary to hold two Planning Commission hearings and one City Council hearing. The Planning Commission hearings were held on January 26 and February 9. The item was passed for publication by the City Council at the March 7 meeting. In addition, community meetings were held on November 9, 1988 and January 17, 1989. The Commission reports and associated exhibits are attached for your additional information.

The Negative Declaration originally filed by the Environmental Coordinator was appealed. Since that time, the Environmental Coordinator has filed a new Negative Declaration addressing the concerns expressed. A copy of the new Negative Declaration was sent to the appellant.

During the public hearing process and at the community meetings, concerns raised by affected property owners focused on three areas:

1. The proposal requires excessive dedication and is an excessive street and will cause financial hardships to adjacent property owners.

2. The design of the road includes a center median which prohibits left turns into and out of the adjacent properties.

3. The design was not consistent with the County portion of Raley Boulevard.

As an alternative, the property owners along the Raley Boulevard corridor proposed that the existing 80 foot right-of-way designation be retained and that a five-lane street section, with two lanes in each direction and a center two-way left turn lane, be implemented.

The proposal to redesignate Raley Boulevard to a 110 foot right-of-way will not require dedication of property at this time. The property in this area was redesignated to industrial land uses during the 1984 North Sacramento General Plan. As subdivision maps or building permits for properties fronting along Raley Boulevard are filed with the City, dedication to the 110 foot right-of-way will be required. If there are portions of Raley Boulevard that are necessary yet not acquired through this dedication process, acquisition through direct negotiation or eminent domain proceedings, with compensation at their market value, will be implemented. However, no property acquisition is proposed as part of this action.

Traffic projections for this segment of Raley Boulevard estimate that approximately 59,000 vehicles will travel this roadway in the year 2016. It is staff's recommendation that the most prudent approach to managing this level of traffic is to provide a center divider that will restrict left turn movements to those locations most appropriate. Appropriate locations will primarily be the future signalized intersections. A 20 foot median is proposed to allow flexibility in providing dual left turn lanes. Dual left turn lanes allow better management of conflicting intersection movements.

The Transportation Research Board (TRB), based on review of data collected in Michigan and California, presented advantages and disadvantages of various roadway designs in National Cooperative Highway Research Program Report 282 entitled Multilane Design Alternatives for Improving Surburban Highways. Below are advantages and disadvantages of six-lane divided roadways and five-lane roadways with two-way left turn lanes when compared with a two-lane road:

DESIGN ALTERNATIVE	ADVANTAGES	DISADVANTAGES
Six Lane Divided	1. Provides additional lanes increase capacity for through traffic movement 2. Reduces rear-end and angle accidents associated with 3. Provides physical separation to reduce head-on accidents 4. Discourages strip commercial development 5. Provides a median refuge area for pedestrians 6. Increased turning radius for U-turns	1. Required pavement and width may not be available 2. Increased delay to left-turning vehicles 3. Indirect routing required for large trucks 4. Lack of operational flexibility due to fixed median
Five-lane with Two-way Left Turn Lane	1. Provides additional lanes to increase capacity for through traffic movement 2. Reduces delay to through vehicles by left-turning vehicles 3. Reduces frequency of rear-end and angle accidents associated with left-turn maneuvers 4. Provides spatial separation between opposing lanes to reduce head-on accidents 5. Increases operational flexibility	1. Required pavement and right-of-way width may not be available 2. No refuge area in median for pedestrians 3. May generate safety problems at closely spaced driveways and intersections 4. May encourage strip commercial development

Source: NCHRP #282
Table 7
Page 13

As can be seen by the preceding table, the primary advantage of the six-lane divided roadway is that it provides additional capacity for the through traffic movement. Other benefits are that the six-lane roadway minimized the potential safety problems at closely spaced driveways that is identified in the five-lane, two-way left turn lane alternative, and it can discourage strip development.

There has been some confusion with regard to the consistency of the City proposal with the designation of Raley Boulevard (16th Street) in Sacramento County. However, documentation has been received which verifies that Sacramento County has designated their portion of Raley Boulevard as a 110 foot right-of-way roadway. The standard section that the County has adopted for a 110 foot right-of-way roadway has a 14 foot median.

FINANCIAL DATA

There are no financial considerations with this proposal. No property acquisition or construction is proposed.

MBE/WBE

Not applicable.

POLICY CONSIDERATIONS

In the General Plan EIR it was identified that as a mitigation measure that Raley Boulevard, from Interstate 80 to the north City limits, should be widened to six or eight lanes. The findings adopted for the General Plan E.I.R. identified that widening beyond six lanes was not feasible.

The City's current six-lane roadway standard requires a right-of-way of 124 feet. Implementation of this proposal will require the adoption of a special roadway section as authorized in Section 40.309 of the City Code.

Current City policy with regard to six-lane roads does not provide for on-street parking. It will, therefore, be necessary to formally remove parking on this segment of Raley Boulevard.

RECOMMENDATION

It is recommended that the Transportation and Community Development Committee forward this report to the City Council recommending the following actions:

1. That the Council approve the attached resolution which:

   A) determines that the proposed project will not have a significant effect on the environment;

   B) ratifies the Negative Declaration;

   C) approves the project; and

   D) authorizes the Environmental Coordinator to file a Notice of Determination with the County Clerk.

2. Adoption of the attached ordinance amending Section 17-E-1(80) of the Comprehensive Zoning Ordinance, Ordinance No. 2550, Fourth Series, as amended, increasing the right-of-way for Raley Boulevard north of Interstate 80 to the north City limits from 80 feet to 110 feet.

3. Approval of the attached resolution which:

   A) adopts a special 110 foot right-of-way cross section for Raley Boulevard; and

   B) prohibits parking on Raley Boulevard.

Respectfully submitted,

JAMES H. BLOODGOOD
Supervising Engineer

Recommendation Approved:

WALTER J. SLIPE
City Manager

Approved:

MELVIN H. JOHNSON
Director of Public Works

Contact to Answer Questions:

ALAN MITCHELL, JUNIOR ENGINEER
449-5307

April 18, 1989
District No. 2

JB:sm
CA7-69

23

RESOLUTION No. 89-294

APPROVED BY THE CITY COUNCIL

Adopted by The Sacramento City Council on date of APR 18 1989

OFFICE OF THE CITY CLERK

RESOLUTION RATIFYING NEGATIVE DECLARATION FOR AMENDING SECTION 17-E-1(80) OF THE COMPREHENSIVE ZONING ORDINANCE, ORDINANCE NO. 2550, FOURTH SERIES, AS AMENDED, RELATING TO INCREASING THE RIGHT-OF-WAY FOR RALEY BOULEVARD, NORTH OF INTERSTATE 80 FREEWAY TO THE CITY LIMIT FROM 80 FEET TO 110 FEET

WHEREAS, on February 23, 1989, the Environmental Coordinator of the City of Sacramento filed a Negative Declaration with the County Clerk of the Sacramento County for the following proposed City initiated project:

Amending Section 17-E-1(80) of the Zoning Ordinance to increase the right-of-way of Raley Boulevard from 80 feet to 110 feet from Interstate 80 Freeway to City limits.

WHEREAS, the prescribed time for receiving appeals has elapsed, and no appeals were received.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

1. That the proposed project will not have a significant effect on the environment.

2. That the Negative Declaration for the above described project is hereby approved.

3. That the above described project is hereby approved.

4. That the Environmental Coordinator is authorized to file with the County Clerk a Notice of Determination for said project.

MAYOR

ATTEST:

CITY CLERK

JB:sm
CA7-69

23

ORDINANCE NO. 89-025

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

APPROVED
BY THE CITY COUNCIL

APR 18 1989

OFFICE OF THE CITY CLERK

ORDINANCE AMENDING SECTION 17-E-1(80) OF THE COMPREHENSIVE ZONING ORDINANCE, ORDINANCE NO. 2550, FOURTH SERIES, AS AMENDED, RELATING TO INCREASING THE RIGHT-OF-WAY FOR RALEY BOULEVARD, NORTH OF INTERSTATE 80 FREEWAY, TO THE CITY LIMIT FROM 80 FEET TO 110 FEET (M88-085)

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

SECTION 1:

Section 17-E-1(80) of the Comprehensive Zoning Ordinance (Ordinance No. 2550, Fourth Series), relating to the established right-of-way for Raley Boulevard from Interstate 80 Freeway north to the city limits to read as follows:

(80) Raley Boulevard: Interstate 80 Freeway north to city limits - 110 feet.

PASSED FOR PUBLICATION:

PASSED:

EFFECTIVE:

MAYOR

ATTEST:

CITY CLERK

M88-085

JB:sm
CA7-69

23

APPROVED BY THE CITY COUNCIL

APR 18 1989

OFFICE OF THE CITY CLERK

RESOLUTION No. 89-295

Adopted by The Sacramento City Council on date of

ADOPTION OF A SPECIAL 110 FOOT RIGHT-OF-WAY CROSS SECTION FOR A PORTION OF RALEY BOULEVARD, ELIMINATION OF ON-STREET PARKING FOR RALEY BOULEVARD

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

That:

1. As authorized in Section 40.309 of the City Code a special street section for Raley Boulevard from Interstate 80 to the north city limits (Ascot Avenue) as shown on the attached Exhibit is hereby approved.

2. As authorized in Section 25.103 of the City Code when signs are posted giving notice thereof, parking shall be prohibited on Raley Boulevard between Interstate 80 and the north city limits (Ascot Avenue).

MAYOR

ATTEST:

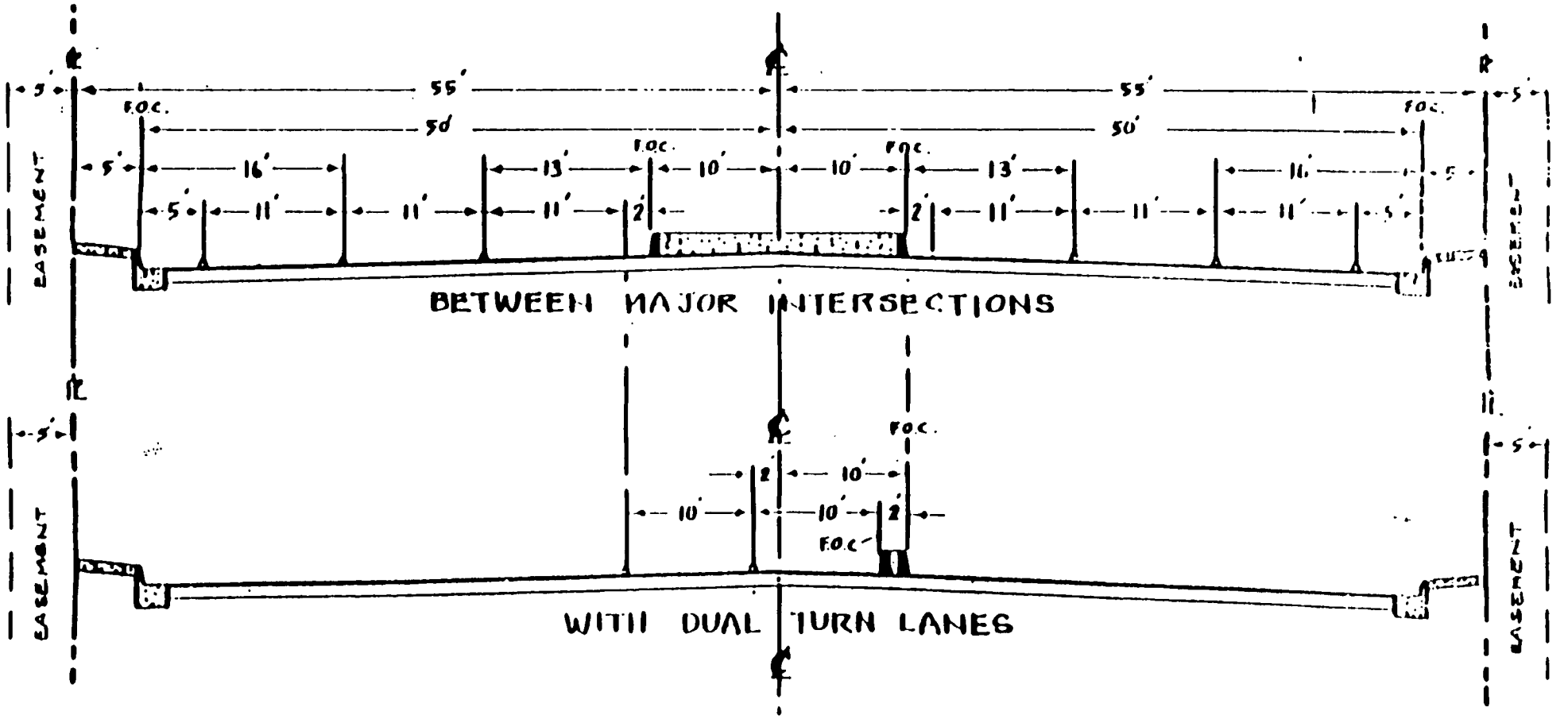
CITY CLERK

JB:sm
CA7-69

M-88-085

11-10-88

Item 26



110' MAJOR STREET CROSS SECTION

RALEY BLVD. AT BELL AVE.

EXHIBIT A

23

DOUGLAS M. FRALEIGH, Director
TERRY TICE, Deputy Director
W.C. WANDERER, JR., Deputy Director

23

COUNTY OF SACRAMENTO

DEPARTMENT OF PUBLIC WORKS

HIGHWAYS AND BRIDGES DIVISION . . . James C. Ray, Chief
ROOM 201 • 827 SEVENTH STREET
SACRAMENTO, CALIFORNIA 95814
(916) 440-5966/6291

March 20, 1989

James Bloodgood
City of Sacramento
Department of Public Works
915 I Street, Suite 304
Sacramento, CA 95814

RE: 16th STREET, MAJOR STREET & HIGHWAY PLAN DESIGNATION

Dear Mr. Bloodgood:

The Major Street & Highway Plan adopted by the Sacramento County Board of Supervisors (Resolution 82-792, amended through Resolution 87-814) designates 16th Street from the City-County line north to Elkhorn Boulevard as a "thoroughfare" with a normal width of 110 feet.

The current Sacramento County Improvement Standards (dated May 3, 1983, and revised January 31, 1984) indicate that 110 foot wide thoroughfares have a 12 to 14 foot wide median with 38 to 39 feet of pavement on both sides. Improvement Standards scheduled for adoption by the Board March 21, 1989, retain the current median and pavement width standards for thoroughfares.

Very truly yours,

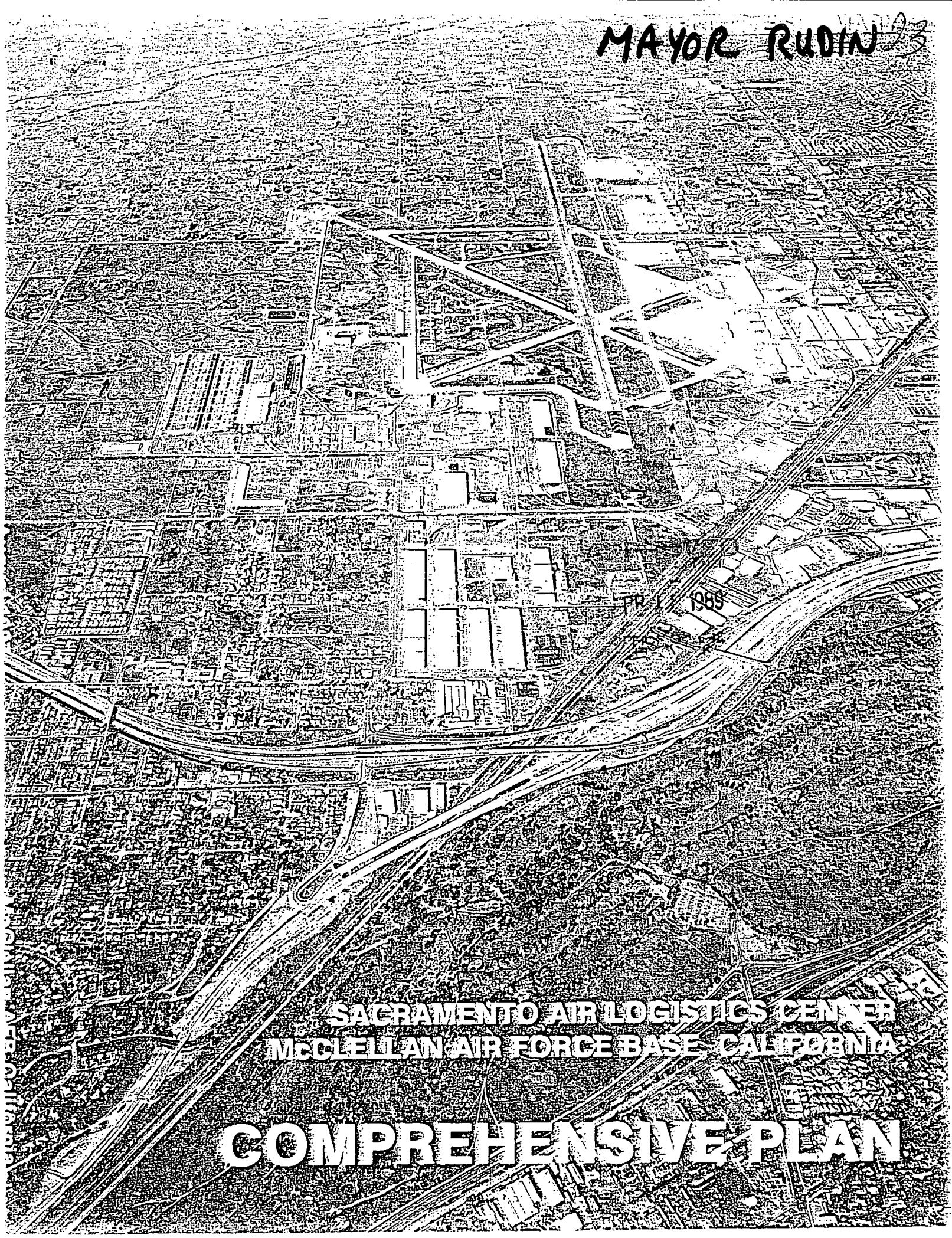
JAMES C. RAY

Paul Gunkel

Paul Gunkel
Transportation Planning

PG

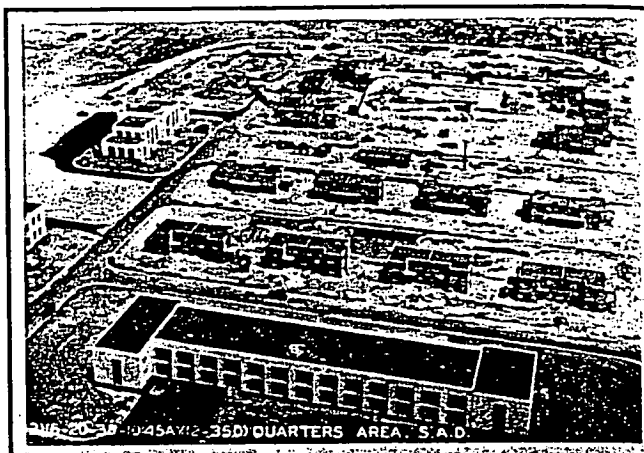
MAYOR RUDIN 23



SACRAMENTO AIR LOGISTICS CENTER
McCLELLAN AIR FORCE BASE, CALIFORNIA

COMPREHENSIVE PLAN

TABLE OF CONTENTS



...Headquarters Area, 1938

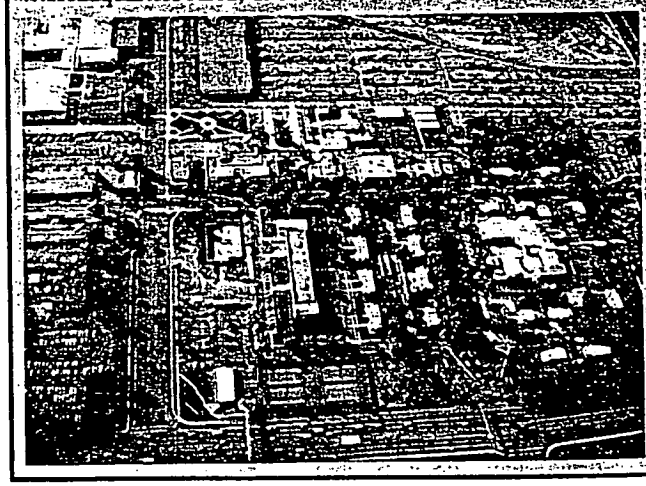
OVERVIEW

This plan overview provides a brief description of the McClellan AFB Comprehensive Plan (BCP). It is intended to summarize the long range and short range plan to provide general background information to describe the reasoning used to develop the plan and to briefly outline each chapter of the full BCP report.

The major concepts of the long range plan are described in Chapter 1 and should be used to obtain a basic understanding of McClellan's proposal for future development. All long range and short range proposals are identified in this chapter.

The summaries provided in Chapters 2, 3 and 4 outline the information contained in the full BCP report and give the reader a general understanding of McClellan AFB and our needs and concerns. The full BCP report should be referred to when more detailed information is required.

...Headquarters Area, 1986



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS SACRAMENTO AIR LOGISTICS CENTER (AFLC)
McCLELLAN AIR FORCE BASE CALIFORNIA 95652

I am very pleased to present this Base Comprehensive Plan document to the McClellan Air Force Base community, Headquarters AFLC and Air Force Headquarters. The plan has been developed to provide an organized, systematic and comprehensive approach to future base planning and development to eliminate inefficient land uses and thereby reduce future siting conflicts and unnecessary project expenditures.

The plan provides for the future siting of all known or anticipated military construction projects and provides the background information essential for knowledgeable land use decisions and facility sitings not specifically identified in the plan.

The Base Comprehensive Plan document is intended to be the primary planning tool of the base to be used in all future land use actions and facility sitings. It is to be followed as much as possible, yet it is not an inflexible document. It can be modified when fully justified and in the best interest of the Air Force.

The crowded conditions at McClellan AFB, the current environmental constraints, and the probability of reduced government spending make it essential that we avoid incompatible future development and that we plan intelligently for McClellan's role in the future mission of national defense.

I endorse this Base Comprehensive Plan and trust that future planning and programming actions by base and headquarters personnel will be accomplished with primary emphasis on the long range plan.

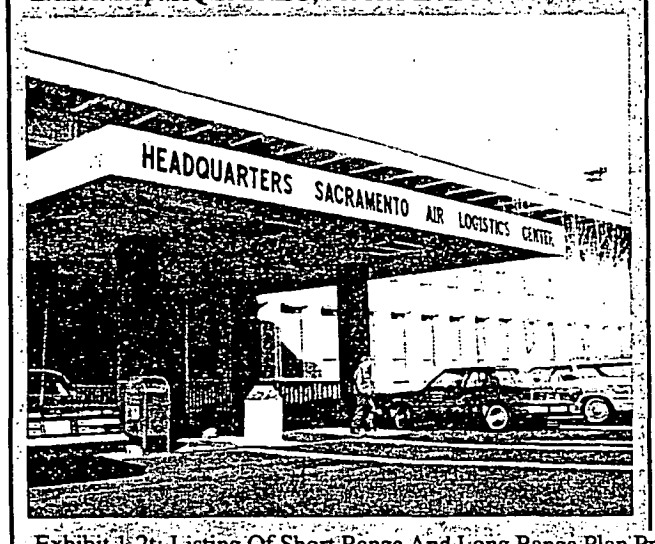
LEE V. GREER
Major General, USAF
Commander

PLAN OVERVIEW

Chapter I

COMMANDER'S SUMMARY

Exhibit 1.1p: HQ SM/ALC, McClellan AFB



INTRODUCTION

McClellan AFB is *located* in the north central part of Sacramento County, California. Its 4.4 square mile land area is *densely developed* with airfield facilities, major aircraft repair and supply operations, and a workforce of over 23,000 persons.

The *purposes* of the base comprehensive plan are (a) to inventory and analyze the existing physical facilities (buildings, streets, utilities, airfield, etc.); (b) determine existing and future needs; and (c) to prepare plans for the orderly and comprehensive future physical development of the base.

The plan *preparation and review process* has included the McClellan AFB staff, HQ/AFLC, and the consultant. Over an approximately 20 month period, these persons have fashioned a plan to guide the future development of the base. Any future amendment to the plan should adhere to a similar thoughtful and cooperative approach, and not succumb to any quick arbitrary changes.

THE SELECTED SHORT AND LONG RANGE PLANS

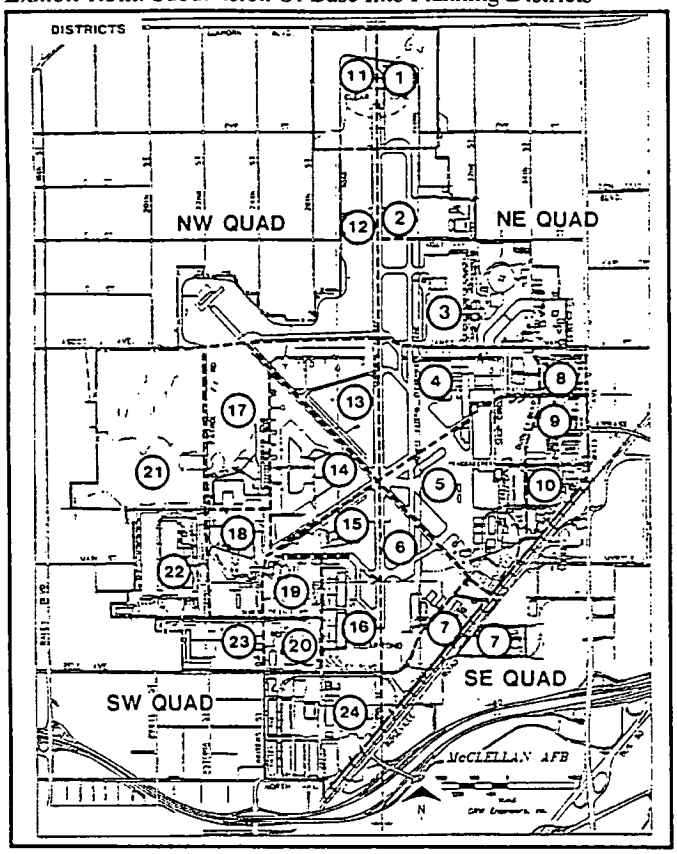
The selected future development plans are summarized by the listing below, and by the two maps on pages 1-3 and 1-4. The "district" map (Exhibit 1.3m) assists the reader in locating the plan proposals. *Major findings and proposals* include the following.

...*EXTERIOR ACCESS IMPROVEMENT* to the west side of the base would be extremely helpful in overcoming its negative image and establishing a strong framework for future development. Proposals include, as shown by Exhibit 1.4m:

Exhibit 1.2t: Listing Of Short Range And Long Range Plan Proposals

NUM	FACILITY	DIST	AREA	AU	YC
01412	CHILD CARE CTR ADDN	3	2200	SF	SR
01420	CHAPEL ADDITION	3	1380	SF	SR
01438	GYMNASIUM ADDN	3	21000	SF	93
____	WHERRY HSG RPL PH1	3		SF	LR
____	NEW TLF	3	14000	SF	SR
____	CONTROL TOWER	3	2000	SF	SR
____	WHERRY HSG RPL PH2	3		SF	LR
____	MAINT/OPS - WHERRY	3	125000	SF	LR
____	HYDRANT FUEL SYS NO.	3			SR
00241	HYDRAULICS SHOP ADDN	4	40000	SF	SR
00260	ADV TECH TOOLING CTR	4	71500	SF	SR
00879	HYDRAUL.EQUIP.ENCL.	4	14000	SF	SR
00911	EXCH - LR EXPANSION	4	30000	SF	LR
00913	EXCH-CLOTHING SALES	4	5000	SF	SR
00913	EXCH-TAILOR SHOP	4	2000	SF	SR
____	431ST ADMIN FAC	4	10000	SF	LR
____	STN NEUTRON RAD SYS	4	8000	SF	SR
00348	VEH FL STN	5	200	SF	SR
____	PEACEKEEPER MALL	5		SF	SR
____	BASE RESTAURANT	5	35000	SF	LR
____	PARKING STRUCTURE	5	300000	SF	LR
____	APRON INFILL-EAST	5		SF	LR
____	INDUST SCIENCE LAB	5	48500	SF	SR
____	POL COMPLEX	5		SF	SR
00442	VEHICLE MAINT FAC	6	44255	SF	SR
____	HYDRANT FUEL SYS SO.	6			SR
____	DUDLEY: GATE 317 SO.	7		SF	LR
00906	CREDIT UNION	8	10000	SF	SR
____	4TH AF HDQTRS	8	40000	SF	SR
____	POST OFFICE	8	6150	SF	SR
00088	DEN CLINIC ADDN	9	9500	SF	SR
00200	WPN SYS SUPP CTR	9	220000	SF	LR
____	CIVIL ENG COMPLEX	10	84500	SF	SR
____	DUDLEY: CLINIC SO.	10		SF	SR
____	SUPPLY DEP FCLTY	12	95000	SF	SR
____	APRON: WEST SIDE	14		SF	LR
____	ACFT STRUCT REP CTR	14	150000	SF	LR
00797	ENG MAINT FACILITY	17	88400	SF	SR
01170	SMO FACILITY	17	260000	SF	SR
07600	SOUND SUPPRESSOR SUP	17	12000	SF	SR
07601	SOUND SUPPRESSOR SUP	17	12000	SF	SR
____	CRYOGENICS COMPLEX	17		SF	LR
____	SAMTU BLDG	17	3000	SF	SR
____	DUDLEY: WESTGATE NO.	17		SF	SR
____	SMALL ARMS RANGE	17			SR
00728	LAND/AIR TRANSP CTR	18	280000	SF	SR
00730	ENVIRON LAB	18	2000	SF	SR
____	IWTP EXPANSION	18			SR
____	FLIGHT READINESS CTR	18	70000	SF	SR
____	COMBAT LOG SUPP FAC	18	76200	SF	SR
____	DEPOT COVERED STO SO	18	275000	SF	LR
00638	ACFT PAINT COMPLEX	19	54000	SF	SR
____	FUEL/DEFUEL AREA	19		SF	SR
____	WINTERS EXT/DUDLEY	20		SF	SR
____	COM ELEC SURF TR FAC	20	40000	SF	SR
00783	DEPOT WHSE ADDN B	21	320000	SF	SR
00784	DEPOT WAREHOUSE	21	320000	SF	LR
00786	DEPOT WHSE ADDN B	21	320000	SF	SR
____	WESTGATE BLVD.	21		SF	SR
____	WEST GATE HOUSE	21	1200	SF	SR
00788	DEPOT WAREHOUSE ADDN	22	162500	SF	SR
____	LOCOMOTIVE SHOP	22	5000	SF	SR
____	DEPOT COVERED STO NO	22	250000	SF	SR
____	FITNESS CENTER	22	10000	SF	SR
00713	DRMO STORAGE	23	45000	SF	SR
00618	INTEGR SPT FCLTY AD2	24	82500	SF	SR
00637	ELECT REPAIR CTR	24	249000	SF	SR
____	LONGVIEW AVE GATE	24	1200	SF	SR
____	LONGVIEW/NORTH AVE.	24		SF	SR
____	ELECTR.FACILITY	24	90000	SF	LR
____	RADAR TEST PAD	24		SF	SR

Exhibit 1.3m: Subdivision Of Base Into Planning Districts



1..*Westgate Boulevard* would provide a new gate and a tree-lined connection to Raley Boulevard.

2..*Winters Street Gate* would replace the existing Bell Avenue Gate, provide more vehicle stacking space at the gate, and establish a direct connection to an I-80 interchange.

3..*Longview Street Gate* would replace the existing railroad crossing at gate 317. The new gate would provide more on-base vehicle stacking space, would give another I-80 direct connection via the Longview interchange, and be adjacent to the new Sacramento Light Rail Station.

...*INTERIOR CIRCULATION IMPROVEMENT.* There is no overall, basewide efficient circulation system. Although some parts of the base have a workable system, these parts do not fit together as an efficient whole to serve and connect the east and west sides. The following improvements are proposed:

4..*Dudley Boulevard* is proposed as the major basewide arterial, to be designed as a tree-lined facility with four lanes, median, and turning lanes at appropriate intersections.

...*Other Secondary Street* improvements are proposed as extensions or new facilities. These minor streets generally connect with Dudley Boulevard to provide access to new building sites.

...*AIRCRAFT APRON PARKING* improvements are proposed to enable the base to handle additional aircraft in a more efficient and safe manner, as follows:

5..*East Side Apron* will be expanded by infill to provide greater capacity and circulation efficiency. Aircraft hydrant fueling areas also will be added on the north and south.

6..*West Side Apron* - A new apron is proposed on the west side after elimination of several taxiways. This apron could accommodate up to 18 C-5A aircraft. Use of the hot cargo pad would reduce parking spaces and restrict building development within its 1,250 foot safety radius.

...*IMPROVED BUILDING SITE DEFINITION.* The proposed access and circulation improvements also will better define existing or potential building site opportunities, especially on the west side of the base, such as:

7..*New Area For Buildings* between the new apron and the parallel taxiway (Idzorek St.) could contain maintenance hangars or other aircraft operations and maintenance facilities.

8..*New Building Area* between Idzorek St. and Dudley Boulevard could be used for the development of a Cryogenics Complex or other facilities.

...*Several Other Building Proposals* are shown on the map exhibit, but are too numerous to identify by number. They are identified, however, on the following pages by a listing and by larger maps.

Exhibit 1.4m: Major Features Of Selected Plan

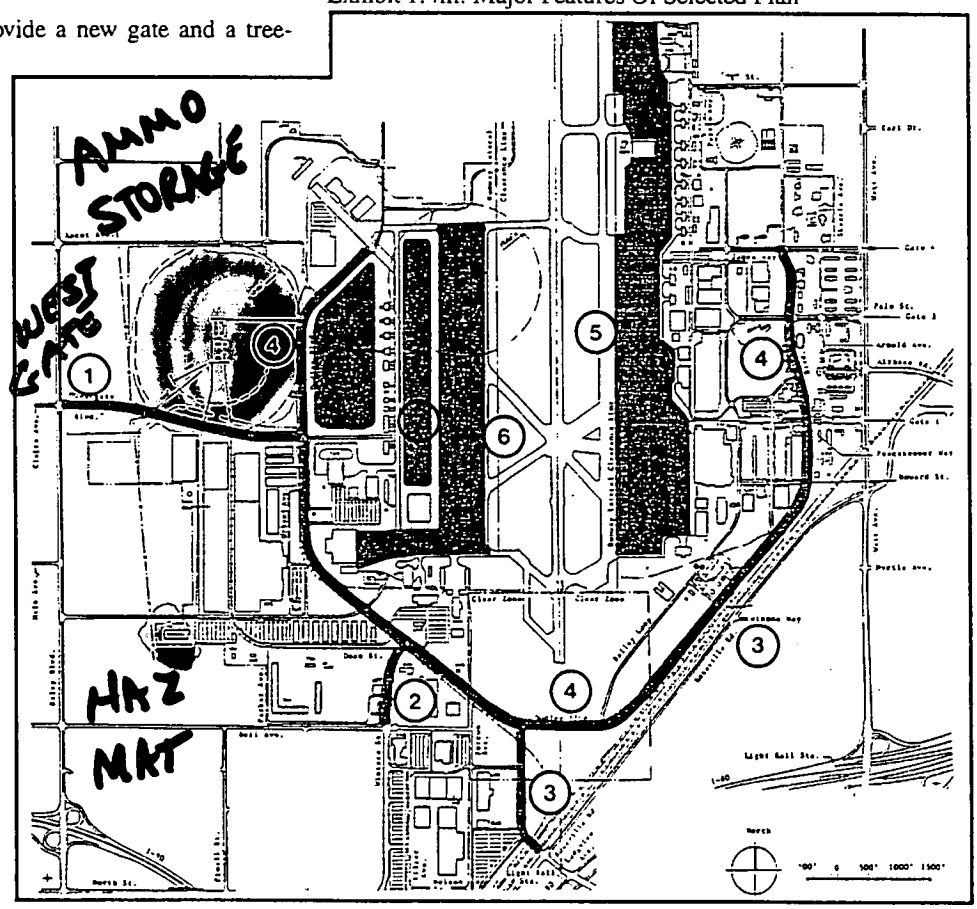
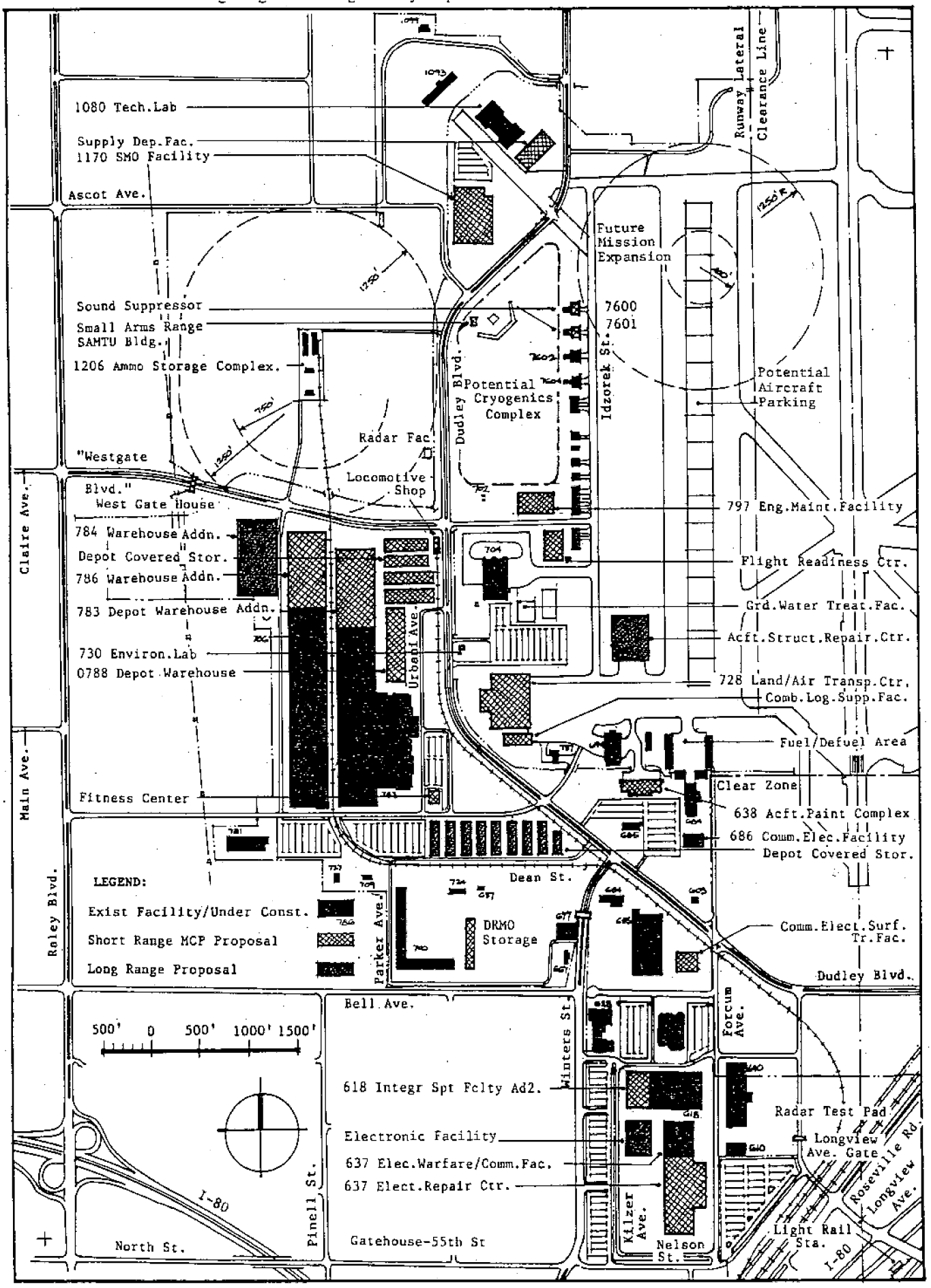
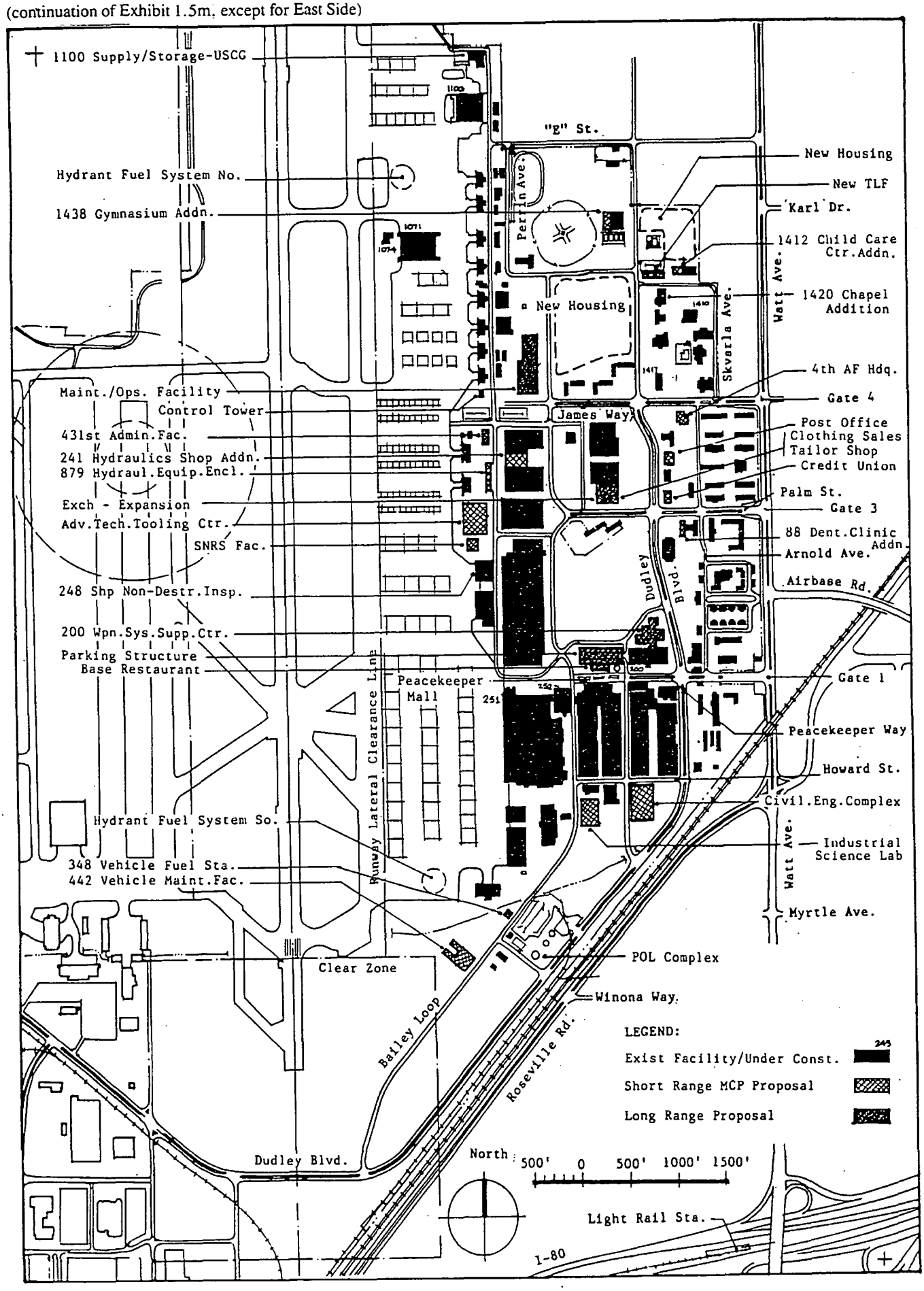


Exhibit 1.5m: Location Of Long Range/Short Range Facility Proposals - West Side - McClellan AFB



(continuation of Exhibit 1.5m, except for East Side)



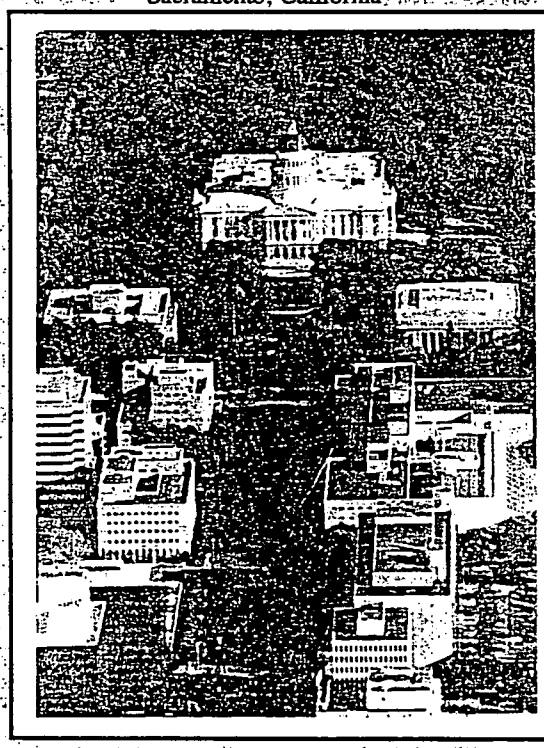
Chapter II

BASE AND COMMUNITY BACKGROUND

FOR THE McCLELLAN AFB

COMPREHENSIVE PLAN

Exhibit 2.1p: California State Capitol On Capitol Mall in Downtown Sacramento, California



INTRODUCTION

The purpose of this chapter is to provide the reader with a quick overview of the Sacramento area and McClellan AFB, excerpted from Chapters V and VI.

PROFILE OF THE SACRAMENTO AREA

McClellan AFB is located within Sacramento County, California and, as shown below, is partly adjacent to the City of Sacramento.

Sacramento County and three adjacent counties comprise the Sacramento Metropolitan Statistical Area (MSA). In 1985, as shown by the tables below, the MSA population exceeded 1.2 million.....and an increase of 36 percent, to 1.7 million persons is projected by 2005. Recent, and projected, growth makes the MSA one of the fastest growing areas in the United States.

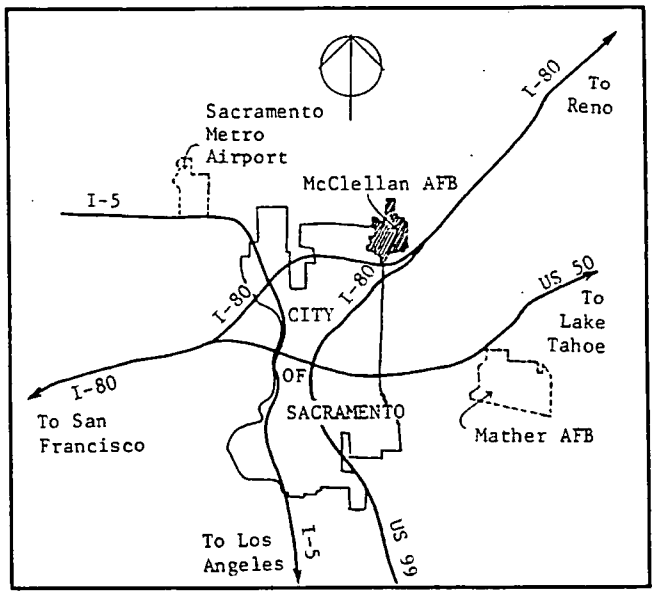
In 1985, Sacramento County accounted for about 72 percent of the population, workforce, and employment ....and contained a population density almost eight times greater than any other MSA county.

Exhibit 2.2t: Sacramento MSA Figures

MSA County	1970	1980	1985	1980-85
Yolo	91,788	113,374	129,298	14.0%
Placer	77,632	117,247	135,965	15.9%
El Dorado	43,833	85,812	100,515	17.1%
Sacramento	634,373	783,381	878,710	12.1%
(City of Sac.)	(257,105)	(275,741)	(320,000)	
TOTAL	847,626	1,099,814	1,244,488	13.3%

MSA County	Land Area in Sq. Mi.	1980 Population	Persons/ Sq. Mile	No. Households
Placer	1,416	117,247	82.8	42,732
Sacramento	971	783,381	806.5	299,805
Yolo	1,014	113,374	111.8	41,304
El Dorado	1,715	85,812	50.0	32,505
TOTAL	5,116	1,099,814	214.9	416,346

Exhibit 2.3m: McClellan Location In Sacramento Area



McCLELLAN AFB PROFILE

Some of the major physical characteristics of McClellan AFB include the following:

... 2,812 acres, or 4.4 square miles, of land area.
...23,431 persons in the workforce.
... 528 buildings on the base, containing over 10.6 million square feet of floor space.
...10,600 foot long runway.
...72,160 annual aircraft operations (1985).

With its daily workforce, as well as thousands of visitors, McClellan is like a small city...it has its own fire department, police department, traffic control, industries, restaurants, theater, sports center, housing developments, library, medical clinic, and church. The remainder of this section will review the base:

...Mission, History, & Population
...Existing & Future Needs and Objectives
...Constraints to Future Development

MISSION

The mission of the Sacramento Air Logistics Center (SM/ALC) is two fold: (1) provides worldwide logistics support of assigned weapon systems, equipment, and commodity items; and (2) performs an industrial type mission in providing maintenance, supply, and contracting services essential to Air Force logistics.

HISTORY & POPULATION

McClellan AFB dates to 1936 when Congress authorized $7 million for its construction. The Sacramento Air Depot, the main base activity, was dedicated in 1939. In that same year, the base was named McClellan Field in honor of Major Hezekia McClellan.

World War II boosted base employment from a few thousand people to more than 18,000. In the 1950's, activities shifted from a bomber to fighter depot, and the SM/ALC responsibilities increased to providing worldwide logistics.

In the 1960's, the Sacramento ALC gained responsibility for certain ballistic missile activities, and for the F-111 fighter bomber aircraft. Today, the center continues to be a fighter maintenance and support facility, and a logistics planning base for the Space Shuttle Program. The 1987 workforce at the base numbers 23,431 persons, as shown below.

Exhibit 2.4t: McClellan Workforce, 1987

..Appropriated Fund Employees		21,914
...Military	7,162	
...Civil Service	14,752	
..NAF Employees (full time equivalent)		215
..On Base Services (full time equivalent)		452
..Contract Employees		850
..TOTAL McCLELLAN AFB WORKFORCE		23,431

..Above figures do not include:
1,847 military dependents on base
2,305 military dependents off base
43,863 military retirees & dependents off base

NEEDS AND OBJECTIVES

Four major areas of needs/objectives were developed during the analysis of base characteristics:

...*EXTERIOR ACCESS* to the west and south sides of the base needs more, and safer, base entrance gates, with the new entries better related to I-80 interchanges.

...*INTERIOR CIRCULATION* suffers from a lack of street continuity and hierarchy. A major street clearly connecting the east and west sides of the base is sorely needed.

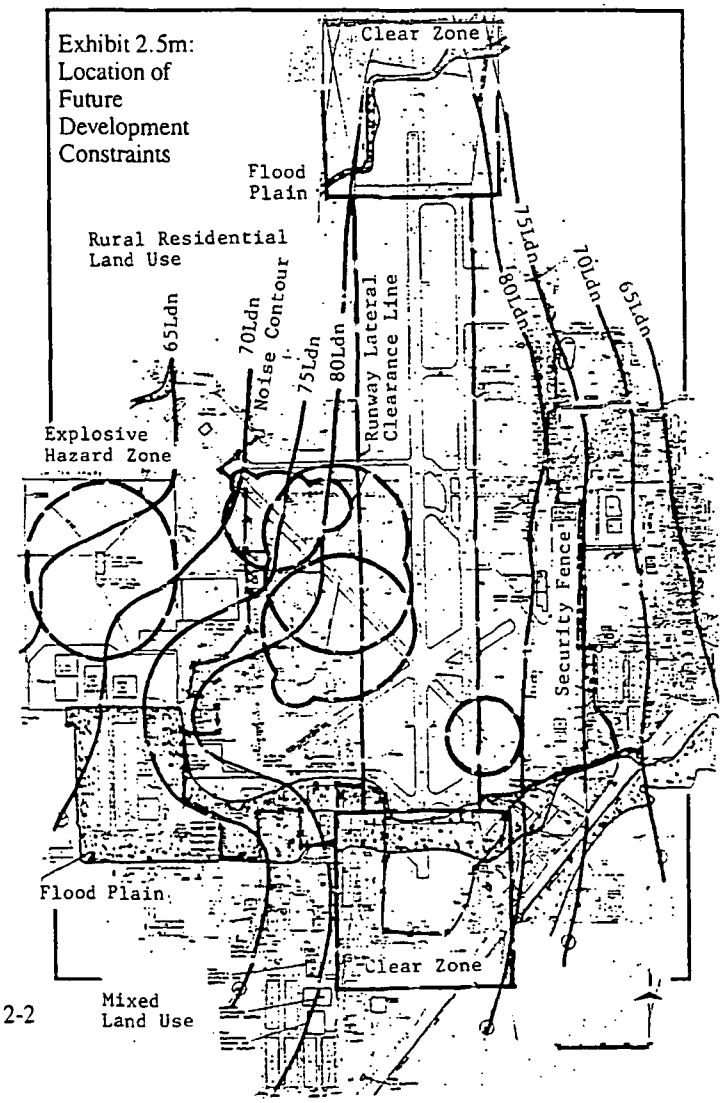
...*AIRCRAFT APRON PARKING* needs include better organization of the existing scattered areas on the east side, and provision for a future major new apron on the west side of the runway.

...*NEW BUILDING SITE OPPORTUNITIES* need to be investigated and delineated, especially on the west side of the base where the greatest future expansion potential appears to be located.

CONSTRAINTS TO FUTURE DEVELOPMENT

The constraints to future development, most of which are shown on the map below, include building setback lines from the runway, taxiways, and aprons; air space building height restrictions, explosive hazard zones, PACER inner security fence, aircraft noise contours, hazardous waste disposal sites (see p. 8-12), floodplains, and all existing base developed areas.

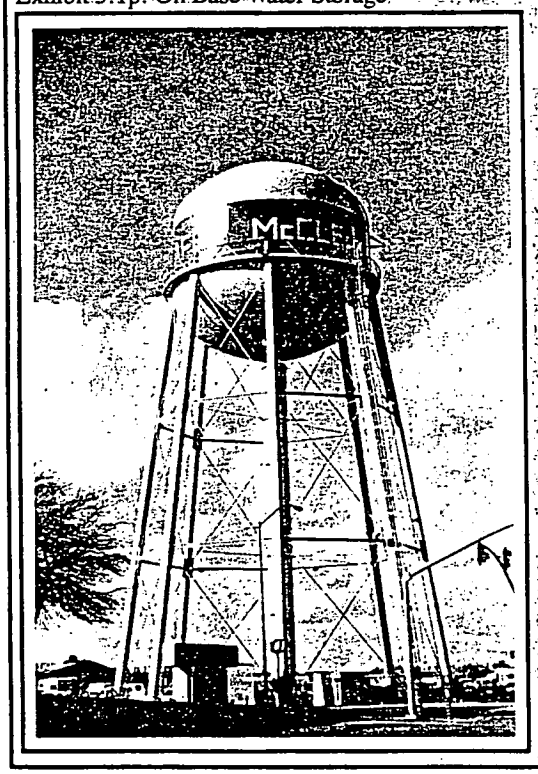
Exhibit 2.5m: Location of Future Development Constraints



Chapter III

FUTURE DEVELOPMENT ALTERNATIVES SUMMARY

Exhibit 3.1p: On Base Water Storage



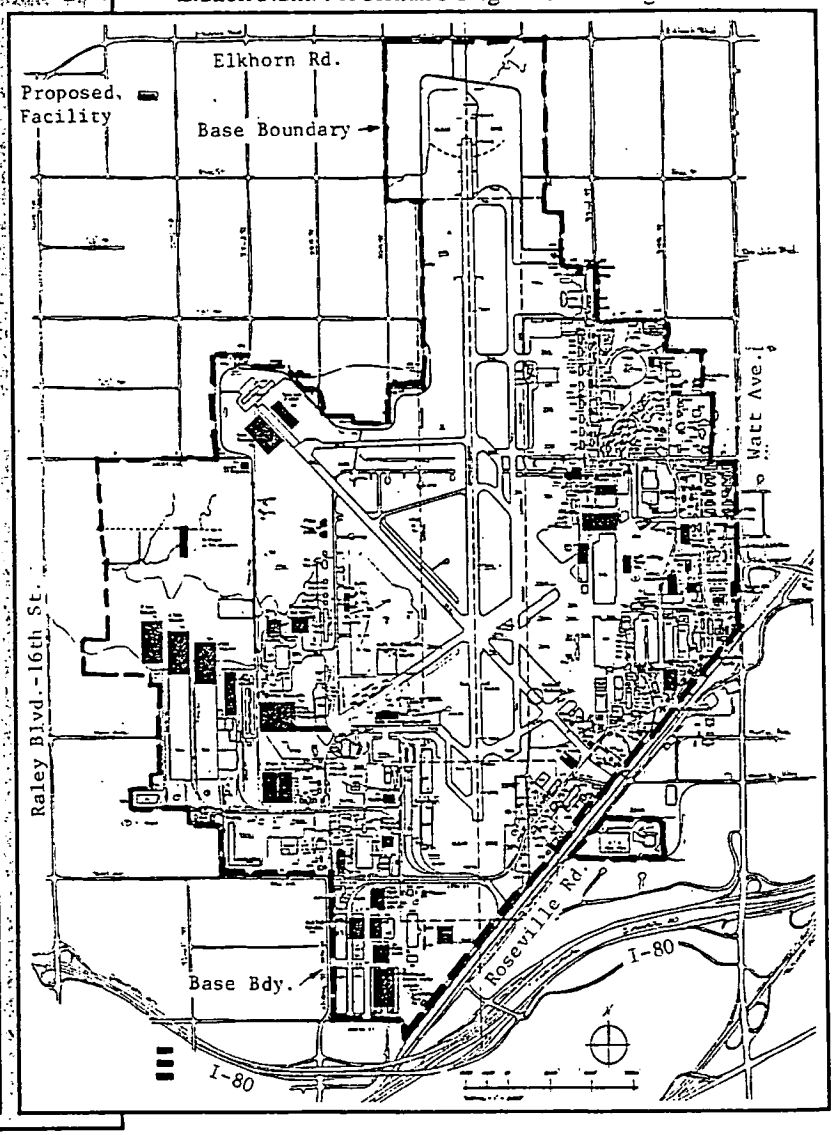
INTRODUCTION

One of the first activities undertaken in preparing the McClellan BCP was to develop, in Chapter VI, various alternatives for the future location of streets, buildings, and land use. Base officials would then select the most desirable alternatives for implementation.

THE EXISTING 5 YEAR CIP AS AN ALTERNATIVE

At the time work began (10-'85) on the McClellan BCP, the base already had an up-to-date Five-Year Capital Improvement Program. This "original" short range plan is shown below in terms of proposed new buildings and demolitions. No new street proposals were made. The only land acquisition proposal, on the west side, is needed for the munitions storage facility. Generally, new or expanded aircraft maintenance proposals are adjacent to the airfield, supply proposals are to the west, and administrative/community facilities are on the east side.

Exhibit 3.2m: McClellan's Original Short Range Plan



OBSERVATIONS

Based on an inventory and analysis of existing facilities, as well as the existing five-year capital improvement program and the Simplified Development Plan (with land use envelopes), the following observations were developed to act as a guide for formulating additional alternatives:

1...East Side Overcrowded - The east side of the base is presently overcrowded with buildings, cars, and people...and the existing short range plan proposes to add several more new buildings, thereby increasing the congestion.

2...West Side Sparsely Settled - The west side, on the other hand, is relatively sparsely settled at present, and generally would remain so even though the short range plan does propose adding some facilities.

3...Why? - Some of the reasons for the *east side overcrowding*, and its continuing to be the preferred location for many facilities, would include:

...It is the desirable "front door" to McClellan
...It has the best access (three major gates)
...It has the most prestigious activities and community facilities.
...It has the closest relationship with the heavily built up Sacramento urban area.

And, some of the reasons for the *west side's relatively sparse settlement* could include:

...It is the "back side" of the base
...It has no major access except for one gate in the southwest corner of the base.
...The surrounding civilian development primarily is of a rural residential nature, with far less traffic than the east side.
...Unknown problems with past waste disposal sites.
...Several explosive hazard zones
...Railroad crossings
...No clear delineation of potential development sites for new buildings or for streets to serve them.
...It is too far away from the east side facilities.
...The continued use of the old crosswind runways (now closed) as taxiways and aprons for adjacent hangar/dock development is inefficient and very wasteful of what could otherwise be usable land for other new facilities.

4...Improve West Side Usability - To relieve pressure on the east side, it would appear quite desirable to increase the usability of the west side by trying to overcome as many of its negative features as possible.

5...Facility Move From East To West - As the west side becomes more efficient and desirable, consideration could be given to moving certain activities and facilities from the east to the west side. This would relieve some of the east side crowding, and provide sites for new facility needs that properly belong on the east side.

6...Land Acquisition Timing - Any appropriate needs for land acquisition should be implemented as soon as possible (especially on the west side) before the sparsely developed adjacent land is urbanized.

AN IDEAL ALTERNATIVE

Sometimes, the plans for a heavily constrained and restricted area can best be approached by first developing a somewhat ideal layout as shown below. Although such designs might be impractical to fully accomplish, some of the ideas or individual features could prove to be helpful for the "practical" designs. The major design features include:

...*Larger Area* - If base boundaries historically had included the area shown below, existing and future needs could have been better met.

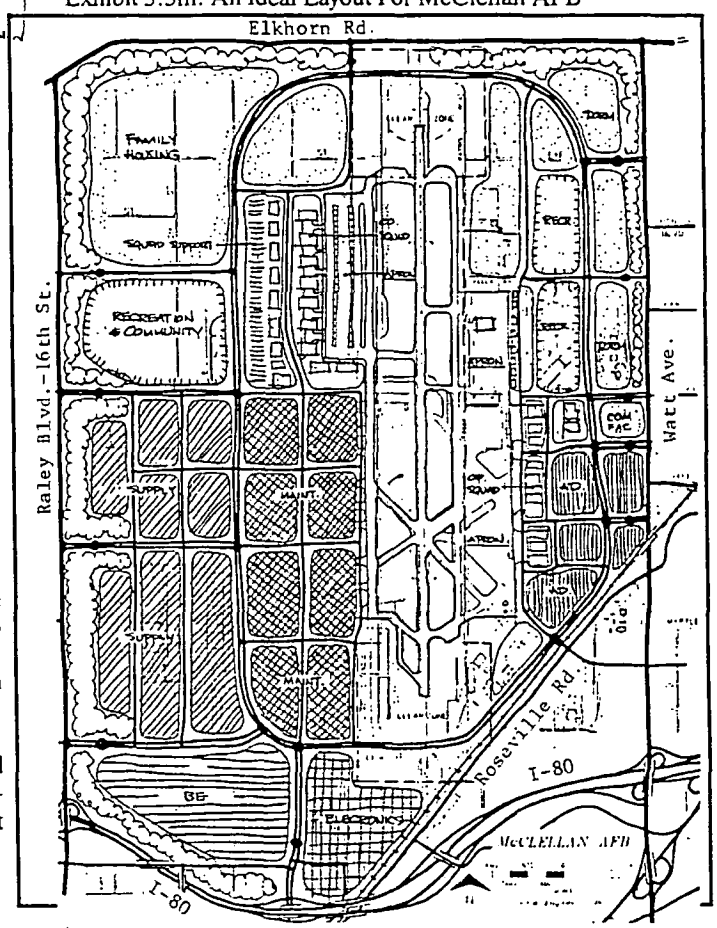
...*Street Pattern* improvements include entry gate access from perimeter streets, and a loop road for major interior circulation.

...*Land Use* tiers include aircraft oriented uses around the runway/aprons; administration/industrial in the remaining south half; and residential/community facilities in the north.

As more alternatives are prepared, giving proper recognition to constraints, it would appear that the following "ideal" features could be used:

...New west side entry gates should be shown
...The loop boulevard, reduced to a "U" pattern, should be incorporated as a major street.
...Apron areas should be consolidated, and excess taxiways should be replaced with new aprons and buildings.
...Hazardous waste sites should be cleaned and made available for long range buildings/facilities.

Exhibit 3-3m: An Ideal Layout For McClellan AFB



WEST SIDE ALTERNATIVES

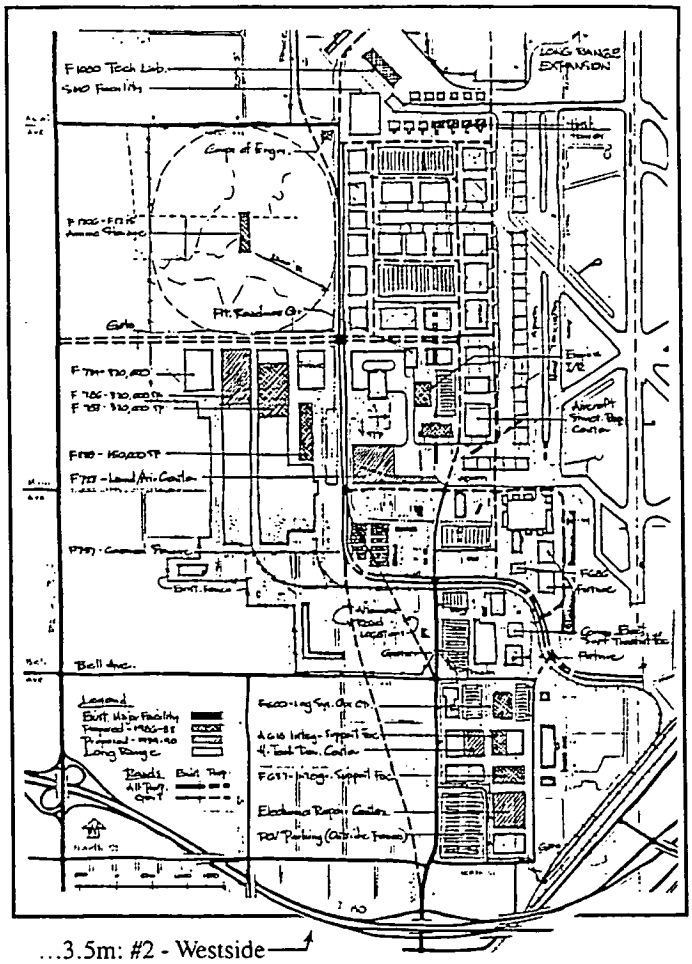
Since the runway effectively divides the base into east and west sides, the alternative plans will follow the same geographic division. Three of the alternatives developed for the west side are shown on this page. Their major features include:

...*Exterior Access* - Each alternative proposes (1) a new major entry from Raley Boulevard immediately north of the Supply buildings, and (2) a new major entry connected to the Winters Street interchange with I-80. Some of the sketches also propose new secondary entries from Raley and Longview.

...*Interior Circulation* - Each alternative connects the new entry gates to a new major partial loop road, Dudley Boulevard, which is proposed to connect the east and west sides of the base. New secondary streets also connect to Dudley Boulevard.

...*Apron Expansion* - Each alternative proposes one or more new apron configurations. The alternative #2 proposal is the most extensive, with the inclusion of a mile long apron parallel, and adjacent, to the run way.

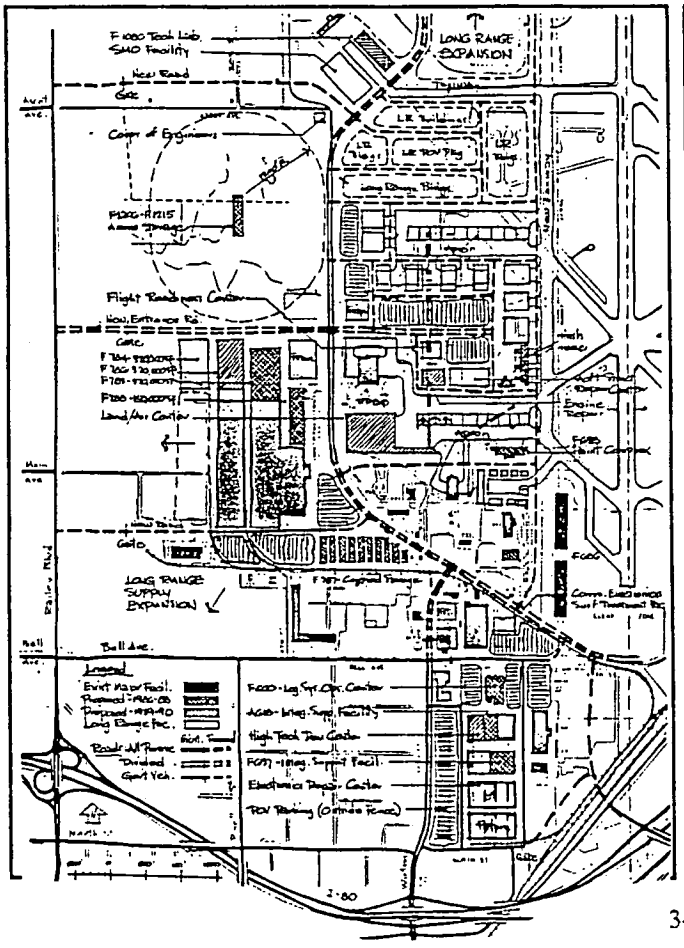
...*New Buildings* - The building proposals on each alternative include those from the existing "5-Year CIP," although often in a different location. Much of the west side taxiway system is eliminated and replaced by new building sites. And, in alternative #3, a potential street system and building complex is shown as a possibility if the ammo storage area is ever abandoned.



...3.5m: #2 - Westside

...3.6m: #3 - Westside

Exhibit 3.4m: Alternative #1: Westside



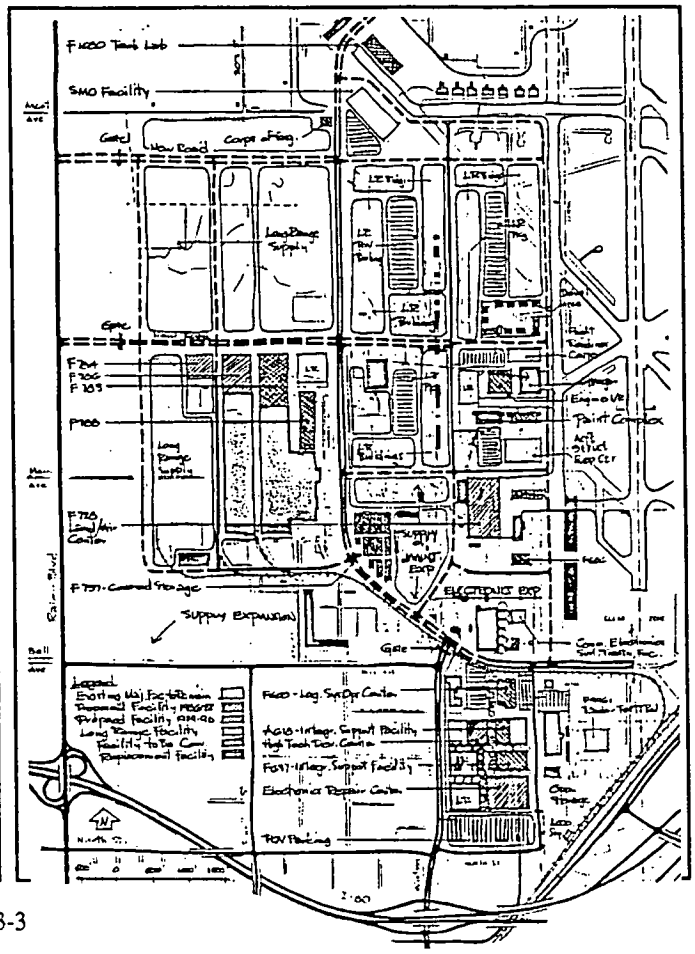
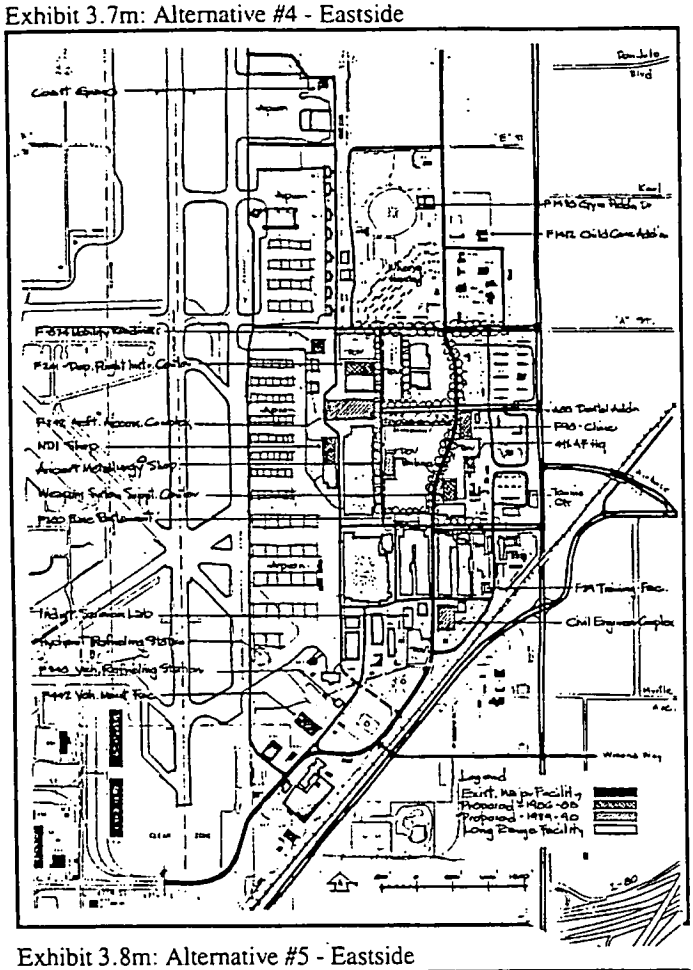


Exhibit 3.7m: Alternative #4 - Eastside



EAST SIDE ALTERNATIVES

Three east side alternatives are illustrated on this page. Their major features include:

...*Exterior Access* - No additional access is proposed, and the new Longview Gate would replace existing gate 317 across from Winona Way.

...*Interior Circulation* - The proposed major arterial, Dudley Boulevard is continued on the east side, generally following existing streets. Alternatives #5 and #6, however, propose a new routing adjacent to the railroad tracks...and also east of the HQ SM-ALC building.

...*Apron In-Fill*. Several gaps in the aircraft parking apron are proposed for in-fill in order to provide greater aircraft movement flexibility and increased parking capacity.

...*New Building* locations are proposed for several Aircraft Maintenance, Administrative, Industrial, and Community facilities. In fact, alternative #6 shows the possibility of using the flightlines for aircraft operational squadrons if the maintenance and repair facilities were ever moved to the other side of the base.

THE SELECTED ALTERNATIVE

The alternatives were first reviewed, and major selections made, in March and April, 1986. Additional review through May of 1987 resulted only in minor revisions. The selected plan, as shown in Chapter I and at the end of Chapter VI, adopted the

...New Westside entry gates

...New Dudley Boulevard

...New Apron and In-Fill, and new Building Sites

Exhibit 3.8m: Alternative #5 - Eastside

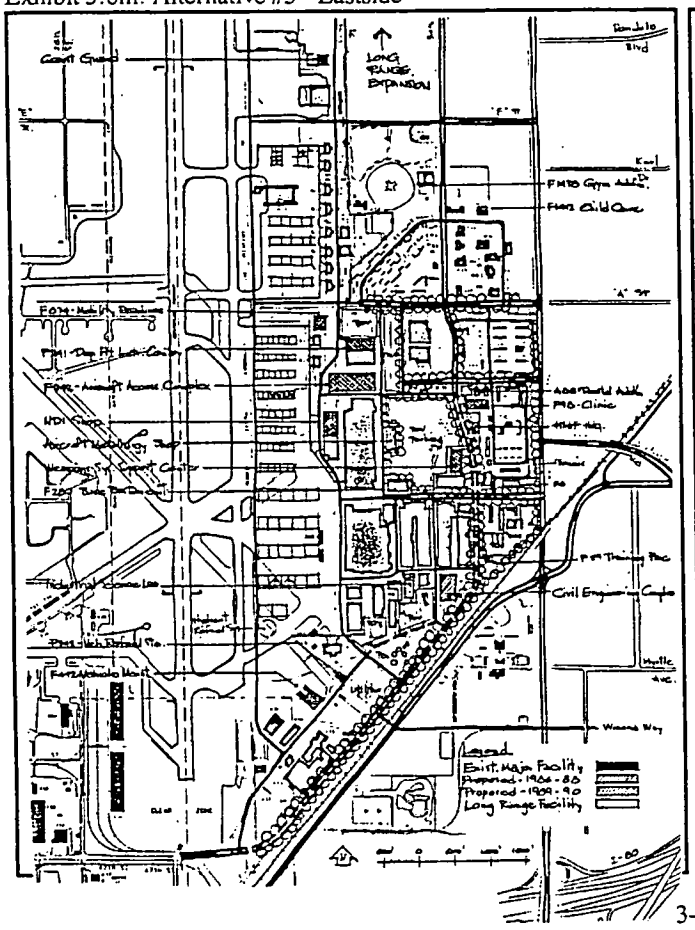
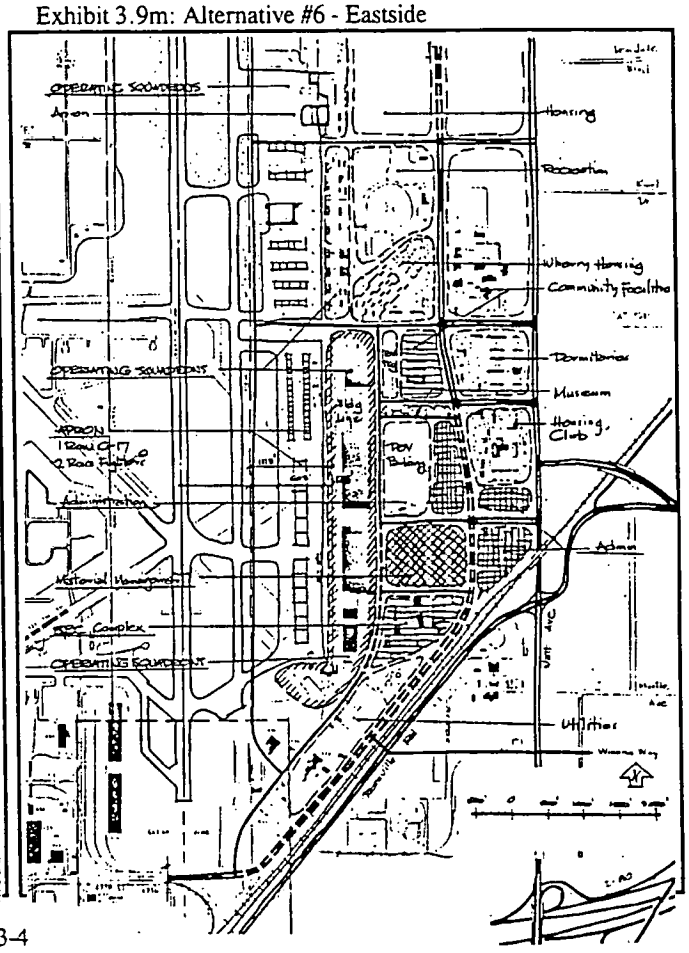


Exhibit 3.9m: Alternative #6 - Eastside



Chapter IV

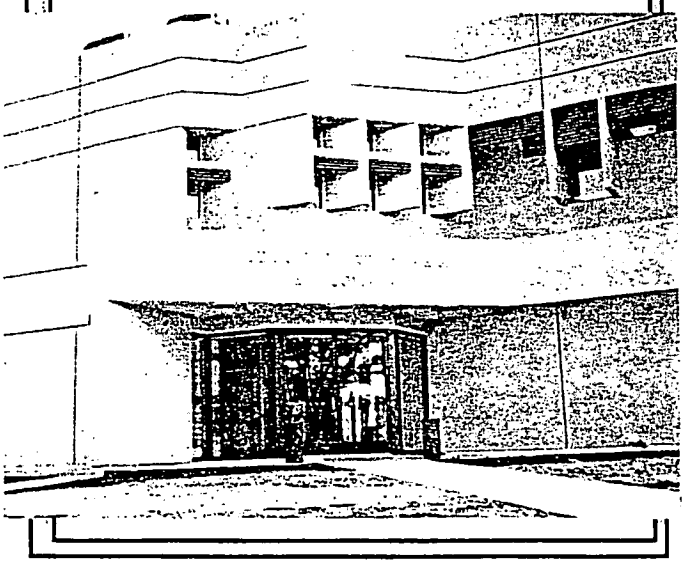
SUMMARY OF EACH COMPONENT PLAN

FOR THE

McCLELLAN AFB

COMPREHENSIVE PLAN

Exhibit 4.1p: New Education, Training & Employment Building At Corner Of Peacekeeper & Arnold



INTRODUCTION

Part Two of the McClellan AFB Comprehensive Plan report contains the Component Plans, in Chapters 5 through 23, as listed below.

The purpose of this chapter is to provide a summary of each of the component plans for the Part One: Plan Overview.

The summaries will vary in length from one paragraph to four pages. And, if a plan already has been summarized in one of three previous chapters, the reader will be referred to that earlier chapter rather than summarizing it again.

Generally, the longer summations are reserved for those chapters dealing with the base physical facilities, such as land use, buildings, transportation, utilities and landscaping.

Exhibit 4.2t: Location Of Component Plan Summaries

Listing Of "Part Two: Component Plans" By Chapter Number and Title	Location of Chapter *Summary* In "Part One: Plan Overview"
5...Introduction	see Chapter II
6...Future Development Alternative Concepts	see Chapter III
7...Natural Resources Plan	see p. 4-2
8...Environmental Quality Prot.	see p. 4-3
9...Base Layout & Vicinity	see p. 4-4
10...Land Use Plan and Community Center Plan	see p. 4-5 see p. 4-7
11...Airfield & Air Operations	see p. 4-4
12...AICUZ Study	see p. 4-4
13...Utilities Plan	see p. 4-9
14...Communications Plan	see p. 4-11
15...Transportation Plan	see p. 4-13
16...Energy Plan	see p. 4-15
17...Architectural Compatibility Guidelines	see p. 4-15
18...Landscape Development Plan	see p. 4-17
19...Long Range Facilities Development Plan	see Commander's Summary, Ch. I
20...Fire & Life Safety Protection	not in contract
21...Contingency Plan	see p. 4-15
22...Quality Of Life Program	not in contract
23...Five-Yr. Capital Imp. Program	see Commander's Summary, Ch. I

NATURAL RESOURCES PLAN

The area surrounding McClellan AFB has many natural resources, some of which are unique to the Sacramento area. This study examined many of these resources, including geological features, hydrology, surface drainage, soil characteristics, vegetation, and endangered species.

In addition to examining natural resources present at McClellan AFB, the Lincoln and Davis Communication Annexes were analyzed.

GEOLOGICAL FEATURES

The area surrounding McClellan AFB and its annexes is located in the Great Valley Physiographic Province. All three sites have surface and subsurface geological features of sedimentary origin, with McClellan and the Lincoln sites located on the Victor formation, and the Davis site on alluvial fan deposits of the Sacramento River and its tributaries.

The topography at all three sites is relatively flat. Data obtained from well borings, as well as from the United States Geological Survey, indicate that the main base and the Lincoln site are underlain by clay, hardpan, sand, and gravel, while Davis site borings indicate the presence of sediments ranging from clay and silt to coarse sand and gravel.

HYDROLOGY

Fresh ground water occurs at McClellan AFB and the surrounding area in a wide variety of geologic material, although the majority of the ground water available for development is stored in and moves through sand or sand and gravel strata. The base of fresh water in the McClellan area is located at approximately 1,400' below surface level.

Currently, McClellan AFB obtains its potable water supply from groundwater sources, as do nearby water companies. This increased pumping has resulted in a 45' drop in the piezometric surface since 1912.

Wells at the base range from 298' to 785' deep and employ screened/gravel pack construction. Well pumping rates average about 1,100 gallons per minute.

SURFACE DRAINAGE

As terrain in the McClellan AFB area is relatively flat, natural storm drainage patterns have been modified to prevent flooding during heavy rains. Runoff from streets and other paved areas are directed into a series of drainage channels that convey storm flows in a westward direction, leaving the base through Magpie, Don Julio, or Arcade Creeks.

The most prominent drainage channel is Magpie Creek. This creek, modified by channelization, discharges to the Natomas East Drainage Canal and eventually to the Sacramento River.

AGRICULTURAL SOILS CLASSIFICATION

Surface soils at McClellan AFB have been formed from mixed alluvium. Most of these soils have been in place long enough to develop silica-cemented hardpan at 20" to 40" below surface level. The primary soil type found at the base is classified by the United States Department of Agricultural (USDA) as urban land complex. This designation by the USDA recognises the fact that the majority of land at McClellan will never be used for agricultural purposes. Other soil types present at the base include xeralfic agents, San Joaquin fine sandy loam, Fiddyment fine sandy loam, and Madera soils. None of these soils are classified as having significant agricultural potential.

Soils at the Lincoln site include San Joaquin-Cometa sandy loam and Cometa-Ramona sandy loam. These soils types are considered suitable for pasture, wheat, and rice.

Davis site soil types include Brentwood silty clay loam, Marvin silty clay loam, Pescadero silty clay, and Capay silty clay. The majority of soils surrounding the Davis site are classified as prime agricultural farmland by the USDA.

FLOODPLAINS

A review of 100-year floodplain maps, obtained from the Federal Emergency Management Agency, revealed that the majority of McClellan AFB is outside of the 100-year floodplain. Some flooding of the southwestern section of the base, as well as in the immediate vicinity of Magpie and Don Julio Creek, would occur under 100-year flood conditions.

The 100-year floodplain is located outside of the boundaries of the Lincoln site. The floodplain does, however, cover a small section in the southeastern corner of the Davis site.

ENDANGERED SPECIES

Several endangered species could exist in the vicinity of McClellan AFB and its annexes and include:

..Western Pond Turtle, Clemmys marmoratus
..Giant Garter Snake, Thamnophis couchi gigas
..Legenere, Legenere limosa
..Boggs Lake hedge-hyssop, Gratiola heterosepala
..Bald Eagle, Haliartus leucoephalus leucoephalus
..American Perigrine Falcon, Falco peregrinus anatum
..Iron Buckwheat, Eriogonum apricum var. apricum
..Sacramento Orcuttgrass, Orcuttia viscida

HISTORICAL SITES

Several on-base structures, which were constructed during the 1930s, were identified as being eligible for the National Register of Historic Structures. An on-base historic district has been proposed by the State Historic Preservation Office (SHPO) and is currently being reviewed by McClellan AFB officials.

ENVIRONMENTAL QUALITY PLAN

The environmental quality protection plan summarizes those programs designed to maintain and enhance the base's environment, including air quality, wastewater disposal, solid waste disposal, the installation restoration program (IRP), and electromagnetic radiation (EMR). The program examined included both Air Force and municipally-administered programs.

AIR QUALITY

The Air Quality Plan (AQP) for the Sacramento Air Quality Maintenance Area (AQMA), as well as subsequent Reports of Further Progress, were examined to identify if air quality standards were being achieved in Sacramento County. These analyses indicate that air quality control measures are generally achieving the level of emissions reductions specified in the AQP, with the exception of that for ozone.

A review of existing on-base permitted air pollutant point sources revealed that there are 175 active and 68 cancelled/expired air quality permits. Efforts are being made to reduce emissions resulting from mission activities, including a solvent use reduction program and more efficient air filtering systems. In addition, a JP-4 vapor control study is currently being performed to identify methods to reduce emissions from storage tanks.

A new source review program, conducted by the APCD, will require all new or modified sources to apply the Best Available Control Technology (BACT) to minimize emission increases.

WASTEWATER DISPOSAL

McClellan AFB is currently in the process of converting from on-base treatment of domestic wastewater to discharging to the Sacramento Regional County Sanitation District (SRCSD) sanitation system. While industrial wastewater will also be discharged to the SRCSD's system, it will be pretreated at the existing industrial wastewater treatment plant prior to discharge. This conversion is being performed as the California Water Quality Control Board has ordered the Air Force to cease the discharge of domestic and industrial wastewaters to surface streams.

As the SRCSD's collection and treatment system are adequate to accommodate wastewater flows from the base, no future adverse effects are expected to result from wastewater disposal.

SOLID WASTE DISPOSAL

The Sacramento County Solid Waste Management Plan divides waste management into two elements, which are the solid waste element and the hazardous waste element.

McClellan generates solid waste, including base refuse, demolition debris, and domestic refuse, which is currently disposed of at off-base sites. In addition, a resource recovery project has been initiated on the base.

It is recommended that the Air Force continue to participate in resource recovery initiatives. As Sacramento County's landfill has adequate capacity for the twenty-year planning period, no adverse effects are expected.

Numerous hazardous waste sources exist on base, and discharge materials including dewatered sewage sludge, plating bath solutions, solvents, contaminated fuel, and paint residues, as well as a small amount of polychlorinated biphenyls (PCB) and laboratory chemicals. Disposal methods currently used include waste containerization and storage, solvent recovery, and treatment at the industrial wastewater facility.

As hazardous waste disposal technologies are constantly improving, the Air Force should continue to seek better methods of resource recovery, treatment, and waste stream reduction.

INSTALLATION RESTORATION PROGRAM

The IRP is the Department of Defense's response to the Resource Conservation and Recovery Act. The IRP is composed of four phases, including:

..Records Search
..Confirmation/Qualification
..Technical Base Development
..Remedial Action

Phase 1, Records Search, was completed in 1981 and identified PCB and trichloroethylene (TCE) contamination of area ground water resulting from abandoned waste disposal sites. The confirmation/qualification process, which is still underway, has identified four major areas of contamination. USAF has started a remedial action program, which includes municipal water hookups for owners of nearby polluted wells and construction of a groundwater containment, extraction, and treatment system. The ground water system is currently in operation.

ELECTROMAGNETIC RADIATION

Certain levels of electromagnetic radiation (EMR) have been identified as harmful to humans and electronic equipment, although the exact threshold level has yet to be universally agreed upon. Many sources of EMR were identified on McClellan AFB.

A 1984 study of EMR shielding was conducted at McClellan to determine if shielding to protect computer equipment would be required at the new Technical Operations Building. This study identified that shielding would be required.

No adverse future effects resulting from EMR emissions are expected during the 20-year period covered by the base comprehensive plan.

BASE LAYOUT AND VICINITY SUMMARY

As part of the comprehensive plan project for McClellan AFB, several 30"x42" map TABS were produced.

Most of the map TABs are similar to those found in a civilian community's public works and planning departments primarily to indicate the existing conditions, although a few describe future needs and proposals.

For McClellan AFB, the map TABs included 62 different titles for a total of 190 final map sheets. They comprise almost all areas encompassed by the standard Air Force Statement of Work for comprehensive plan mapping.

The process of producing the map TABs included aerial photography, field control, photogrammetric compilation, interactive graphic manipulation, field research and verification and final map plotting.

AIRFIELD AND AIR OPERATIONS SUMMARY

This chapter presents the airfield and air operations of McClellan AFB. The airfield facilities include the runways, taxiways, aprons and other areas within the primary surface, clear zone, lateral clearance or other obstruction restricted areas. Air operations pertain to the aircraft type and frequency of operations at the base. Generally, the base is in need of improvements in aircraft parking, taxiway bearing capacity, and clearance compliance. The long range proposals include items relating to each of these along with hydrant refueling and a new C-5 capable apron.

AICUZ SUMMARY

In 1983, an Air Installation Compatible Use Zone (AICUZ) study was performed at McClellan AFB by USAF. The AICUZ study, on the basis of average noise level and aircraft accident potential, divided the area surrounding the base into 13 Compatible Use Districts (CUDs), each of which has land-use guidelines that recommend compatible uses for each district.

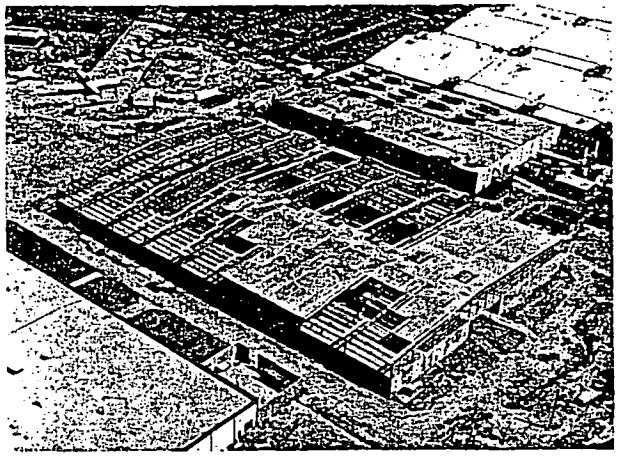
In April, 1986, a Comprehensive Land Use Plan (CLUP) was released by the Sacramento Area Council of Governments.

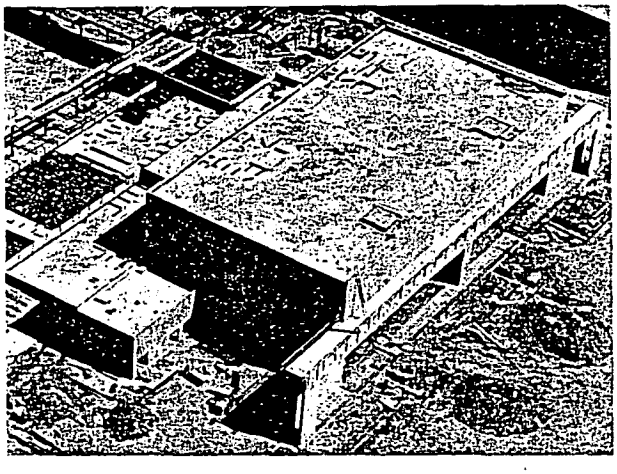
The Airport Land Use Commission, in general, concurred with and adopted the majority of points set forth in Air Force's AICUZ plan. Some changes were made to the land use compatibility guidelines established by the AICUZ. The findings section of the CLUP also adopts the Federal Aviation Administration's aeronautical obstruction regulations, the Air Force's noise contours, and the State of California's land use guidelines as they relate to airport vicinity land use control.

Given the spirit of cooperation between the Air Force and local communities, no significant development restraints are expected to result from aircraft noise, barring any drastic changes in the base's mission.

Exhibit 4.3p: New Construction Projects

...Aircraft Accessory Maintenance Complex





...Non-Destructive Inspection (NDI) Facility
...AN/FPS-117 Radar Test Facility

LONG RANGE LAND USE PLAN

The major land use changes proposed by the long range plan are described in the following text. The locational distribution of the uses is shown by the map to the right, while the acreage change is shown below by land use category.

An *overall property increase of approximately ten acres* is estimated. This would result from the acquisition of ±35 acres on the west side in the new munitions area; and disposal of ±25 acres across Roseville Road after the POL storage is moved.

CHANGES BY LAND USE CATEGORY

The major land use changes occurring in each category are described as follows:

0...*Airfield Clearance Areas*, at ground level, include the runway lateral clearance area, the taxiway clearance area, and the apron setback lines. The acreage increases are caused by eliminating prohibited activities from other categories and expanding aprons.

1...*Airfield Pavement Areas* will not change for the runway, but will decrease for taxiways and increase for aircraft parking aprons in order to create a more compact, consolidated, and usable area. Apron infill is proposed on the east side and a new apron is shown for the west side.

2...*Aircraft Operations & Maintenance* land use areas are shown as having expansion potential especially on the west side between the new apron and the Patrol Road.

3...*Industrial* land use area decreases result primarily from:
..eliminating industrial uses in the clear zone
..the new Dudley Boulevard route eliminates some industrial land
..the old munitions storage area being converted to apron and aircraft O&M use

4...*Administrative* land uses remain located primarily on the east side of the base. Major expansion potential is indicated around the ALC HQ area.

Exhibit 4.4t: Generalized Land Use Acreage Changes

Land Use Category	Land Use		Change	
	Exist	LR*	Acres	%
0..Airfield Clearance	783	882	99	13%
1..Airfield Pavement	374	455	81	22%
2..Aircraft O&M	230	332	102	44%
3..Industrial	614	490	-124	-20%
4..Administrative	46	46	-	-
5..Community-Commer.	56	61	5	9%
6..Community-Service	14	11	-3	-21%
7..Medical	5	7	2	40%
8..Housing-Accomp.	32	32	0	-
9..Housing-Unaccom.	27	29	2	7%
10..Outdoor Recreation	40	40	0	-
11..Open Space	591	437	-154	-26%
12..Water	0	0	0	0
TOTAL	2,812	2,822	+ 10	< 1%

*LR - Long Range

5.6...*Community* Commercial and Community Service land uses will remain in their existing locations on the east side primarily along, and to the north of, Palm Street. Some future expansion is indicated for adjacent land. A detailed Community Center Development Plan is shown on the next two facing pages.

7...*Medical* activities will become more convenient for the users when the new Medical Clinic is completed adjacent to the Dental Clinic. Both facilities will be in the Dudley Blvd./Palm Street/ Arnold Avenue area.

8...*Family housing* land use generally will remain in existing locations, with these exceptions: the Wherry housing will be demolished and new housing will be provided east of the gymnasium and on the east side of present Wherry housing area; and the TLF will be replaced adjacent to the present TLF site.

9...The *dormitory and motel type unaccompanied housing* land uses should remain essentially in their present locations.... although the temporary use of dormitories by administrative or related activities may occur from time to time.

10..*Outdoor Recreation* land use remains concentrated primarily in the northeast section of the base, north of James Way.

11..*The majority of the Open Space* is located on the west side of the base. For the future, this land will be used primarily in three ways:

...Future electronics expansion in the SW area
...Safety radius around the munitions storage area
...Future building development between the new apron and the Patrol Road

OVERALL FUTURE LAND USE OBSERVATIONS

As McClellan AFB undergoes changes to achieve its long range land use goals, the following observations are pertinent:

...*Apron Enhancement* - As the new apron is added to the west, and apron infill occurs to the east, the clarity and capacity of the aircraft parking aprons will be greatly enhanced.

...*Aircraft O&M Expansion* - The new apron configuration, in turn, will offer considerably more adjacent land area for expansion of aircraft operations and maintenance and other related uses.

...*Industrial* land use will concentrate in the west and southeast.

...*Administration* will remain concentrated to the east.

...*Community, Medical, Housing and Outdoor Recreation*, as services to base personnel will become more concentrated in the northeast.

...The *Open Space* on the west side will offer the base its major opportunity for expansion of existing programs, or development of new ones.

...New *land acquisition*, if possible, would be extremely helpful for the proposed Westgate Boulevard entry, and to move the Hot Cargo safety radius further north.

Exhibit 4.5m: Locational Distribution Of Proposed General Land Use In Long Range Plan

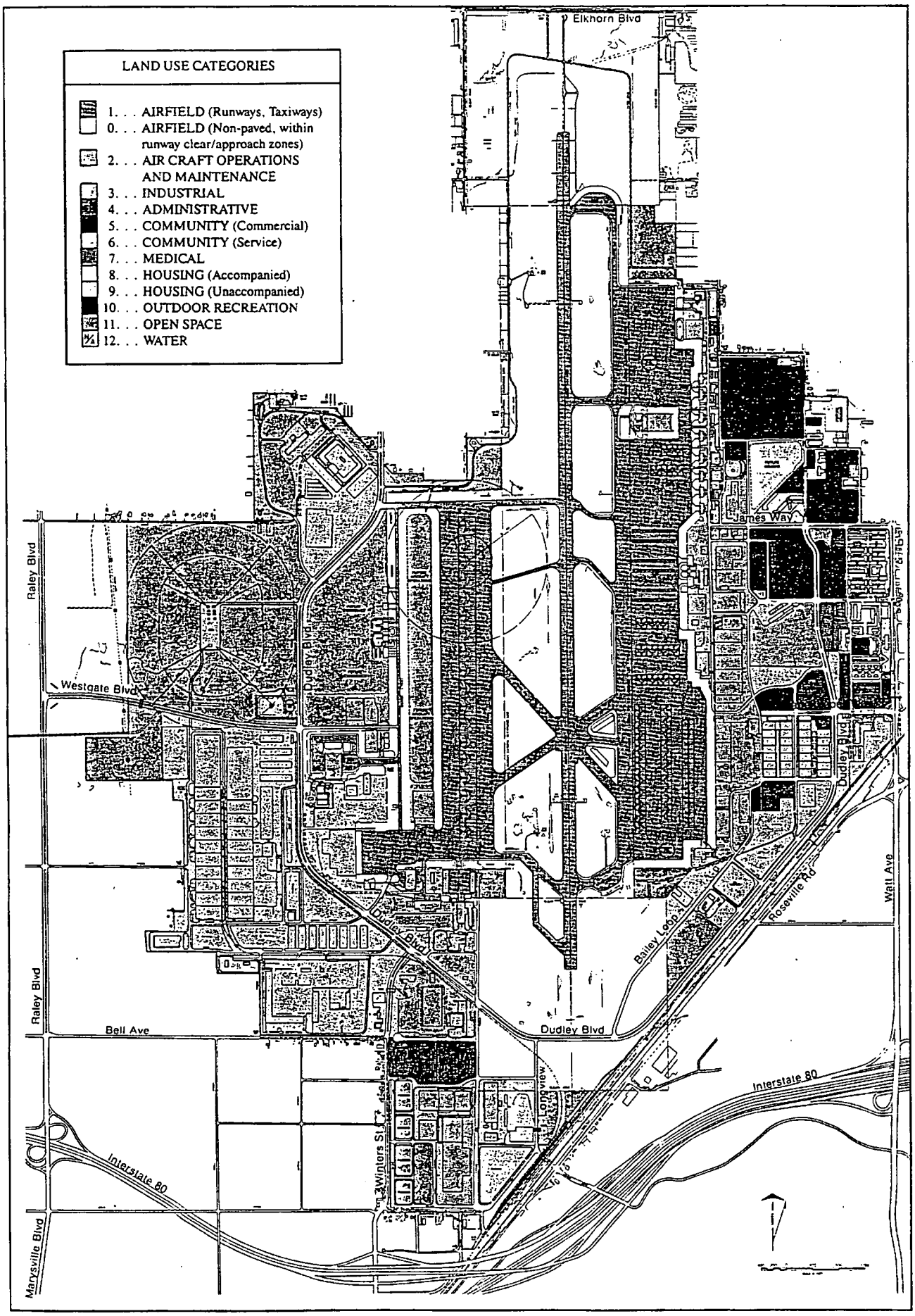
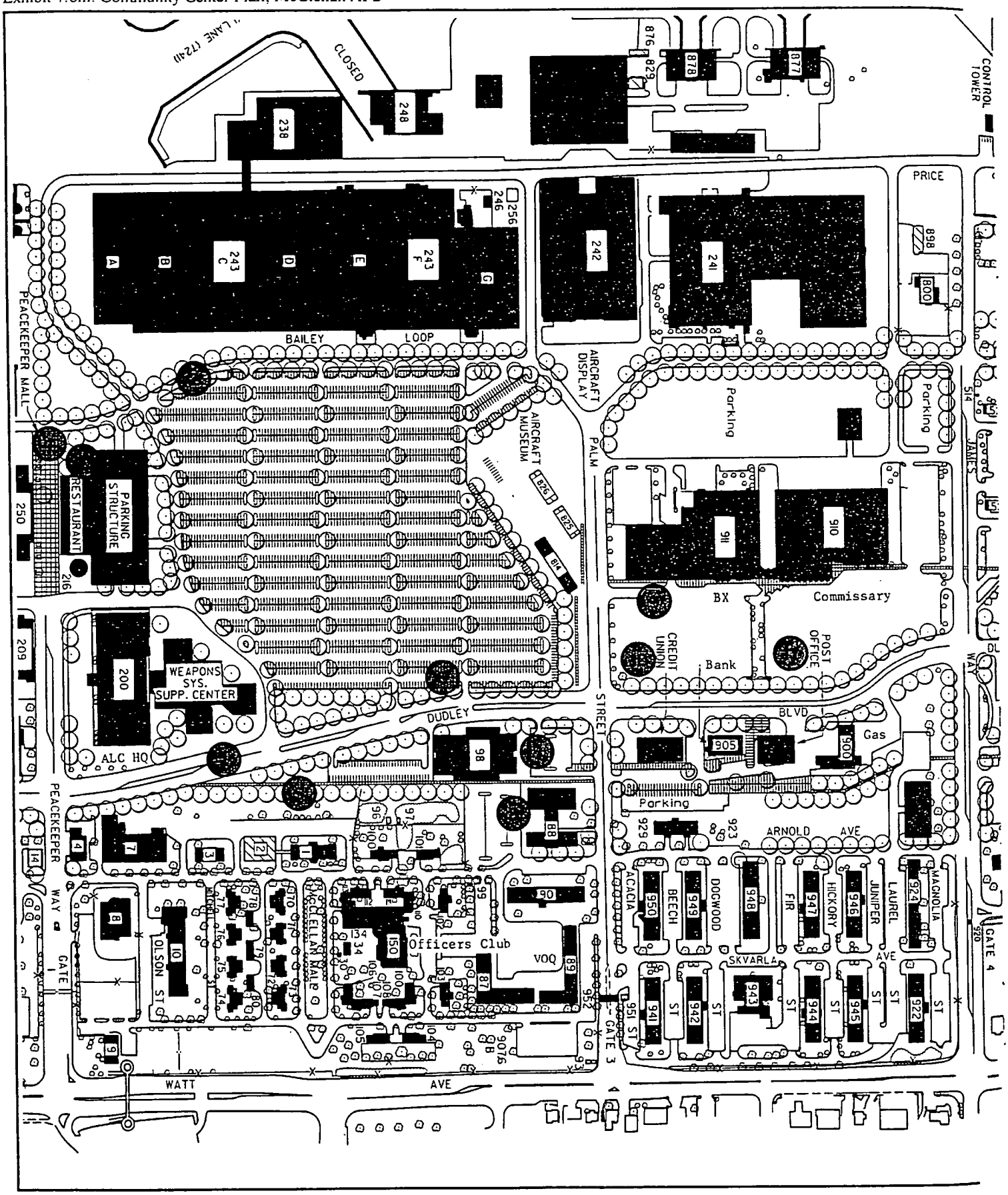
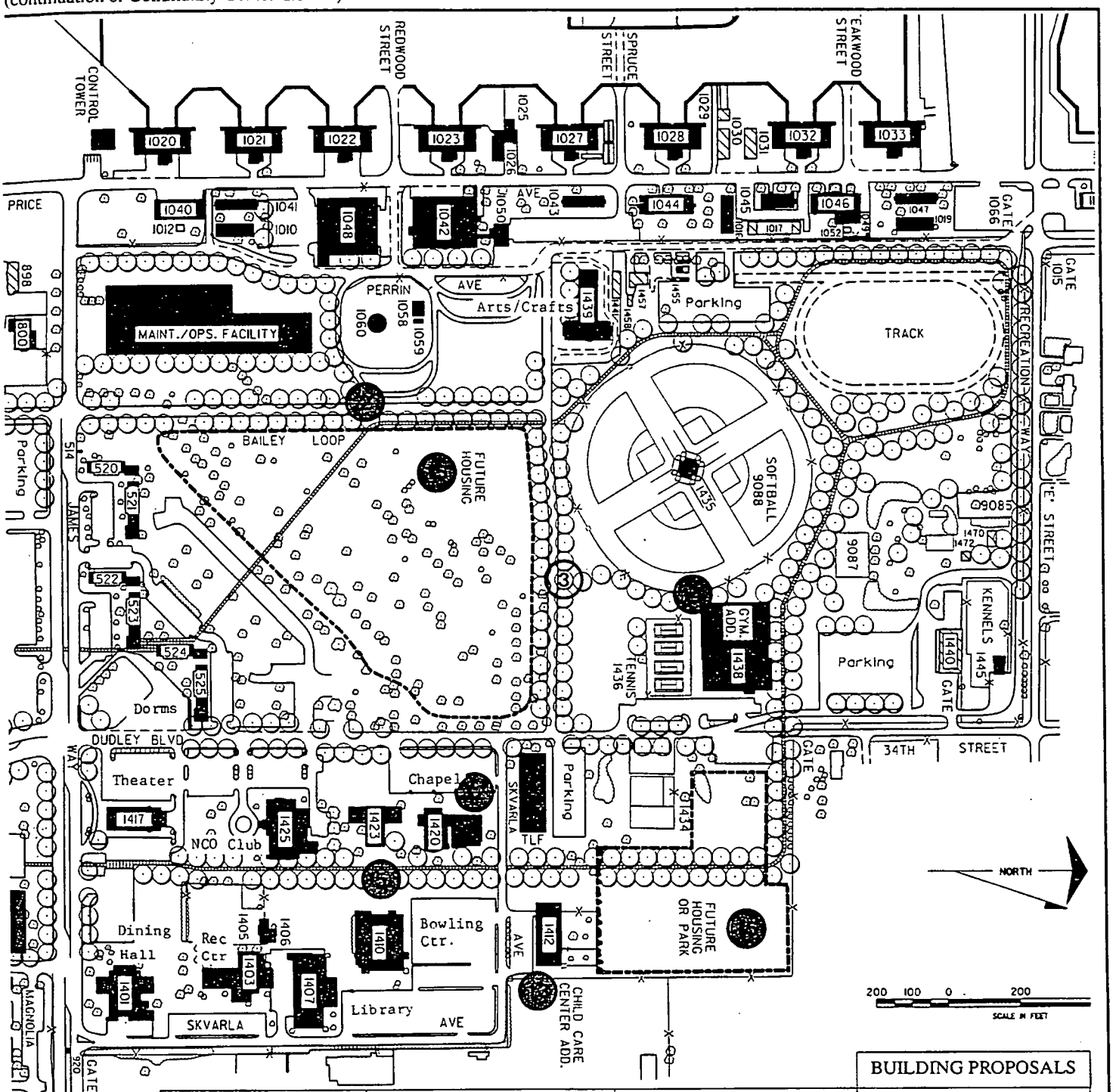


Exhibit 4.6m: Community Center Plan, McClellan AFB



(continuation of Community Center Exhibit)



STREET PROPOSALS	PEDESTRIAN PROPOSALS	LANDSCAPING PROPOSALS	BUILDING PROPOSALS
1..Dudley Boulevard 2..Bailey Loop realignment and extension 3..Connector between Perrin Avenue & Dudley Blvd.	4..Peacekeeper Mall at Bldg. 200 5..Pedestrian walkway starts near ALC HQ and continues north to the gymnasium.	6..Street trees are proposed along Dudley Bailey Loop and other new streets. Trees also proposed for parking lots and along new pedestrian walkway.	7..New Base Restaurant 8..New Medical Clinic; Dental Clinic Addn. 9..BX addition 10.New Credit Union 11.New Post Office 12.Chapel addition 13.Child Care addition 14.Gym addition 15.Future Housing and/ or Recreation

UTILITIES PLAN SUMMARY

In order to function properly, each building at McClellan AFB generally must be connected to several utility systems that bring energy or information to them, and carry waste materials away (see the exhibit below). Without these underground pipes or overhead wires operating in a relatively efficient fashion, few buildings are usable for human activities.

During the Comprehensive Plan preparation, each utility was inventoried and analyzed to determine existing needs. After development of the short range and long range building site plans, the utilities were studied again to determine what further proposals would be required to serve these new facilities. Proposals fall into three categories:

...*Existing* utility improvements needed for present situation, with no regard for any future changes.

...*Short range needs* will reflect any additional utility improvements necessary to serve the short range development plan.

...*Long range needs* will reflect additional utility improvements necessary to serve the long range development plan.

The exhibit to the right lists each utility and the estimated cost for improvements. The totals, by time period, are:

Existing/Short Range Needs	$30,898,950
Long Range Needs	$ 2,162,325
TOTAL	$33,061,275

The West Side Water System Plan, shown to the far right, is an example of the type of long range plan prepared for each utility system.

Exhibit 4.7m: A Schematic Plan View of Utility Connections To A Building

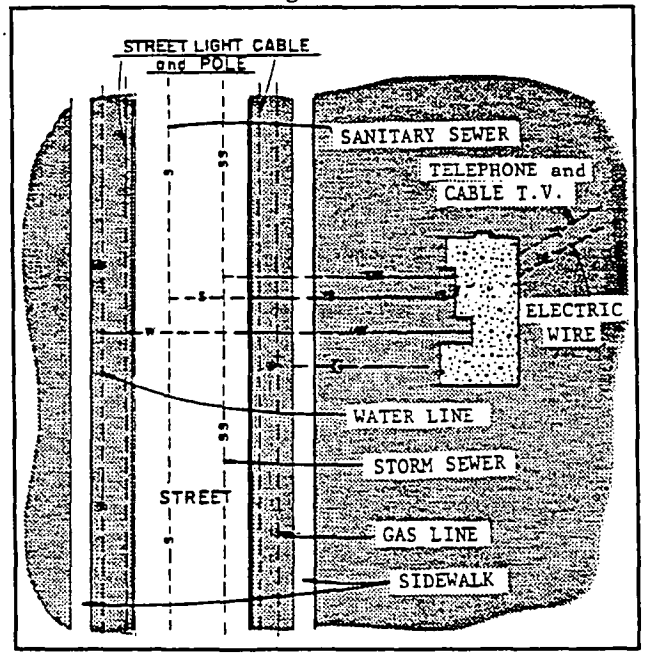
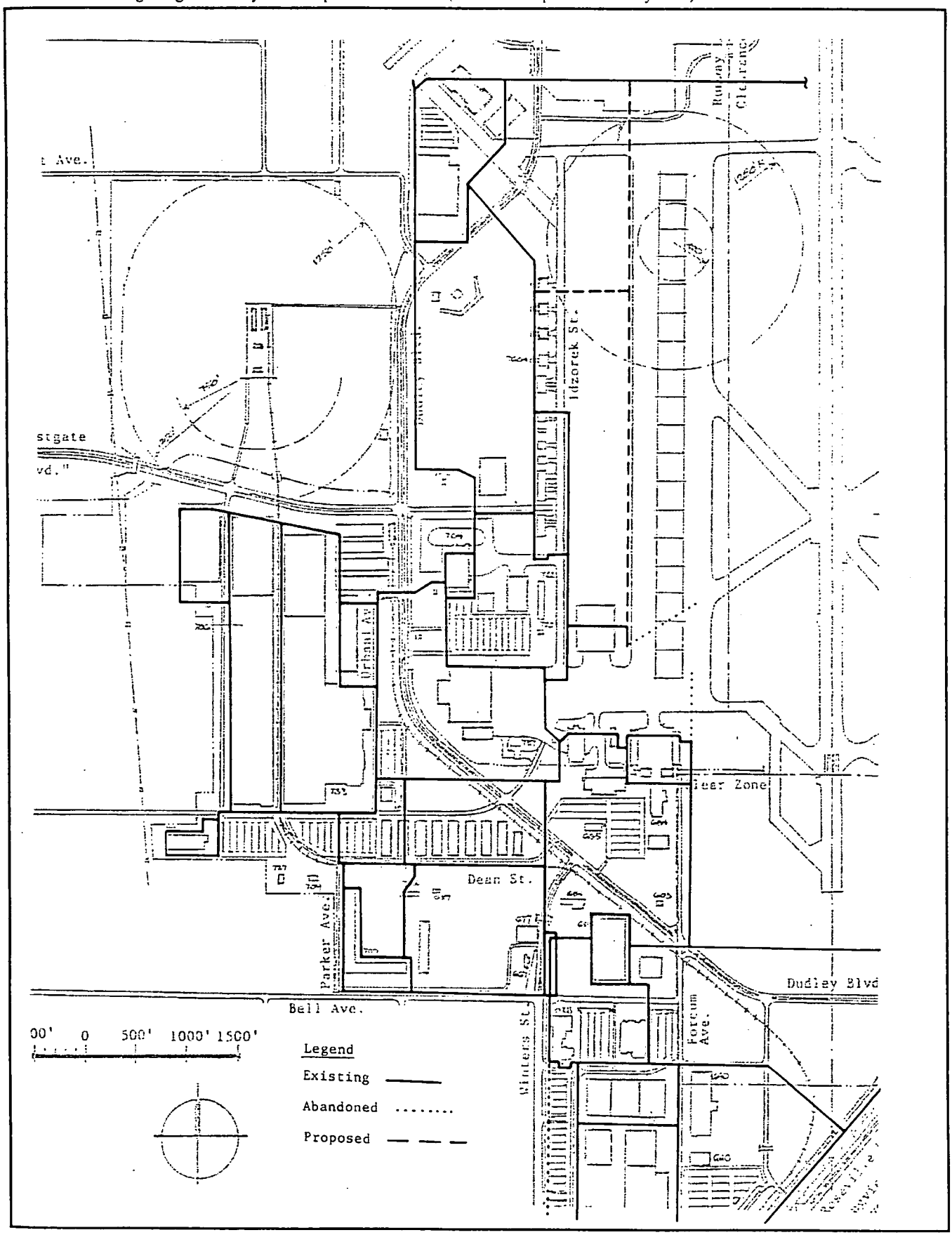


Exhibit 4.8t: Summary Of Utility Proposal Costs

Utility	Est. Cost $
..*Water Supply*	
..Existing	376,000
..Short Range	1,069,800
..Long Range	122,500
..*Storm Drainage*	
..Existing/Short Range	2,109,000
..Long Range	785,000
..*Sanitary Sewer*	
..Short Range	5,955,000
..*Natural Gas*	
..Existing	86,500
..Short/Long Range	100,000
..*Compressed Air*	
..Existing	495,000
..Short/Long Range	153,400
..*Industrial Waste*	
..Short Range	5,000,000
..*Central Heat*	
..Existing	2,596,000
..Short/Long Range	738,000
..*Liquid Fuels*	
..Short Range	12,970,000
..*Electric and Street Lighting*	
..Short Range	91,650
..Long Range	263,425
..*Cathodic Protection*	
..Short Range	150,000
GRAND TOTAL	33,061,275

Exhibit 4.9m: Long Range Water System Proposals/West Side (As An Example Of A Utility Plan)



COMMUNICATIONS PLAN SUMMARY

Existing projects and proposals for COMMUNICATIONS, NAVIGATIONAL AIDS, FIRE ALARM SYSTEM AND METEOROLOGICAL FACILITIES are discussed in the respective report sections and summarized here. The effects of selected short and long range base development proposals upon communications systems are minimal. A single future plan proposal is presented.

McClellan base *existing needs* include:

..Replacement of existing telephone switching system with digital system.

..Improvement of base control over the wired communications distribution system and underground conduit plant.

..Upgrade Communications Power Plants

..Evaluate High Frequency antennas structurally

..Install Local Area Network

..Upgrading and Expansion of EMCS System

..Review adequacy of existing ATC Tower

..Installation of Radio-Based Fire Alarm System

Projects now underway or being considered to address the above needs can continue toward implementation with only minor, if any, modifications to accommodate base development plans.

The major communications proposal is coordinated with the future plan development of Dudley Boulevard in the east side of the base. A Backbone Communications Conduit is proposed to be included as part of the corridor developed for the new street. This will alleviate congestion problems in the existing communications conduit system and provide a basis upon which McClellan's present and future communications can be built.

As described in the Telephone Outside Plant Distribution System section, the base's underground conduit system is congested in a number of on-base areas. Additional communications cables cannot be added in those areas without construction of additional conduits or rearranging existing cables to free existing ducts.

Costly and disruptive projects are almost constantly in progress to gain additional communications access to various base locations. Despite this continuing effort, new restrictions occur constantly. Not only additions to the existing communications conduit system, but new separate systems are being planned. New technologies or expansion of existing systems such as CCTV or EMCS provide additional growth pressure upon the existing system.

The *proposed construction of Dudley Boulevard provides* an *unmatched opportunity* for the base to establish a new backbone for its present and future communications systems. Installation of eight (8), four-inch diameter conduits is recommended from existing Manhole #102A near the Telephone Exchange (Building 20) westward toward the new street. Four (4) 4-inch duct packages would extend north to James Way and south to existing Manhole #73 near the intersection with Bailey Loop.

The new backbone conduit should connect existing conduit wherever possible thereby facilitating use of existing conduit laterals. When cables are placed in the new conduit use of 26 gauge conductor, expanded dielectric, foam-filled cables is recommended. Cables having these characteristics are similar in dimension to equivalently-gauged, air-core cables but preclude the necessity for cable pressurization.

In sizing the new backbone feeders, use the largest pair cross sections possible for paired telephone cables. Placing large pair-count feeder cables in the new conduit will make maximum use of the facility and allow utilization of existing conduit runs from communications distribution. This will improve access for wired communications to areas now difficult to reach because of the congested conduit system.

As distribution is reworked using the new feeders many existing, aging cables can be removed from service and removed thereby freeing ducts. In some cases, existing ducts are filled with one or more small cables while use of fewer large cables would make more efficient use of valuable duct space.

Use of at least four (4), 4-inch diameter ducts in the backbone will allow for migration of the LAN and other communications systems into this system.

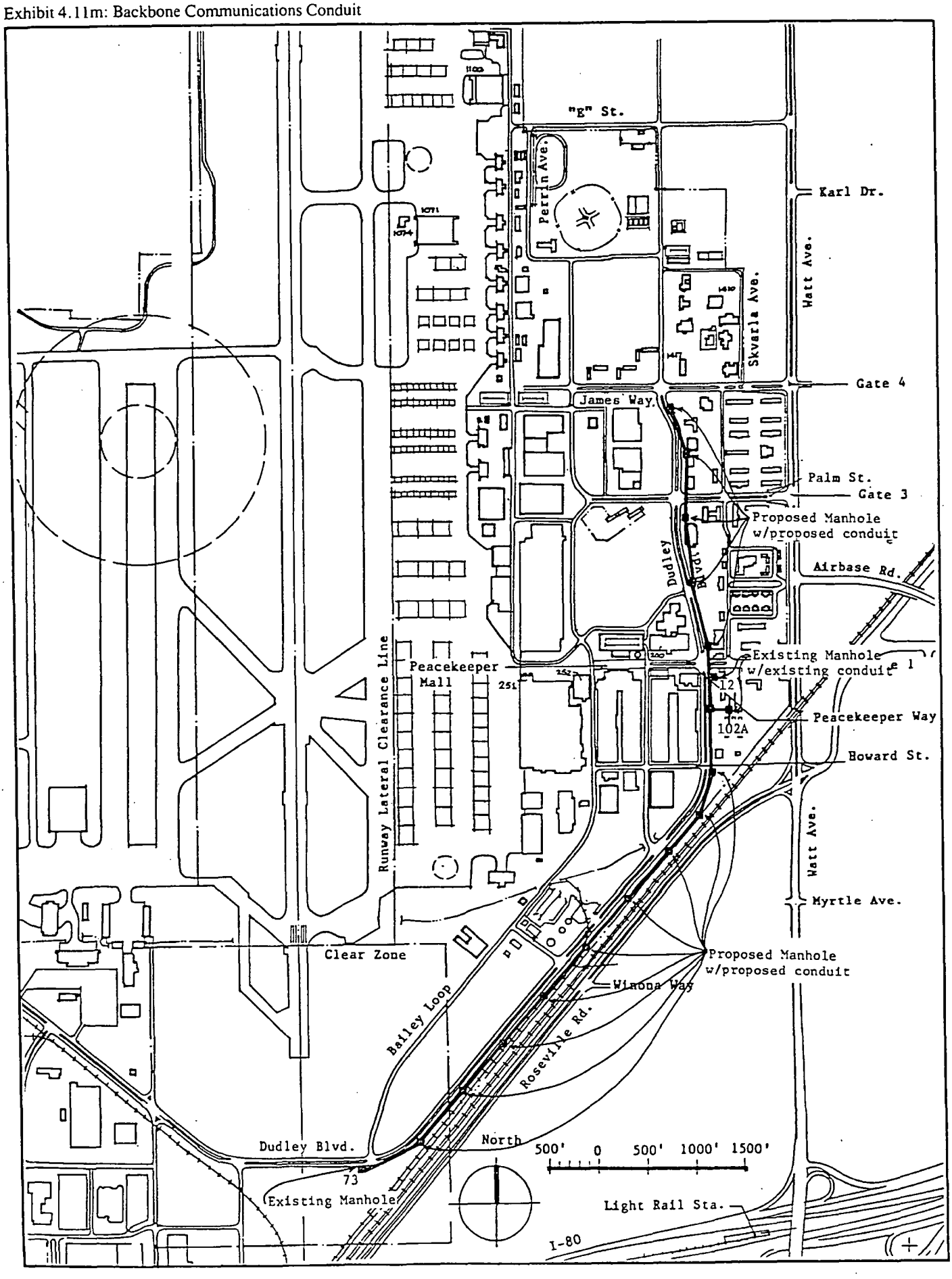
Future plan McClellan base needs include:

..Establishment of Backbone Communications Conduit System along proposed Dudley Boulevard corridor.

Exhibit 4.10t: Communications Cost Summary

Proposal	Cost (thousands)
Existing Needs	
..Replacement of Telephone Switching System	not avail.
..Improved Base control over conduit and cables	not avail.
..Upgrade Communications Power Plants	not avail.
..Evaluate HF Antennas	not avail.
..Install Local Area Network	not avail.
..Upgrade & Expand EMCS	not avail.
..Review adequacy of ATC Tower	not avail.
..Installation of Radio-Based Fire Alarm System	not avail.
Future Plan Proposal	
..Backbone Conduit System	$575

Exhibit 4.11m: Backbone Communications Conduit



TRANSPORTATION PLAN

Two of the major transportation problems at McClellan AFB are (1) lack of access on the west side of the base and (2) lack of a major street connecting the east and west sides of the base and establishing a strong framework for all other interior circulation streets (see exhibit below).

EXTERIOR ACCESS IMPROVEMENT PROPOSALS

Improving the exterior access to the west side of the base would be extremely helpful in overcoming its negative image, and in establishing a strong frame work for future development. Proposals, as shown by the exhibit on the next page, include:

1. *A new Westgate Boulevard* and entry gate would provide a tree-lined connection from Dudley Boulevard to Raley Boulevard, which connects directly to I-80.

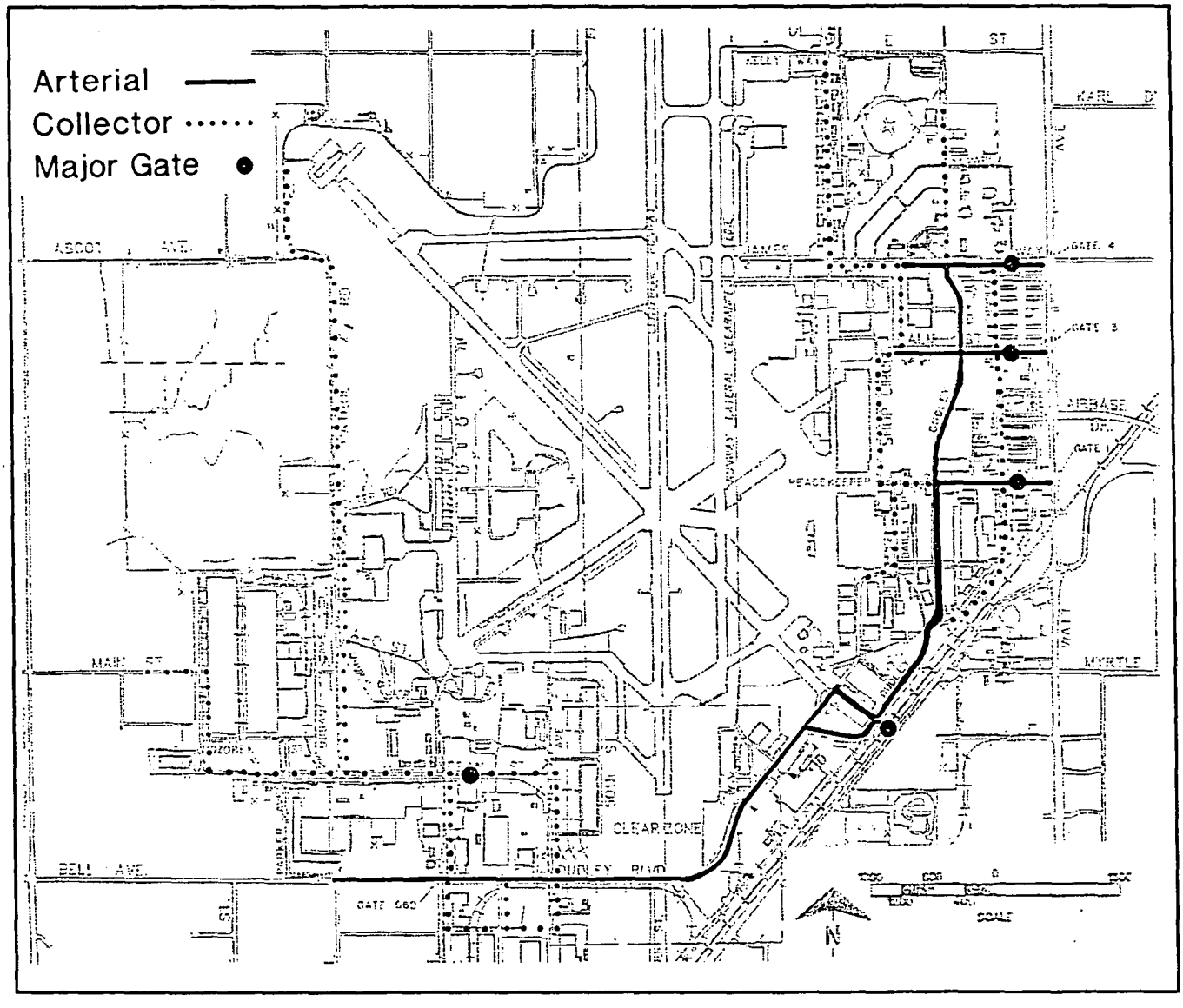
2. *A new Winters Street extension* and entry gate would replace the existing Bell Avenue Gate. This new entry and gate would provide more vehicle stacking space and establish a more direct access to Interstate Highway #80 than is the present case.

3. *A new Longview Street extension* and entry gate would provide another direct access to Interstate #80. It would replace the existing gate "317", provide considerably more on-base vehicle stacking space, and be adjacent to a new station for the Sacramento Light Rail System.

INTERIOR CIRCULATION IMPROVEMENT PROPOSALS

Although some parts of the base have a workable grouping of streets, the many parts do not fit together as an efficient whole to serve and connect the east and west sides. The following improvement proposals are made for interior circulation:

Exhibit 4.12m: Existing System Of Arterial, Collector, And Local Roadways At McClellan AFB



4. *A new street, Dudley Boulevard*, is proposed as the major basewide arterial to improve interior circulation. It would be a tree-lined facility with four moving traffic lanes, medians, and full turning lanes at appropriate intersections. Its design and continuity will contribute greatly to increased transportation efficiency and safety on base.

5. *New major parking facilities* are proposed for both sides of the base. The new facilities at Winter Street/ Kilzer Avenue and at Longview Street would have exterior access (not requiring travel through the gates) although protected by fencing. The facility at Peacekeeper Mall is proposed to be a parking garage.

6. *Railroad system* changes to the south and west include:

..a redesigned spur at the new Longview Street for improved turning safety.
..elimination of trackage in the clear zone and north of Dudley Boulevard.

Exhibit 4.14p: Entry Gate #3 on James Way

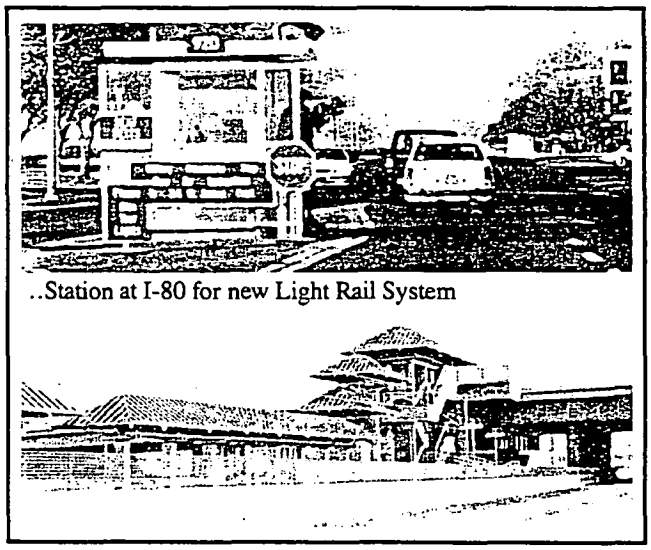
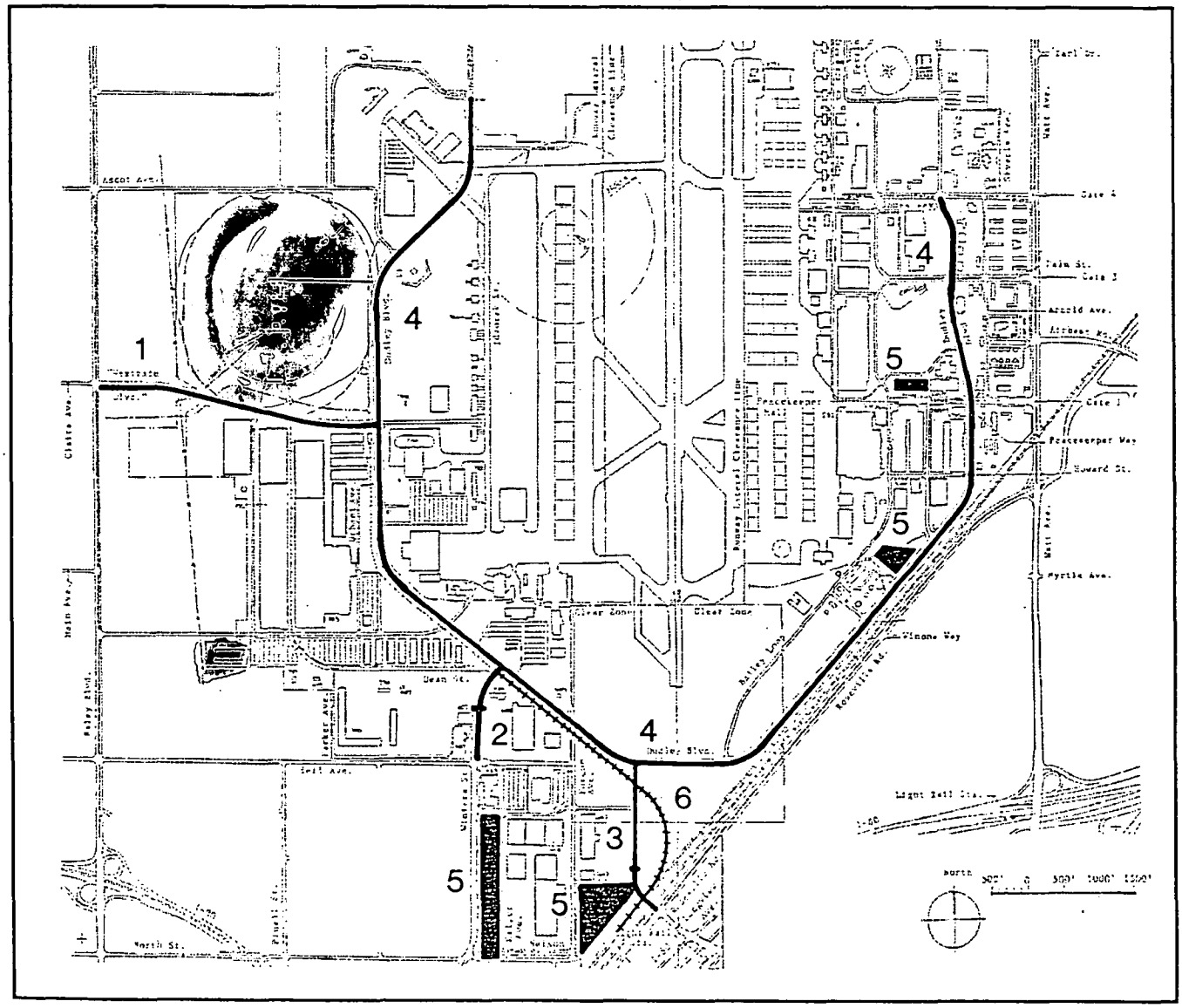


Exhibit 4.13m: The Major Improvement Proposals For The Transportation System



ENERGY PLAN SUMMARY

The Air Force Energy Plan was developed to provide policy guidance to Air Force activities involved in the preparation and implementation of energy plans as they pertain to aircraft, vehicle and installation operations as well as government-owned contractor-operated (GOCO) facilities. In 1976, the Department of Defense and the Air Force launched the Energy Conservation effort. This program was centered upon a self-amortizing retrofit of existing buildings with various energy-saving devices that are structured and closely monitored to achieve an efficiency goal of reducing facility energy use. Incorporated in this was a new plan aimed at curtailing energy use by 35 percent in existing facilities and 45 percent in new facilities from FY 1975 to FY 2000. McClellan is on schedule in meeting these goals and intends to continue its strong efforts in order to fully achieve the year 2000 objectives.

CONTINGENCY PLAN SUMMARY

The four existing contingency plans at the base and their relationship to the comprehensive plan, are as follows:

...*Surge Contingency Plan (OPLAN 76)* purpose is to provide guidance for increasing depot level productivity, over a 90 day or less period, to support national objectives. Few needs are cited for types of facilities (new or expanded buildings, streets, etc.) that would affect the Base Comprehensive Plan (BCP).

...*Base Reception Plan (18 Apr 86)* basic concept is that the base may be designated as a standby Aerial Port of Embarkation (APOE), that transients, aircraft and equipment may require accommodation, and that additional forces may arrive to augment assigned personnel. Plan activities most closely related to the BCP deal primarily with the character, availability, and capacity of the runway, taxiways, aprons, aircraft parking, utilities, petroleum, food service, and billeting.

...*Security Plan (OPLAN 207)* primarily is devoted to Security Response Options (SROs) to deal with various security contingencies. Except for limiting landscape height in restricted areas, OPLAN 207 has little impact on the BCP. Policy guidelines for anti-terrorism have been distributed by HQ USAF/LEE to reflect concern for minimizing exposure to, and limiting potential damage from, terrorist actions. Some of these guidelines could apply to the BCP in relation to vehicle access, use of berms and barriers, area lighting, signs location and wording, and protection of utilities.

...*Disaster Preparedness Operations Plan (OPLAN 355-1)* provides guidance and procedures to ensure the execution of actions to minimize base resource loss in a disaster/emergency situation, and to assist the civilian, off-base community in such situations if requested. The plan includes a listing and classification of buildings that could be used for shelter, operations, or other needs in terms of an emergency.

ARCHITECTURAL COMPATIBILITY GUIDELINES

The 1983 Architectural Environmental Standards prepared by EDAW, Inc. and the Ehrenkranz Group, Architects is an excellent guide for the identification of overall architectural and landscape conditions at McClellan AFB. These general site design issues are also well documented in AFM 88-43, Installation Design.

Since the Base Comprehensive Plan facility inventory is more current than the Architectural Environmental standards and because the BCP is charged with the location of all new facilities for the next five years, it includes the most current design proposals for McClellan AFB.

Detailed recommendations for buildings, streets and landscaping are given in other chapters of this report, however, no other chapter is concerned with the overall appearance of the base. The following design concepts, some of which are taken from the EDAW study, are recommended for the base:

..*Buildings* - Because of the diverse functions contained in each structure, it will be difficult to fix any common material or form, therefore, the color palette should be limited to very few colors. This color will serve as the visual "glue" to hold the varying forms together. The present use of beige primary color with dark brown trim and more intense, warm accent color should be continued, with this scheme replacing the colors now in use.

..*Landscaping* - In harmony with the monochromatic color scheme for buildings, the free use of landscaping at every opportunity is recommended. The greatest opportunities lie in the construction of new streets and buildings, in conjunction with a program of replanting for all existing buildings to remain. In time, the color green can dominate the outdoor scene, masking the other color anomalies which now exist or which may occur in the future. The original base area between Palm Avenue and Peacekeeper Way is a good example of this concept in action over a long period of time.

..*Signs* - It is recommended that the sign system of AFP 88-40 be implemented on McClellan AFB. This will mean that the "racing stripe" concept, which includes the building identification sign in the painting scheme, will be phased out by normal maintenance over a period of years.

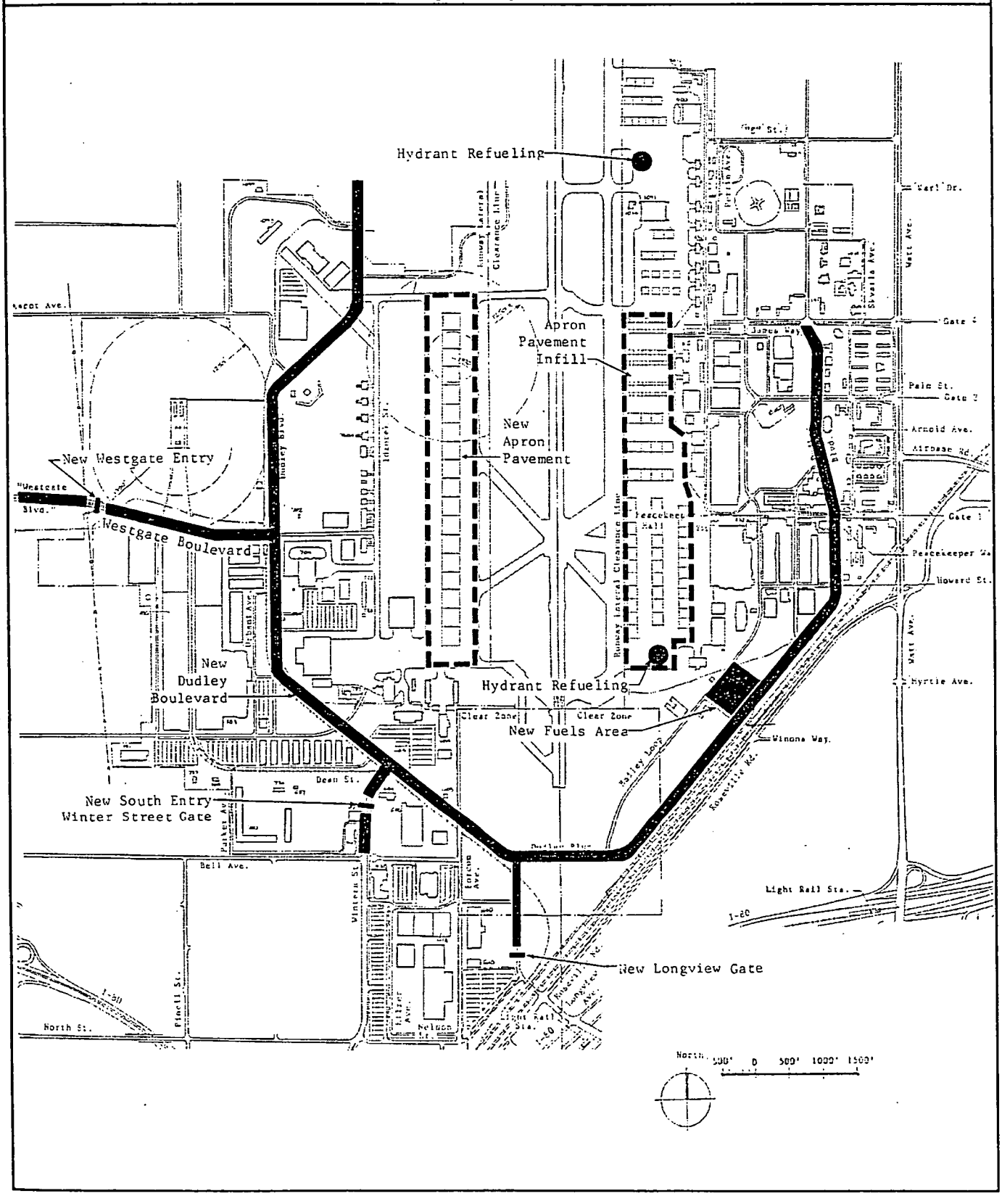
It is possible to develop a more sophisticated and more complex design concept for the base, but this makes the coordination of buildings more difficult. It is recommended that future buildings be designed within a simple program of limited colors, the free use of landscaping, and the consistent use of the Air Force sign system throughout the base.

> "The image of an installation is largely determined by the character and siting of its buildings. The objectives of the site planning and architectural design process must go beyond the need to satisfy the functional requirements of a facility. It should strive to achieve an ordered sense of place....a comfortable, attractive and functional setting for its intended activities." (AFM 88-43, p. 11)

BCP PROPOSALS ENHANCE CONTINGENCY RESPONSE

Several of the proposals in the Base Comprehensive Plan (BCP), when implemented, could enhance the contingency plan's capability. As shown below, these include additional airfield apron pavement, new access and streets, new fuels area and hydrant fueling, and other facilities.

Exhibit 4.15m: BCP Plan Proposals That Enhance Contingency Response



LANDSCAPE DEVELOPMENT PLAN

Landscaping at McClellan AFB has been, historically speaking, a minor activity in the past. The purpose of this chapter is to review existing conditions and restraints and outline opportunities for improvement by means of general proposals for basewide planting concepts. The Architectural Environmental Standards, prepared in 1982, includes a review of the landscaped environment and many excellent recommendations for improving the base appearance.

The overall appearance of the landscaped environment at McClellan AFB varies from area to area in the base. The original base has been planted over the years and makes a very attractive impression. The remainder of the base has been developed industrially over the 50 years of the base's history with more regard for function than for appearance.

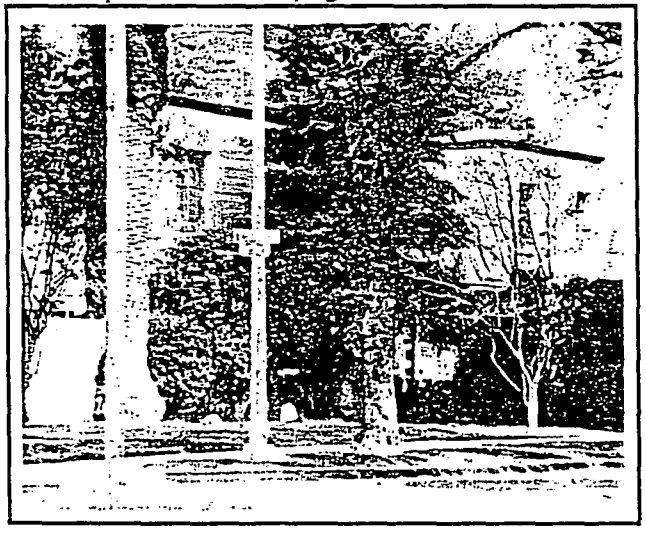
Overall, the base is severely deficient in regard to plant materials. An exception is the area bounded by Peacekeeper Way, Watt Avenue and Arnold Avenue. This area is a good example of plants being used for aesthetic and climatic reasons. The Arnold Avenue area is one of the most attractive areas on the base. Plant materials along the street and at the building edges contribute to the success of this area as shown by the photo below.

The mature street trees provide a comfortable corridor for traversing by car, bicycle, or on foot. The cooling effect of these trees is an asset which only occurs in this area of the base. The foundation plantings soften and enhance the building lines.

LANDSCAPING OBJECTIVES

Major considerations in the design of landscape plantings for a military base are utility, appearance, and economy of maintenance; due to the climate at this base, solar consideration is very important. Trees should be used to provide protection from the hot summer sun, besides defining vehicular routes; also, they should be used to screen views at the edge of the base. Shrubs should be used to soften edges of buildings and roads and should upgrade the pedestrian's view of his surroundings.

Exh. 4.16p: Mature Landscaping In Arnold Avenue Area



BASEWIDE PRINCIPLES

To develop a long-range Landscape Master Plan, major design principles and maintenance considerations must be established for the entire base. These principles include:

..Gates: Use landscaping to improve and enhance present and future entry gate areas.

..Major Roads: Use trees to identify and beautify major feeder roads; achieve a boulevard effect; use lawn, shrubs, and other grounds improvements to further enhance major roads.

..Walkways/Bikeways: Develop pedestrian/bikeways systems, which link principal destination points, such as the Recreation/Gymnasium Area to the Administration/ Personnel Support District. Pathways should be shaded, attractive, and separated from vehicular traffic.

..Parking Lots: Use landscaping to improve and enhance present and future parking lots. Provide fast growing deciduous shade trees in the interior and use landscaping to soften the view of the parking areas from pedestrian and vehicular views.

..Buildings: Use landscaping to beautify and enhance areas adjacent to buildings, roads, and open spaces. Especially plant more trees to mitigate the solar considerations.

..Base "Edge": Use landscaping to improve and enhance the base edge; provide evergreen trees and shrubs that soften/ screen objectionable views from our neighbors.

..Irrigation: Use professional consultants to assist in the preparation of landscape and sprinkler irrigation plans.

..Maintenance: Use professional consultants to assist in the preparation of a grounds maintenance program.

LANDSCAPE PLAN PROPOSALS

In addition to these principles, landscaping projects for specific locations at McClellan AFB are illustrated by the exhibit to the right for the west side of the base. These include the specific streets to be planted and locations where special planting is appropriate. Many projects also have been suggested by the Architectural Environmental Standards.

Exhibit 4.17m: Landscaping Screen For Parking Areas

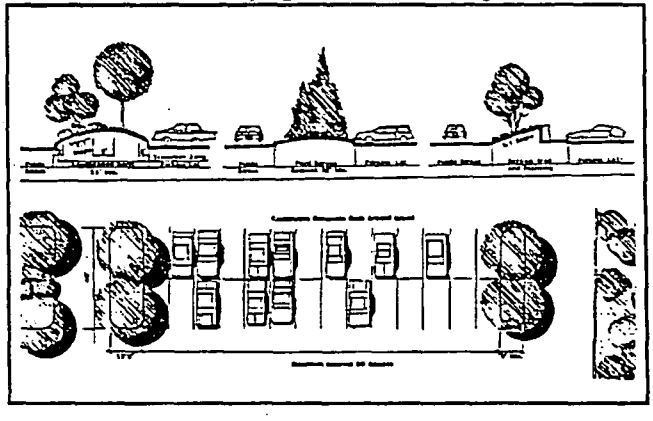
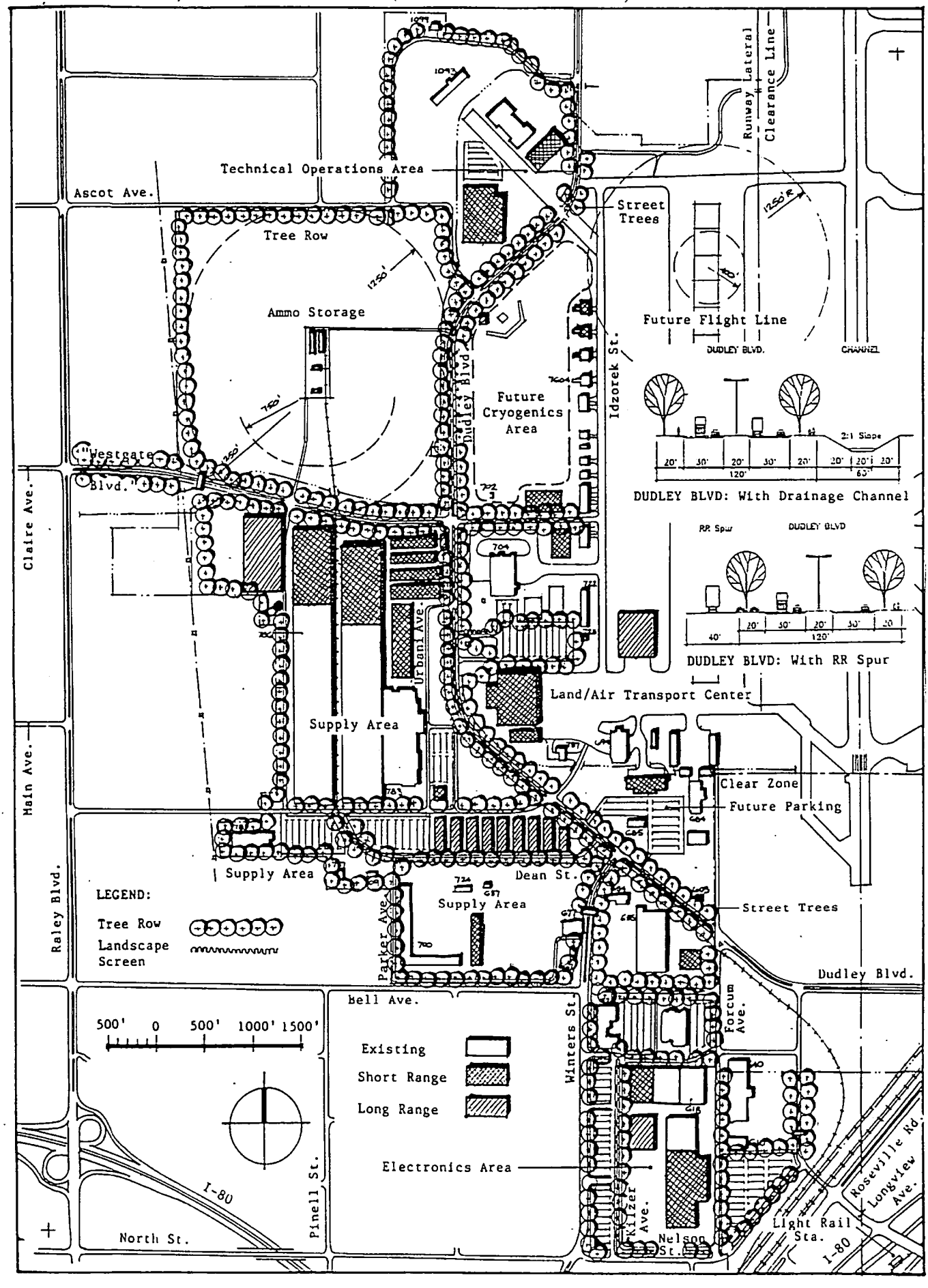
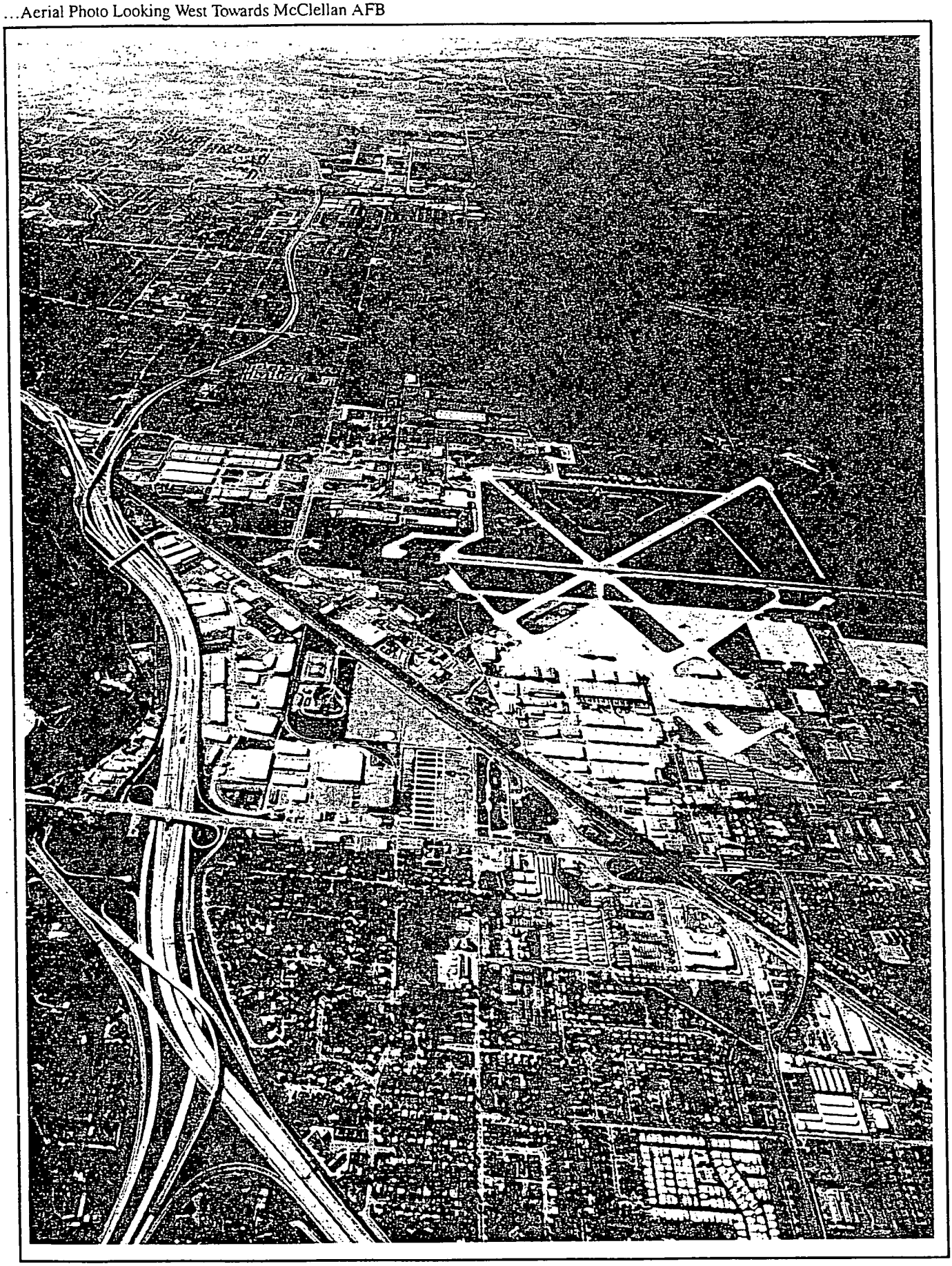


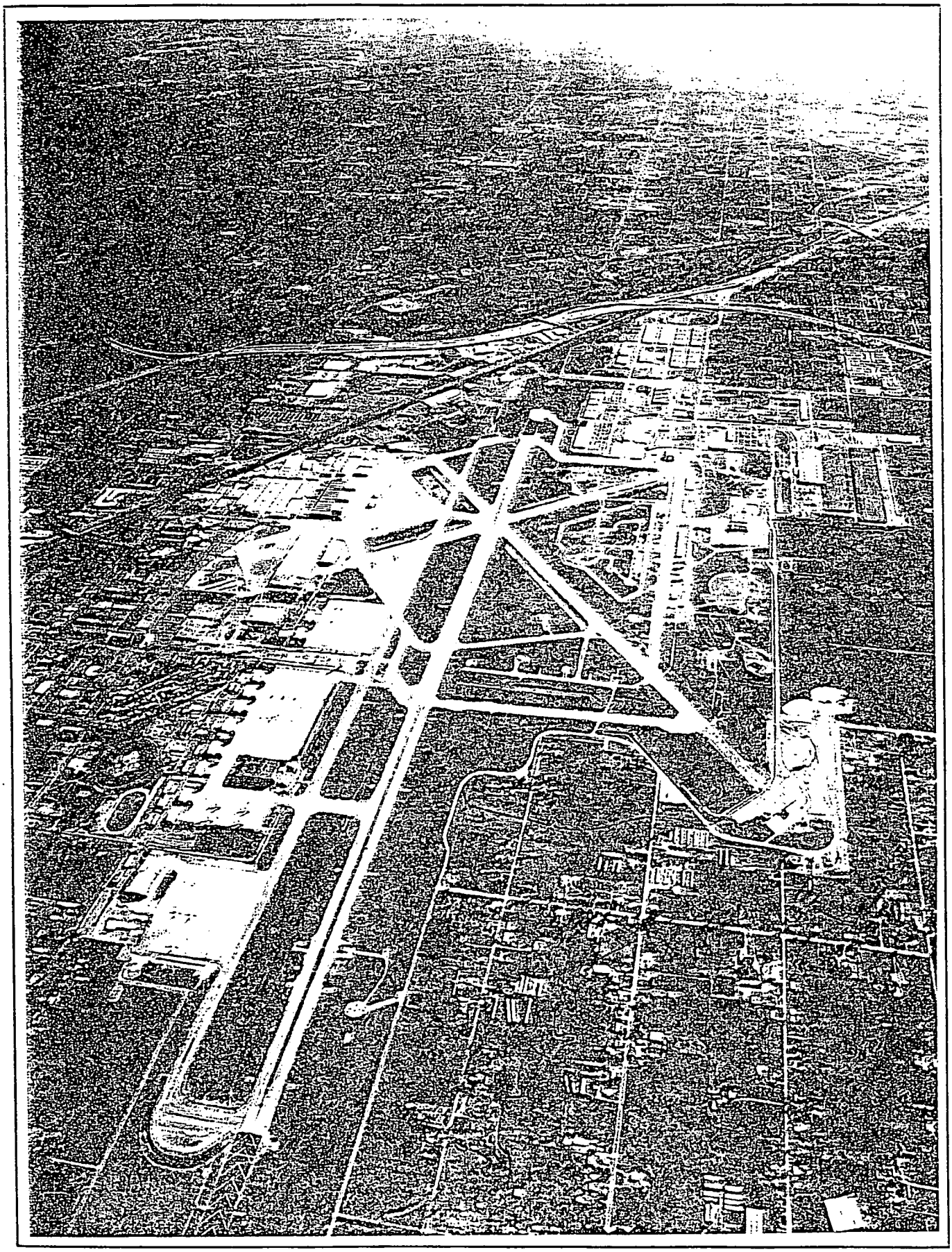
Exhibit 4.18m: Landscape Plan For West Side Of Base (See Exhibit 18.17m for East Side)

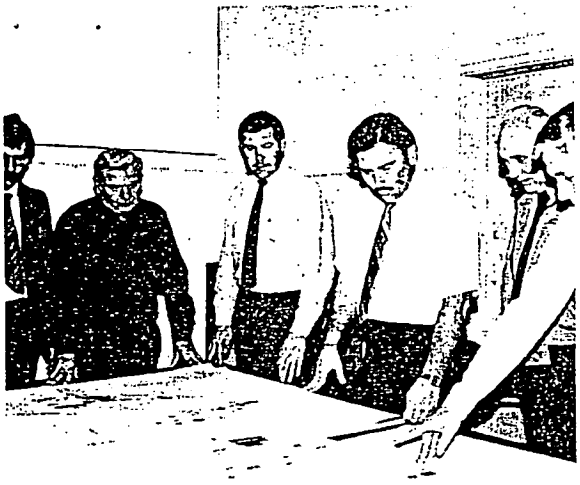


...Aerial Photo Looking West Towards McClellan AFB

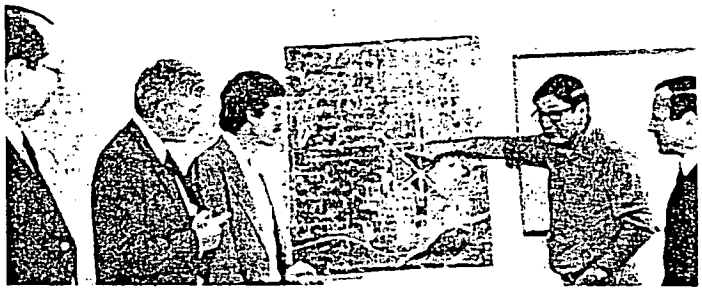


...Aerial Photo Looking South Towards McClellan AFB





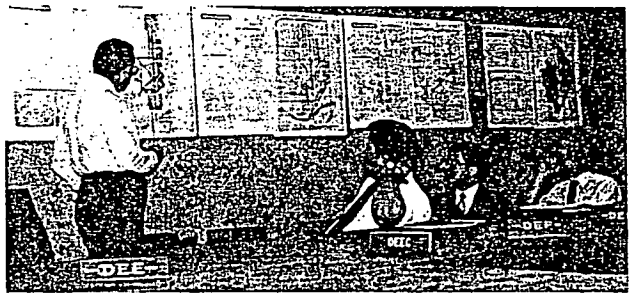
..XR Review Session



..OTM→ Review

..HQ/ALC Review

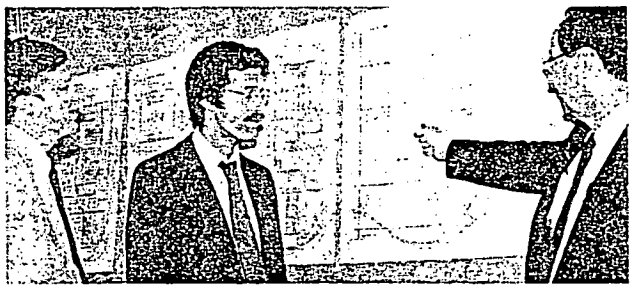
..XR, MM, DS Review

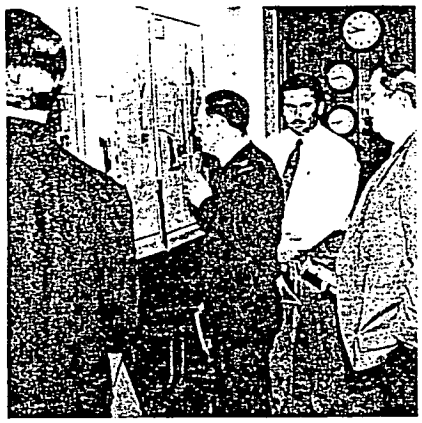


BASEWIDE MEETING AND REVIEW SESSIONS were held throughout the project with persons from all base organizations. Some of these, included in the photos on this page, were:-

..Maj. Bill Gunkel, XRX
..Don Gronstal, XRX
..Ed Johnston, XRX
..Ralph Barsotti, XRX
...Randy Lee, OTM
...Capt. Jerry Yellin, OTM
..Terry Glenn, MM
...John Jacobson, DS
..Ray Henderson, DEEX
...Carol Quirk, PMKFE
..Brian Strickland, PMF
...Roger Blevins, HQ/AFLC
...Frank Tokarsky, HQ/AFLC
...Col. Beauchemin, BCE
..Ron Parsons, BCE Office

..Helicopter Tour courtesy of California National Guard

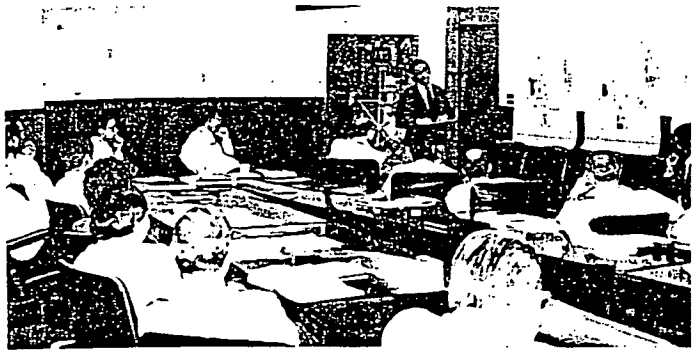




..Contract Final Agreement

..Contract Negotiations

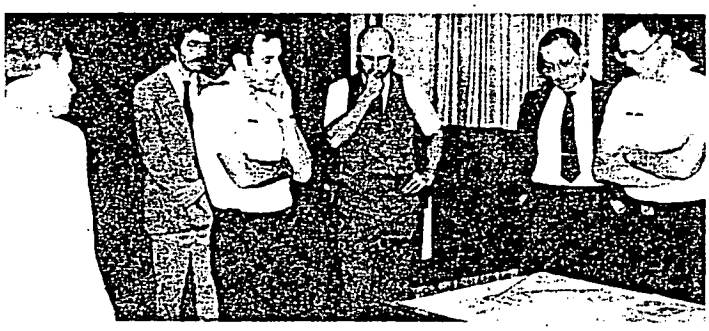
..Helicopter Tour



Base Comprehensive Plan review meeting with MG Greer, BG Hopp and Facilities Planning Board

Alternative Development Plans are reviewed with:
- BG James W. Hopp
- Carl McRorie, Deputy, XR
- Ron Seaman, Exec. Asst.
- 1st Lt. Jon Klaus, Aide
- LTC Frank Cirillo, BCE*
- Bud Myers, BCE Office
- Ron Parsons, BCE Office
- Ray Henderson, BCE Office
- Dr. Wm. H. Qualls, GRW
- Helm Roberts, GRW

*BCE during first half of study.



Short Range Plan Proposals are reviewed by BCE officials: Colonel Beauchemin, BCE; Bud Myers, Ron Parsons, and Mike Harris.

We would like to thank the following individuals who devoted a tremendous amount of time to this effort. It is understood that several command changes have occurred since the original research. The persons listed were in the positions indicated as of 6/87.

HQ AIR FORCE LOGISTICS COMMAND
Wright-Patterson AFB, Ohio

- Gen. Earl T. O'Loughlin, Commander
- Brig. General David M. Cornell, DCS, Engineering and Services
- Col. Roger W. Walters, Asst. DCS, Engineering and Services
- Col. Joe Hicks, Director, Directorate of Operations and Maintenance
- Ben Pierce, Director, Directorate of Programs
- Raul Inesta, Director, Directorate of Engineering and Construction
- Lt. Col. Mike LeMarr, Chief, Requirements Division
- Roger D. Blevins, Community Planner
- Frank Tokarsky, Community Planner

SACRAMENTO AIR LOGISTICS CENTER
McClellan AFB, Sacramento, CA

- Major General Lee V. Greer, ALC Commander
- Brigadier General James W. Hopp, ALC Vice Commander
- Colonel David S. Whitman, Base Commander
- Colonel Alfred E. Beauchemin, Base Civil Engineer
- Bud Myers, Deputy BCE
- Ron Parsons, Chief Engineering and Contract Planning
- Mike Harris, Chief of Contract Planning
- Ray Henderson, Comprehensive Planner
- Loren Robinson, Surveyor
- Otis Osborne, Chief, Contract Admin. Branch
- Carol B. Quirk, Contracting Officer
- Brian Strickland, Price Analyst

Contract No.: F04699-85-RO217
Con. App. Date: 30 September 1985
Notice To Proceed: 30 September 1985
Date To Use On Plan: August 1987

GRW MASTER PLANNING TEAM

- Wm. H. Qualls, Ph.D., AICP, Principal-In-Charge
- Ben D. Fister, PE, Project Engineer
- G. Michael Ritchie, PE, Photo./Map
- Harvey Helm, PE, Aviation Eng.
- Steve McKinley, PE, Hydrol./Sanitary
- V.L. "Gingy" Qualls, Planner
- Rick Wolf, Engineering
- Forrest Godby, Computer Mapping
- Carla Leach, Secretary
- Helm Roberts, Architect/Land. Arch.
- Dove Temple, Electrical Eng., CDT
- Dave Miller, Commun. Eng., CAE
- Harold Leggett, Trans. Engr., AMS
- Dennis Tsuboi, Land. Arch., DS&A

GRW Engineers, Inc. 801 Corporate Dr.
Lexington, KY 40503 GRW #1471

AIR FORCE FACILITIES
VARIOUS PARKING LOTS
SAC HEADQUARTERS
MAP
TRAVIS AFB, CALIFORNIA
CORPS OF ENGINEERS
SACRAMENTO DISTRICT

April 18, 1989

TO: The Honorable Anne Rudin
and
The members of the City Council

FROM: Concerned Citizens of Sacramento

Reference: M88-085 Amend Zoning Ordinance Section 17, Street Right-of-way, to increase the right-of-way from 80' to 110' for Raley Blvd. from Bell Ave. north to Ascot Ave.

This is our official request to the City of Sacramento to prepare an Environmental Impact Report for this project. The Draft & Final Environmental Impact Report for the Sacramento General Plan Update does not adequately not specifically address this particular project, as is evident in that, the City of Sacramento drafted a Negative Declaration in place of an Environmental Impact Report for this project.

We, as concerned citizens, charge that the Negative Declaration does not disclose all the potential effects of this project nor does it detail any alternatives that may be less harmful to the environment.

California Environmental Quality Act, June 1986, (hereby referred to as the CEQA) states in Statute 21061:

"The purpose of an Environmental Impact Report is to provide public agencies and the public in general with detailed information about the effect which a proposed project is likely to have on the environment; to list ways in which the significant effects of such a project might be minimized; and to indicate alternatives to such a project.

According to Justice David N. Eagleson, "If (the law) is scrupulously followed, the public will know the basis on which its responsible officials either approve of reject environmentally significant actions and the public, being duly informed, can respond accordingly to action with which it disagrees."

Yet the Negative Declaration (hereby referred to as the Neg Dec) issued by the city of Sacramento was appealed by the people of Sacramento only to be reissued as inadequately as the first Neg Dec.

To begin with the instructions on the Neg Dec read "Answer the following questions to determine if the proposed project <u>may have</u> potentially adverse significant impacts on the environment", and a yes or no answer is requested.

The CEQA states:

Statute 21064
"Negative declaration" means a written statement briefly

describing the reasons that a proposed project will not have a significant effect on the environmental impact report.

Guidelines 15070
a) Negative Declaration shall be adopted when the Initial Study shows that the project may not have a significant effect on the environment.
b) Negative Declaration shall be adopted when two conditions are met: (1) the project or plan or proposals as agreed to by the applicant prior to public review of the Negative Declaration has been revised to avoid significant effects or the effects have been mitigated down to a point where the effects are clearly insignificant and (2) there is no substantial evidence before the agency that the project as revised may have a significant effect.

The CEQA clearly states a Neg Dec may be adopted when the Initial Study shows that the project may not have significant effect, not may have. The maybe(s) in the Neg Dec dated Feb 23, 1989, should have been mitigated down to a point where they are clearly insignificant and there is no substantial evidence before the agency that the project may have a significant effect. Therefore, attachment A should have dealt with the maybe(s) as yes and dealt with mitigation measures or explain why it can be yes yet have no significant effects. Yet it fails this as is explained below.

Below is a list of concerns not adequately addressed by the Neg Dec nor its attachment A, which "may" have potentially significant effects on the environment or cumulatively considerable incremental effects upon the environmental ~~effects upon the environment~~ (CEQA Statute 21083 a,b,c):

This list coincides with the numbering and questions of the Neg Dec.

1. Earth

   b. Yes - new roadbase construction

   c. Yes
   f. Yes - in relation to Magpie creek

2. Air

   a. Yes - project if increase transportation of 42,000

   b. Yes - vehicles both will substantially increase without a doubt. What is current level? Do we now exceed so close to McClellan? Also, consider the sandwich effect both airports and so much traffic will have on residental areas? Also, what of elderly and very young tolerance levels?

3. Water

   a. Yes - Will the construction cause disturbance enough to increase ground water flows that will spread the plume of contamination from McClellan AFB.

b. Yes - Same as above.

d. Yes - Water is now absorbed into the soil as it runs off. With construction of a new roadway and drainage system less of the water is absorbed into the soil, which increases the likelihood of flooding. Thus, improvements are needed to provide flooding protection for the presently developed area and to allow for growth.

6. Noise

a. Yes - In addition to existant levels from the two airports, the section between the two airports will now be exposed to another major arterial.

7. Light and Glare

a. Yes - Relatively self explanatory.

10. Risk of upset

a. Yes - Definately because of contaminants from McClellan AFB.

11. Population

a. Yes

12. Housing

a. Yes - Need for additional study.

13. Transportation/Circulation

a - e. Yes

f. Yes - Need for additonal study.

14. Public Services

a - f. Yes

16. Utilities

a - f. Yes

21. b. Yes, it may substantially increase the spread or disturb the contamination from McClellan to other city wells, soil and environment. So as to cause potential health hazards to Citizens.

c. Yes, the flooding problem already present and the building over existent soil soaking areas, can increase the threat of flooding and spread of the existant contaminants in the area.

d. Same as above.

The Sacramento General Plan Environmental Impact Report does not

take into account this particular projects significant effects, specifically, those cited in this document. Especially those of the increase of flooding and the toxic threats.

Also, the attachment 3, specifically, para 21, is a complete contradiction to the Neg Dec conclusion item number 13. CEQA Statute 21100 (g) clearly states an Environmental Impact Report must deal with the growth inducing impacts.

CEQA statutes 21102 and 21150 state, respectively:

No state agency, board or commission shall request funds, nor shall any state agency, board, or commission which authorizes expenditures offunds, other than funds appropriated in the Budget act, authorized funds for expenditure for any project, other than a project involving only feasibility or planning studies for possible future actions which the agency, board, or commission has not approved, adopted or funded, which may have a significant effect on the environment unless such request or authorization is accompanied by an environmental impact report.

State agencies, boards, and commissions, responsible for allocating state or federal funds on a project-by-project basis to local agencies for any project which may have a significant effect on the environment, shall require from the responsible local governmental agency a detailed statement setting forth the matters specified in Section 21100 prior to the allocation of any funds other than funds soley for projects involving only feasibility or planning studies for possible future actions which the agency, board, or commission has not approved, adopted, or funded.

Yet at the last city council meeting, that this project was addressed, over the citizens objection, funding for this project that had not been approved nor had no approved official Neg Dec or Environmental Impact Report, was approved. Which is a violation of the CEQA.

Lastly, as to the availability of Environmental Impact Reports, the city is clearly in violation of the CEQA. Statute 21105 states :

The state lead agency shall include the environmental Impact Report as a part of the regular project report used in the existing review and budgetary process. It shall be available to the Legislature. It shall also be available for inspection by any member of the general public, who may secure a copy thereof by paying for the actual cost of such a copy. It shall be filed by the state lead agency with the appropriate local planning agency of any city, county, or city and county which will be affected by the project.

We citizens have been trying,to no avail, to procure an Environmental Impact Report forthe Sacramento General Plan Update, but the city has informed us that they "are out and have no plans to print more".

In conclusion,
We concerned citizens can only conclude therefore, that an Environmental Impact Report is clearly indicated in this instance. As responsible citizens, responsible to protect

the environmental conditions of our state now and in the future, we are prepared to excercise our rights as are explained in Statute 21167 and any other addressed in the CEQA concerning litigation measures.

Thank You.

Rose A. Holloway

Linda Jonzone

James R. Coldiasure

Clara V. Coldiasure

John W. Porter

Susan Johar

Mary Owen

Irwin Gorham

George B. Gorham

RALEY BOULEVARD FACTS SHEET

- Raley Boulevard is currently a 60' R/W street identified as future 80' R/W street in City Zoning Ordinance.

- General Plan EIR identifies 6-lane street for Raley Boulevard as mitigation measure.

- Projected volumes in General Plan EIR. State 59,000 ADT in 2016.

- Traffic is increasing due to rezone of 840 acres in Raley Corridor to industrial land uses in North Sacramento Community Plan.

- Raley Boulevard is only freeway access to Industrial Corridor.

- Current City Policy for 6-lane streets calls for 124 feet of right-of-way. Staff proposes 110 feet.

- County Street Plan identifies Raley Boulevard (16th Street) as 110' right-of-way, 6-lane road.

- No property is being acquired with action. Land will be dedicated with development plans.

- No construction is proposed with this action.

- If portions of right-of-way are needed yet not acquired through dedication, City will purchase or exercise eminent domain and compensate at fair market value.

- If dedications or other acquisitions are "excessive" (a take of greater than 25% or remaining lots less than 5,000 S.F.); entire lot must be purchased at fair market value.

- Four parcels will be less than 5,000 S.F. (one of these parcels is currently less than 5,000 S.F.), and one additional parcel would require dedication in excess of 25%.

- Seven structures will fall within new right-of-way designation and may require acquisition.

- Twenty-two structures will fall within 25 foot set-back.

- Median provides improved traffic flow by restricting conflicting left-turn movements to designated locations that will probably be signalized in future as well as a physical separation to reduce head-on collision potential.

- Twenty foot median - Allow future flexibility to provide dual left-turn movements further improving traffic conditions.

- County standards contain 12-14 foot median.

- Proposed Measure A construction will take place within existing 60' right-of-way and is not part of this action.

April 17, 1989

Mayor and City Council
915 "I" Street, Suite "205
Sacramento, CA 95814

Dear Mayor and City Council Members,

Residents, property and land owners, renters, business owners, developers, and unions agree that the most sensible, practical, and safe method for all of us is to construct Raley Boulevard a five lane street, extending from Interstate 80 to Ascot Avenue, utilizing the fifth lane for safe turns. Because the City does not have adequate funding to do this with a four-lane bridge at Magpie Creek, an appropriate solution to reach this goal would be to construct a four-lane bridge at Magpie Creek with the money designated for the 20' median island and utilize the remainder for this interim project toward a better and wider construction of our existing two-lane street.

This is a sensible approach which would produce not only a useable street from I-80 to the City limits, but a safe one much sooner because it would be less expensive and we can avoid dangerous and numerous lane widenings and lane reductions such as Norwood Avenue where deaths have occurred.

The 110' ultimate right-of-way plan for six lanes and a 20 foot median island is so unnecessary and burdening for all of us who live on Raley Boulevard and the interim plan by the City to achieve their plan is to give us an enormous 20 foot island and only one traffic lane north and one traffic lane south and a two-lane bridge over Magpie Creek and is downright impractical and dangerous.

We ask that reason rule, and the City construct a road which is not only agreeable with the users of Raley Boulevard, but safe and useable as well. This can be done within the current 80 foot right-of-way. We also need to conserve this money for other streets where improvements are badly needed. If we cannot use this money in constructing a street which is safe and useable, then the money which you plan to spend on creating this "blood alley" should be spent elsewhere.

Sincerely,

Charles H. Yarbrough

Charles H. Yarbrough
4919 Raley Boulevard
Sacramento, CA 95838

Sandra K. Yarbrough

Sandra K. Yarbrough

Panattoni
Development Company

March 10, 1989

Members of the City Council:

Re: Amendment of City Ordinance Section 17-E-1 (M88-085)

I am currently developing a 50 acre industrial park at the northeast corner of Raley and Main. I am writing to express my concern with regard to the following issues:

1. I favor a five lane road to include two lanes each direction, with a center turn lane. I oppose a center median, as it will restrict access to our industrial park.

2. It is my understanding that a two lane bridge over Magpie Creek is being contemplated, rather than the previously proposed four lane bridge. I would prefer to see the funds used for bridge widening, rather than a center median.

Thank you for your consideration.

Sincerely,

Carl D. Panattoni

cc: John Banchero
Phil
Jeanne Brewster

7728 Wilbur Way, Suite A • Sacramento, California 95828 • (916) 381-1561

EQUITIES

March 9, 1989

City Council
CITY OF SACRAMENTO
915 I Street
Sacramento, CA 95814

RE: Amendment of City Zoning Ordiance, Section 17-E-1(M88-085)
Raley Boulevard, I -80 to Ascot.

Dear Council Members,

I am currently developing approximately eight acres at the Southwest corner of Raley Boulevard and Vince Avenue, within the above referenced area. I have two specific objections to the proposed street improvements.

First, I believe a 80′ roadway with a turn lane rather than a divided 110′ roadway is adequate for the zoning in the area. Secondly, I am very concerned that if the Magpie Creek Bridge is not initially built with four lanes it may never be widened, creating a bottle neck, for traffic.

Please consider my concerns before adopting this plan. We have a substantial investment which will be jeopardized if the right decisions are not made.

Sincerely,

James K. Johnson

JKJ:tn

U.S. MACHINERY CO.
A DBA OF
U.S. CRUSHER SYSTEMS, INC.

SACRAMENTO • RENO • FONTANA

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Sacramento, California 95851

CRUSHING AND MINING EQUIPMENT
GENERATORS
NEW ÷ USED
SALES ÷ RENTAL ÷ SERVICE

March 9, 1989

Sacramento City Council

Subject: Amendment of City Zoning Ordinance, Section 17-E-1 (M88-085)

Location: Raley Boulevard from Interstate 80 on the south to Ascot Avenue on the north

Members in Session,

I wish to advise that we are definitely opposed to the widening of Raley Blvd. in order to put a median strip down the center.

As you are aware, this is an industrial area where trucks, small and very large, will be operating. We would prefer four lanes with a fifth lane in the center for turning.

By putting a median strip in the center you would be creating a dangerous and hazardous condition. Also, I am of the opinion that a four lane bridge over Magpie Creek is an absolute necessity. If it were left as two lanes, it would create an avoidable, yet very hazardous condition.

Please give the foregoing suggestions a moment of your time. Your cooperation in this matter is strongly solicited. Thank you.

Sincerely yours,

Herbert P. Caplan
President

HPC/br

cc: Lyla Ferris
City Hall, Room 205
915 I St.
Sacramento, CA 95814-2672

Hatfield Air Freight

Direct Air Truck Service

March 8, 1989

Planning Commission
Sacramento, California

Members In Session:

RE: Amendment of City Zoning Ordinance-Raley Blvd Widening Hiway 80 to Ascot.

We are opposed to widening Raley Blvd to 110 feet and putting a median strip. We prefer the existing 80 foot right of way with the four lanes.

Instead of spending the money on the median strip, we would like to widen Magpie Creek Bridge as a 4 lane bridge right of way.

Thank you.

John Hatfield
President

JH/jm

Hatfield Trucking Service, Inc. • P.O. Box 13805 • Sacramento, CA 95853-3805 • (916) 446-4921 or (916) 922-5141

March 8, 1989

Planning Commission
Sacramento, California

Members In Session:

RE: Amendment of City Zoning Ordinance-Raley Blvd Widening Highway 80 to Ascot.

We are opposed to widening Raley Blvd to 110 feet and putting a median strip. We prefer the existing 80 foot right of way with the four lanes.

Instead of spending the money on the median strip, we would like to widen Magpie Creek Bridge as a 4 lane bridge right of way.

Thank you

Madeline Hatfield

Madeline Hatfield

March 8, 1989

To Whom It May Concern:

We the undersigned wish to go on record as opposing the proposed increase of widening of Raley Blvd. right of way from 80 to 110 feet from Interstate 80 to Ascot Ave.

Our address is:
P.O. Box 1356
N.O. Highlands, Ca.
95660

Billie June Frost
Richard Frost
PO Box 1356
N.O. Highlands Ca 95660

2-24-89

To members of the **Sacramento City Council**

Regarding the development of **Raley Blvd.**

On Feb. 9,1989 the city planning commission voted to approve an increase in the right-of-way designation on Raley Blvd. from 80 feet to 110 feet.

All members of the community who spoke to the commission were:

1. in support of widening Raley Blvd. to a five lane road within the existing 80 foot right-of-way.
2. opposed to a 20 foot center divider
3. opposed to a six lane road requiring the 110 foot right-of-way.

The city traffic engineers report mislead the planning commission by ignoring the effect of the 25 foot setback reqirement on nearby structures. The actual number of effected structures should be understood and fairly presented before approving their destruction.

The only justification for a 20 foot center divider is to be able to provide dual left turn lanes at major intersections. However the only major intersection on Raley Blvd. that could reasonablly be expected to need such facilities is at Bell Ave. one block north of Interstate 80. Clearly the expence of such a divider to the city, and greater impact to neighbors, along Raley Blvd. north of Bell Ave. is not justified and would be an unreasonable confiscation of land.

Finally the numbers used to project future traffic on Raley Blvd. are simplistic and questionable. It should be remembered that the orginial city justification for designation of this land just west of McCllen Air Base as a light industrial zone was to keep population density low. Further its clear that a glorious divided 6 lane road will encourage development and population densities beyond a reasonable level.

If the city hopes to minimize air pollution, and other downgrades in the quality of life tied with uncontrolled development, a better planning process is required.

I use the word process specificlly because to this date the wisdom and wishes of those in the Raley Blvd. area have been fully disregarded by the city.

Thanks for your carefull attention,

John W. Burton
4708 Raley Blvd. Sacramento, CA 95838
Phone 916-920-2356

Sacramento, California
March 17, 1989

Dear Council Members;

As a homeowner of long standing on Raley Boulevard, I'd like to let you know how my husband and I feel about widening Raley to one hundred, ten feet. Plus all our neighbors, including the new Industrial Businesses.

We all have signed petitions, had many meetings, getting out of sick beds all winter, putting our grief on hold from a death in two families on this block, trying to save our homes, it seems to no avail.

We feel certain you've all been lobbied to "put in " with certain ones hell bent on getting their way no matter how many people loose their homes, with many older folk, and widows being put out in the streets with no where to move to.

People, I implore you to give these older very poor citizens a chance. Think of your parents ** Pleasethink of them, how would you feel if your old folks were in this position?

The new Industrial Businesses do not like this idea of a twenty foot divider down a six lane road either. They too have signed the petitions against it, as they will not be able to leave their driveways, except in one direction then fight traffic to make a U turn with a large semi, sometimes with a large trailor loaded.

Lyla Ferris and Jim Bloodgood have projected forty thousand people working in this area, are you aware that is more people than employed by Mc Clellan Field ? For years McClellan has faught against high density in this area. In fact over the homeowners objections in 1984 this was rezoned for "Light Industrial"

According to Mayor Rudin there are no plans for lt rail or other service at this time (nor as any one else knows) Bus service.

When this widening takes place, the street will be within a few feet of my front door. However across the street it will take off the front of their homes.

Mr Bloodgood says when this property is dedicated, the builders will have to dedicate the footage.

Council Member, do you know of any person who will pay for property they're not getting? I certainly dont, I had to pay for it. Now I'm supposed to give up a part of my property, and take less than half of what my property is worth for a whim to only a few people with dollar signs in their eyes?

My first husband and I built this home thirty four years ago, he is deased . This husband, a cabinet maker remodeled it in 1980 at a great expense and with closets and cabinets we couldnt possibly get in any of the new homes being built today, providing we could afford to buy.

If I were younger and smarter I'd lookinto who has the greater stake in getting the plans for all this commercial and Industrial plans moved from the South Natomas, Arco Arena area to Raley Boulevard.

I beg you all to take a few moments to look over the petitions, and call at least a couple of new businesses and ask their openion. They are new and deserve to be heard.

Thank you for taking the time to read this.

Sincerely,

Mrs Clara D. Colclasure
James R. Colclasure
4713 Raley Blvd.
Sacto. 95838
Phone 922-6436

SACRAMENTO CENTRAL LABOR COUNCIL AFL - CIO

Embracing Amador, El Dorado, Nevada, Placer, Yolo and Sacramento Counties

2840 El Centro Road, Suite 111 • Sacramento, California 95833 • Telephone: (916) 927-9772

P.R. 388

John Capogreco, President
Wayne Harbolt, Ex. Secretary-Treasurer

April 13, 1989

Kristen Otto and
Members of the Planning Commission
Planning and Development
1231 I Street, #200
Sacramento, CA 95814

Dear Ms. Otto and Members:

You should be in receipt of a letter over the signature of John Salas, President of AFGE addressed to your Commission and dated January 25, 1989. The letter referred to a proposal by the Sacramento Department of Public Works concerning construction to be performed relative to 16th Street and Raley Blvd.

Mr. Salas is acutely aware of the problems encountered by his constituency in attempting to go and return from their employment at McClellan Field. The letter was obviously drafted with much deliberation and dialogue with residents, land owners and business owners in the areas in question.

Please be advised that, after discussion with those affected, the Sacramento Central Labor Council is in total support of the position outlined in Mr. Salas' letter. We respectfully request that your Commission give great weight and consideration to the suggestions encompassed within the letter.

Sincerely,

Wayne Harbolt

Wayne Harbolt
Executive Secretary-Treasurer

WH:dmv
opeiu #29/afl-cio

cc: John Salas, AFGE #1857
Lyla Ferris, Councilmember

LOCAL 1857

American Federation of Government Employees

P.O. BOX 1037
NORTH HIGHLANDS, CALIFORNIA 95660

Telephone 332-3250
332-3272
332-3278

Refer Reply
to LMC #904/9

25 January 1989

Kristan Otto
Planning Commission
Planning and Development
1231 I Street #200
Sacramento, Ca 94814

Subject: Raley Boulevard and 16th Street Construction

The American Federation of Government Emplopyees strongly recommend along with residents, landowners, and business owners that the best and safest course of action of Raley Boulevard would be a four (4) regular traffic lane street which would allow room for safe passing. A.F.G.E. along with the others also knows that if you want an additional safety factor built in, add a fifth lane for turns. This plan will not only save lives and property, but it will be less expensive to construct the street. Also, you would reduce maintenance costs for upkeep of the median island and conserve our precious water. This project, as proposed, would do nothing for beautification of the area and might even detract due to the lack of maintenance.

A.F.G.E., which represents 12,500 workers at McClellan AFB knows that the proposal to construct a new, two-lane road and a twenty-foot (20') median island, along with a four-lane bridge over Magpie Creek is a foolish project which ignores safety for McClellan AFB employees (workers) who commute back and forth to work each day. The Union knows what happened along Norwood Avenue and believes because of the four (4) lane bridge at Magpie Creek, along with a piece-meal project because of the dedicated land, improvements by developers, adding in the driving habits of commuters, and several other factors, Raley Boulevard would become the Norwood Avenue of the future. A.F.G.E. agrees with the first of safety considerations carefully thought out and written by Mr. and Mrs. Yarbrough, given to the Mayor, City Council, and Department of Public Works. We trust that this unsafe project will not be built according to the City of Sacramento's Department of Public Works, Transportaton Division's preliminary plans. The proper size road, as we stated before, would be a four (4) lane road with a center turn lane for safety. We all uniformly agree a median island would perform no useful purpose. This Union also believes that the 80 foot right-of-way called out for in the

present Sacramento Zoning Ordinance is wide enough to construct the proper size road for both the present and the future. The 110 foot right-of-way with median island proposed in the City Plan is an unnecessary overkill.

The lack of co-ordination between Sacramento Department of Public Works Transportaton Division for Raley Boulevard and the County of Sacramento Department of Public Works, Highways and Bridges Division for 16th Street is absurd. How can you have one preliminary plan recommended by the City calling for a twenty (20') foot median island and two (2) twelve (12') foot lanes with four (4') foot shoulders and another by the County asking for a seven (7') foot median island and four (4) eleven to twelve (11'-12') foot lanes with five (5') foot shoulders? The two plans are incompatible with each others and show a total lack of safety considerations, not only for workers at McClellan AFB who commute along Raley Boulevard and 16th Street, but for residents, businesses, and other commuters who use Raley Boulevard.

A great amount of the $3,070,000 project could be better spent to widen Raley Boulevard to a more safe and usable road. Constructing Raley Boulevard right today will save not only injuries deaths, and property today, but money for tomorrow needed so badly for other street improvement projects.

Thank you for your serious reconsideration of the project.

Sincerely,

John V. Salas

John V. Salas
President
A.F.G.E. Local 1857

23

DEPARTMENT OF
PLANNING AND DEVELOPMENT

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
ROOM 200
SACRAMENTO, CA
95814-2998

BUILDING INSPECTIONS
916-449-5716

PLANNING
916-449-5604

February 27, 1989

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: M88-085 ORDINANCE AMENDING SECTION 17-E-1 (80) OF THE COMPREHENSIVE ZONING ORDINANCE, ORDINANCE NO. 2550, FOURTH SERIES, AS AMENDED, RELATING TO INCREASING THE RIGHT-OF-WAY FOR RALEY BOULEVARD, NORTH OF INTERSTATE 80 FREEWAY, TO THE CITY LIMIT FROM 80 FEET TO 110 FEET

SUMMARY

This item is presented at this time for approval of publication of title pursuant to City Chapter, Section 38.

BACKGROUND INFORMATION

Prior to publication of an item in a local paper to meet legal advertising requirements, the City Council must first pass the item for publication. The City Clerk then transmits the title of the item to the paper for publication and for advertising the meeting date.

RECOMMENDATION

It is recommended that the item be passed for publication of title and continued to March 14, 1989.

Respectfully submitted,

Michael Davis
Director of Planning and Development

FOR CITY COUNCIL INFORMATION
WALTER J. SLIPE
CITY MANAGER

MMD:DH:rt
attachments

All Districts
March 7, 1989

ORDINANCE NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

ORDINANCE AMENDING SECTION 17-E-1 (80) OF THE COMPREHENSIVE ZONING ORDINANCE, ORDINANCE NO. 2550, FOURTH SERIES, AS AMENDED, RELATING TO INCREASING THE RIGHT-OF-WAY FOR RALEY BOULEVARD, NORTH OF INTERSTATE 80 FREEWAY, TO THE CITY LIMIT FROM 80 FEET TO 110 FEET **(M88-085)**

BE IT ENACTED by the Council of the City of Sacramento:

SECTION 1:

Section 17-E-1 (80) of the Comprehensive Zoning Ordinance (Ordinance No. 2550, Fourth Series), relating to the established right-of-way for Raley Boulevard from Interstate 80 Freeway north to the City Limits to read as follows:

(80) Raley Boulevard: Interstate 80 Freeway north to City Limits - 110 feet.

PASSED FOR PUBLICATION:

PASSED:

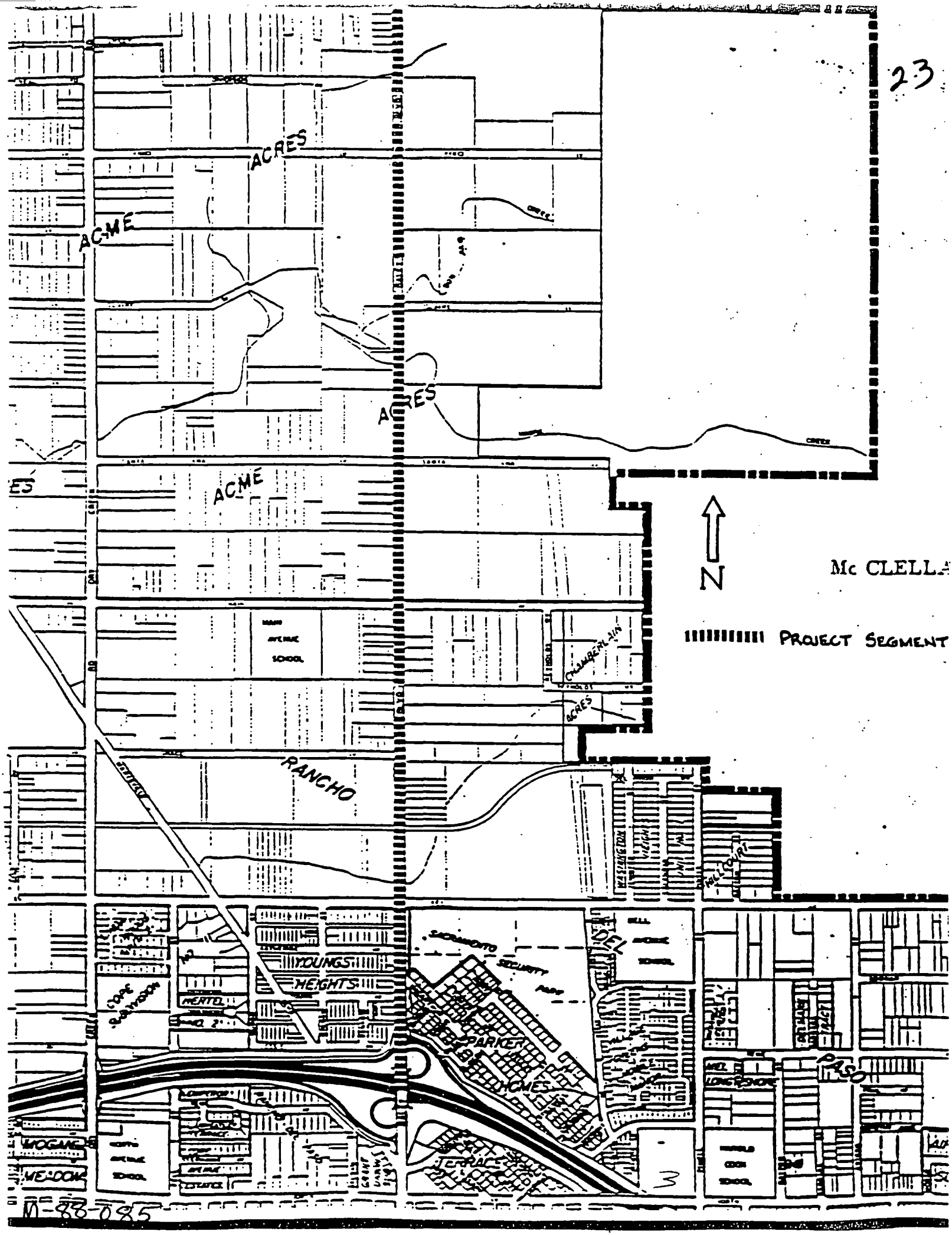
EFFECTIVE:

MAYOR

ATTEST:

CITY CLERK

M88-085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ACRES
ACME
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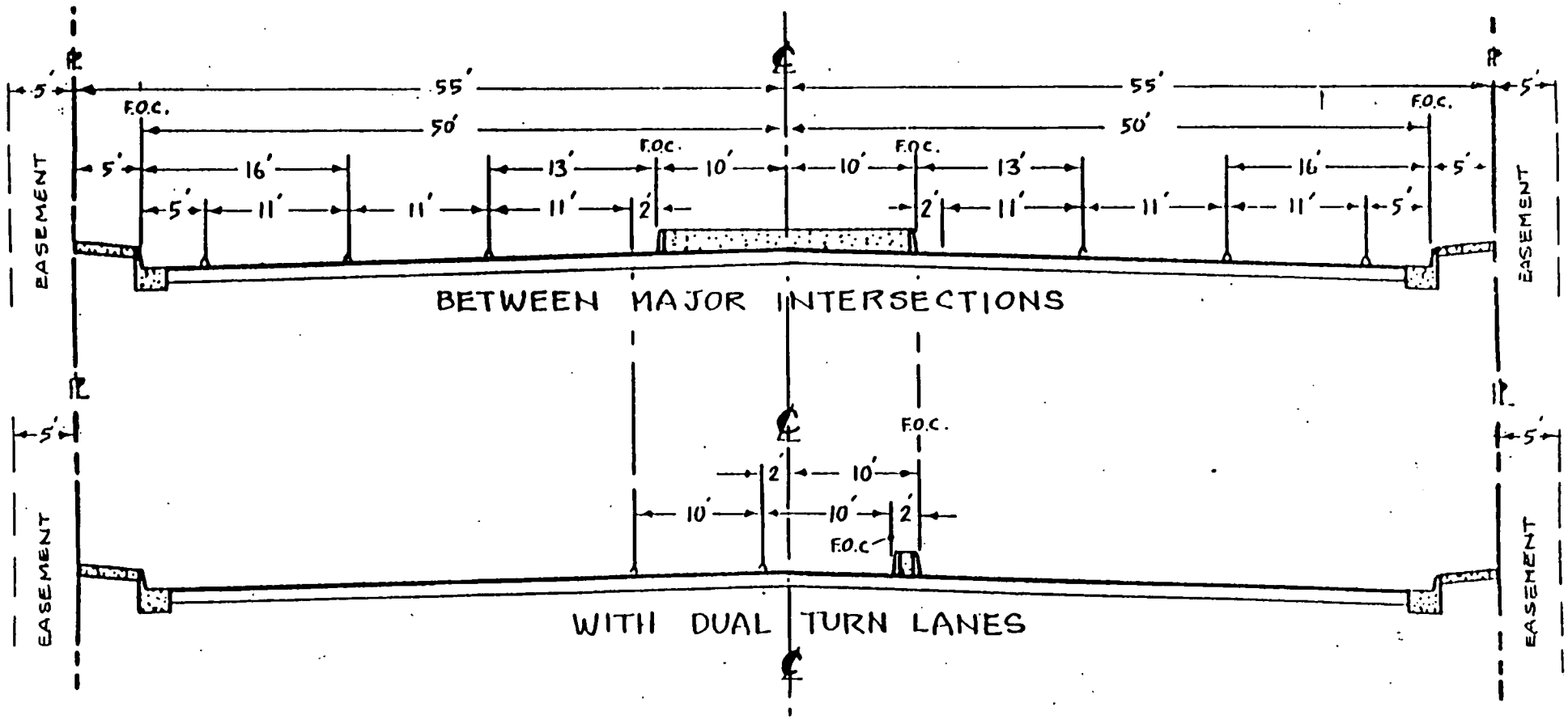
N
Mc CLELLA
PROJECT SEGMENT
MAIN AVENUE SCHOOL
CHAMBERLAIN
ACRES
RANCHO
YOUNGS HEIGHTS
MERTEL
PARKER HOMES
TERRACE
LONGSHORE
3
M-88-085

M-88-085



110' MAJOR STREET CROSS SECTION

RALEY BLVD. AT BELL AVE.

ATTACHMENT A

AMENDMENT OF CHAPTER 17-E-1

Raley Boulevard from Interstate 80 to Ascot Boulevard

M88-085

Project Description

The City of Sacramento is seeking to change the right-of-way (ROW) designation for that portion of Raley Boulevard between I-80 and Ascot Avenue from the existing 80 foot row to a 110 foot row. This increased ROW is intended to accommodate six lanes of through traffic and a raised central median. Currently, Raley Boulevard is a two lane roadway through most of the project area, although it is being improved to four lanes as a condition of development in the section from I-80 to Bell Avenue.

Amending the right-of-way designation requires amending Section 17-E-1 of the City Zoning Ordinance. Section 17-E-1 designates ROW widths for major streets throughout the City. ROW widths designated in the Zoning Ordinance are utilized by the City in determining appropriate development standards for private development projects adjacent to streets designated in the Ordinance. Designation of the ROW width does not result in the immediate construction of a roadway facility; it only serves as a vehicle by which the City may condition future development projects. Additional site specific environmental review of individual development projects and their impacts to Raley Boulevard would be studied at the time of project application.

General Plan Designation

Raley Boulevard is designated as a major street in the 1986-2006 General Plan. Additionally, that portion of Raley Boulevard between I-80 and Bell Avenue is designated as an arterial street. The General Plan defines a major street as:

> The role of a major street is to move traffic from one section of the City to another. There are different types:
>
> Major Street System: This is comprised of Expressways, Arterials, and Minor Arterials, and their intersections with local streets comprised of Collectors and Locals. Intersections and local streets are included in the major street system if they affect the operation and traffic flow.

Expressway: Generally, this is a roadway with limited access, few cross streets (and no cross-streets without signals), limited driveway access (restricted by distance and no residential driveways), and no on-street parking. 65th Street Expressway is an example.

Arterial: This is a facility that provides intra-city transportation and inter-region transportation for large volumes of vehicles, and provides access to abutting properties. J Street is an example.

Minor Arterial: This is a roadway that connects major facilities, but has more access than a Principal Arterial. Parking is allowed, but may be limited. Intersections with other arterials are signal controlled. Access is restricted, with no residential driveways except from multi-family or when adequate sight distance is required.

The City maintains several design standards for major streets. As outlined in the General Plan, major streets have designated rights-of-way ranging from 90 to 124 feet in width, and accommodate four to six lanes of through traffic.

Several General Plan policies govern the designation of rights-of-way for major streets. These policies include:

Transportation Planning - Goal A

Policy 6

Review development projects for conformance with adopted transportation policies and standards, and require appropriate site improvements.

Action a): Develop guidelines which will specify the type of street and non-auto related improvements a development project should provide to alleviate expected traffic problems.

Action b): Develop and maintain an efficient process for the review of proposed development projects.

Streets and Roads - Goal A

Update the City's street design standards.

Action a): Begin a study to update and modernize the City's street design standards to support the goals and policies of the Circulation Element.

Action b): Use adopted street design standards during the review of development projects.

Public Review

A previous Negative Declaration for this project was circulated for public review and comment on October 26, 1988. On November 10, 1988, several members of the public submitted written comments on that environmental document. These comments stated that the Negative Declaration inadequately documented the potential impacts to: earth, air, water, noise, housing, transportation/circulation, and utilities. This document addresses those concerns.

Previous Environmental Review

The designation of Raley Boulevard as a major street and impacts associated with traffic operating on the street were previously evaluated in the Environmental Impact Report for Sacramento General Plan Update, certified January 19, 1988. Additional impacts associated with land use in the project vicinity, such as housing and public utilities, were also evaluated in that document. The General Plan EIR is hereby incorporated into this document by reference and will be excerpted when appropriate.

Environmental Effects:

1.* Earth

Raley Boulevard is at grade in the project vicinity. Designation of a wider right-of-way will not cause excessive fills or cut banks, nor will it lead to unstable earth conditions or changes in the geologic substructure. No significant impacts will result due to the project.

2.* Air

Traffic served by the proposed project has the potential to produce Carbon Monoxide (CO) emissions which might degrade local air quality in the vicinity of Raley Boulevard. Such potential impacts were evaluated in the General Plan EIR. That discussion is excerpted here:

* Refers to initial study checklist

North Sacramento. Roadways in North Sacramento are expected to be lightly congested. As a result, none of the locations shown are predicted to violate the state or federal eight hour or one hour CO standards.

The highest predicted worst case of eight hour average CO concentrations are in the range of 5-8 ppm at the interchange of I-80 and Raley Boulevard/Marysville Boulevard. The highest predicted worst case of one hour average CO concentrations are in the range of 7-11 ppm at the same location.

By comparison, the state and federal eight hour and one hour standards are 9 ppm/9 ppm and 20 ppm/35 ppm respectively. Local air quality impacts are expected to be less than significant at the project location.

3.* Water

The creation of additional paved area will increase rates of run-off in the project vicinity. Concurrent with the actual construction of a widened roadway, the City will require the installation of gutters and a storm drainage system.

The General Plan EIR indicates that the Robla area in North Sacramento, immediately west of McClellan Air Force Base, has inadequate drainage facilities. Existing systems cannot effectively carry away run-off into the community's creeks and canals. Infill of North Sacramento, especially in higher density areas, would require street improvements and upgrading of existing drainage facilities.

Current growth in North Sacramento is causing additional stormwater run-off in excess of Magpie Creek's capacity, since it presently drains poorly. The Magpie Study, prepared by the City of Sacramento, indicates that under existing conditions, the Magpie Creek Channel cannot handle storm run-off from a 100-year flood. Thus, improvements are needed to provide flooding protection for the presently developed areas and to allow for growth.

The City of Sacramento is currently initiating the formation of an assessment district in the project area to provide public infrastructure, including storm drainage facilities. Because the resulting storm drains would be sized to accommodate areawide run-off, the incremental additional run-off caused by the increased roadway section under the project would not be expected to significantly impact storm drainage.

4.* Plant Life

The area east of Raley Boulevard is identified in the EIR for the 1986-2006 General Plan as being an area containing intact annual grasslands with known vernal pool occurrences. Northern hardpan vernal pools are a significant natural community because of their current rarity and continued threats of elimination, the highly specialized and unique flora and fauna they support, and because numerous special status plants and animals are associated with this community. Vernal pools are biologically important for supporting plant and animal species that do not occur in the many other aquatic habitats in California.

Historically, this community probably occurred throughout upland portions of the SGPU area. Currently, vernal pools are known to occur on three sites in the SGPU area: two in North Sacramento and one in South Sacramento (Exhibit U-5). Exhibit U-5 also identifies intact annual grasslands that may contain unrecorded vernal pool occurrences. Field surveys of these sites are necessary during the spring of the year to determine whether vernal pools are present.

A windshield survey conducted on February 23, 1989 revealed no vernal pools within the proposed ROW for Raley Boulevard, although several pools were identified on adjacent non-ROW lands. Because no vernal pools were identified within the proposed ROW, no significant impacts to plant life are expected to occur due to this project. Identified pools on adjacent private lands will be evaluated for potential impacts when landowners seek entitlement from the City to develop their lands.

6.* Noise

The area adjacent to the project is currently heavily impacted by noise from several sources. Noise from existing traffic on Raley Boulevard and Interstate 80, and aircraft noise from McClellan Air Force Base, act to create a noise environment far louder than that considered to be "normally acceptable" by the General Plan. Current noise levels in the project area range from 75 dB Ldn to 62 dB Ldn. Because of the existing noise environment, the City of Sacramento has designated much of the project area for industrial uses, which are generally more tolerant of a noise impacted environment.

By physically locating a source of noise (traffic on Raley Boulevard) closer to receivers (remaining residences) which might potentially remain after development, the project could increase noise levels at certain receivers by up to 2 dB. According to the Technical Appendix to the General Plan EIR, such an increase would not be noticeable in the environment. This potential impact is considered to be less than significant.

12.* Housing

The General Plan EIR characterizes the housing stock in the following terms:

Existing Housing Stock and Recent Trends

Composition. Housing growth in North Sacramento has increased by 2,870 or 23.5 percent over the last 25 years, representing an annual growth rate of 0.9 percent. Many factors have contributed to the slow growth of the community, including retention of older housing stock; clearance of dwelling units for the construction of I-80 and 80 bypass; demolition of dwelling units as a result of code enforcement, redevelopment activities, and other community improvement programs; and the difficulty of aggregating small parcels in North Sacramento, as compared to other areas of the City and County.

In 1982, North Sacramento consisted of 14,937 dwelling units, including 11,112 (74.4 percent) single family and 3,825 (25.6 percent) multi-family. The existing North Sacramento housing stock consists of 15,057 dwelling units, including 11,210 (74.5 percent) single family and 3,847 (25.5 percent) multi-family, representing an increase of 120, or 0.8 percent over 1982. The existing housing stock represents 11.5 percent of the Citywide housing stock. Under the existing General Plan, total dwelling units in North Sacramento would increase from 15,057 to 34,591 dwelling units, representing a 129.7 percent increase in dwelling units. The projected 19,533 dwelling unit increase would represent the second largest increase among the 11 Community Plan areas, accounting for 22.3 percent of the 87,507 dwelling unit increase projected for the General Plan area. The North Sacramento Community Plan area's share of the General Plan area's total housing stock would increase from an existing 11.5 percent to a projected 15.9 percent at General Plan buildout.

Designation of the widened right-of-way for Raley Boulevard could ultimately result in the demolition of seven dwelling units. This situation might occur if some or all parcels now containing residential uses remained in residential use after surrounding properties had been developed for industrial uses. Because developed properties would have been required to construct Raley Boulevard to its ultimate configuration, the remaining undeveloped residential uses could represent physical impediments to traffic circulation on Raley Boulevard because of decreased road width. At such a point, the City might condemn and demolish such remaining structures in order to construct the roadway to its planned configuration.

Because of the small number of housing units potentially effected, the impacts of the project to housing are less than significant.

13.* Transportation/Circulation

According to the General Plan EIR, traffic on Raley Boulevard is currently at Level of Service (LOS) A. Level of Service (LOS) is a measure of the quality of traffic operations whereby a LOS grade "A" through "F", representative of progressively worsening conditions, is calculated for an intersection or street segment. LOS "A", "B", and "C" are considered satisfactory to most motorists, while LOS "D" is marginally acceptable. Level of Service "E" and "F" are associated with severe congestion and delay and are unacceptable to most motorists.

The traffic study prepared for the General Plan predicts that the LOS on Raley Boulevard will decrease from the present LOS A to LOS D-F by the year 2016. As mitigation, the report recommends widening Raley Boulevard to six lanes. While this measure would partially mitigate traffic congestion on Raley Boulevard, LOS would remain at LOS D or below.

The project is considered to have a beneficial impact to traffic circulation in the North Sacramento area.

16. Utilities

For impacts to storm drainage, see discussion under 3 above.

According to the North Sacramento Community Plan, the area west of McClellan Air Force Base is not currently served by sanitary sewers. As with storm sewers, the City is currently forming an assessment district to extend sanitary sewers to the project area. The designation of a widened right-of-way line for Raley Boulevard is not expected to significantly impact the future provision of sanitary sewers.

21.* Mandatory Findings of Significance

The adoption of an increased ROW for Raley Boulevard could ultimately have a growth inducing impact on the surrounding undeveloped area. As the street is widened, the roadway could serve increased numbers of vehicles, thereby allowing additional developed uses to locate within the service area of Raley Boulevard.

The area adjacent to Raley Boulevard has been designated for industrial uses in the 1984 North Sacramento Community Plan and the 1986-2006 General Plan. As noted above, the Environmental Impact Report for the General Plan evaluated the impacts of this land use designation, including the growth inducing aspects on adjacent areas of the City of Sacramento and unincorporated areas of Sacramento County. That evaluation is hereby incorporated by reference.

The current project, widening of the ROW line, implements several policies of the General Plan. The project results in no entitlements for use. Project specific impacts will be evaluated during the course of individual project review; large scale effects were evaluated in the EIR for the General Plan.

REFERENCES

City of Sacramento.
1986-2006 General Plan for Sacramento. January 1988

City of Sacramento.
Draft EIR for General Plan Update. March 1987

City of Sacramento.
Draft EIR for General Plan Update - Technical Appendices. March 1987

City of Sacramento.
North Sacramento Community Plan. 1984

Sacramento City Planning Commission
VOTING RECORD

23

MEETING DATE: February 9, 1989
ITEM NUMBER: 15A + 15B
PERMIT NUMBER: M88-085

ENTITLEMENTS

- [ ] GENERAL PLAN AMENDMENT
- [ ] COMMUNITY PLAN AMENDMENT
- [ ] REZONING
- [ ] SPECIAL PERMIT
- [ ] VARIANCE
- [ ] TENTATIVE MAP
- [ ] SUBDIVISION MODIFICATION
- [ ] LOT LINE ADJUSTMENT
- [x] ENVIRONMENTAL DET.
- [x] OTHER Amendment of City Ordinance, Sec. 17-E-1

STAFF RECOMENDATION
- [ ] Favorable
- [ ] Unfavorable
- [x] Correspondence
- [ ] Petition

LOCATION: Raley Blvd. from I-80 on the south to Ascot Ave. on the north

OPPONENTS NAME	ADDRESS
Shirley Cantrell	5829 16th St.
Leslie Harper	3853 Garden Hwy., Sacto.
Lee Ferguson	4718 Raley Blvd., Sacto. 95838
Sandra Yarbrough	4919 Raley Blvd., Sacto. 95838
Charles Yarbrough	4919 Raley Blvd., Sacto. 95838
Diane Burg	1541 E St.
John Curley	5849 16th St.

OPPONENTS NAME	ADDRESS
Jim Colebourne	4713 Raley Blvd., Sacto. 95838
Ron Holloway	2844 Wright Street
Linda Jimenez	4632 Raley Blvd., Sacto. 95838
George Moreland	1521 Main Ave., Sacto. 958.38
Cleta Murphy	4247 Raley Blvd., Sacto. 95838
Sam Perry	5844 16th St., Sacto. 958.38
John Burton	4708 Raley Blvd., Sacto. 95838
Joyce Burg	45 Village Green Dr.

MOTION #

	Yes	No	Motion	Second
GASTON	✓			
HOLLICK	✓			✓
HOLLOWAY	absent			
ISHMAEL	absent			
NOTESTINE	✓		✓	
OTTO	✓			
RAMIREZ	✓			
CHINN	✓			

MOTION

- [ ] TO APPROVE
- [ ] TO DENY
- [ ] TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- [ ] TO APPROVE/DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
- [ ] INTENT TO APPROVE/DENY SUBJECT TO COND. & BASED ON FIND. OF FACT DUE
- [x] TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
- [ ] TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- [x] TO RATIFY NEGATIVE DECLARATION
- [ ] TO CONTINUE TO _____ MEETING
- [ ] OTHER _____

PLANNING AND DEVELOPMENT

Planning Commission
Sacramento, California

Members In Session:

Subject: Amendment of City Zoning Ordinance, Section 17-E-1 (M88-085)

Location: Raley Boulevard from Interstate 80 on the south to Ascot Avenue on the north

SUMMARY: Raley Boulevard at the subject location is currently a 60' right-of-way street. It is designated as an 80' right-of-way in Chapter 17 of the City Zoning Ordinance. The City Public Works Department requests that this section of Raley Boulevard be designated as a 110' right-of-way to accommodate six lanes of traffic and that the Zoning Ordinance be amended to state this. Staff recommends the Commission approve this amendment as required by the General Plan.

BACKGROUND: On January 26, 1989, the Planning Commission conducted the first of two required public hearings to amend Chapter 17 of the Zoning Ordinance to designate Raley Boulevard as a 110' right-of-way, six-lane street. The staff report from that meeting is attached for the Commission's information. In addition, the Commission requested additional information regarding the proposal. That information is presented below:

Traffic Volumes -- A graphical representation of existing and future traffic volumes for the area north of Interstate 80 is presented in Attachment A. Current traffic volume is approximately 11,400 ADT (Average Daily Traffic) between Bell Avenue and Main Avenue. This is expected to increase to approximately 59,000 ADT in the year 2016 (General Plan Update E.I.R.).

Level of Service -- The Level of Service table from the General Plan Update E.I.R. (Table Y-4) is presented in Attachment B. A four-lane road can handle approximately 24,000 ADT at the upper end of Level of Service C and 27,000 ADT at Level of Service D. By contrast, a six-lane road can handle approximately 36,000 ADT at Level of Service C and 40,000 ADT at Level of Service D.

Bike Lanes -- The North Sacramento Community Plan designates Raley Boulevard as a street that should be included in the City's Master Bicycle Plan (Attachment C). The 110' right-of-way street section staff has proposed provides for five foot bike lanes next to each curb.

An on-street bicycle lane may not be appropriate for recreational cyclists. However, the City of Sacramento has recently reaffirmed its commitment to TSM (Transportation Systems Management) programs by adopting new ordinances for both developers and employers. Bicycles can play an important part in providing alternative transportation options. Given the City's policy and the tremendous employment potential in the Raley Boulevard industrial area, providing for on-street bicycles is appropriate.

A joint City/County Bicycle Task Force is currently updating the Bicycle Master Plan. Members of this Task Force have indicated their tentative support for the staff proposal and the extension of the on-street bike lanes into the County on 16th Street.

Consistency with County Plan -- The current Circulation Plan for Sacramento County designates Raley Boulevard as an 80' right-of-way street. The cross section would provide for four lanes of traffic and a center turning lane according to discussions with the County Division of Highways and Bridges. The County is currently updating the Rio Linda/Elverta Community Plan. Discussions with representatives of the Citizens Advisory Committee have indicated they will recommend upgrading Raley Boulevard (16th Street) to a six-lane road should the City upgrade its section of Raley Boulevard.

Should the City elect to provide six lanes and the County elect to provide only four lanes, transition areas for lane additions and deletions can be incorporated into the street design.

Impact on Adjacent Property -- No property will be acquired with the proposed action. Property and adjacent street improvements will be dedicated and constructed at the time of the building permit or subdivision map. Should it be necessary to acquire property to complete improvements not obtained through these actions, the property will be acquired with compensation to the property owners at fair market value.

As proposed, seven existing residential units would fall within the right-of-way lines. This would be included in determining the compensation value. In addition, if property acquisition is determined to be excessive, total parcels may need to be obtained. The City Code defines dedication as excessive if:

1. The resulting parcel is less than 5,000 square feet, or

2. Acquisition results in obtaining more than 25 percent of a parcel.

As proposed, the 110' right-of-way would create four parcels with less than 5,000 square feet (one of these parcels is currently less than 5,000 square feet). One additional parcel would require dedication or purchase of more than 25 percent. This information is presented for your information in Attachment D.

Other Area and Regional Improvements -- There are four other improvements to the regional transportation system and major street plans in the City and County worth mentioning (Attachment E):

1. Route 102 Corridor Study: This study is currently under way and will determine the appropriateness of constructing a new freeway between State Route 99 north of I-5 and Auburn (Attachment E).

2. Interstate 80 Widening: This project will widen the freeway from six to eight lanes in Sacramento City and County. While this is part of the CalTrans Route Concept Report for I-80 and identified in the Regional Transportation Improvement Program, funding for this program has not been established (Attachment E).

3. Elkhorn Boulevard Widening: As currently identified in the County's major street plan, Elkhorn Boulevard is programmed to be widened to a 110' right-of-way, six-lane street from Metro Airport to I-80.

4. Main Avenue Extension: The North Sacramento Community Plan proposes completing Main Avenue between Rio Linda Boulevard and Dry Creek Road. This will provide the only direct surface street connection between North Natomas and the Raley Boulevard industrial area (Attachment F).

Phasing -- Typically street improvements are constructed by adjacent development. Property owners are responsible for curbs, gutters, sidewalks, street lights, and 20 feet of pavement (25 feet on streets with bike lanes). The City is responsible for funding the center portions of streets in excess of 40 feet in width (20 feet on each side of the street) or 50 feet on streets with bike lanes (25 feet on each side).

Under the current Measure A proposal, the City would construct the ultimate center portion of Raley Boulevard between Main Avenue and Vinci Avenue. Then, as adjacent development occurs, improvements will be built to the center portion of the street. The City proposes to do this portion of Raley Boulevard in order to coordinate efforts with improvements to Magpie Creek, which are being funded by the Robla Viejo Assessment District and McClellan Air Force Base.

Environmental Determination -- A Negative Declaration has been prepared for this item and has been appealed. Should the Commission recommend adoption of the staff proposal, the environmental appeal will be acted upon by the City Council concurrent with the right-of-way request.

RECOMMENDATION: Staff recommends that the Commission request that the Council amend Section 17-E-1 (80) to designate Raley Boulevard as a 110' right-of-way, six-lane street.

Respectfully submitted,

James H. Bloodgood
Transportation Supervisor

Art Gee
Principal Planner

CA7-66

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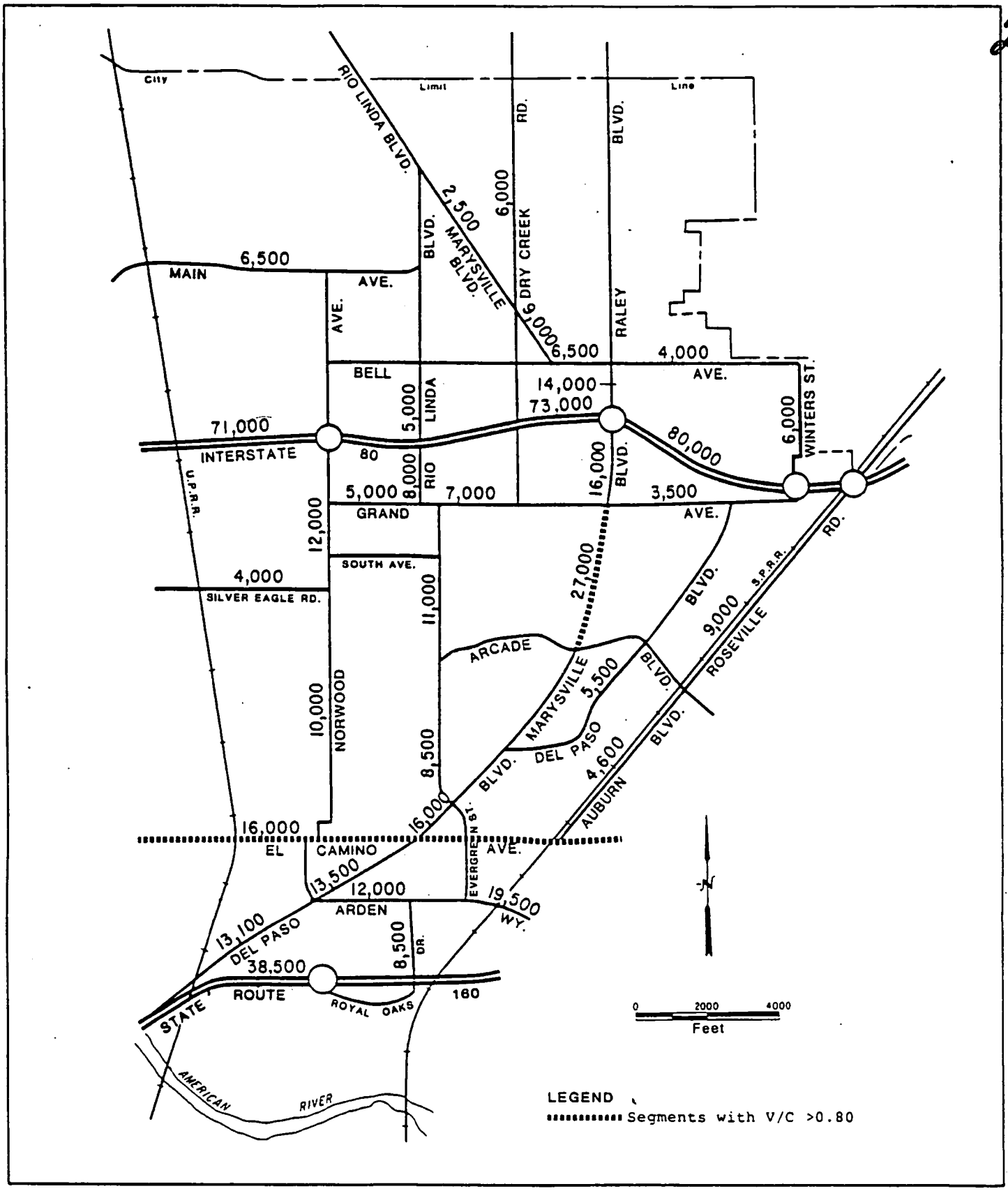

EXHIBIT Y-32. NORTH SACRAMENTO ADT - EXISTING CONDITIONS

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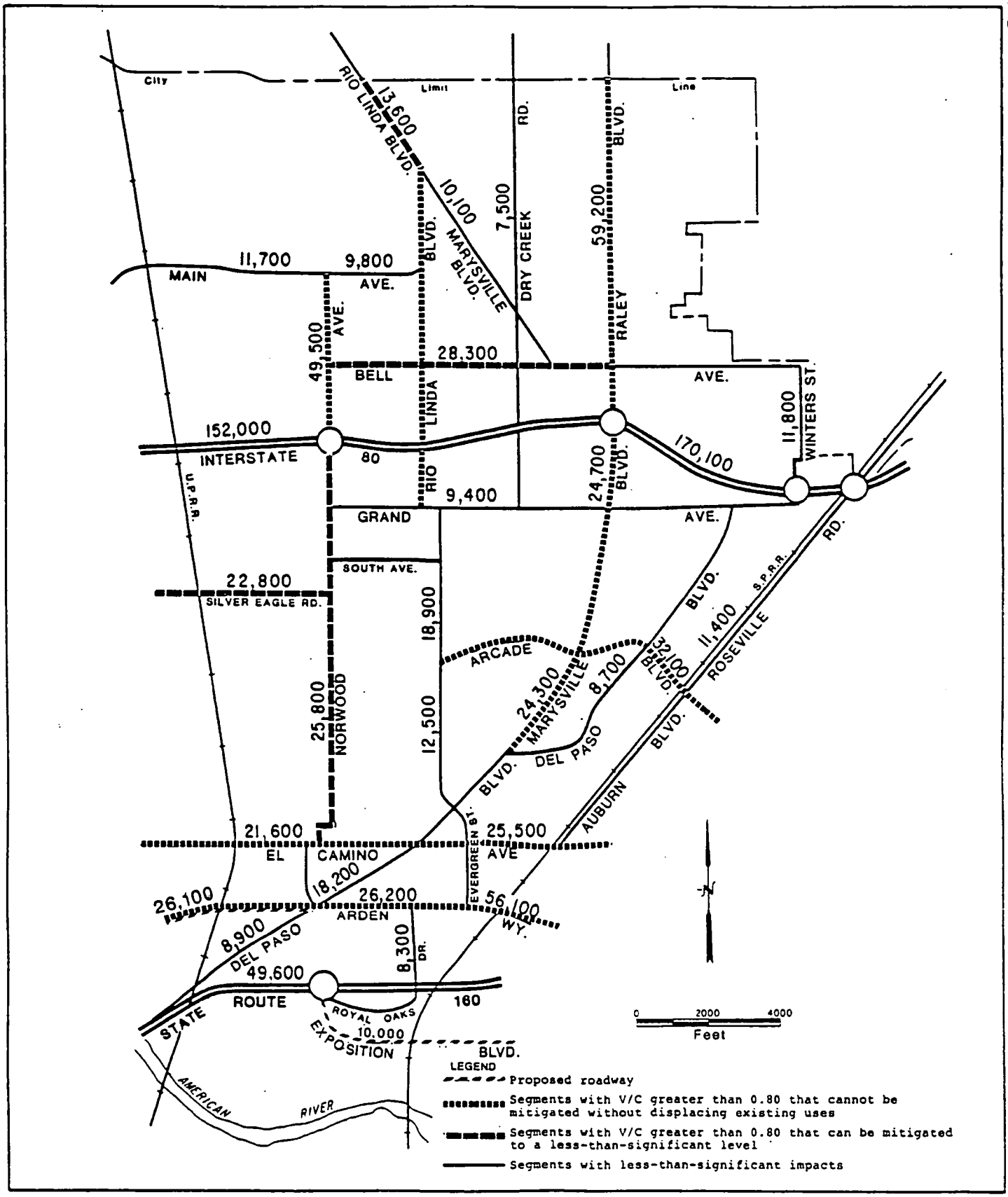


EXHIBIT Y-80. NORTH SACRAMENTO ADT - SGPU (2016)

Attachment D-1

23

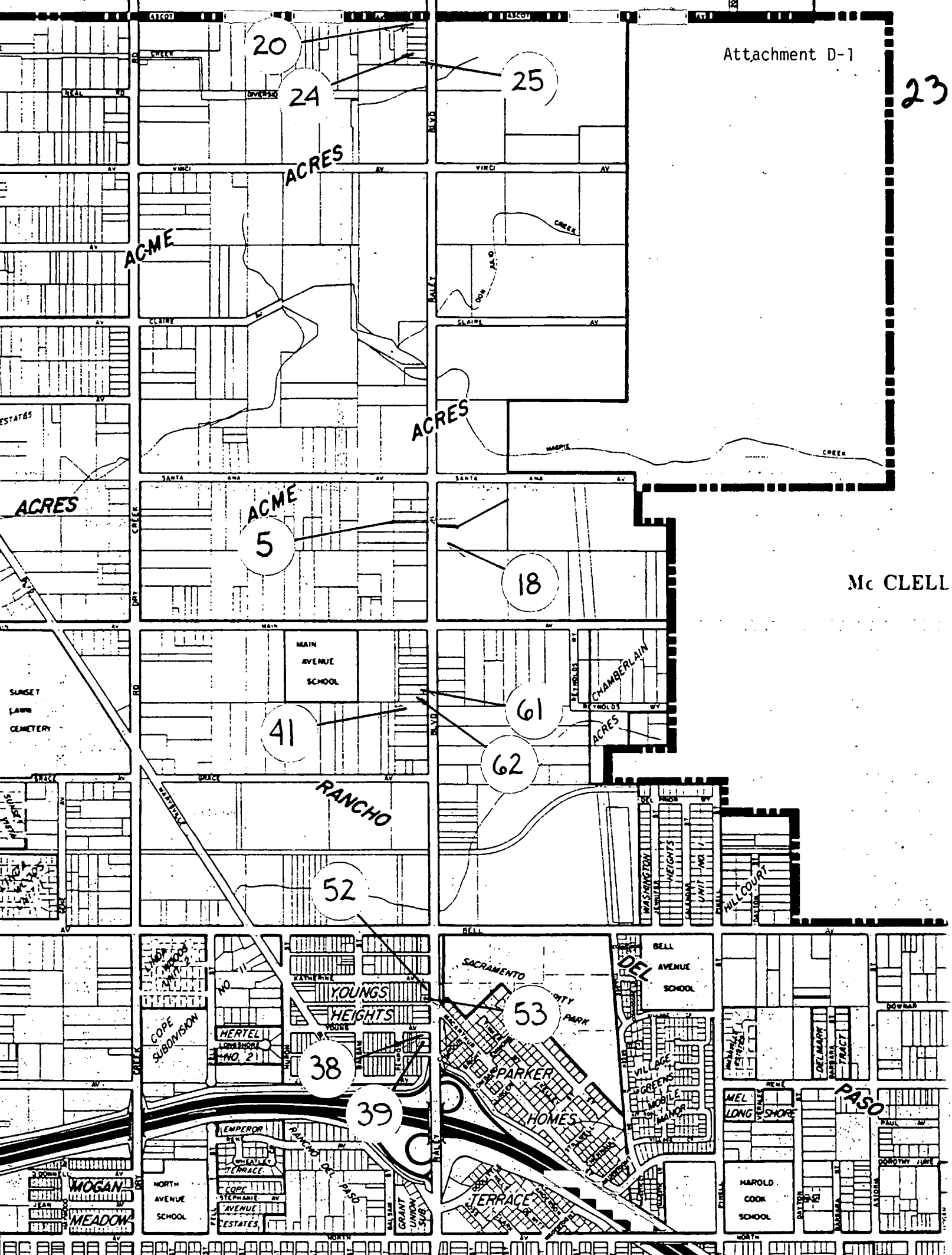
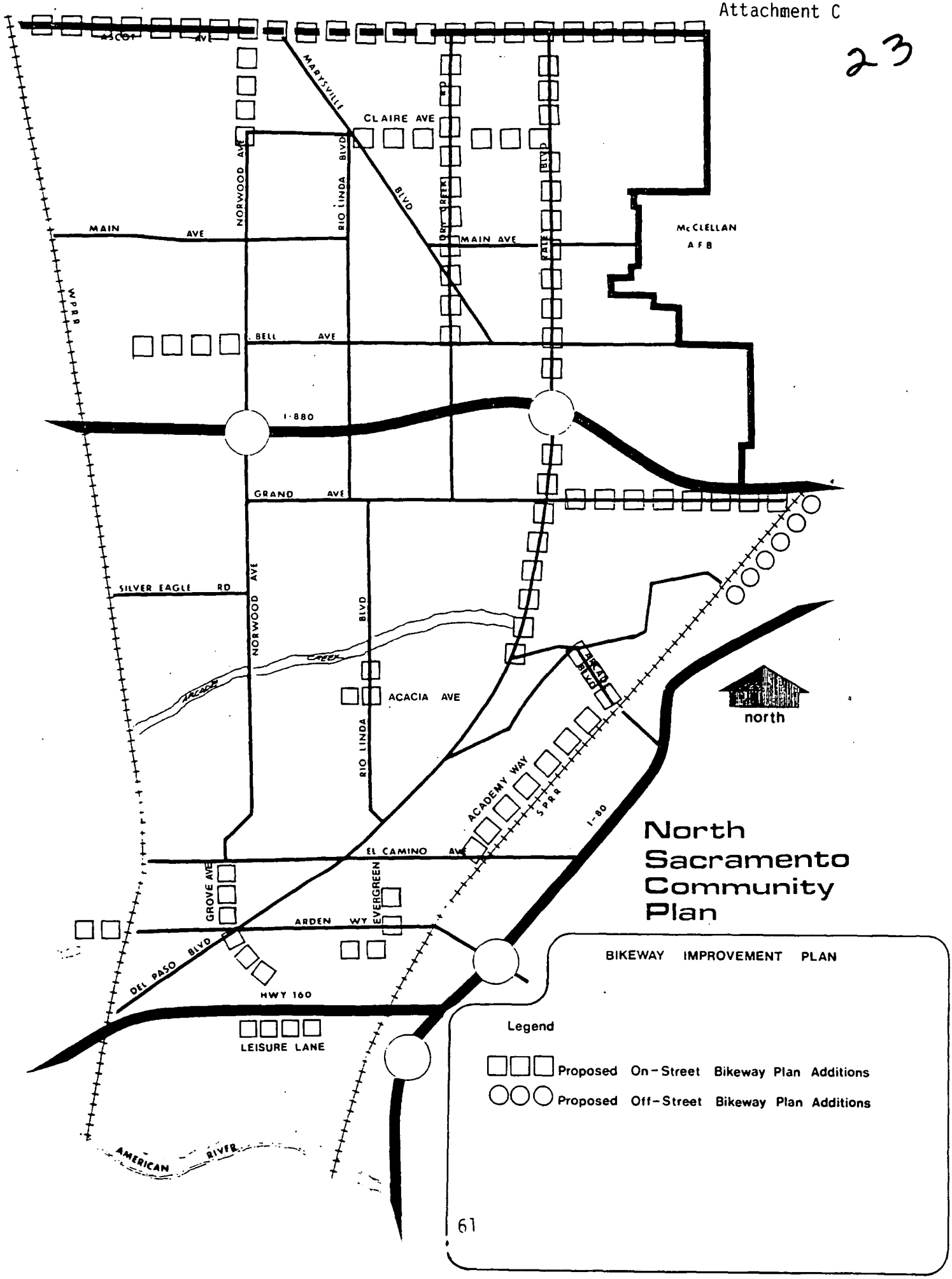


Exhibit Y-4. Evaluation Criteria for Level of Service
(Daily Traffic Volumes)

Facility Type	Level of Service "C" ADT Traffic Volumes	Level of Service "D" ADT Traffic Volumes	Level of Service "E/F" ADT Traffic Volumes
Urban Streets	V/C = 0.71 - 0.80	V/C = 0.81 - 0.90	V/C = 0.91 - 1.00
Two Lane	10,700 - 12,000	12,000 - 13,500	13,500 - 15,000
Four Lane	21,300 - 24,000	24,000 - 27,000	27,000 - 30,000
Six Lane	32,000 - 36,000	36,000 - 40,500	40,500 - 45,000
Eight Lane	42,600 - 48,000	48,000 - 54,000	54,000 - 60,000
Freeway	V/C = 0.55 - 0.77	V/C = 0.78 - 0.93	V/C = 0.94 - 1.00
Four Lane	44,000 - 62,000	62,000 - 74,000	74,000 - 80,000
Six Lane	66,000 - 94,000	94,000 - 112,000	112,000 - 120,000
Eight Lane	88,000 - 125,000	125,000 - 149,000	149,000 - 160,000
Ten Lane	110,000 - 156,000	156,000 - 186,000	186,000 - 200,000
Twelve Lane	132,000 - 187,000	187,000 - 223,000	223,000 - 240,000

Source: Nichols-Berman et al. 1985b, Transportation Research Board 1980 and 1985, and Highway Research Board 1965.


ASCOT AVE
MARYSVILLE BLVD
CLAIRE AVE
NORWOOD AVE
RIO LINDA BLVD
DRY CREEK RD
FAIR OAKS BLVD
MAIN AVE
McCLELLAN AFB
WPRR
BELL AVE
I-880
GRAND AVE
SILVER EAGLE RD
ACACIA AVE
ACADEMY WAY
SPRR
I-80
EL CAMINO AVE
GROVE AVE
EVERGREEN
ARDEN WY
DEL PASO BLVD
HWY 160
LEISURE LANE
AMERICAN RIVER
north
North Sacramento Community Plan
BIKEWAY IMPROVEMENT PLAN
Legend
Proposed On-Street Bikeway Plan Additions
Proposed Off-Street Bikeway Plan Additions

MAP NUMBER	ADDRESS (RALEY)	LOT SIZE (SQ FT)	LOT SIZE (80' ROW)	PERCENT REDUCTION	LOT SIZE (110' ROW)	PERCENT REDUCTION
1		289674	289674	0	286674	1
2		65340	63360	3	60390	8
3		23496	22176	6	20196	14
4	4919	22110	21440	3	20435	8
5	4919 +	4290	4160	3	3965	8
6		28050	27200	3	25925	8
7	4909	34650	33600	3	32025	8
8	4905	19800	19200	3	18300	8
9	4845	43560	42240	3	40260	8
10		174240	168960	3	161040	8
11		105850	101950	4	96100	9
12	5113	42390	40820	4	38465	9
13	5101	110207	108537	2	106032	4
14		261360	255460	2	246610	6
15		812830	806430	1	796830	2
16		402930	396530	2	386930	4
17		188179	188179	0	181879	4
18	4912 *	209088	209088	0	205788	2
19		82764	81444	2	79464	4
20	5539 *	26250	25000	5	23125	12
21		15750	15000	5	13875	12
22		12600	12000	5	11100	12
23	5529	12600	12000	5	11100	12
24	5525 *	12600	12000	5	11100	12
25	5521 *	12600	12000	5	11100	12
26	5519	145530	143325	2	140018	4
27		435600	429000	2	419100	4
28		1142394	1135855	1	1125948	2
29		435600	429000	2	419100	4
30		89071	87271	2	84571	5
31		108865	106665	2	103365	5
32		108865	106665	2	103365	5
33		217800	204600	6	201300	8
34		435600	429000	2	419100	4
35		500517	493917	1	484017	3
36	4247	9600	9300	3	8100	16
37	4241	9600	9300	3	8100	16
38	+	7200	6900	4	3900	46
39	4219 +	7200	6900	4	3900	46
40	4217	6750	6750	0	5700	16
41	4645 *	43560	42900	2	40260	8
42	4637	27060	26650	2	25010	8
43		16500	16250	2	15250	8
44	4627	69696	69036	1	66396	5
45	4617	43560	42900	2	40260	8
46		23760	23100	3	20460	14
47		204600	201500	2	189100	8
48		112800	110450	2	101050	11
49		25574	25574	0	25574	0
50		21600	20700	4	17100	21
51	4325	21600	20700	4	17100	21
52	4303 +	9960	9338	6	6848	32
53	4301 +	4440	4163	6	3053	31

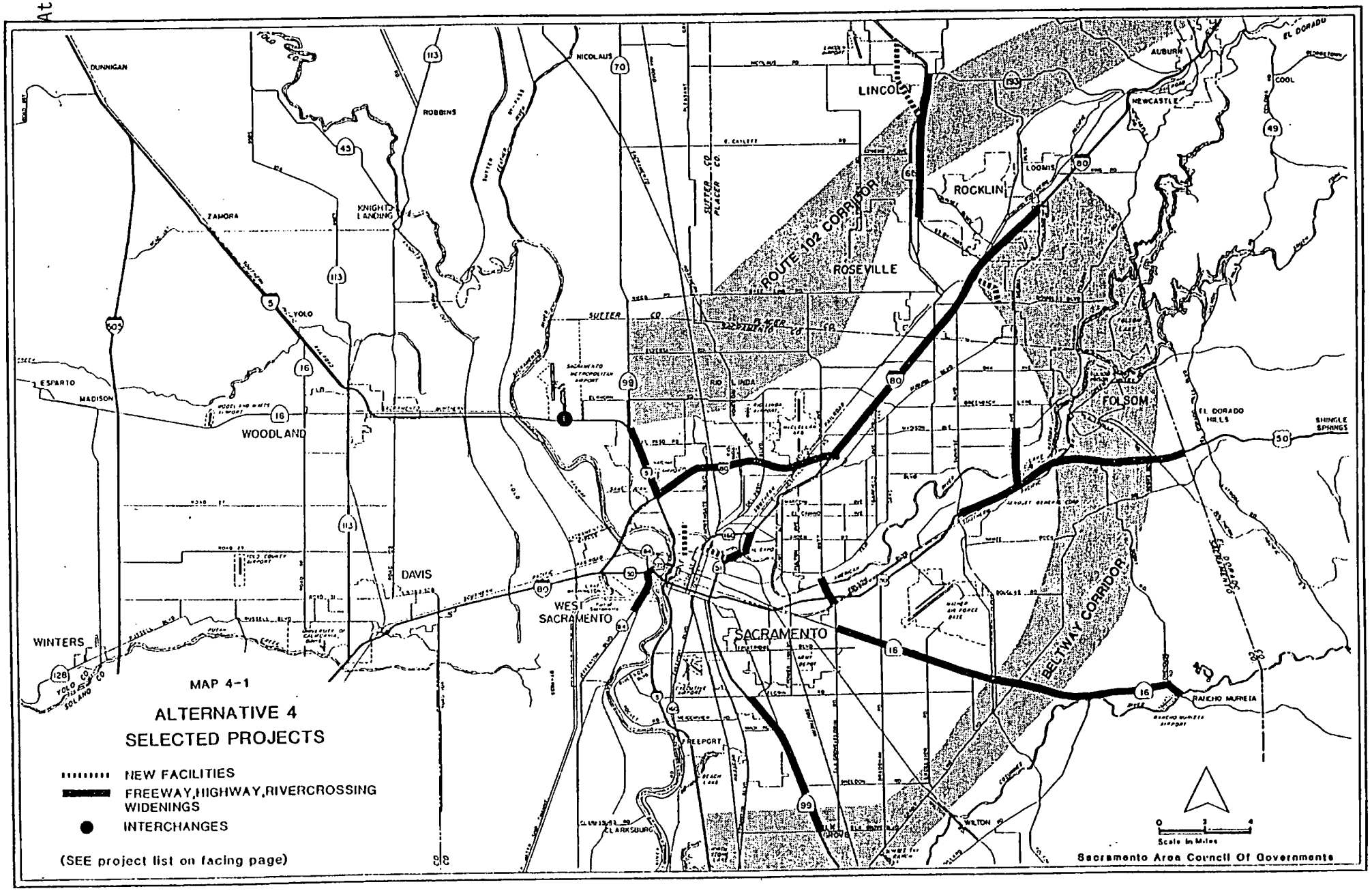
MAP NUMBER	ADDRESS (RALEY)	LOT SIZE (SQ FT)	LOT SIZE (80' ROW)	PERCENT REDUCTION	LOT SIZE (110' ROW)	PERCENT REDUCTION
54	4249	9600	9300	3	8100	16
55		37800	36900	2	33300	12
56	4737	15375	15000	3	13500	12
57		22500	22125	2	20625	8
58		28800	28650	1	28050	3
59	4725	22500	22125	2	20625	8
60	4721	22500	22125	2	20625	8
61	4713 *	22500	22125	2	20625	8
62	4705 *	22500	22125	2	20625	8
63		12000	12000	0	9750	19
64		6800	6800	0	6550	4
65	4524	19140	18850	2	17690	8
66		38280	37700	2	35380	8
67	4512	19140	18850	2	17690	8
68	4508	16500	16250	2	15250	8
69	4504	21780	21450	2	20130	8
70	4400	32400	31500	3	27900	14
71	4724	36590	36450	1	35000	4
72		21000	20000	5	18500	12
73	4718	21000	20000	5	18500	12
74	4708	21000	20000	5	18500	12
75	4704	25471	24258	5	22439	12
76		108900	108075	1	104775	4
77	4632	104108	103125	1	99825	4
78	4624	130680	129855	1	126555	3
79		51402	51150	1	47850	7
80	4548	51401	51150	1	47850	7
81	4546	19140	18850	2	17690	8
82	4546	19140	18850	2	17690	8

* STRUCTURE IN 110' ROW

\+ REDUCTION UNDER 5000 SF OR OVER 25% OF TOTAL AREA

Attachment E

23



MAP 4-1

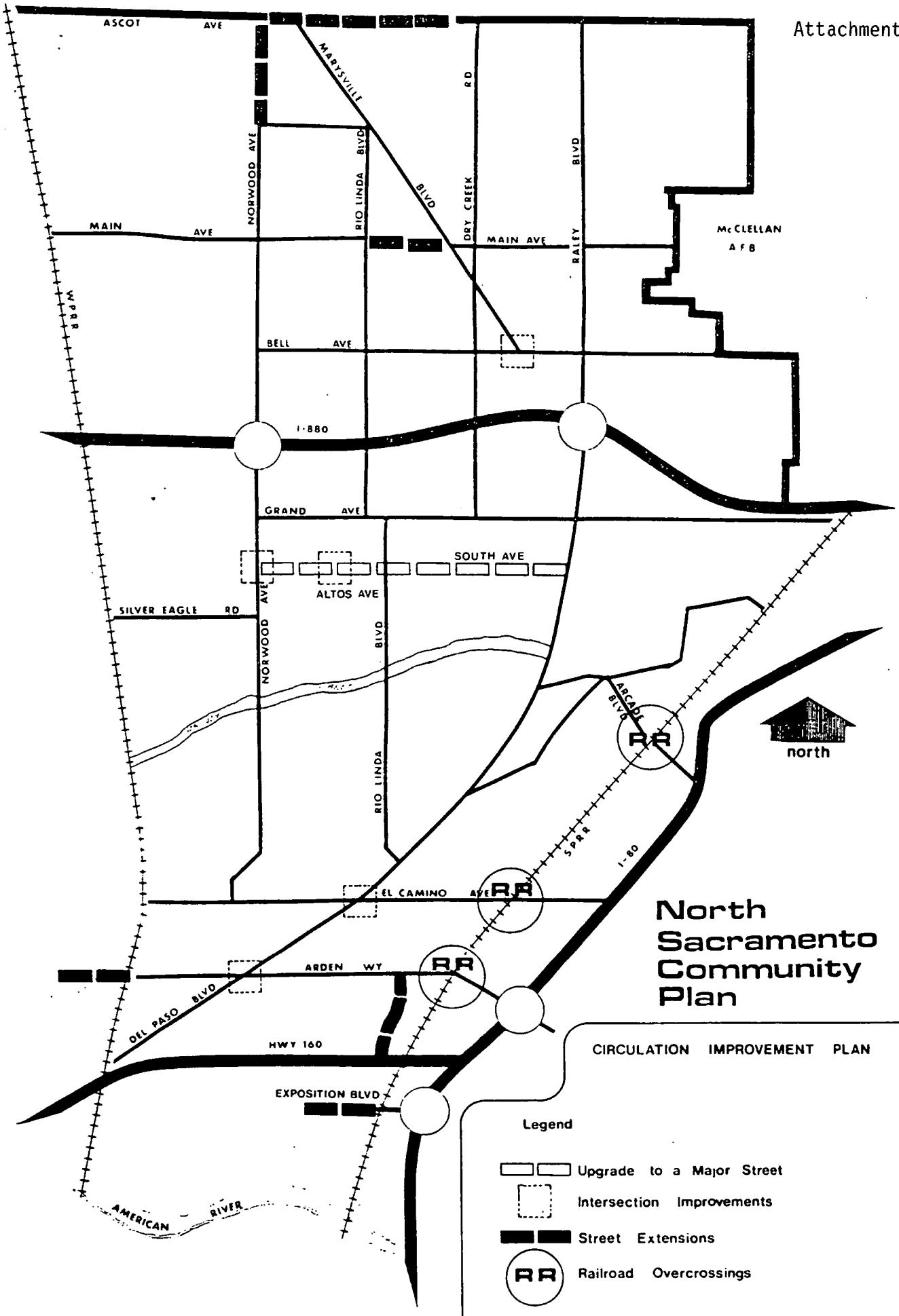
ALTERNATIVE 4
SELECTED PROJECTS

NEW FACILITIES
FREEWAY, HIGHWAY, RIVERCROSSING WIDENINGS
INTERCHANGES

(SEE project list on facing page)

Attachment F

23



North Sacramento Community Plan

CIRCULATION IMPROVEMENT PLAN

Legend

- Upgrade to a Major Street
- Intersection Improvements
- Street Extensions
- RR Railroad Overcrossings

Feb. 9, 1989

23

To: James Bloodgood
Supervising Engineer

DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

and Planning Commission

We would like presented to the Sacramento Planning Commission hearing on increasing the right-of-way of Raley Boulevard from 80' to 110' the cost and safety of widening Raley Boulevard's 2 lanes (only) compared to the street being widened to 2 lanes with a 20' median island? One of the 2 lanes goes North the other South. How many streets in Sacramento City and County today have a 20' median island with one only one (1) lane in each direction on each side of the median island? We also would like to have presented the cost and safety of widening Raley's 2 lanes with left hand turn lanes at each intersection compared to the proposed 2 lanes and 20' median island?

RECEIVED
FEB 08 1989
TRANS DIVISION ADMIN.

Who, what department maintains the grass, etc., and maintenance of the median island itself along with the expense? What is the annual expense of maintaining the island since the Raley Blvd. project has been cut to the bone?

Sincerely,

Charles Yarbrough
Sandra Yarbrough
4919 Raley Blvd.
Sacramento, CA 95838

Mrs Clara D Calclesser
James R. Calclesser
4713 Raley Blvd
Sacto, CA 95838

23

Phillip Isenberg ASSEMBLYMAN, TENTH DISTRICT ASSISTANT SPEAKER PRO TEM
CALIFORNIA LEGISLATURE, STATE CAPITOL, SACRAMENTO, CA 95814 (916) 445-1611

COMMITTEES:
HEALTH
JUDICIARY
RULES
WATER, PARKS & WILDLIFE
WAYS & MEANS

February 9, 1989

The Honorable Anne Rudin
Sacramento City Council
City Hall
Sacramento, CA 95814

Dear Anne:

I strongly support the construction of a four lane highway along Raley Blvd. with an additional fifth lane for turning. I understand there is a proposal to build a median strip along Raley Blvd. which may result in safety problems for residents and commuters.

With the support of more than 250 residents, business owners and landowners, I would urge the City of Sacramento and the City Planning Commission to construct a four lane highway along Raley Blvd.

Thank you for your consideration

Sincerely,

Phil Isenberg

PLI/ma

cc: City Planning Commissioners
Sacramento City Council

DISTRICT OFFICE
625 W. FOURTH ST., ROOM 4
ANTIOCH, CA 94509
(415) 778-4510

DISTRICT OFFICE
1200 W. TOKAY ST., STE D
LODI, CA 95240
(209) 334-4945

DISTRICT OFFICE
1215 15TH ST., STE 102
SACRAMENTO, CA 95814
(916) 324-4676

23

capitol bicycle commuters assn.

February 7, 1989

Kim Yee, Bicycle Coordinator
Department of Public Works
City of Sacramento
915 I Street
Sacramento, CA 95814

Re: Bicycle Facility on Raley Boulevard

Dear Mr. Yee:

You recently requested my view whether bicyclists like to ride on arterials streets with six or more lanes of traffic, and whether a bike facility placed upon a six-lane arterial such as Raley Boulevard would be used by riders.

So long as the right lane in each direction of travel provides sufficient width for the bicyclist to comfortably operate his vehicle along with the motorized traffic, it makes little difference whether the street has two lanes or ten. Bicyclists like to ride where the street design permits them to share the road without impeding the flow of other traffic or resorting to an aggressive riding style. Even where the speed limit on an arterial approaches freeway speeds, bicyclists can safely and comfortably ride provided that adequate width is provided.

Bicycle commuters differ from their motorized counterparts only in the method of transportation which they adopt. Like the motorized commuter, the bicycle commuter is simply trying to get to his place of employment or his home in the most direct, safe and convenient manner possible. Raley Boulevard provides a direct and convenient route, and providing a facility which ensures safety would, in my view, ensure that the route and facility would be used. Accordingly, I would support such a facility.

Very Truly Yours,

Peter A. Baldridge

Peter A. Baldridge

CITY OF SACRAMENTO

RECEIVED
MAR 02 1989
23
PLANS DIVISION ADMIN.

INITIAL STUDY

This Initial Study has been required and prepared by the Department of Planning and Development, Planning Division, Environmental Section, 1231 I Street, Suite 300, Sacramento, CA 95814 (916) 449-2837 pursuant to CEQA Guidelines Section 15063 (August 1, 1983).

File No. and/or Project Name: M88-085 Zoning Ordinance Amendment
Applicant - Name: City of Sacramento
Address: 1231 I Street, Room 200
Sacramento, CA 95814

Answer the following questions to determine if the proposed project may have potentially adverse significant impacts on the environment.

	Yes or No
1. **Earth**. Will the proposal result in:	
a. Unstable earth conditions or in changes in geologic substructures?	No
b. Disruptions, displacements, compaction or overcovering of the soil?	No
c. Change in topography or ground surface relief features?	No
d. The destruction, covering or modification of any unique geologic or physical features?	No
e. Any increase in wind or water erosion of soils, either on or off the site?	No
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river, stream, bay, inlet or lake?	No
g. Exposure of people or property to geologic hazards such as earthquakes, ground failure, or similar hazards?	No
2. **Air**. Will the proposal result in:	
a. Substantial air emissions or deterioration of ambient air quality?	Maybe
b. The creation of objectionable odors?	No
c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	No
3. **Water**. Will the proposal result in:	
a. Changes in currents, or the course of direction movements, in either marine or fresh waters?	No
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	Maybe
c. Alterations to the course of flow of flood waters?	No
d. Change in the amount of surface water in any water body?	No
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	No
f. Alteration of the direction or rate of flow of ground waters?	No
g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	No
h. Substantial reduction in the amount of water otherwise available for public water supplies?	No
i. Exposure of people or property to water related hazards such as flooding?	No
4. **Plant Life**. Will the proposal result in:	
a. Change in the diversity of species, or number of any species of plants?	No
b. Reduction of the numbers of any unique, rare or endangered species of plants?	No
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	No
d. Reduction in acreage of any agricultural crop?	No
5. **Animal Life**. Will the proposal result in:	
a. Change in the diversity of species, or number of any species of animals?	No
b. Reduction of the numbers of any unique, rare or endangered species of animals?	No
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	No
d. Deterioration of existing fish or wildlife habitat?	No

23

	Yes or No
6. **Noise**. Will the proposal result in:	
a. Increases in existing noise levels?	Maybe
b. Exposure of people to severe noise levels?	Maybe
7. **Light and Glare**. Will the proposal produce new light or glare?	No
8. **Land Use**. Will the proposal result in a substantial alteration of the present or planned land use of an area?	No
9. **Natural Resources**. Will the proposal result in:	
a. Increase in the rate of use of any natural resources?	No
b. Substantial depletion of any nonrenewable natural resource?	No
10. **Risk of Upset**. Does the proposal involve:	
a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?	No
b. Possible interference with an emergency response plan or an emergency evacuation plan?	No
11. **Population**. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	No
12. **Housing**. Will the proposal affect existing housing, or create a demand for additional housing?	Maybe
13. **Transportation/Circulation**. Will the proposal result in:	
a. Generation of substantial additional vehicular movement?	Maybe
b. Effects on existing parking facilities, or demand for new parking?	No
c. Substantial impact upon existing transportation systems?	No
d. Alterations to present patterns of circulation or movement of people and/or goods?	No
e. Alterations to waterborne, rail or air traffic?	No
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	No
14. **Public Services**. Will the proposal have an effect upon, or result in need for new or altered governmental services in any of the following areas:	
a. Fire protection?	No
b. Police protection?	No
c. Schools?	No
d. Parks or other recreational facilities?	No
e. Maintenance of public facilities, including roads?	No
f. Other governmental services?	No
15. **Energy**. Will the proposal result in:	
a. Use of substantial amounts of fuel or energy?	No
b. Substantial increase in demand upon existing sources of energy or require the development of new sources of energy?	No
16. **Utilities**. Will the proposal result in a need for new system, or substantial alterations to the following utilities:	No
a. Power or natural gas?	No
b. Communications systems?	No
c. Water?	No
d. Sewer or septic tanks?	Maybe
e. Storm water drainage?	Maybe
f. Solid waste and disposal?	No

Yes or No

17. **Human Health**. Will the proposal result in:
    a. Creation of any health hazard or potential health hazard (excluding mental health)? No
    b. Exposure of people to potential health hazards? No

18. **Aesthetics**. Will the proposal result in the obstruction of any scenic or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view? No

19. **Recreation**. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities? No

20. **Cultural Resources**.
    a. Will the proposal result in the alteration or destruction of a prehistoric or historic archaeological site? No
    b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure or object? No
    c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values? No
    d. Will the proposal restrict existing religious or sacred uses within the potential impact area? No

21. **Mandatory Findings of Significance**.
    a. Does the project have the potential to degrade the quality to the environment, substantially reduce the habitat of a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? No
    b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.) No
    c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.) Maybe
    d. Does the project have environment effects which will cause substantial adverse effects on human beings, either directly or indirectly? No

MITIGATION MEASURES

X None required.

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

See Attachment A

CONCLUSION

The proposed project will not have a significant adverse effect on the environment for the following reasons:

1. Will have only temporary or short-term construction impacts such as dust and equipment emissions, noise and truck traffic.
2. Will not generate a significant amount of additional vehicles, noise or emission levels.
3. Will not affect rare or endangered species of animal or plant, or habitat of such species.
4. Will not eliminate important examples of major periods of California history or prehistory.
5. Will not result in a significant effect on air, water quality or ambient noise levels for adjoining areas.
6. Will not be subjected to floodplains or major geologic hazards.
7. Will not have a substantial aesthetic affect.
8. Will not breach any published national, State or local standards relating to solid waste.
9. Will not involve the possibility of contaminating public water supply or adversely affect groundwater.
10. Will not result in or add to a violation of the waste discharge requirements applicable to local sewer systems as prescribed by California Regional Water Quality Control Board.
11. Will not occur to the disadvantage of long-term environmental goals.
12. Will not result in the adverse cumulative impacts.
13. Will not result in adverse growth inducing impacts.
14. Will not result in substantial adverse effects on human beings either directly or indirectly.
15. Will not be in conflict with the City's General and Community Plans.

REFERENCES

Sacramento City General Plan and EIR, 1988
South Sacramento Community Plan and EIR, 1986
North Natomas Community Plan and EIR, 1986
South Natomas Community Plan and EIR, 1987
Airport-Meadowview Community Plan and EIR, 1984
North Sacramento Community Plan and EIR, 1984
Sacramento South Pocket Specific Plan & EIR, 1977
Sacto. Central City Comprehensive Plan & EIR, 1977
Downtown Redevelopment Plan Update & EIR,1985
Sacramento City Zoning Ordinance, July 1987
Renaissance Tower EIR, 1986
Laguna Creek Floodplain Study and EIR, 1985
Creekside Oaks and Gateway Centre EIR, 1984
Delta Shores Village PUD EIR, 1983
Greenhaven Executive Office Park EIR, 1982
Executive Airport Master Plan and EIR, 1981
Sacto. City Amer River Pkwy Plan & Neg. Dec. 1985
Northgate Station EIR, 1986
Willow Creek EIR, 1985

- At the Crossroads, A Report on California Endangered and Rare Fish and Wildlife. California Resources Agency and Department of Fish and Game, 1972
- Soils of Sacramento County, California. Walter Weir, Division of Soils, U.C. Berkeley, 1950
- Fifteenth Progress Report on Trip Ends Generation Research Counts. CalTrans 1983.
- Native Oaks: Our Valley Heritage, Sacramento County Office of Education, 1976.
- The applicant's environmental questionnaire and submitted plans are considered part of this Initial Study.

DETERMINATION

On the basis of this initial evaluation:

X I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

____ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect on this case because the mitigation measures described in this Initial Study has been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED.

____ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

DATE: February 23, 1989 SIGNATURE: Robert D. Klousner

PREPARED BY: Robert D. Klousner PHONE: (916) 449-2037 x43

Revised 12/2/87 HT:jg

Sacramento City Planning Commission
VOTING RECORD

23

MEETING DATE: 1-26-89
ITEM NUMBER: 44 A+B
PERMIT NUMBER: P88-0085

ENTITLEMENTS

- [ ] GENERAL PLAN AMENDMENT
- [ ] COMMUNITY PLAN AMENDMENT
- [ ] REZONING
- [ ] SPECIAL PERMIT
- [ ] VARIANCE
- [ ] TENTATIVE MAP
- [ ] SUBDIVISION MODIFICATION
- [ ] LOT LINE ADJUSTMENT
- [x] ENVIRONMENTAL DET.
- [x] OTHER Amend Zoning Ord.

STAFF RECOMENDATION
- [ ] Favorable
- [ ] Unfavorable
- [ ] Correspondence
- [ ] Petition

LOCATION: Bailey Blvd. from Dst. 80 N. to Ascot Ave

PROPONENTS	NAME	ADDRESS

OPPONENTS	NAME	ADDRESS
	Robert Rice	3600 Madison Ave.
	John Bancaro	4554 Roseville Road, North Highlands
	Charles Yarborough	4919 Baley Blvd., Sacto. 95838
	John Burton	4708 Baley Blvd. " "
	Rose Holloway	2844 Wright Way
	Mr. Coldasure	4713 Baley Blvd., Sacto. 95838
	Steve Sperve	812 Piccadilly Cir.
	Sandra Yarbrough	4919 Baley Blvd., Sacto. 95838

MOTION #

	Yes	No	Motion	Second
GASTON				
HOLLICK				
HOLLOWAY				
ISHMAEL				
NOTESTINE				
OTTO				
RAMIREZ				
WALTON				
CHINN				

MOTION

- [ ] TO APPROVE
- [ ] TO DENY
- [ ] TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- [ ] TO APPROVE/DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
- [ ] INTENT TO APPROVE/DENY SUBJECT TO COND. & BASED ON FIND. OF FACT DUE
- [ ] TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
- [ ] TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- [ ] TO RATIFY NEGATIVE DECLARATION
- [ ] TO CONTINUE TO _____ MEETING
- [x] OTHER testimony received

PLANNING AND DEVELOPMENT

Planning Commission
Sacramento, California

Members in Session:

Subject: A. Environmental Determination - Negative Declaration

B. Amendment of City Zoning Ordinance, Section 17-E-1 (M88-085)

Location: Raley Boulevard from Intestate 80 on the south to Ascot Avenue on the north

SUMMARY: Raley Boulevard at the subject location is currently a 60 foot right-of-way street. It is designated as an 80 foot right-of-way in Chapter 17 of the City Zoning Ordinance. The City Public Works Department requests that this section of Raley Boulevard be designated as a 110 foot right-of-way to accommodate six lanes of traffic and that the Zoning Ordinance be amended to state this. Staff recommends the Commission approve this amendment as required by the General Plan.

BACKGROUND: This item was heard before the Planning Commission on November 10, 1988. However, because of conflicting information regarding the appeal process, the Commission continued the November 10 hearing to January 26, 1989, to provide an opportunity for interested parties to present information. To provide interested parties with information regarding this proposed action, community meetings were held on November 9, 1988 and January 19, 1989.

The area west of McClellan, prior to 1984, was zoned Residential Single Family (R-1). Raley Boulevard was designated as a future ultimate right-of-way of 80 feet in Chapter 17 of the Zoning Ordinance (Exhibit D). The North Sacramento Community Plan was adopted in 1984 and rezoned 840 acres west of McClellan from R-1 to Light Industrial (M-1(S)-R). Through the environmental process of the General Plan Update, it was determined that Raley Boulevard did not have adequate right-of-way for the projected traffic. The General Plan E.I.R. identifies widening Raley Boulevard between Bell Avenue and the City limits (Ascot Avenue) to six lanes as a transportation mitigation measure. Since there are several developments in progress along Raley Boulevard, the City Public Works Department requests the right-of-way designation for Raley Boulevard in Chapter 17 of the City Zoning Ordinance be increased from 80 feet to 110 feet, which would allow for six lanes of traffic and bring the Zoning Ordinance into compliance with the General Plan.

The land bordering this segment of Raley Boulevard currently contains industrial, residential and vacant land uses. A total of 94 parcels under 68 ownerships are affected by the increase of

Raley Boulevard's ultimate right-of-way. It should, however, be noted that no acquisition of property is being proposed at this time. Property would be dedicated to the City as a condition of future subdivisions or building permits as development of the area progresses. It could be possible that not all property would be required through the dedication process and that, if needed, right-of-way would have to be obtained by the City. If this were the case, property owners would be compensated at fair market value as determined by independent appraisals.

Informationally, Measure A funds have been recommended to fund some improvements on Raley Boulevard within the existing 60 foot right-of-way between Main Avenue and Vinci Avenue (Exhibit F). No acquisition of property is necessary. It is estimated that construction may begin in late summer of 1989.

The City Department of Planning and Development, Planning Division, has reviewed the proposed Zoning Ordinance amendment and has determined that it will have no significant effect on the environment. Therefore, a negative declaration has been prepared. This environmental review process and negative declaration filing is pursuant to Title 14, Division 6, Chapter 3, Article 6, Section 15070 of the California Administrative Code and pursuant to the Sacramento Local Environmental Regulations (Resolution 78-171) adopted by the City of Sacramento and pursuant to Sacramento City Code, Chapter 63.

RECOMMENDATION: The City Zoning Ordinance requires two public hearings before the Planning Commission to amend right-of-way widths. Staff recommends the Commission continue the public hearing to February 9, 1989, at which time action may be taken.

Respectfully submitted,

James H. Bloodgood
Supervising Engineer

Art Gee
Principal Planner

ORDINANCE NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

An Ordinance amending Section 17-E-1(80) of the Comprehensive Zoning Ordinance (Ordinance No. 2550, Fourth Series, as amended) relating to increasing the right-of-way for Raley Boulevard from 80 feet to 110 feet and located north of Interstate 80 Freeway to the City limit.

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

Section 1

Section 17-E-1(80) of the Comprehensive Zoning Ordinance (Ordinance No. 2550, Fourth Series) relating to the established right-of-way for Raley Boulevard from Interstate 80 Freeway north to the City limits to read as follows:

(80) Raley Boulevard: Interstate 80 Freeway north to City limits - 110 feet.

Passed for Publication:

Passed:

Effective:

Attest:

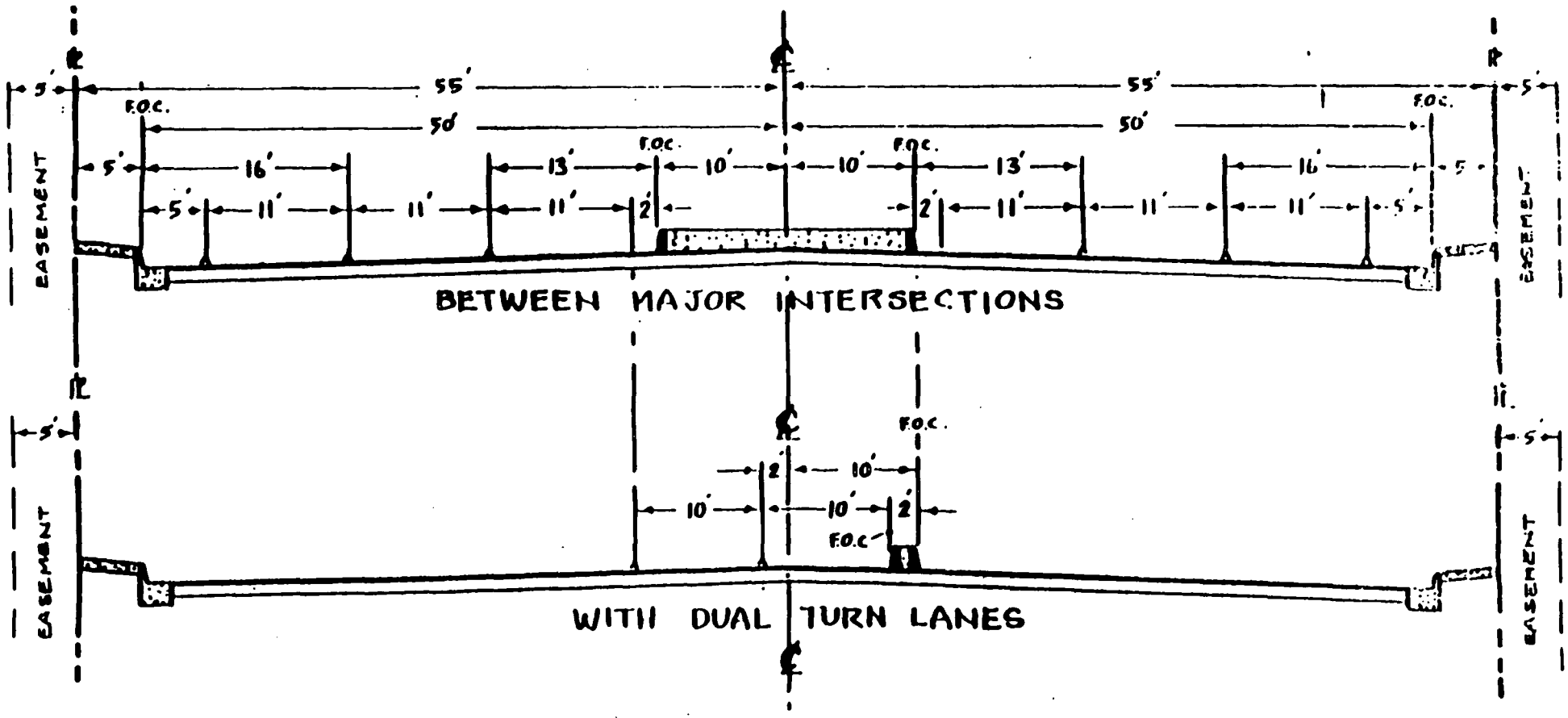
City Clerk

Mayor

M-88-085

88-01-11

Item 26



110' MAJOR STREET CROSS SECTION

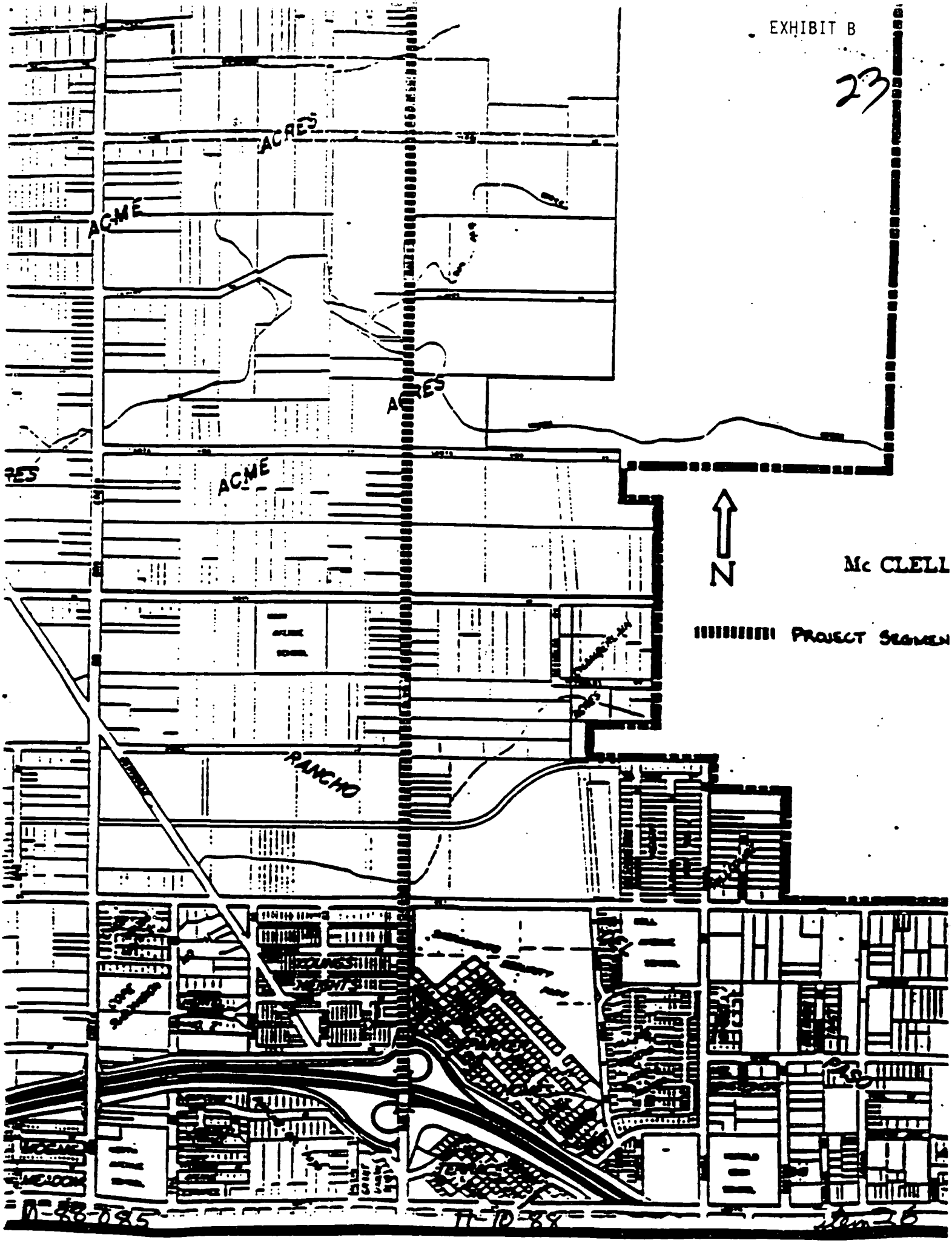
RALEY BLVD. AT BELL AVE.

EXHIBIT A

23

EXHIBIT B

23



RALEY BOULEVARD

KEY DATES

- June 1913	Acme Acres subdivision filed- Raley Blvd. established at 60 ft.
- Jan. 1969	Major street plan updated- Raley Blvd. identified as major street
- Dec. 1971	Chapter 17 of zoning ordinance amended- Raley Blvd. identified as 80 ft. R/W
- May 1978	Major street standards revised- 6 lane streets are 124' R/W
- March 1984	North Sacramento Community Plan adopted- Raley Blvd. identified as major street and major truck route
- Jan. 1988	Sacramento General Plan adopted- E.I.R. mitigation measure states widen Raley Blvd. to 6 lanes
- Nov. 1988	Staff proposes 110' R/W 6 lane road

EXHIBIT D

23

Sacramento City Ordinance No. 3052 — Fourth Series

(78) **Power Inn Road:**
Howe Avenue south to the City limits — 80 ft.

(79) **Q Street:**
2nd Street east to Alhambra Boulevard — 80 ft.

(80) **Raley Boulevard:**
Interstate Route 880 Freeway north to City limits — 80 ft.

(81) **Richards Boulevard:**
Interstate Route 5 Freeway east to State Route 160 — 80 ft.

(82) **Rio Linda Boulevard:**
City limits south to Interstate Route 880 Freeway — 80 ft.
Grand Avenue south to Evergreen Street — 80 ft.

(83) **Riverside Boulevard:**
W Street south to 13th Avenue — 90 ft.
13th Avenue south to Sutterville Road — 70 ft.
From Florin Road to Frates Way — 80 ft.
Frates Way east to the proposed Interstate Route 5 Freeway — 90 ft.

(84) **Roseville Road:**
Auburn Boulevard northeast to the City limits — 80 ft.

(85) **Royal Oaks Drive:**
Arden Way south to State Route 160 Freeway — 80 ft.

(86) **S Street:**
2nd Street east to Alhambra Boulevard — 80 ft.

(87) **Sacramento Boulevard:**
23rd Avenue south to the City limits — 60 ft.

(88) **San Juan Road:**
North-South City limits line near El Centro Road east to Northgate Boulevard — 80 ft.

(89) **Seamas Avenue:**
Riverside Boulevard east to Fruitridge Road — refer to subsection E. 1 of this Section.

(90) **Sheldon Road:**
Bruceville Road west to north-south City limits line — 110 ft.

(91) **Silver Eagle Road:**
Western Pacific Railroad east to Norwood Avenue — 80 ft.

(92) **Sproule Avenue:**
North 12th Street west to North 16th Street — 80 ft.

(93) **South Land Park Drive:**
Suterville Road south to the proposed Interstate Route 5 Freeway — 60 ft.

(94) **Stockton Boulevard:**
Alhambra Boulevard south to the City limits near Patterson Lane — refer to subsection E. 1 of this Section.

(95) **Sully Street:**
Main Avenue north to Rio Linda Boulevard — 80 ft.

(96) **Sunbeam Avenue:**
Richards Boulevard south to North 12th Street — 60 ft.

(97) **Sutterville Road:**
Proposed Interstate Route 5 Freeway east to Franklin Road — refer to subsection E. 1 of this Section:

(98) **T Street:**
3rd Street east to Alhambra Boulevard — 80 ft.
Alhambra Boulevard east to Stockton Boulevard — refer to subsection E. 1 of this Section.

(99) **Truxel Road:**
San Juan Road south to Garden Highway — 90 ft.

(100) **University Avenue:**
Fair Oaks Boulevard to American River Drive — 80 ft.

(101) **Valley Hi Drive:**
Mack Road south to Grandstaff Drive — 100 ft.
Grandstaff Drive east to Franklin Boulevard — 80 ft.

(102) **W Street:**
3rd Street east to 29th Street — 80 ft.

(103) **Watt Avenue:**
American River south to Folsom Boulevard — refer to subsection E. 1 of this Section.

(104) **West El Camino Avenue:**
City limits east to Reiner Way — 90 ft.
Reiner Way east to Northgate Boulevard — 80 ft.
Northgate Boulevard east to East Levee Road — 50 ft.

(105) **Winter Street:**
Bell Avenue south to North Avenue — 70 ft.
North Avenue south to Interstate Route 880 Freeway — 80 ft.

(106) **X Street:**
4th Street east to Alhambra Boulevard — 80 ft.

(107) **2nd Avenue:**
Freeport Boulevard east to 21st Street — 50 ft.
21st Street east to a point 104 feet east of the center line of 26th Street — 80 ft.
From a point 104 feet east of the center line of 26th Street east to San Fernando Way — 60 ft.
San Fernando Way east to Franklin Boulevard — 40 ft.

CITY OF SACRAMENTO

EXHIBIT E

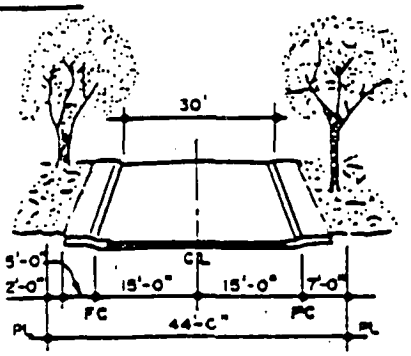
STREET SYSTEM STANDARDS

AS APPROVED MAY 23, 1978 BY THE CITY COUNCIL (RESOLUTION 78-331)

23

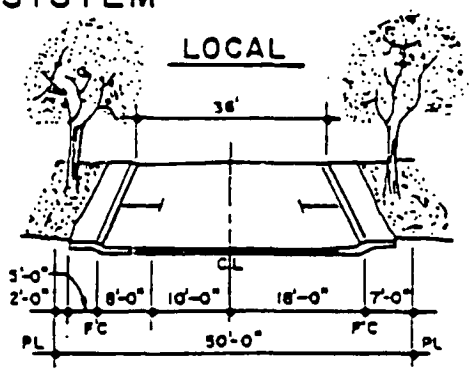
LOCAL STREET SYSTEM

MINOR LOCAL



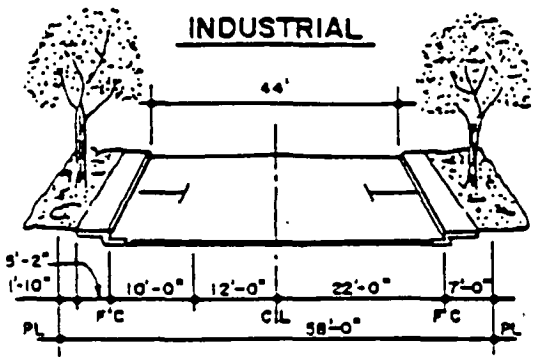
44ft R.O.W.

LOCAL



50ft R.O.W.

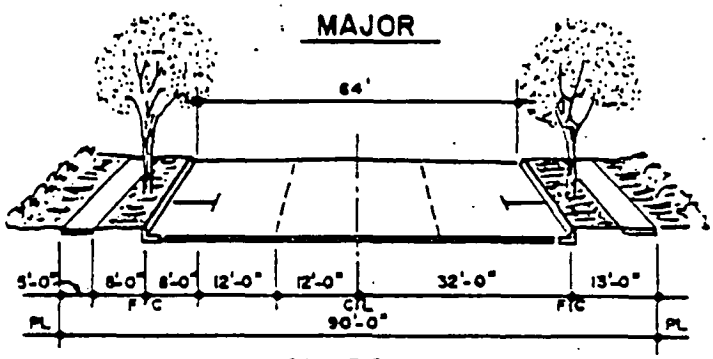
INDUSTRIAL



58ft R.O.W.

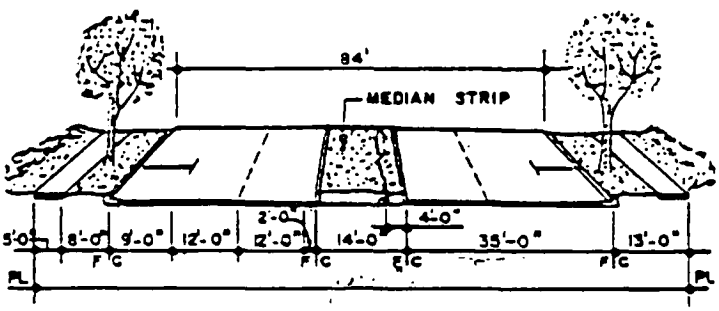
MAJOR STREET SYSTEM

MAJOR



90ft R.O.W. ✱

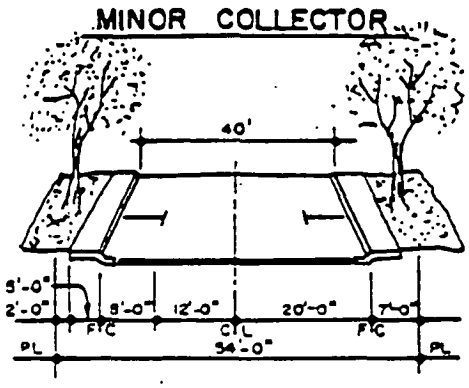
DIVIDED MAJOR (4 LANE)



110 ft R.O.W. ✱

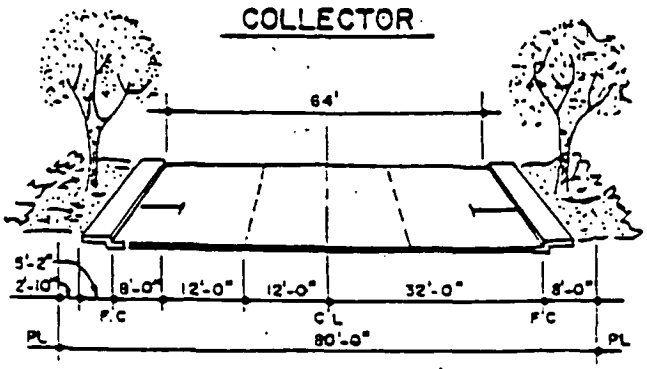
COLLECTOR STREET SYSTEM

MINOR COLLECTOR



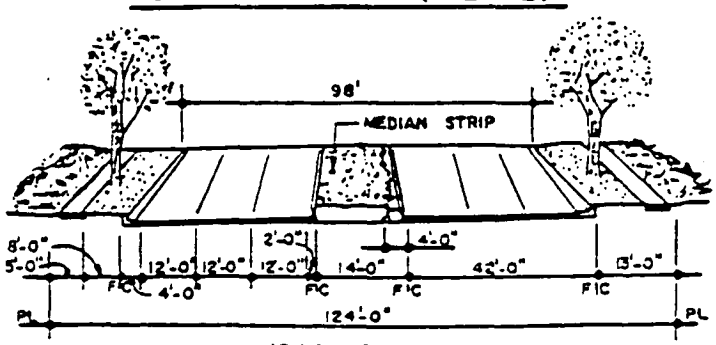
54ft R.O.W. ✱

COLLECTOR



80ft R.O.W. ✱

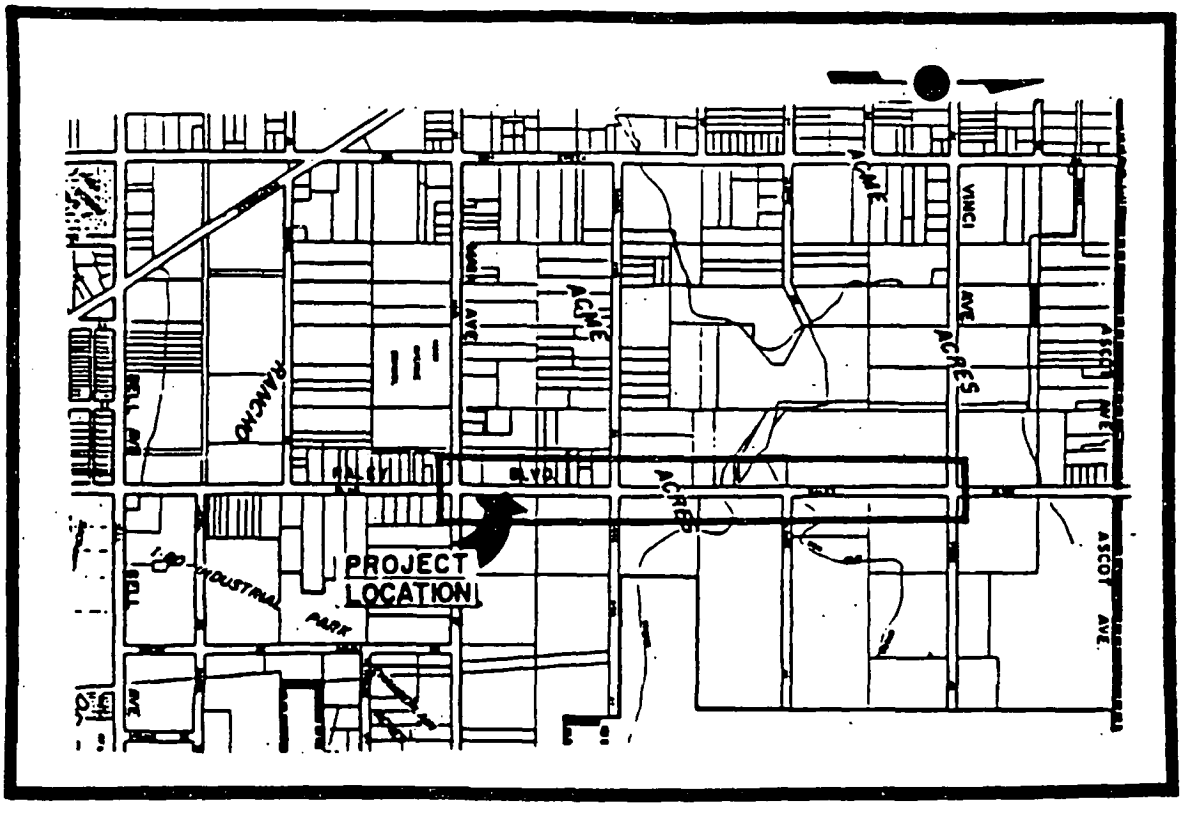
DIVIDED MAJOR (6 LANE)

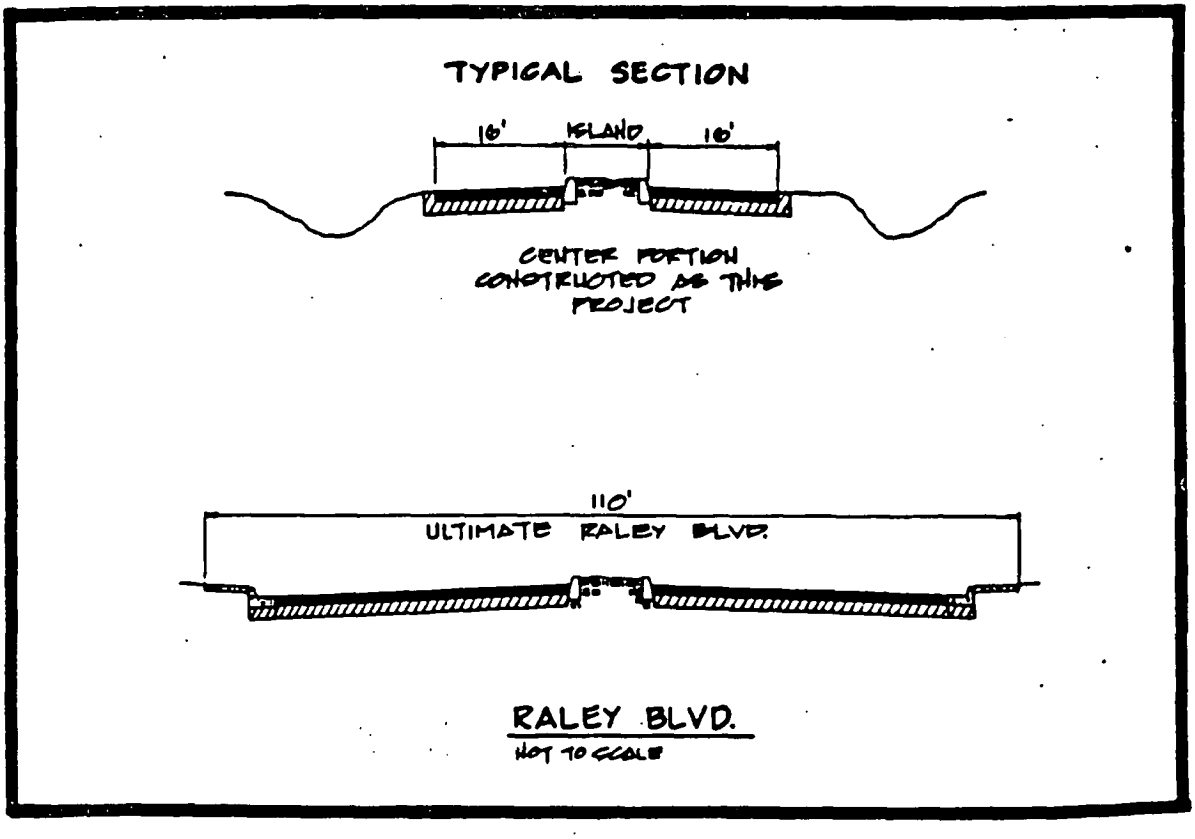


124ft R.O.W.

SEPT 6, 1977

NOTE: ✱ - PROPOSED WITH BIKE LANE, FIVE FEET ADDED ON BOTH SIDES OF STREET...


ASCOT AVE.
ACRES
VINCI
AVE
ACRES
AVE
ACME
AVE
ACRES
BLVD
RALEY
PROJECT
LOCATION
INDUSTRIAL
PARK
RANCHO
BELL
BELL
AVE


TYPICAL SECTION
16'
ISLAND
16'
CENTER PORTION
CONSTRUCTED AS THIS
PROJECT
110'
ULTIMATE RALEY BLVD.
RALEY BLVD.
NOT TO SCALE

Item 44
M-88-085
23

LOCAL 1857

American Federation of Government Employees

P.O. BOX 1037
NORTH HIGHLANDS, CALIFORNIA 95660

Telephone 332-3250
332-3272
332-3278

Refer Reply
to LMC #904/9

25 January 1989

Kristan Otto
Planning Commission
Planning and Development
1231 I Street #200
Sacramento, Ca 94814

Subject: Raley Boulevard and 16th Street Construction

The American Federation of Government Emplopyees strongly recommend along with residents, landowners, and business owners that the best and safest course of action of Raley Boulevard would be a four (4) regular traffic lane street which would allow room for safe passing. A.F.G.E. along with the others also knows that if you want an additional safety factor built in, add a fifth lane for turns. This plan will not only save lives and property, but it will be less expensive to construct the street. Also, you would reduce maintenance costs for upkeep of the median island and conserve our precious water. This project, as proposed, would do nothing for beautification of the area and might even detract due to the lack of maintenance.

A.F.G.E., which represents 12,500 workers at McClellan AFB knows that the proposal to construct a new, two-lane road and a twenty-foot (20') median island, along with a four-lane bridge over Magpie Creek is a foolish project which ignores safety for McClellan AFB employees (workers) who commute back and forth to work each day. The Union knows what happened along Norwood Avenue and believes because of the four (4) lane bridge at Magpie Creek, along with a piece-meal project because of the dedicated land, improvements by developers, adding in the driving habits of commuters, and several other factors, Raley Boulevard would become the Norwood Avenue of the future. A.F.G.E. agrees with the first of safety considerations carefully thought out and written by Mr. and Mrs. Yarbrough, given to the Mayor, City Council, and Department of Public Works. We trust that this unsafe project will not be built according to the City of Sacramento's Department of Public Works, Transportaton Division's preliminary plans. The proper size road, as we stated before, would be a four (4) lane road with a center turn lane for safety. We all uniformly agree a median island would perform no useful purpose. This Union also believes that the 80 foot right-of-way called out for in the

present Sacramento Zoning Ordinance is wide enough to construct the proper size road for both the present and the future. The 110 foot right-of-way with median island proposed in the City Plan is an unnecessary overkill.

The lack of co-ordination between Sacramento Department of Public Works Transportaton Division for Raley Boulevard and the County of Sacramento Department of Public Works, Highways and Bridges Division for 16th Street is absurd. How can you have one preliminary plan recommended by the City calling for a twenty (20') foot median island and two (2) twelve (12') foot lanes with four (4') foot shoulders and another by the County asking for a seven (7') foot median island and four (4) eleven to twelve (11'-12') foot lanes with five (5') foot shoulders? The two plans are incompatible with each others and show a total lack of safety considerations, not only for workers at McClellan AFB who commute along Raley Boulevard and 16th Street, but for residents, businesses, and other commuters who use Raley Boulevard.

A great amount of the $3,070,000 project could be better spent to widen Raley Boulevard to a more safe and usable road. Constructing Raley Boulevard right today will save not only injuries deaths, and property today, but money for tomorrow needed so badly for other street improvement projects.

Thank you for your serious reconsideration of the project.

Sincerely,

John V. Salas

John V. Salas
President
A.F.G.E. Local 1857

ITEM 44
M-88-085 23

January 25, 1989

CITY OF SACRAMENTO
CITY PLANNING DIVISION
JAN 26 1989
RECEIVED

Frank Ramirez
Planning Commission
Planning and Development
1231 "I" Street, Room #200
Sacramento, CA 95814

RE: M88-085

Dear Commissioner,

Residents, landowners, business owners and the American Federation of Government Employees know the plan that will not only save injuries, lives, property and be less expensive to construct on Raley Boulevard would be to construct a four-lane road which would allow room for safe passing. We understand that if you want an additional safety factor built into the plan, add a fifth lane for turns. With this plan, you would also reduce maintenance costs and water to maintain the median island. We believe that an 80' right-of-way allows more than enough land to construct the proper size road for both the present and future use of the road. The 110' right-of-way with the median island proposed and bicycle lane is absolutely unnecessary. You would be encouraging more people to drive vehicles since no public transit is planned for Raley Blvd. You would be asking for trouble and a safety hazard to not only allow but draw up plans for adults and children to ride bicycles along such a huge expressway much larger than many thoroughfares in the City and County of Sacramento. We have the Rio Linda Bicycle Trail about a mile from here which is the ideal place to encourage people to ride. If necessary, construct bicycle lanes along side streets for commuters to reach their destinations and the bike trail.

It seems to us that you might very well end up with a major impact on the possible closing of McClellan Air Force Base by attracting such a large flow of traffic around it. Also, it is difficult for us to figure out why sidewalks on an expressway are planned along an industrial area? Some of us talked to an engineer with the Transportation Division of the Department of Public Works who said that the people who live, work, play, and have their businesses along Raley Blvd. know the best use and plan for the road and that the Department would be open to suggestions. "After all," he stated, "staff only sit behind their desks in the office and draw up the plans for streets."

If you really feel there might possibly be a need for a six-lane road in the future, you could require a greater setback (maybe 50' instead of 25') for future developers and condemn this land at a later time under eminent domain for use as part of Raley Blvd. We are against dedication of our land or whoever buys it (developer) for use as a six-lane road with a median island and bicycle trail. Also, the project

January 25, 1989

as proposed, would do nothing for beautification of the area and might even detract because of our water shortage and a lack of maintenance.

Neither landowners, business people, or residents know when the right-of-way changed from 60' to 80' for the width of Raley Blvd. It seems we're not the only ones, in that the County of Sacramento Assessor's Map, dated October 13, 1988 also shows it being 60'. When, if ever, was it changed?

We were informed by the County of Sacramento Department of Public Works, Highways and Bridges Division that their plan in the near future for improving 16th Street (which is Raley Blvd. north of Ascot Avenue in the County) is to construct four 11' to 12' lanes with 5' shoulders and a 7' median island. We foresee such major problems with the City's and the County's plan that it makes us shudder. Who is concerned with safety? There is no way that these two plans can co-exist without traffic tie-ups and innumerable accidents. County residents are also agreeing that four lanes for traffic and a middle turn lane makes the most sense for both Raley Blvd. and 16th Street. It would spell disaster at the corner of Raley and Ascot for a four-lane road with a 7' median island to meet a two lane road separated by a 20' median island. This is a senseless misuse of public funds and should be changed. A better use of the $3,070,000 would be to construct a safer and sensible road now to avoid this catastrophe. Both City and County should approve the Measure "A" money for a four-lane road and a middle lane (or fifth lane) for turns to make it safe and usable for everyone. In addition, money is badly needed for other street improvement projects.

Sincerely,

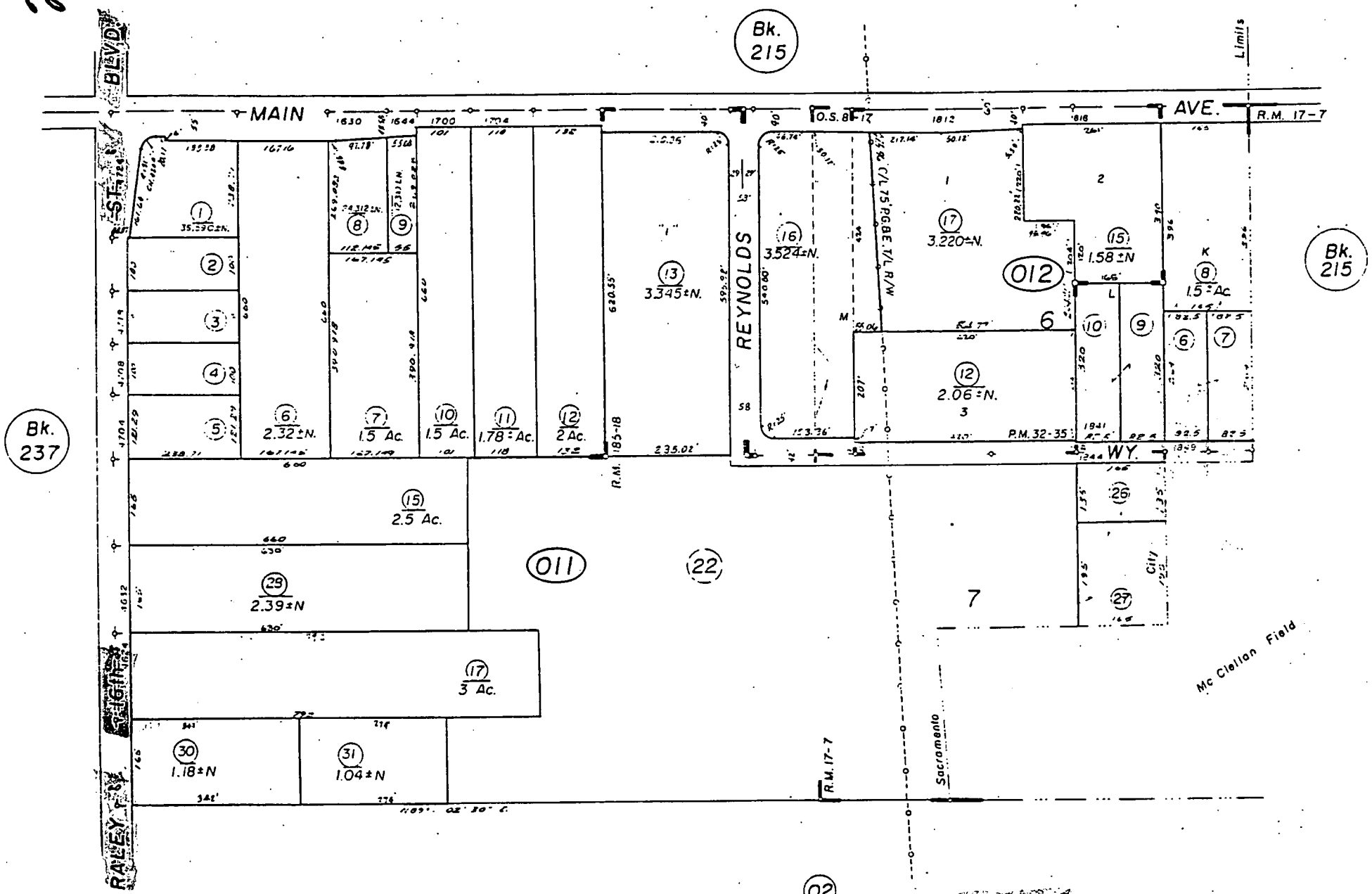
Charles Yarbrough
Sandra K. Yarbrough
4919 Raley Blvd.
Sacramento, CA 95838

Jammie E. Lloyd
Carole B. Lloyd
4548 Raley Blvd.
Sac Ca 95838

James R. Coldasure
Clara D. Coldasure
4713 Raley Blvd.
Sacramento, Ca. 95838

POR. SEC. 18, RANCHO DEL PASO

Tax Area Code 238-

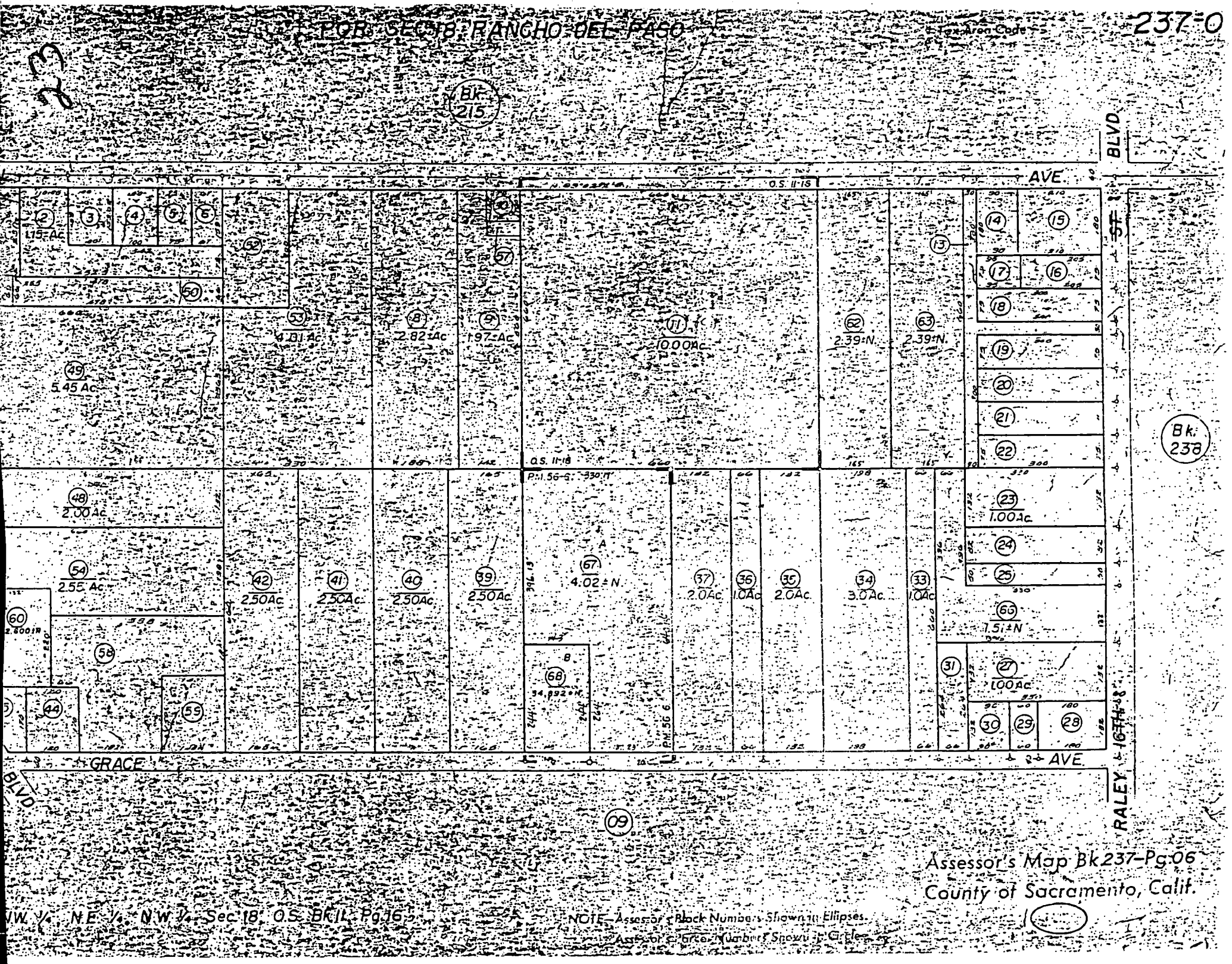


OCT 13 1988

Por. I-80 Industrial Park R.M. Bk. 185, Pg. 18 (8-17-82)
O.S. Blocks 5 & 6, Chamberlain Acres, O.S. Bk. 8, Pg. 17
Chamberlain Acres, R.M. Bk. 17, Pg. 7

NOTE—Assessor's Block Numbers Shown in Ellipses.

Assessor's Map Bk.238-Pg. 01
County of Sacramento, Calif.


237-0
POR. SEC. 18 RANCHO DEL PASO
Tax Area Code
Bk. 215
Bk. 238
AVE.
BLVD.
GRACE
RALEY
O.S. 11-18
P.M. 56-G
P.M. 56-6
2 1.15 Ac
3
4
5
6
52
57
50
53 4.81 Ac
8 2.82±Ac
9 1.97±Ac
11 10.00Ac
62 2.39±N.
63 2.39±N.
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49 5.45 Ac
48 2.00 Ac
23 1.00Ac
24
25
54 2.55 Ac
42 2.50Ac
41 2.50Ac
40 2.50Ac
39 2.50Ac
67 4.02±N.
37 2.0Ac
36 1.0Ac
35 2.0Ac
34 3.0Ac
33 1.0Ac
66 1.51±N
60 2.800±N
58
44
59
68 34.992±N
31
27 1.00Ac
30
29
28
09
Assessor's Map Bk 237-Pg 06
County of Sacramento, Calif.
NOTE—Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles.
W.W. ¼ N.E. ¼ N.W. ¼ Sec. 18 O.S. Bk. 11 Pg. 16

Residents, land owners, and business owners agree that the best course of action for Raley Boulevard would be four (4) lanes and for safety, a fifth lane for <u>turns</u>.

They also agree that the twenty-foot (20') island would be a safety hazard causing many injuries, deaths, and loss of property, both public and private.

23

January 8, 1989

To: James Bloodgood
Supervising Engineer

DEPARTMENT OF PUBLIC WORKS CITY OF SACRAMENTO CALIFORNIA
TRANSPORTATION DIVISION

To the members of the City Council:

We believe the plan to construct a new two-lane road with island and four-lane bridge over Magpie Creek on Raley Boulevard lacks safety considerations for the following reasons:

1. Vehicles will pass on dirt shoulders and are closer to fences, yards, houses, and parked vehicles. They will do this because they have nowhere else to pass slower vehicles.

2. Cars, especially trucks could use the 20-foot wide median island to pass other vehicles.

3. The four lanes that taper into and out of the new bridge on Raley Boulevard will be used for passing other vehicles. This short distance will be very dangerous because the slower vehicles being passed often speed up causing those passing to go even faster until they run out of lanes. This will especially be true with large semi truck-trailer rigs on the new road as would be all our other points.

4. Like Norwood Avenue is today, would be Raley tomorrow since drivers would be going from four lanes to two lanes over and over again because the City is asking the land be dedicated by the developers.

5. Residents living on Raley Boulevard will not be able to turn into or out of their driveways without making an unsafe "U"-turn at an intersection or drive way out of their way which could very well be more of a risk of an accident. Residents who live along Raley Boulevard say and know the best plan for a new road is to build a four-lane road which would allow room for safe passing. They also know if you want an additional safety factor built in, add a fifth lane for turns. This will not only save lives and property, but it will save money to construct the road. Also, you don't have to water, fertilize, mow, and maintain the grass or lawn, saving more money and conserving our precious water. The island would not do much for beauty of the area and you need to also consider the safety of the gardener.

6. Islands alone can be dangerous for drivers at night and in bad driving conditions like rain, fog, snow, ice, etc. Also dangerous for drivers that are new to the area and are unfamiliar with the road and for drivers driving under the influence of something.

7. Because of the island, there is no where for drivers to go and no room for them to maneuver when an animal or person gets out on the road. This is especially bad for semi tractor-trailer rigs. You are asking for a long pileup of vehicles.

8. There is a much greater risk for rearend accidents since there is no room for drivers to maneuver, see ahead, or go forward.

9. There could be pileups of vehicles since they would be stacked up behind one another on the road if something were to go wrong with a tire blow-out, engine failure, etc. with a vehicle.

10. Rush hour traffic will back up beyond the left-hand turn lanes, causing clogging up of the one and only through lane on both sides of the new road. This will cause a major traffic tie-up and traffic jam. Vehicles will be using the median island and the shoulders of the road to get around the mess. This will cause accidents, tying up even more traffic and inflicting injuries, property losses both to homes, businesses, vehicles, public property, etc. Emergency vehicles will not even be able to get through to the injured because of the traffic tie-up, mess, and jam.

Very truly yours,

Charles H. Yarbrough

Charles H. Yarbrough

Sandra K. Yarbrough

Sandra K. Yarbrough
4919 Raley Boulevard
Sacramento, CA 95838

23

INTRODUCTION

This report outlines the City of Sacramento's Entity Annual Expenditure Plan for April 1, 1989 through June 30, 1989. It consists of projects proposed for inclusion in the first five quarters expenditures pursuant to the Sacramento County Transportation Plan. The City must submit an Entity Annual Expenditure Plan in order to receive an allocation of funds from the Sacramento Transit Authority. These funds are generated by the local sales tax for transportation improvements (Measure A, 1/2% Sales Tax) approved by the voters on November 8, 1988. The City Council of the City of Sacramento has approved this Entity Annual Expenditure Plan for submittal to the Sacramento Transit Authority. All projects listed in this Entity Annual Expenditure Plan are included in the Sacramento County Transportation Expenditure Plan which was previously approved by the Sacramento Transit Authority and included in the voter pamphlet for the November 8, 1988, election.

Projects listed in this plan are separated into three categories: 1) Capital Improvement Projects in which design or construction will begin within the first five quarters of the Plan; 2) Capital Improvement Projects in which preliminary design, feasibility studies and environmental review will begin within the first five quarters of the Plan; and, 3) Roadway Maintenance projects which will begin within the first five quarters of the Plan.

The Capital Improvement projects which will be designed or constructed in the first five quarters are projects in which the scopes are well defined and engineering design can be started immediately. Some of these projects are already in the design process. The goal of these projects is to begin construction in the summer or fall or 1989. The Capital Improvement Projects in which preliminary design, feasibility studies and environmental review will begin in the first five quarters are projects in the beginning stages of project development. Some of these projects (particularly the State Route projects) are large complex projects. The goal of these projects is to initiate preliminary engineering and studies required for these projects, such that construction documents will be ready when construction funding is available in the future. The Roadway Maintenance Projects is a listing of streets to receive an asphalt concrete overlay. These streets are identified from the City's Pavement Management System.

The projects provide a balance based on project need, amount of design work complete, planning requirements for future construction and fund availability.

RW8-04.E

23

RALEY BOULEVARD RECONSTRUCTION

MAIN AVENUE TO VINCI AVENUE

Description: Reconstruction of the center portion of Raley Boulevard to provide two traffic lanes with paved shoulders separated by the median island required in the ultimate roadway section. A new bridge across Magpie Creek will be constructed.

Justification: Raley Boulevard from Bell Avenue to the North City Limits (Ascot Avenue) is a two lane roadway in generally deteriorated condition. The road's existing structural condition is inadequate for expected future traffic. The existing bridge across Magpie Creek is narrow and showing signs of deterioration. To upgrade the condition of the existing roadway and provide an engineered plan and profile for the anticipated urban development in the area, reconstruction of the center portion of the roadway and construction of the new bridge is required.

It is proposed that the entire project be divided into two phases. The first phase will consist of reconstructing Raley Boulevard from Main Avenue to Vinci Avenue, including construction of the bridge at Magpie Creek. This is where the expected need for the project will occur first. The second phase of this project will consist of reconstructing Raley from Bell Avenue to Main Avenue and from Vinci Avenue to Ascot Avenue completing the proposed improvements on Raley Boulevard.

Total Project Cost: The total estimated project cost is $3,070,000. The total estimated cost for the first phase is $1,822,000. Of this, $1,012,000 is for the roadway reconstruction and $810,000 is for construction of the bridge.

Funding:

Sales Tax -	$1,472,000
Other Funds -	
Assessment District Contribution -	300,000
Gas Tax -	50,000
Total Funds -	$1,822,000

Current Status: Project not started.

Construction Start: It is anticipated that construction will begin on the first phase of this project in fall of 1989. Construction of the second phase is expected to begin in the summer of 1990.

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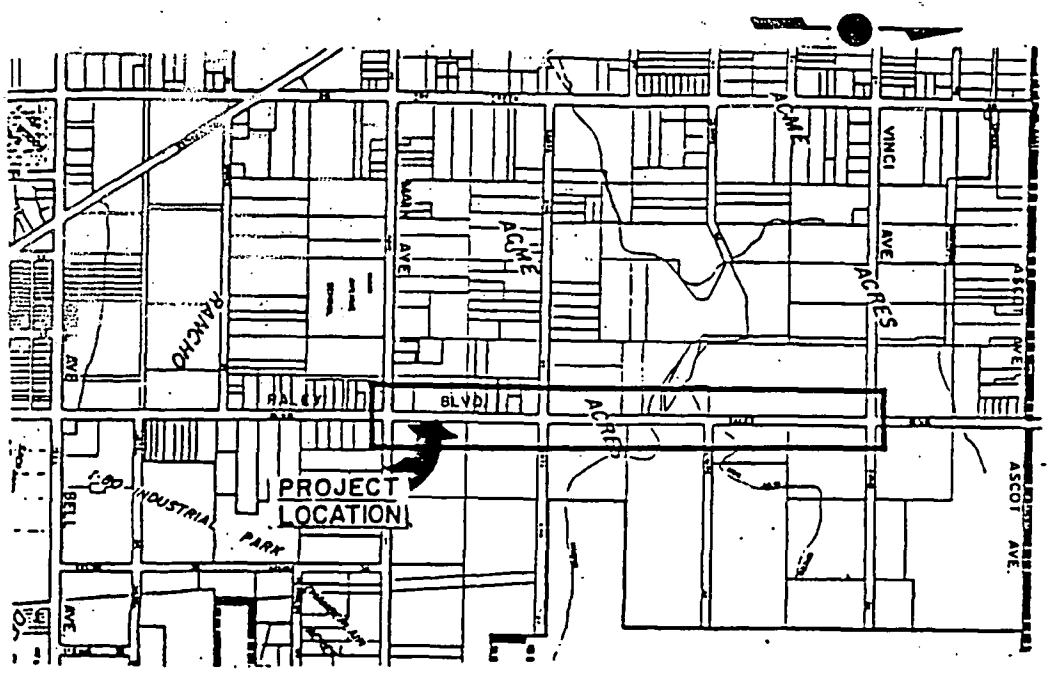
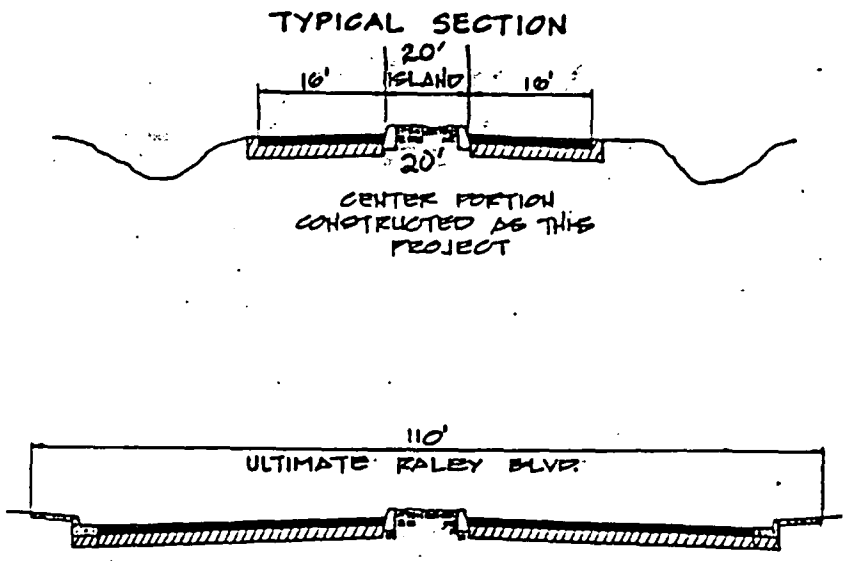




RALEY BLVD.
NOT TO SCALE

23

Sacramento Bee Final • Friday, January 20, 1989

SETTING IT STRAIGHT

An article on page B2 Thursday incorrectly said that Raley Boulevard between Bell and Ascot avenues is four lanes wide. The section of road is two lanes wide.

Boulevard median plan fought

Sacramento Bee Final • Thursday, January 19, 1989

By Art Campos
Bee Staff Writer

A group of homeowners along Raley Boulevard told City Councilwoman Lyla Ferris Wednesday night they are opposed to a 20-foot-wide median on the four-lane Del Paso Heights street.

They said they would prefer a four-lane road with a safety lane in the middle so that they can turn onto their properties.

Sandra K. Yarbrough, who along with her husband, Charles, circulated petitions opposing the divider, called the proposal "a dumb project."

"No one wants that divider strip," she said. "People don't want to be making a bunch of U-turns to get to their driveways. That island is not beautifying and it's not safety."

The $3 million project, which also includes the building of a four-lane bridge over Magpie Creek, is scheduled for construction this summer if it is approved by the City Council.

Raley is one of the city streets targeted for improvement through Sacramento's half-cent sales tax increase, approved by voters in November.

The city's general plan calls for the eventual widening of the boulevard between Bell and Ascot avenues to six lanes.

Because several developments are in progress along Raley, the city Public Works Department requested the right of way be increased from 80 feet wide to 110 feet.

Rose Holloway, representing neighbors along the street, said such an expansion could mean the loss of as much as 25 feet of front property to some residents.

"If the owners have to give up 25 feet of their land, we want to make sure they are going to be paid for it," she said.

None in the audience of 70 spoke in favor of the safety island plan. Ferris, who said she has made no commitment on the project, said she has heard favorable comments from some area residents.

At least two public hearings will be scheduled before the city Planning Commission, Ferris said. The first will be Jan. 26.

23

Tax

Continued from page B1

larly travel 55 or 60."

With the sales-tax money, the city will be able to widen Norwood Avenue and install curbs, gutters, sidewalks and street lights.

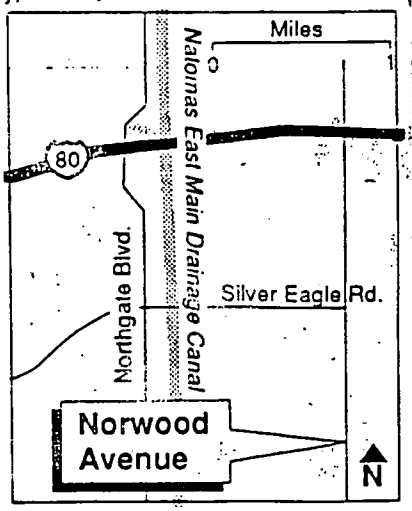
If the City Council and the Sacramento Transportation Authority approve the plan, construction on Norwood will begin next fall, officials said.

According to the proposal, other city sales-tax projects planned between April 1989, when the tax takes effect, and July 1990 include:

- $1.5 million to help upgrade Raley Boulevard and build a new bridge over Magpie Creek.
- $1.4 million to help design and build Cosumnes River Boulevard, between Franklin Boulevard and Center Parkway.
- $350,000 to provide center lanes and medians on Richards Boulevard, between North 3rd Street and North 12th Street.
- $100,000 to help build new curbs, gutters and sidewalks along Franklin Boulevard and to move utility cables underground, from Fruitridge Road to Sutterville Road.

The city's plan also includes using $678,000 of sales-tax funds to install new traffic signals at the intersections of:

- Elder Creek Road and Sunrise South Drive/Cougar Drive.
- Pocket Road and Greenhaven Drive.
- H Street and 47th Street.
- Cucamonga Avenue and Power Inn Road.
- Stockton Boulevard and McMahon Drive/Jansen Drive.



Bee graphic

- P Street and 28th Street.

The plan includes $4.7 million for maintenance of 17 other streets. It includes $200,000 for bike lanes, center medians, left-turn lanes, and a neighborhood traffic-control program.

And, it includes $750,000 to begin studies of several big long-term projects, such as widening parts of Business I-80 and Highway 99.

The plan, which was approved by the City Council's transportation and budget committees Tuesday, will be discussed by the full council on Jan. 10.

The county Board of Supervisors will discuss separate plans to spend its portion of the sales tax on Jan 18.

Then, the spending plans of both entities must be approved by the Sacramento Transportation Authority, which includes the five county supervisors, four City Council members and two other elected officials.

City targets fatal crossing with new tax

By Ilana DeBare
Bee Staff Writer

One of the first city streets to be improved through Sacramento's new sales tax will be Norwood Avenue, the Del Paso Heights road where two teenagers were killed by a hit-and-run driver last summer.

City transportation officials Tuesday unveiled a list of the first 15 months' worth of road projects to be funded by the half-cent tax, which was approved by city and county voters in November.

They targeted five streets for improvements, seven intersections for new traffic signals, and 17 other roads for maintenance work.

Heading the list was an $820,000 package of improvements planned for Norwood Avenue, as well as a $150,000 traffic light planned for the intersection of Norwood and Silver Eagle Road.

"This is what I've been hoping for," said Councilwoman Lyla Ferris, who represents the Norwood area. "Both Norwood and Silver Eagle were Number One on the list, and both of them really need to be done."

For years, Del Paso Heights residents have complained of bad lighting, unimproved gravel shoulders, and speeding motorists along Norwood Avenue. In August, a hit-and-run driver killed Willie Wesson, 15, and Laveria Javius, 16, as they were trying to cross Norwood.

"The street is four lanes, then it narrows to two lanes, then it widens again," Ferris said. "It does that four times. Because people think it's four lanes, it's dangerous. And because it looks like the country, people regu-

I telephoned the Department of Public Works, Planning Division, (Allen Mitchell & Kim Mar) and they informed me that the $1.5 million to help upgrade Raley Blvd. in about a year will go toward putting a 20' (foot) median or island (with glass) in the middle of the new roadway. The new roadway itself will have one 16' (foot) lane (12' paved) only on each side of the median, one lane going North the other South. The other 4 lanes, sidewalks, bike lane, and other improvements will come from dedication (free gift to City of Sacto.) by developers or condemnation under eminent domain. In the end we will end up with the same two lane road we have now with the only difference being the 20' (foot) median (island) and a new bridge over Magpie Creek! What we really need now is a new 4 lane road and bridge!

'entatively adopted by
he Board of Supervisors

Itate highways projects

'irst five years

. Widen route 99 from Elk Grove Boulevard to Mack Road, add interchange at Calvine Road, and reconstruct interchanges at Elk Grove Boulevard and Sheldon Road, $36 million. This project assumes some developer and some state participation.

. Soundwalls along Highway 50, Watt Avenue to Sunrise Boulevard, 4 million.

. Widen overcrossing on Highway 0 and Mayhew, $4 million.

. Widen I-80 from Madison Avenue o Placer County line, $16 million.

econd five years

. Improve Highway 16 to standard vo lanes from Treeview Road to ancho Murieta, $25 million.

. Widen and improve interchanges n Highway 50 from Sunrise Boulevard to Folsom Boulevard, $23 million.

. Construct interchange on Highway 9 at Elverta Road, $8 million.

. Improve Antelope interchange on nterstate 80, $2 million.

. Improve Watt Avenue interchange n Highway 50, $3 million.

ounty roads, major projects

irst five years

0. Widen Howe Avenue to six lanes om Hurley to Arden Way. $600,000.

1. Widen south Watt Avenue to four nes from Alderson Drive to Highay 16. $600,000.

2. Widen Wachtel Way to four lanes om Oak Avenue to Old Auburn oad. $2.4 million.

3. Improve Hood Franklin from east f railroad tracks to Hood. $1.8 million.

4. Widen Kiefer Blvd. to four lanes om Florin Perkins Road to south /att Ave. $3 million.

5. Railroad overcrossing on Antepe Road and Southern Pacific Co. acks. $600,000.

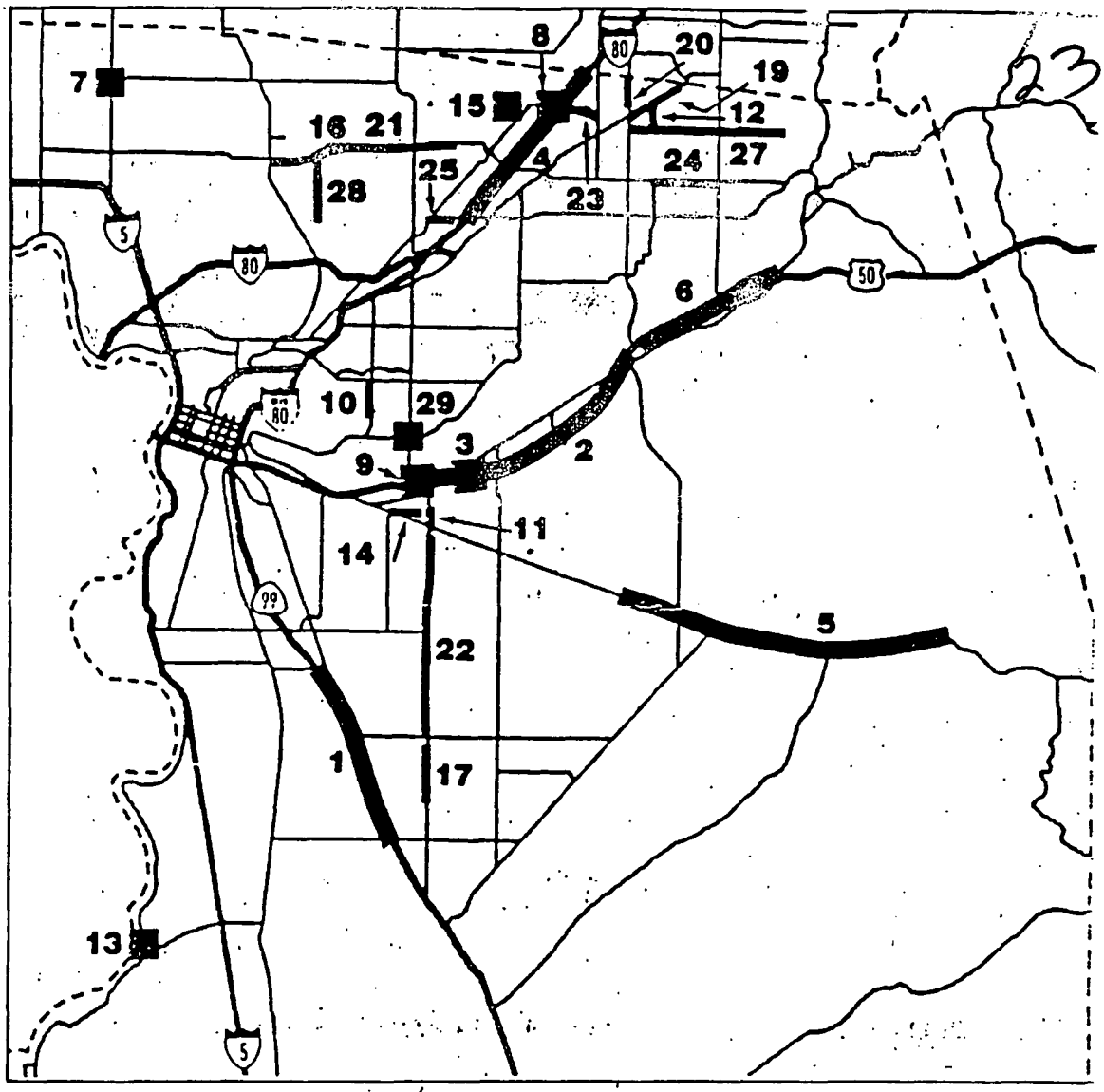
6. Widen Elkhorn Boulevard to four nes from 30th Street to Watt Avenue, and then from Dry Creek to 30th treet. $5 million.

7. Widen Elk Grove Florin Road to ur lanes from Bond Road to Calne Road. $6 million.

8. Small Safety Projects — Total 17 million — not shown on map.

eft turn lanes — Fair Oaks Boulerd, Hazel Avenue, La Riviera Drive, reenback Lane, Walnut Avenue, olsom Boulevard, San Juan Avenue, Arden Way, Dewey Drive. $3.5 illion.

ntersection Improvements — Flo-n/Stockton, Stockton Boulevard at cMahon and Jansen drives, Ful-n/Marconi, Coloma/Sunrise, Mar-oni/Watt, Arden/Fulton, Fair



Oaks/Walnut. $3.5 million.
New traffic signals — 10 locations — $2.5 million.
Bridge Replacement — 20 locations — Twin Cities Road west of Bruceville Road, Lee School Road north of Tavernor Road, Bruceville Road north of Eschinger Road, El Verano Road north of Elverta Road, 28th Street at Dry Creek, Excelsior Road south of Calvine Road, 9th Street south of Elverta Road, Burr Avenue west of Rio Linda Blvd., Clay Station Road south of Montfort Ave., Cherokee Lane at Deadman Gulch, Eagles Nest Road north of Grantline Road, Cherry Ave. east of Granite Avenue, Lacey Road south of Arno Road, McKenzie Road south of Mingo Road, Scott Road north of Latrobe Road, Woodside Drive west of Sylvan Road, Lambert Road east of Herzog Road. $5 million.
Bike Lanes/Pedestrian Walkways — Watt Avenue, Elk Grove-Florin Road, Illinois Ave., Van Alstine Avenue & Rio Linda Boulevard. $2 million.
Curb/Gutter and Drainage Improvements. $500,000.

County roads, major projects

Second five years

19. Widen Old Auburn Road to four lanes from Fair Oaks Boulevard to Placer County line, $2.5 million.
20. Widen Sunrise Boulevard to six lanes, from Antelope Road to Placer County line, $2.5 million.
21. Widen Elkhorn Boulevard from 6th Street to Dry Creek Road, then from Watt Avenue to Walerga Avenue. $8.6 million.
22. Widen Elk Grove Florin Road to four lanes from Calvine Road to Highway 16. $12 million.
23. Widen Antelope Road to six lanes from I-80 to Auburn Boulevard. $4 million.
24. Widen Greenback Lane to six lanes from Fair Oaks Boulevard to Hazel Avenue. $9 million.
25. Widen Madison Avenue to six lanes from Air Base Drive to I-80. $1.4 million.
26. Small safety projects — Total $6 million — Not shown on map.
Intersections — El Camino/Fulton, Auburn/Winding Way, $600,000.
New traffic signals — 10 locations $2 million.
Bridges — five locations. $1 million
Bike Lanes/Pedestrian Walkways Stevenson Avenue, Marshall, Gra Hollister, $1.5 million.
Curb, gutter and drainage improvements $900,000.

County roads

Last ten years

27. Widen Oak Avenue to four la from Sunrise Boulevard to Fols City limits. $10 million.
28. Widen 16th Street to four lanes from city limits to Elkhorn Boulev $5 million.
29. Interchange at Fair Oaks Bo vard/Watt Avenue. $11 million
30. Small safety projects $5 mill Not shown on map.

*4 Lanes - 11' to 12' wide
7' island
5' shoulders

Bee g

upervisors like plans for sales-tax us

aff Writer

great program. I'm looking forward to the next 20

though the bridge and beltway were not

23

COUNTY OF SACRAMENTO
DEPARTMENT OF PUBLIC WORKS
HIGHWAYS AND BRIDGES DIVISION

TRANSMITTAL LETTER

over on back side

TO: JAMES YARBROUGH
4915 BAILEY BLVD.
SACRAMENTO, CA 95838

☑ FROM: DAVE FRANKS
827-7th Street, Room 201
Sacramento, CA 95814
County Mail Code: 01-201
(916) ☐ 440-5966 ☐ 440-6291

☐ FROM:
Highway Maintenance
County Mail Code: 71-003
(916) 366-2271

SUBJECT: ELKHORN BLVD. & 16TH ST.

Enclosed please find:

☐ As you requested

☑ For your information

☐ Please return or respond by

☐ For your review and comment

☐ For your approval

☐ Response not necessary

REMARKS: THIS ARTICLE APPEARED IN THE SACRAMENTO BEE.

Signed

CC:

1/13/89
Date

NOTICE OF APPEAL
OF THE
DECISION OF THE ENVIRONMENTAL COORDINATOR

Suzanne 23

TO THE SACRAMENTO CITY COUNCIL:

I do hereby make application to appeal the decision of the Environmental Coordinator of:

CITY OF SACRAMENTO
CITY PLANNING DIVISION
NOV 10 1988
RECEIVED

- [x] Filing a Negative Declaration
- [ ] Requirement of an Environmental Impact Report
- [ ] Other _____

PLEASE TYPE OR PRINT

PROJECT PROPOSAL: M88-085 AMEND ZONING ORDINANCE SECTION 17, STREET RIGHT-OF-WAY, to INCREASE the RIGHT-OF-WAY from 80' to 110' for RALEY Blvd. from Int. 80 NORTH to ASCOT AVE

PROJECT ADDRESS: INTERSTATE 80 NORTH to ASCOT AVE

Assessor's Parcel No. 238-0020-001

OWNER: MR. & MRS. T. Lloyd 922-2698 (phone)

Mailing Address: 4548 RALEY Blvd. SACRAMENTO (City) 95838 (zip code)

APPLICANT/AGENT: _____ (phone)

Mailing Address: _____ (City) (zip code)

GROUNDS FOR APPEAL: (Explain in Detail and use a separate sheet if necessary)

1-A, 2-a,b,c, 3 b, 6 a,b 12, 13 a,d,f 16 d,e, 21 d

APPELLANT: _____ 922-2698 (phone)

Mailing Address: 4548 RALEY Blvd. SACRAMENTO (City) 95838 (zip code)

APPELLANT SIGNATURE: Carole Lloyd (Carole Lloyd PRINT NAME) Date: 11/10/88

FILING FEE:

- [ ] by Applicant $625.00
- [x] by Third Party: 40.00

Date Received _____ By _____

Rev. 5/82

RECEIPT NO. _____

(4 COPIES REQUIRED): MVD
AG
WW
CP
MMM (original)

P-M-88-085

NOTICE OF APPEAL
OF THE
DECISION OF THE ENVIRONMENTAL COORDINATOR M-88-085 1

23

TO THE SACRAMENTO CITY COUNCIL:

I do hereby make application to appeal the decision of the Environmental Coordinator of:

- [X] Filing a Negative Declaration
- [ ] Requirement of an Environmental Impact Report
- [ ] Other _____

PLEASE TYPE OR PRINT

PROJECT PROPOSAL: M88-085

PROJECT ADDRESS: Raley Blvd Int 80 to Arcot Ave

Assessor's Parcel No. NA

OWNER: [redacted] NA
phone

Mailing Address: NA
City (zip code)

APPLICANT/AGENT: Rose A Holloway / Linda Jimeney
phone

Mailing Address: 4632 Raley Blvd 95838
City (zip code)

GROUNDS FOR APPEAL: (Explain in Detail and use a separate sheet if necessary)

See attached letter X 4 pgs

APPELLANT: Rose Holloway / Linda Jimeney 925-0618
phone

Mailing Address: SAB
City (zip code)

APPELLANT SIGNATURE: Linda R. Jackerson (PRINT NAME) Date: _____

FILING FEE: Date Received _____ By _____

- [ ] by Applicant $625.00
- [ ] by Third Party: 40.00

Rev. 5/82

RECEIPT NO. _____

(4 COPIES REQUIRED): MVD
AG
WW
CP
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M-88-085

M-88-085

23

Concerned Citizens 10 Nov 88

Department of

City of Sacramento

The city of Sacramento is proposing that an ammendment to the zoning Ordinance be approved (M88-085) to increase the right of way from 80' to 110' for Raley Blvd. from Int 80 north to Ascot Ave. A negative Declaration to this proposal mentioned above was filed on the 26th of Oct 1988. This letter is to refute and question this Negative Declaration

A continuance of the deadline to file an appeal of the Negative Declaration was requested of Mr. Dan Hendricks of the City Planning Div at 1330 on 10 Nov 88. The continuance request was based on additional need of time to familiarize this petitioner with pertinent information affecting this Declaration. I reserve the right to ammend this appeal at a later date because of new information or knowledge of this proposal and or RAH ~~pertinent~~ pertinent information becoming available.

The negative Declaration gives negative replies to each question, but the result of this proposal likely will be to

eventually build a six (6) lane road. Therefore we must look at the consequences & results as the process begins and is finally completed for the actual results of this proposal.

I/we strongly disagree with the determination made by the Environmental Coordinator of the city of Sacramento. The proposed project WOULD have a significant effect on the environment, and an environmental impact Report should be done/redone, and at the least mitigation should be described. It appears that no study was made, and the initial study had to have been done without any consideration to the impact of property owners in the area. All of the items were marked no, when in fact many of them will have an adverse impact on the environment, especially on the people environment. Namely, noise, light glare, crowding, and utilities will all have an impact on current property owners along the proposed area. For example, if the required improvement road result in an increase in assessments, will this drive out current property owners. Will this proposal also force people to sell their homes at/or decrease values of the property?

As a result of this proposal when original or current landowners using affected areas as residences sell their property the new owner must be informed that 10' plus now an additional 15' (above the current 60' road width) is dedicated to the city of Sacramento and must be given to the city. The city also then requires that a 25' landscaping easement be adhered to therefore it cannot be developed for another use. Another requirement of the city be that the buyer make required city improvements. At this time there are only two assessment districts pending approval being:

1. Rosla/ Vizo
2. Bell Avenue

Those assessment districts will require the landowner to make improvements in the form of either, water lines, sewer systems, or drainage systems.

Most residences in this area cannot afford costs brought by the assessment districts and/or fixed districts. With the loss of desireable or saleable land because of lost footage due to dedications and easements, the property owner may not even be able to sell the property to pay the assessments.

M-88-085 23

Therefore, the very real results to this proposal indicate a loss by all property owners in the area. All we ask is that we be heard & informed of what is happening, that our concerns be taken into consideration. It appears that the property holder is being "railroaded" through this without due consideration as citizens of Sacramento.

Rose A Holloway

Linda R. Fuscoe

M 88085

#
~~13~~
~~11~~
23

DEPARTMENT OF
PLANNING AND DEVELOPMENT

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
ROOM 200
SACRAMENTO, CA
95814-2998

BUILDING INSPECTIONS
916-449-5716

PLANNING
916-449-5604

February 27, 1989

City Council
Sacramento, California

PASSED FOR
PUBLICATION
& CONTINUED
TO 3-14-89

Honorable Members in Session:

SUBJECT: M88-085 ORDINANCE AMENDING SECTION 17-E-1 (80) OF THE COMPREHENSIVE ZONING ORDINANCE, ORDINANCE NO. 2550, FOURTH SERIES, AS AMENDED, RELATING TO INCREASING THE RIGHT-OF-WAY FOR RALEY BOULEVARD, NORTH OF INTERSTATE 80 FREEWAY, TO THE CITY LIMIT FROM 80 FEET TO 110 FEET

SUMMARY

This item is presented at this time for approval of publication of title pursuant to City Chapter, Section 38.

BACKGROUND INFORMATION

Prior to publication of an item in a local paper to meet legal advertising requirements, the City Council must first pass the item for publication. The City Clerk then transmits the title of the item to the paper for publication and for advertising the meeting date.

RECOMMENDATION

It is recommended that the item be passed for publication of title and continued to March 14, 1989.

Respectfully submitted,

Michael Davis
Director of Planning and Development

CONTINUED
FROM 4-4-89
TO 4-18-89

FOR CITY COUNCIL INFORMATION
WALTER J. SLIPE
CITY MANAGER

MMD:DH:rt
attachments

CONTINUED
FROM 3/14-89
TO 4-4-89

All Districts
March 7, 1989

ORDINANCE NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

ORDINANCE AMENDING SECTION 17-E-1 (80) OF THE COMPREHENSIVE ZONING ORDINANCE, ORDINANCE NO. 2550, FOURTH SERIES, AS AMENDED, RELATING TO INCREASING THE RIGHT-OF-WAY FOR RALEY BOULEVARD, NORTH OF INTERSTATE 80 FREEWAY, TO THE CITY LIMIT FROM 80 FEET TO 110 FEET **(M88-085)**

BE IT ENACTED by the Council of the City of Sacramento:

SECTION 1:

Section 17-E-1 (80) of the Comprehensive Zoning Ordinance (Ordinance No. 2550, Fourth Series), relating to the established right-of-way for Raley Boulevard from Interstate 80 Freeway north to the City Limits to read as follows:

(80) Raley Boulevard: Interstate 80 Freeway north to City Limits - 110 feet.

PASSED FOR PUBLICATION:

PASSED:

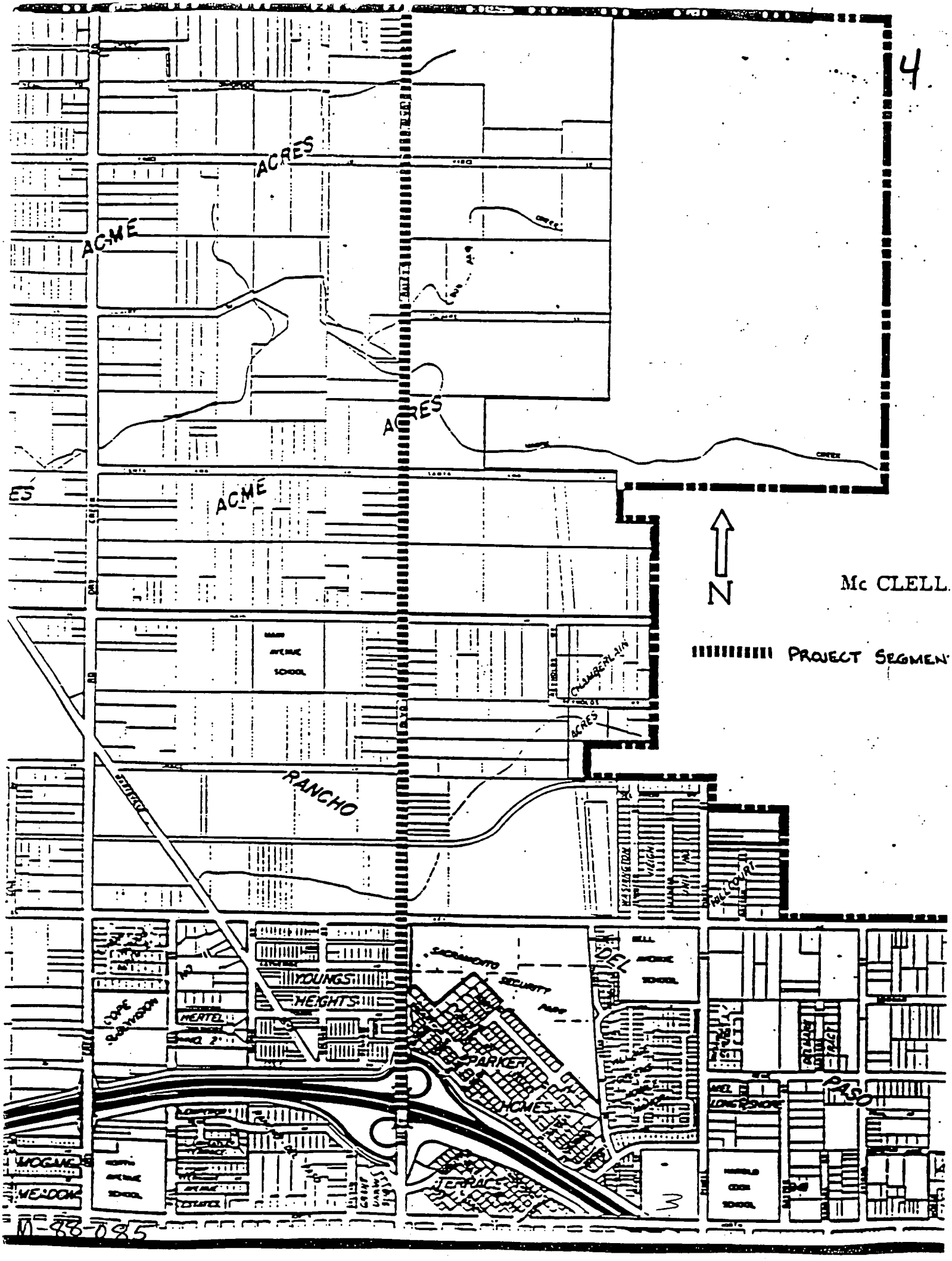
EFFECTIVE:

MAYOR

ATTEST:

CITY CLERK

M88-085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ACRES
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RANCHO
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TERRACE
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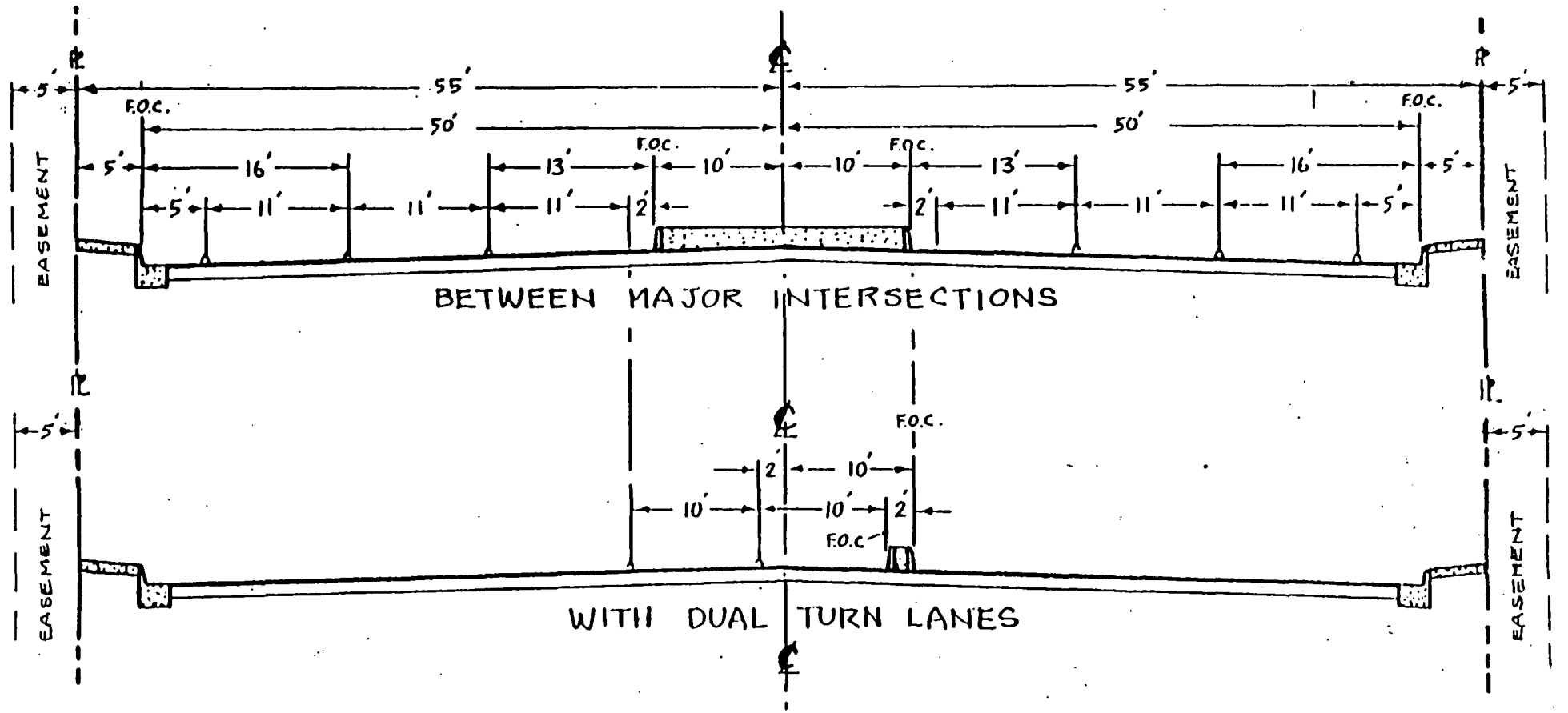
M-88-085

M-88-085



110' MAJOR STREET CROSS SECTION

RALEY BLVD. AT BELL AVE.

4

OFFICE OF THE
CITY CLERK

OPERATION SERVICES

CITY OF SACRAMENTO
CALIFORNIA

CITY HALL
ROOM 304
915 I STREET
SACRAMENTO, CA
95814-2671

916-449-5426

April 24, 1989

TO ALL INTERESTED PARTIES:

On April 18, 1989, the City Council took the following action(s) for various matters regarding right-of-way for Raley Boulevard, located north of Interstate-80 Freeway to the City limits: (M-88085)

> Adopted Resolution 89-294 ratifying the Negative Declaration; adopted Ordinance 89-025 amending the City Zoning Ordinance, Section 17-E-1, located at Raley Boulevard from Interstate 80 on the south to Ascot Avenue on the north; adopted Resolution 89-295 adopting a special 110 foot right-of-way cross section for a portion of Raley Boulevard and eliminating on-street parking for Raley Boulevard.

These documents can be obtained for a cost of 25 cents per page at the Office of the City Clerk, 915 I Street, Room 304, Sacramento, (916) 449-5426.

Sincerely,

Janice Beaman
Acting Assistant City Clerk

lmh/jb/#23

Enclosure

cc: Planning Division
Mailing list - 67