

**ATTACHMENT I:**  
**Traffic Analysis**





# Memorandum

**WOOD RODGERS**  
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

**To:** Alexi Wordell  
City of Sacramento Planning Department

**From:** Mario Tambellini, PE, TE  
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**Date:** November 3, 2023

**Subject:** **Meadowview 102 Land Use Concept Alternatives – Traffic Feasibility Analysis Memorandum**

## INTRODUCTION

This memorandum has been prepared to present the results of a Traffic Feasibility Analysis for the proposed Meadowview 102 Project (Project), located in the City of Sacramento (City). The Project would develop an approximately 101.9-acre site located north of Cosumnes River Boulevard and west of the existing residential neighborhood surrounding Susan B. Anthony Elementary School. This analysis provides trip generation comparisons for the four proposed Project Alternatives, as well as a high-level capacity evaluation of the Project access roads and other nearby roadways that would distribute Project traffic to the surrounding local roadway network. This memorandum also includes an evaluation of an interim Project condition in which a 200-bed “tiny home” community is developed on a 3 to 3.5-acre area in the southwestern corner of the site, with access anticipated to be provided via a driveway on A Street. This Traffic Feasibility Analysis includes the following:

- Project Alternatives Description
- Project Alternatives Trip Generation
- Project Access and Local Roadway Capacity Analysis
- Interim Project Condition Evaluation
- Conclusion

Project traffic was added to the surrounding existing and planned roadway network to determine the adequacy of the planned roadway classifications on key study segments.

## SUMMARY OF FINDINGS

This Section is provided for informational purposes. The City Alternatives are defined on Page 2 and the study roadways are defined on Page 10.

With 24<sup>th</sup> Street Project Access, under City Alternative #3, the 24<sup>th</sup> Street Project Access Road would require classification as a 2-Lane Minor Collector instead of a Local Street to maintain LOS D.

Without 24<sup>th</sup> Street Project Access, under City Alternative #1, A Street Project Access (East) would need to be classified as a 2-Lane Major Collector instead of a 2-Lane Minor Collector to maintain LOS D. Under City Alternative #2A, A Street Project Access (West) would need to be classified as a 2-Lane Major Collector instead of a 2-Lane Minor Collector to maintain LOS D. Under City Alternative #3, A Street Project Access (West) would require classification as a 2-Lane Minor Collector instead of a Local Street to maintain LOS D.

Cosumnes River Boulevard east of C Street is projected to operate at LOS E under weekday Buildout Plus Project conditions under all alternatives.

All other planned Project Access roadways are projected to have adequate capacity. The planned roadways in Stone Beetland are projected to have sufficient capacity to accommodate Project traffic volumes.

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See the Conclusion on Page 23 for a detailed summary of the findings.

## **PROJECT ALTERNATIVES DESCRIPTION**

The Project proposes four alternatives with a varying mix of sports complex and residential uses. Each alternative includes a total of one to three access points along the western or southern edges of the site. Project access roads on the western edge of the site would connect to a future extension of 24<sup>th</sup> Street, if feasible. Project access roads on the southern edge of the site would provide connectivity to the planned A Street adjacent to the planned Stone Beetland development, which would provide access to existing Cosumnes River Boulevard.

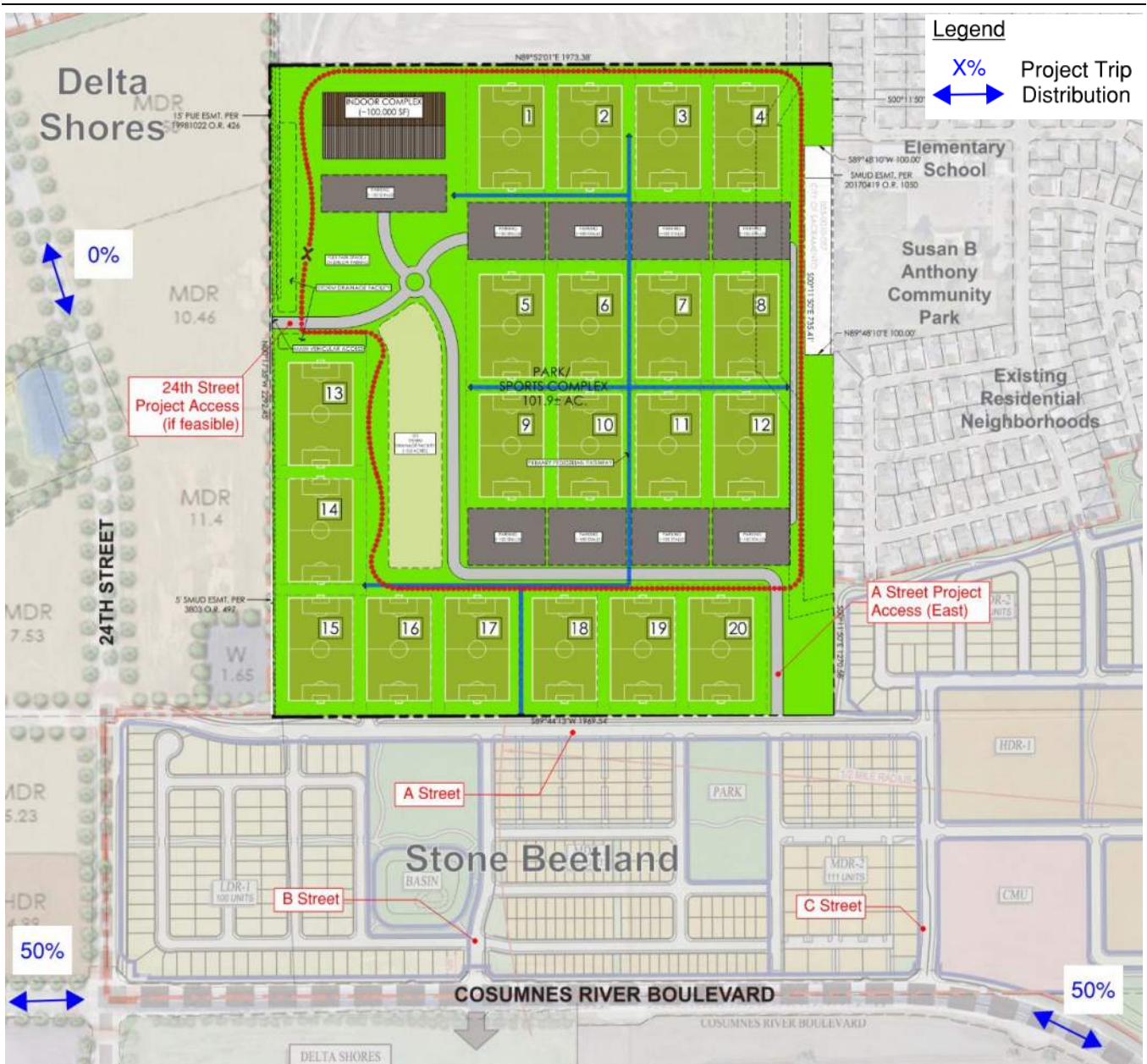
The Project proposes the following four land use alternatives:

- **City Alternative #1:** This alternative utilizes the entire site as a sports complex with 20 soccer fields, an approximately 100,000-square foot indoor recreation facility, a cross country course, surface parking, and storm drainage areas. Under this alternative, the 24<sup>th</sup> Street Project Access would be provided at the western edge of the site (if feasible) and an A Street Project Access (East) would be provided at the southern edge of the site.
- **City Alternative #2A:** This alternative would provide an approximately 60-acre sports complex use, wetland preservation area, storm drainage facility, and residential uses. The sports complex would include 13 soccer fields, an approximately 100,000-square foot indoor recreation facility, a cross country course, surface parking, and storm drainage areas. Residential uses would include 13.6 acres of Medium Residential (MDR) housing (an estimated 122 units) and 5.5 acres of High Density Residential (HDR) housing (an estimated 165 units). Under this alternative, the 24<sup>th</sup> Street Project Access would be provided at the western edge of the site (if feasible) and an A Street Project Access (West) would be provided at the southern edge of the site.
- **City Alternative #2B:** This alternative would provide an approximately 60-acre sports complex use, storm drainage facility, and residential uses. The sports complex would include 16 soccer fields, an approximately 100,000-square foot indoor recreation facility, a cross country course, surface parking, and storm drainage areas. Residential uses would include 22.2 acres of MDR housing (an estimated 200 units) and 10.0 acres of HDR housing (an estimated 300 units). Under this alternative, the 24<sup>th</sup> Street Project Access would be provided at the western edge of the site (if feasible) and two access points off of A Street would be provided at the southern edge of the site (A Street Project Access (West) and A Street Project Access (East)).
- **City Alternative #3:** This alternative would include residential uses with a mix of small lot/cluster single family housing and multifamily residential, and a 10-acre neighborhood park. Residential uses would include 43.4 acres of MDR housing (an estimated 392 units), 14.4 acres of Medium High Density Residential (MDHR) housing (an estimated 230 units), and 19.5 acres of HDR housing (an estimated 591 units). Under this alternative, the 24<sup>th</sup> Street Project Access would be provided at the western edge of the site (if feasible) and two access points off of A Street would be provided at the southern edge of the site (A Street Project Access (West) and A Street Project Access (East)).

The four Project alternatives, with labeled access points, are shown in **Figure 1** through **Figure 4** below. Full sized Project alternative exhibits are contained in **Attachment A**.

### **24<sup>TH</sup> STREET ACCESS**

Although the Project alternative descriptions and exhibits include potential Project access connections to 24<sup>th</sup> Street, those 24<sup>th</sup> Street connections are purely conceptual at this time. If it was decided to move forward with the Project 24<sup>th</sup> Street connection, the connection would need to be negotiated with the adjacent development to the west (Delta Shores). Therefore, this memorandum analyzes Project traffic “with” and “without” the 24<sup>th</sup> Street connection.



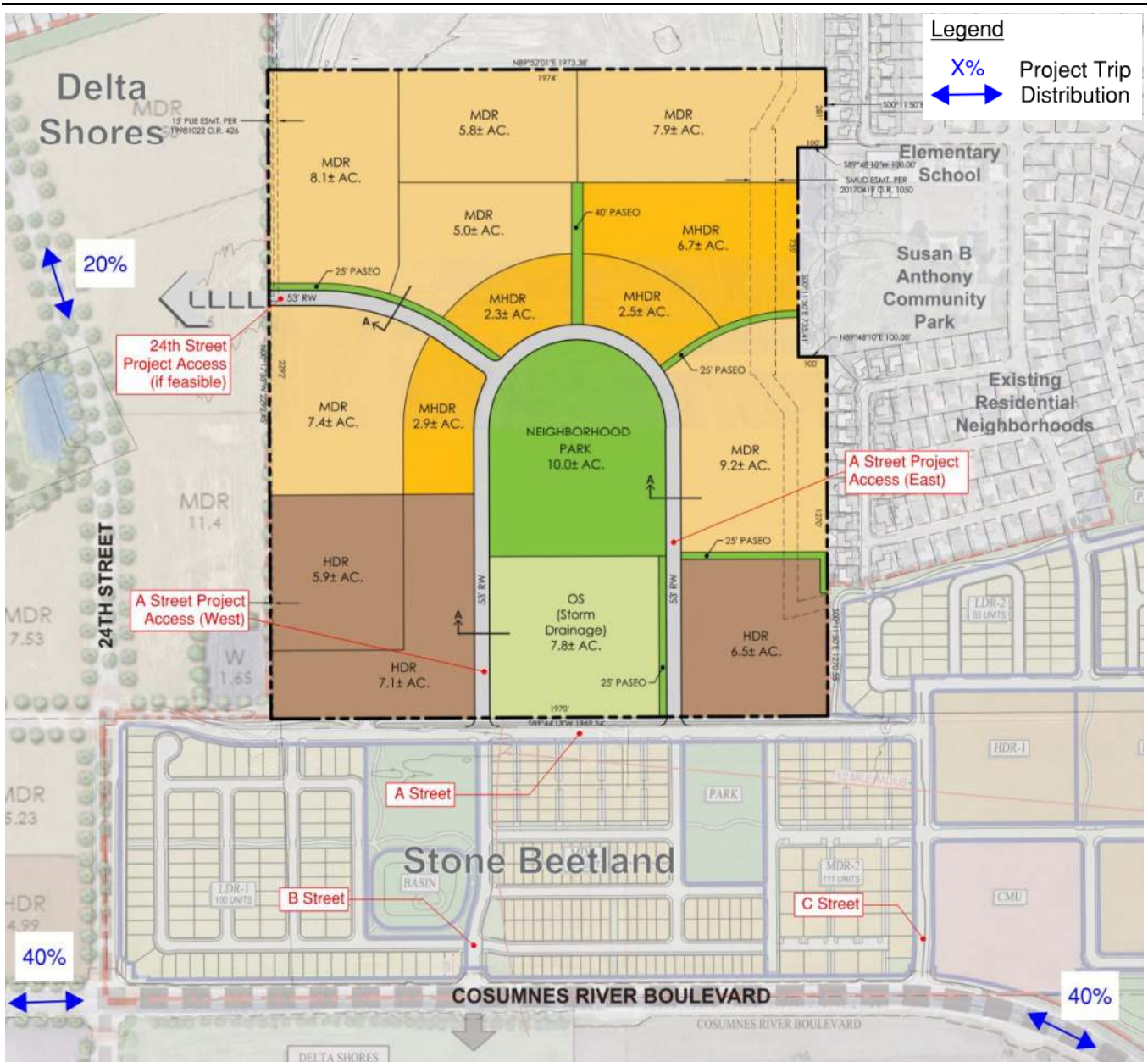
**Figure 1. City Alternative #1**



**Figure 2. City Alternative #2A**



**Figure 3. City Alternative #2B**



**Figure 4. City Alternative #3**

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## PROJECT ALTERNATIVES TRIP GENERATION

The trip generation data contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11<sup>th</sup> Edition*, was used to approximate the number of trips generated by the Project alternatives. The following ITE land use categories were used to represent the Project:

- Recreational Community Center (ITE Code 495) was used to represent the indoor recreation facility in the sports complex.
- Soccer Complex (ITE Code 488) was used to represent the sports field uses.
- Single-Family Detached Housing (ITE Code 210) was used to represent the MDR uses.
- Multifamily Housing (Low-Rise) (ITE Code 220) was used to represent the HDR uses.
- Single-Family Attached Housing (ITE Code 215) was used to represent the MHDR uses.

**Tables 1 through 4** show the trip generation estimate for each Project alternative.



**Table 1. City Alternative #1 Trip Generation**

Land Use	ITE Code	Quantity	Units	Weekday Daily <sup>1</sup>	AM Peak Hour <sup>1</sup>			PM Peak Hour <sup>1</sup>			Saturday Daily <sup>1</sup>	Saturday Peak Hour <sup>1</sup>		
					In	Out	Total	In	Out	Total		In	Out	Total
Recreational Community Center	495	100	KSF <sup>2</sup>	2,882	126	65	191	118	132	250	910	58	49	107
Soccer Complex	488	20	Fields	1,427	12	8	20	217	112	329	8,098	360	390	750
<b>Total Project Trips</b>				<b>4,309</b>	<b>138</b>	<b>73</b>	<b>211</b>	<b>335</b>	<b>244</b>	<b>579</b>	<b>9,008</b>	<b>418</b>	<b>439</b>	<b>857</b>
<i>Notes:</i> <sup>1</sup> Trip rates are based on ITE Trip Generation (11th Edition) average rates. <sup>2</sup> KSF = 1,000 square feet														

**Table 2. City Alternative #2A Trip Generation**

Land Use	ITE Code	Quantity	Units	Weekday Daily <sup>1</sup>	AM Peak Hour <sup>1</sup>			PM Peak Hour <sup>1</sup>			Saturday Daily <sup>1</sup>	Saturday Peak Hour <sup>1</sup>		
					In	Out	Total	In	Out	Total		In	Out	Total
Recreational Community Center	495	100	KSF <sup>2</sup>	2,882	126	65	191	118	132	250	910	58	49	107
Soccer Complex	488	13	Fields	927	8	5	13	141	73	214	5,263	234	253	487
Single-Family Detached Housing (MDR)	210	122	DU <sup>3</sup>	1,212	22	67	89	76	44	120	1,164	62	53	115
Multifamily Housing (Low-Rise) (HDR)	220	165	DU	1,133	18	56	74	58	34	92	751	34	34	68
<b>Total Project Trips</b>				<b>6,154</b>	<b>174</b>	<b>193</b>	<b>367</b>	<b>393</b>	<b>283</b>	<b>676</b>	<b>8,088</b>	<b>388</b>	<b>389</b>	<b>777</b>
<i>Notes:</i> <sup>1</sup> Trip rates are based on ITE Trip Generation (11th Edition) average rates or fitted curve equations. <sup>2</sup> KSF = 1,000 square feet <sup>3</sup> DU = Dwelling Unit														

**Table 3. City Alternative #2B Trip Generation**

Land Use	ITE Code	Quantity	Units	Weekday Daily <sup>1</sup>	AM Peak Hour <sup>1</sup>			PM Peak Hour <sup>1</sup>			Saturday Daily <sup>1</sup>	Saturday Peak Hour <sup>1</sup>		
					In	Out	Total	In	Out	Total		In	Out	Total
Recreational Community Center	495	100	KSF <sup>2</sup>	2,882	126	65	191	118	132	250	910	58	49	107
Soccer Complex	488	16	Fields	1,141	10	6	16	174	89	263	6,478	288	312	600
Single-Family Detached Housing (MDR)	210	200	DU <sup>3</sup>	1,909	35	105	140	120	71	191	1,881	98	84	182
Multifamily Housing (Low-Rise) (HDR)	220	300	DU	1,998	28	88	116	95	55	150	1,365	62	61	123
<b>Total Project Trips</b>				<b>7,930</b>	<b>199</b>	<b>264</b>	<b>463</b>	<b>507</b>	<b>347</b>	<b>854</b>	<b>10,634</b>	<b>506</b>	<b>506</b>	<b>1,012</b>

*Notes:*  
<sup>1</sup>Trip rates are based on ITE Trip Generation (11th Edition) average rates or fitted curve equations.  
<sup>2</sup>KSF = 1,000 square feet  
<sup>3</sup>DU = Dwelling Unit

**Table 4. City Alternative #3 Trip Generation**

Land Use <sup>1</sup>	ITE Code	Quantity	Units	Weekday Daily <sup>2</sup>	AM Peak Hour <sup>2</sup>			PM Peak Hour <sup>2</sup>			Saturday Daily <sup>1</sup>	Saturday Peak Hour <sup>2</sup>		
					In	Out	Total	In	Out	Total		In	Out	Total
Single-Family Detached Housing (MDR)	210	392	DU <sup>3</sup>	3,546	65	193	258	226	133	359	3,612	187	160	347
Single-Family Attached Housing (MHDR)	215	230	DU	1,702	29	85	114	79	55	134	2,015	63	68	131
Multifamily Housing (Low-Rise) (HDR)	220	591	DU	3,864	49	157	206	173	102	275	2,689	121	121	242
<b>Total Project Trips</b>				<b>9,112</b>	<b>143</b>	<b>435</b>	<b>578</b>	<b>478</b>	<b>290</b>	<b>768</b>	<b>8,316</b>	<b>371</b>	<b>349</b>	<b>720</b>

*Notes:*  
<sup>1</sup>The neighborhood park was not included in the trip generation estimate, as it is not anticipated to be a significant trip generator.  
<sup>2</sup>Trip rates are based on ITE Trip Generation (11th Edition) average rates or fitted curve equations.  
<sup>3</sup>DU = Dwelling Unit

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## PROJECT ACCESS AND LOCAL ROADWAY CAPACITY ANALYSIS

### STUDY ROADWAY FACILITIES

The Average Daily Traffic (ADT) generated by the Project for both weekdays and Saturdays shown in **Tables 1 through 4** was assigned to existing and planned study roadways in order to determine the effect Project traffic would have on the operations and capacity of these roadways under future conditions. The following roadways were studied under each Project alternative condition:

1. 24<sup>th</sup> Street Project Access: a potential Project access road that would connect the Project site to 24<sup>th</sup> Street, if feasible. Note that this roadway would need to pass through future Delta Shores development parcels that are currently unmapped. As shown in **Attachment A**, under Alternatives #1, #2A, and #2B, this roadway is assumed to have a 57' street section, which corresponds with Plate 15-5 of the City's Design and Procedures Manual as a Minor Collector (2-lane) designation. Under Alternative #3, this roadway is assumed to have a 53' street section, which corresponds with Plate 15-2 of the City's Design and Procedures Manual as a Residential Street (Local Street, 2-lane) designation.
2. A Street Project Access (East/West): proposed Project access road(s) that would connect the Project site to A Street. Note that City Alternatives #2B and #3 assume two A Street Project Access roadways. As shown in **Attachment A**, under Alternatives #1, #2A, and #2B, these roadways are assumed to have a 57' street section, which corresponds with Plate 15-5 of the City's Design and Procedures Manual as a Minor Collector (2-lane) designation. Under Alternative #3, these roadways are assumed to have a 53' street section which corresponds with Plate 15-2 of the City's Design and Procedures Manual as a Residential Street (Local Street, 2-lane) designation.
3. A Street: a future roadway bordering the southern boundary of the Project site that would be constructed as part of the Stone Beetland development. This roadway is planned to be a Minor Collector (2-lane) designation based on the *Final Transportation Operations Review of Stone Beetland Plan Area* (Fehr & Peers, December 9, 2022).
4. 24<sup>th</sup> Street: a future extension of 24<sup>th</sup> Street that would connect the street's current southern terminus to Cosumnes River Boulevard. This roadway is planned to be a Major Collector (4-lane) designation based on the *Final Transportation Operations Review of Stone Beetland Plan Area*.
5. Cosumnes River Boulevard: an existing arterial that would provide the Project regional connectivity to I-5 and SR-99. Cosumnes River Boulevard is 6 lanes west of 24<sup>th</sup> Street and 4 lanes east of 24<sup>th</sup> Street.

### STUDY ANALYSIS SCENARIO

This analysis was performed for study area Buildout Plus Project conditions. Buildout Plus Project conditions represent a future year scenario in which the Project and surrounding developments of Stone Beetland and Delta Shores are completed and operational. Baseline Buildout ADTs for the study roadways were obtained from "Cumulative Plus Project" condition volumes found in the *Final Transportation Operations Review of Stone Beetland Plan Area*. Project weekday and Saturday ADTs were added to baseline Buildout ADT conditions to obtain Buildout Plus Project conditions volumes.

Saturday conditions were included in this analysis as the sports complex component has the potential to generate a large number of weekend trips. In order to convert weekday baseline Buildout ADT to Saturday baseline Buildout ADT, a conversion factor was calculated using data from the Caltrans Performance Measurement System (PeMS) on I-5 mainline near Cosumnes River Boulevard. Typical weekday (Tuesday, Wednesday, and Thursday) ADT data and Saturday ADT data from May 2023 was taken from PeMS and used to calculate a conversion factor of 0.82, which was then applied to weekday baseline Buildout ADT to obtain Saturday baseline Buildout ADT.

## PROJECT DAILY TRIP DISTRIBUTION ASSIGNMENT

Project ADT distribution was based on engineering judgment and the trip distribution of the adjacent Stone Beetland development contained in the *Final Transportation Operations Review of Stone Beetland Plan Area*. Project weekday and Saturday ADTs were assigned to the study roadways as shown **Figures 1** through **4** and in **Tables 5** and **6**. **Tables 5** and **6** show the Project trip assignment with and without the 24<sup>th</sup> Street Project Access Road in place, respectively.

**Table 5. Project ADT Assignment – With 24<sup>th</sup> Street Access**

Alt.	% Project ADT Distribution									
	24th Street Project Access	A Street Project Access (West)	A Street Project Access (East)	A Street	B Street	C Street	24th Street south of A Street	24th Street north of A Street	Cosumnes River Blvd west of 24 <sup>th</sup> St	Cosumnes River Blvd west of 24 <sup>th</sup> St
#1	50%	-	50%	50%	0%	50%	50%	50%	50%	50%
#2A	55%	45%	-	45%	0%	45%	45%	45%	45%	45%
#2B	55%	30%	15%	30%	15%	30%	45%	45%	45%	45%
#3	60%	25%	15%	25%	15%	25%	40%	40%	40%	40%

**Table 6. Project ADT Assignment – Without 24<sup>th</sup> Street Access**

Alt.	% Project ADT Distribution									
	24th Street Project Access	A Street Project Access (West)	A Street Project Access (East)	A Street	B Street	C Street	24th Street south of A Street	24th Street north of A Street	Cosumnes River Blvd west of 24 <sup>th</sup> St	Cosumnes River Blvd west of 24 <sup>th</sup> St
#1	-	-	100%	50%	0%	50%	50%	0%	50%	50%
#2A	-	100%	-	55%	0%	45%	45%	10%	45%	45%
#2B	-	55%	45%	45.0%	15%	40%	35%	10%	45%	45%
#3	-	60%	40%	50%	15%	35%	30%	20%	40%	40%

Under Alternative #1, all Project trips were conservatively assumed to use Cosumnes River Boulevard to travel to/from the freeway. As the remaining alternatives contain residential uses, a portion of Project trips were assumed to utilize the future 24<sup>th</sup> Street connection north of A Street to travel towards Meadowview Road. A minimal number of trips may use Detroit Boulevard to travel towards Meadowview Road or Susan B. Anthony Elementary School, however, 24<sup>th</sup> Street and Cosumnes River Boulevard would likely provide the most direct routes to surrounding major destinations and roads. This memorandum conservatively did not assign Project trips to Detroit Boulevard in order to capture the worst-case traffic congestion on planned roadways in the study area.

## CITY ROADWAY CAPACITY STANDARDS

The resulting Buildout Plus Project ADTs were compared to the City's level of service (LOS) capacity thresholds for different roadway operational classes, as contained in Table 3-3 of the *City of Sacramento 2035 General Plan Background Report* (March 3, 2015). City roadway operational classes and capacity thresholds are shown in **Table 7**. City General Plan Policy M 1.2.2 states that LOS D is the threshold for acceptable operations on most City roadways. This analysis uses LOS D as the minimum allowable capacity for study roadways.

**Table 7. City of Sacramento LOS Thresholds for City Roadway Segments**

Operational Class	Number of Lanes	ADT LOS Capacity Threshold				
		A	B	C	D	E
Arterial – Low Access Control	2	9,000	10,500	12,000	13,500	15,000
	4	18,000	21,000	24,000	27,000	30,000
	6	27,000	31,500	36,000	40,500	45,000
Arterial – Moderate Access Control	2	10,800	12,600	14,400	16,200	18,000
	4	21,600	25,200	28,800	32,400	36,000
	6	32,400	37,800	43,200	48,600	54,000
Arterial – High Access Control	2	12,000	14,000	16,000	18,000	20,000
	4	24,000	28,000	32,000	36,000	40,000
	6	36,000	43,000	48,000	54,000	60,000
Collector Street - Minor	2	5,250	6,125	7,000	7,875	8,750
Collector Street – Major	2	8,400	9,800	11,200	12,600	14,000
	4	16,800	19,600	22,400	25,200	28,000
Local Street	2	3,000	3,500	4,000	4,500	5,000
Facility Type	Stops/Mile	Driveways		Speed		
Arterial – Low Access Control	4+	Frequent		25-35 mph		
Arterial – Moderate Access Control	2-4	Limited		35-45 mph		
Arterial – High Access Control	1-2	None		45-55 mph		
<i>Source: Table 3-3, City of Sacramento 2035 General Plan Background Report (March 3, 2015)</i>						

**BUILDOUT PLUS PROJECT STUDY ROADWAY OPERATIONS**

Buildout Plus Project ADTs were compared to the capacity thresholds in **Table 7** to determine LOS for each study roadway segment based on the proposed operational class designation and number of lanes. **Tables 8** through **15** contain Project added ADT, Buildout Plus Project ADT, LOS, and volume to capacity (V/C) ratio under weekday and Saturday conditions for each alternative, with and without 24<sup>th</sup> Street Project Access.

**Table 8. Buildout Plus Project Study Roadway Operations – City Alternative #1 With 24<sup>th</sup> Street Access**

Scenario	Street	Baseline Buildout ADT	Project Added ADT	Buildout Plus Project ADT	Current Proposed Operational Class	LOS <sup>1</sup>	Capacity <sup>1</sup>	V/C <sup>2</sup>
Weekday	24th Street Project Access	0	2,155	2,155	Collector Street - Minor, 2 Lanes	A	8,750	0.25
	A Street Project Access (West)	-	-	-	-	-	-	-
	A Street Project Access (East)	0	2,155	2,155	Collector Street - Minor, 2 Lanes	A	8,750	0.25
	A Street	1,400	2,155	3,555	Collector Street - Minor, 2 Lanes	A	8,750	0.41
	B Street	1,700	0	1,700	Local Street, 2 Lanes	A	5,000	0.34
	C Street	9,300	2,155	11,455	Collector Street - Major, 2 Lanes	D	14,000	0.82
	24th Street south of A Street	11,600	2,155	13,755	Collector Street - Major, 4 Lanes	A	28,000	0.49
	25th Street north of A Street	9,700	2,155	11,855	Collector Street - Major, 4 Lanes	A	28,000	0.42
	Cosumnes River Blvd west of 24th Street	35,800	2,155	37,955	Arterial - Moderate Access Control, 6 Lanes	C	54,000	0.70
	<b>Cosumnes River Blvd east of C Street</b>	<b>34,600</b>	<b>2,155</b>	<b>36,755</b>	<b>Arterial - High Access Control, 4 Lanes</b>	<b>E</b>	<b>40,000</b>	<b>0.92</b>
Saturday	24th Street Project Access	0	4,504	4,504	Collector Street - Minor, 2 Lanes	A	8,750	0.51
	A Street Project Access (West)	-	-	-	-	-	-	-
	A Street Project Access (East)	0	4,504	4,504	Collector Street - Minor, 2 Lanes	A	8,750	0.51
	A Street	1,152	4,504	5,656	Collector Street - Minor, 2 Lanes	B	8,750	0.65
	B Street	1,399	0	1,399	Local Street, 2 Lanes	A	5,000	0.28
	C Street	7,651	4,504	12,155	Collector Street - Major, 2 Lanes	D	14,000	0.87
	24th Street south of A Street	9,543	4,504	14,047	Collector Street - Major, 4 Lanes	A	28,000	0.50
	25th Street north of A Street	7,980	4,504	12,484	Collector Street - Major, 4 Lanes	A	28,000	0.45
	Cosumnes River Blvd west of 24th Street	29,452	4,504	33,956	Arterial - Moderate Access Control, 6 Lanes	B	54,000	0.63
	Cosumnes River Blvd east of C Street	28,465	4,504	32,969	Arterial - High Access Control, 4 Lanes	D	40,000	0.82

Notes: **Bold** values indicate unacceptable LOS.

<sup>1</sup> Source: Table 3-3, City of Sacramento 2035 General Plan Background Report (March 3, 2015). The Capacities shown represent LOS E capacity, which are used to calculate V/C.

<sup>2</sup> V/C = Volume to Capacity Ratio = Buildout Plus Project volume / LOS E Capacity

**Table 9. Buildout Plus Project Study Roadway Operations – City Alternative #1 Without 24<sup>th</sup> Street Access**

Scenario	Street	Baseline Buildout ADT	Project Added ADT	Buildout Plus Project ADT	Current Proposed Operational Class	LOS <sup>1</sup>	Capacity <sup>1</sup>	V/C <sup>2</sup>
Weekday	24th Street Project Access	-	-	-	-	-	-	-
	A Street Project Access (West)	-	-	-	-	-	-	-
	A Street Project Access (East)	0	4,309	4,309	Collector Street - Minor, 2 Lanes	A	8,750	0.49
	A Street	1,400	2,155	3,555	Collector Street - Minor, 2 Lanes	A	8,750	0.41
	B Street	1,700	0	1,700	Local Street, 2 Lanes	A	5,000	0.34
	C Street	9,300	2,155	11,455	Collector Street - Major, 2 Lanes	D	14,000	0.82
	24th Street south of A Street	11,600	2,155	13,755	Collector Street - Major, 4 Lanes	A	28,000	0.49
	25th Street north of A Street	9,700	0	9,700	Collector Street - Major, 4 Lanes	A	28,000	0.35
	Cosumnes River Blvd west of 24th Street	35,800	2,155	37,955	Arterial - Moderate Access Control, 6 Lanes	C	54,000	0.70
	<b>Cosumnes River Blvd east of C Street</b>	<b>34,600</b>	<b>2,155</b>	<b>36,755</b>	<b>Arterial - High Access Control, 4 Lanes</b>	<b>E</b>	<b>40,000</b>	<b>0.92</b>
Saturday	24th Street Project Access	-	-	-	-	-	-	-
	A Street Project Access (West)	-	-	-	-	-	-	-
	<b>A Street Project Access (East)</b>	<b>0</b>	<b>9,008</b>	<b>9,008</b>	<b>Collector Street - Minor, 2 Lanes</b>	<b>F</b>	<b>8,750</b>	<b>1.03</b>
	A Street	1,152	4,504	5,656	Collector Street - Minor, 2 Lanes	B	8,750	0.65
	B Street	1,399	0	1,399	Local Street, 2 Lanes	A	5,000	0.28
	C Street	7,651	4,504	12,155	Collector Street - Major, 2 Lanes	D	14,000	0.87
	24th Street south of A Street	9,543	4,504	14,047	Collector Street - Major, 4 Lanes	A	28,000	0.50
	25th Street north of A Street	7,980	0	7,980	Collector Street - Major, 4 Lanes	A	28,000	0.29
	Cosumnes River Blvd west of 24th Street	29,452	4,504	33,956	Arterial - Moderate Access Control, 6 Lanes	B	54,000	0.63
	Cosumnes River Blvd east of C Street	28,465	4,504	32,969	Arterial - High Access Control, 4 Lanes	D	40,000	0.82

Notes: **Bold** values indicate unacceptable LOS.

<sup>1</sup> Source: Table 3-3, City of Sacramento 2035 General Plan Background Report (March 3, 2015). The Capacities shown represent LOS E capacity, which are used to calculate V/C.

<sup>2</sup> V/C = Volume to Capacity Ratio = Buildout Plus Project volume / LOS E Capacity

**Table 10. Buildout Plus Project Study Roadway Operations – City Alternative #2A With 24<sup>th</sup> Street Access**

Scenario	Street	Baseline Buildout ADT	Project Added ADT	Buildout Plus Project ADT	Current Proposed Operational Class	LOS <sup>1</sup>	Capacity <sup>1</sup>	V/C <sup>2</sup>
Weekday	24th Street Project Access	0	3,385	3,385	Collector Street - Minor, 2 Lanes	A	8,750	0.39
	A Street Project Access (West)	0	2,769	2,769	Collector Street - Minor, 2 Lanes	A	8,750	0.32
	A Street Project Access (East)	-	-	-	-	-	-	-
	A Street	1,400	2,769	4,169	Collector Street - Minor, 2 Lanes	A	8,750	0.48
	B Street	1,700	0	1,700	Local Street, 2 Lanes	A	5,000	0.34
	C Street	9,300	1,939	11,239	Collector Street - Major, 2 Lanes	D	14,000	0.80
	24th Street south of A Street	11,600	2,769	14,369	Collector Street - Major, 4 Lanes	A	28,000	0.51
	25th Street north of A Street	9,700	2,769	12,469	Collector Street - Major, 4 Lanes	A	28,000	0.45
	Cosumnes River Blvd west of 24th Street	35,800	2,769	38,569	Arterial - Moderate Access Control, 6 Lanes	C	54,000	0.71
	<b>Cosumnes River Blvd east of C Street</b>	<b>34,600</b>	<b>2,769</b>	<b>37,369</b>	<b>Arterial - High Access Control, 4 Lanes</b>	<b>E</b>	<b>40,000</b>	<b>0.93</b>
Saturday	24th Street Project Access	0	4,448	4,448	Collector Street - Minor, 2 Lanes	A	8,750	0.51
	A Street Project Access (West)	0	3,640	3,640	Collector Street - Minor, 2 Lanes	A	8,750	0.42
	A Street Project Access (East)	-	-	-	-	-	-	-
	A Street	1,152	3,640	4,792	Collector Street - Minor, 2 Lanes	A	8,750	0.55
	B Street	1,399	0	1,399	Local Street, 2 Lanes	A	5,000	0.28
	C Street	7,651	4,054	11,705	Collector Street - Major, 2 Lanes	D	14,000	0.84
	24th Street south of A Street	9,543	3,640	13,183	Collector Street - Major, 4 Lanes	A	28,000	0.47
	25th Street north of A Street	7,980	3,640	11,620	Collector Street - Major, 4 Lanes	A	28,000	0.42
	Cosumnes River Blvd west of 24th Street	29,452	3,640	33,092	Arterial - Moderate Access Control, 6 Lanes	B	54,000	0.61
	Cosumnes River Blvd east of C Street	28,465	3,640	32,105	Arterial - High Access Control, 4 Lanes	D	40,000	0.80

Notes: **Bold** values indicate unacceptable LOS.

<sup>1</sup> Source: Table 3-3, City of Sacramento 2035 General Plan Background Report (March 3, 2015). The Capacities shown represent LOS E capacity, which are used to calculate V/C.

<sup>2</sup> V/C = Volume to Capacity Ratio = Buildout Plus Project volume / LOS E Capacity



**Table 11. Buildout Plus Project Study Roadway Operations – City Alternative #2A Without 24<sup>th</sup> Street Access**

Scenario	Street	Baseline Buildout ADT	Project Added ADT	Buildout Plus Project ADT	Current Proposed Operational Class	LOS <sup>1</sup>	Capacity <sup>1</sup>	V/C <sup>2</sup>
Weekday	24th Street Project Access	-	-	-	-	-	-	-
	A Street Project Access (West)	0	6,154	6,154	Collector Street - Minor, 2 Lanes	C	8,750	0.70
	A Street Project Access (East)	-	-	-	-	-	-	-
	A Street	1,400	3,385	4,785	Collector Street - Minor, 2 Lanes	A	8,750	0.55
	B Street	1,700	0	1,700	Local Street, 2 Lanes	A	5,000	0.34
	C Street	9,300	1,939	11,239	Collector Street - Major, 2 Lanes	D	14,000	0.80
	24th Street south of A Street	11,600	2,769	14,369	Collector Street - Major, 4 Lanes	A	28,000	0.51
	25th Street north of A Street	9,700	615	10,315	Collector Street - Major, 4 Lanes	A	28,000	0.37
	Cosumnes River Blvd west of 24th Street	35,800	2,769	38,569	Arterial - Moderate Access Control, 6 Lanes	C	54,000	0.71
	<b>Cosumnes River Blvd east of C Street</b>	<b>34,600</b>	<b>2,769</b>	<b>37,369</b>	<b>Arterial - High Access Control, 4 Lanes</b>	<b>E</b>	<b>40,000</b>	<b>0.93</b>
Saturday	24th Street Project Access	-	-	-	-	-	-	-
	<b>A Street Project Access (West)</b>	<b>0</b>	<b>8,088</b>	<b>8,088</b>	<b>Collector Street - Minor, 2 Lanes</b>	<b>E</b>	<b>8,750</b>	<b>0.92</b>
	A Street Project Access (East)	-	-	-	-	-	-	-
	A Street	1,152	4,448	5,600	Collector Street - Minor, 2 Lanes	B	8,750	0.64
	B Street	1,399	0	1,399	Local Street, 2 Lanes	A	5,000	0.28
	C Street	7,651	4,054	11,705	Collector Street - Major, 2 Lanes	D	14,000	0.84
	24th Street south of A Street	9,543	3,640	13,183	Collector Street - Major, 4 Lanes	A	28,000	0.47
	25th Street north of A Street	7,980	809	8,789	Collector Street - Major, 4 Lanes	A	28,000	0.31
	Cosumnes River Blvd west of 24th Street	29,452	3,640	33,092	Arterial - Moderate Access Control, 6 Lanes	B	54,000	0.61
	Cosumnes River Blvd east of C Street	28,465	3,640	32,105	Arterial - High Access Control, 4 Lanes	D	40,000	0.80

Notes: **Bold** values indicate unacceptable LOS.

<sup>1</sup> Source: Table 3-3, City of Sacramento 2035 General Plan Background Report (March 3, 2015). The Capacities shown represent LOS E capacity, which are used to calculate V/C.

<sup>2</sup> V/C = Volume to Capacity Ratio = Buildout Plus Project volume / LOS E Capacity

**Table 12. Buildout Plus Project Study Roadway Operations – City Alternative #2B With 24<sup>th</sup> Street Access**

Scenario	Street	Baseline Buildout ADT	Project Added ADT	Buildout Plus Project ADT	Current Proposed Operational Class	LOS <sup>1</sup>	Capacity <sup>1</sup>	V/C <sup>2</sup>
Weekday	24th Street Project Access	0	4,362	4,362	Collector Street - Minor, 2 Lanes	A	8,750	0.50
	A Street Project Access (West)	0	2,379	2,379	Collector Street - Minor, 2 Lanes	A	8,750	0.27
	A Street Project Access (East)	0	1,190	1,190	Collector Street - Minor, 2 Lanes	A	8,750	0.14
	A Street	1,400	2,379	3,779	Collector Street - Minor, 2 Lanes	A	8,750	0.43
	B Street	1,700	1,190	2,890	Local Street, 2 Lanes	A	5,000	0.58
	C Street	9,300	2,379	11,679	Collector Street - Major, 2 Lanes	D	14,000	0.83
	24th Street south of A Street	11,600	3,569	15,169	Collector Street - Major, 4 Lanes	A	28,000	0.54
	25th Street north of A Street	9,700	3,569	13,269	Collector Street - Major, 4 Lanes	A	28,000	0.47
	Cosumnes River Blvd west of 24th Street	35,800	3,569	39,369	Arterial - Moderate Access Control, 6 Lanes	C	54,000	0.73
	<b>Cosumnes River Blvd east of C Street</b>	<b>34,600</b>	<b>3,569</b>	<b>38,169</b>	<b>Arterial - High Access Control, 4 Lanes</b>	<b>E</b>	<b>40,000</b>	<b>0.95</b>
Saturday	24th Street Project Access	0	5,849	5,849	Collector Street - Minor, 2 Lanes	B	8,750	0.67
	A Street Project Access (West)	0	3,190	3,190	Collector Street - Minor, 2 Lanes	A	8,750	0.36
	A Street Project Access (East)	0	1,595	1,595	Collector Street - Minor, 2 Lanes	A	8,750	0.18
	A Street	1,152	3,190	4,342	Collector Street - Minor, 2 Lanes	A	8,750	0.50
	B Street	1,399	1,595	2,994	Local Street, 2 Lanes	A	5,000	0.60
	C Street	7,651	3,190	10,841	Collector Street - Major, 2 Lanes	C	14,000	0.77
	24th Street south of A Street	9,543	4,785	14,328	Collector Street - Major, 4 Lanes	A	28,000	0.51
	25th Street north of A Street	7,980	4,785	12,765	Collector Street - Major, 4 Lanes	A	28,000	0.46
	Cosumnes River Blvd west of 24th Street	29,452	4,785	34,237	Arterial - Moderate Access Control, 6 Lanes	B	54,000	0.63
	Cosumnes River Blvd east of C Street	28,465	4,785	33,250	Arterial - High Access Control, 4 Lanes	D	40,000	0.83

Notes: **Bold** values indicate unacceptable LOS.

<sup>1</sup> Source: Table 3-3, City of Sacramento 2035 General Plan Background Report (March 3, 2015). The Capacities shown represent LOS E capacity, which are used to calculate V/C.

<sup>2</sup> V/C = Volume to Capacity Ratio = Buildout Plus Project volume / LOS E Capacity

**Table 13. Buildout Plus Project Study Roadway Operations – City Alternative #2B Without 24<sup>th</sup> Street Access**

Scenario	Street	Baseline Buildout ADT	Project Added ADT	Buildout Plus Project ADT	Current Proposed Operational Class	LOS <sup>1</sup>	Capacity <sup>1</sup>	V/C <sup>2</sup>
Weekday	24th Street Project Access	-	-	-	-	-	-	-
	A Street Project Access (West)	0	4,362	4,362	Collector Street - Minor, 2 Lanes	A	8,750	0.50
	A Street Project Access (East)	0	3,569	3,569	Collector Street - Minor, 2 Lanes	A	8,750	0.41
	A Street	1,400	3,569	4,969	Collector Street - Minor, 2 Lanes	A	8,750	0.57
	B Street	1,700	1,190	2,890	Local Street, 2 Lanes	A	5,000	0.58
	C Street	9,300	3,172	12,472	Collector Street - Major, 2 Lanes	D	14,000	0.89
	24th Street south of A Street	11,600	2,776	14,376	Collector Street - Major, 4 Lanes	A	28,000	0.51
	25th Street north of A Street	9,700	793	10,493	Collector Street - Major, 4 Lanes	A	28,000	0.37
	Cosumnes River Blvd west of 24th Street	35,800	3,569	39,369	Arterial - Moderate Access Control, 6 Lanes	C	54,000	0.73
	<b>Cosumnes River Blvd east of C Street</b>	<b>34,600</b>	<b>3,569</b>	<b>38,169</b>	<b>Arterial - High Access Control, 4 Lanes</b>	<b>E</b>	<b>40,000</b>	<b>0.95</b>
Saturday	24th Street Project Access	-	-	-	-	-	-	-
	A Street Project Access (West)	0	5,849	5,849	Collector Street - Minor, 2 Lanes	B	8,750	0.67
	A Street Project Access (East)	0	4,785	4,785	Collector Street - Minor, 2 Lanes	A	8,750	0.55
	A Street	1,152	4,785	5,937	Collector Street - Minor, 2 Lanes	B	8,750	0.68
	B Street	1,399	1,595	2,994	Local Street, 2 Lanes	A	5,000	0.60
	C Street	7,651	4,254	11,905	Collector Street - Major, 2 Lanes	D	14,000	0.85
	24th Street south of A Street	9,543	3,722	13,265	Collector Street - Major, 4 Lanes	A	28,000	0.47
	25th Street north of A Street	7,980	1,063	9,043	Collector Street - Major, 4 Lanes	A	28,000	0.32
	Cosumnes River Blvd west of 24th Street	29,452	4,785	34,237	Arterial - Moderate Access Control, 6 Lanes	B	54,000	0.63
	Cosumnes River Blvd east of C Street	28,465	4,785	33,250	Arterial - High Access Control, 4 Lanes	D	40,000	0.83

Notes: **Bold** values indicate unacceptable LOS.

<sup>1</sup> Source: Table 3-3, City of Sacramento 2035 General Plan Background Report (March 3, 2015). The Capacities shown represent LOS E capacity, which are used to calculate V/C.

<sup>2</sup> V/C = Volume to Capacity Ratio = Buildout Plus Project volume / LOS E Capacity

**Table 14. Buildout Plus Project Study Roadway Operations – City Alternative #3 With 24<sup>th</sup> Street Access**

Scenario	Street	Baseline Buildout ADT	Project Added ADT	Buildout Plus Project ADT	Current Proposed Operational Class	LOS <sup>1</sup>	Capacity <sup>1</sup>	V/C <sup>2</sup>
Weekday	<b>24th Street Project Access</b>	<b>0</b>	<b>5,467</b>	<b>5,467</b>	<b>Local Street, 2 Lanes</b>	<b>F</b>	<b>5,000</b>	<b>1.09</b>
	A Street Project Access (West)	0	2,278	2,278	Local Street, 2 Lanes	A	5,000	0.46
	A Street Project Access (East)	0	1,367	1,367	Local Street, 2 Lanes	A	5,000	0.27
	A Street	1,400	2,278	3,678	Collector Street - Minor, 2 Lanes	A	8,750	0.42
	B Street	1,700	1,367	3,067	Local Street, 2 Lanes	B	5,000	0.61
	C Street	9,300	2,278	11,578	Collector Street - Major, 2 Lanes	D	14,000	0.83
	24th Street south of A Street	11,600	3,645	15,245	Collector Street - Major, 4 Lanes	A	28,000	0.54
	25th Street north of A Street	9,700	3,645	13,345	Collector Street - Major, 4 Lanes	A	28,000	0.48
	Cosumnes River Blvd west of 24th Street	35,800	3,645	39,445	Arterial - Moderate Access Control, 6 Lanes	C	54,000	0.73
	<b>Cosumnes River Blvd east of C Street</b>	<b>34,600</b>	<b>3,645</b>	<b>38,245</b>	<b>Arterial - High Access Control, 4 Lanes</b>	<b>E</b>	<b>40,000</b>	<b>0.96</b>
Saturday	<b>24th Street Project Access</b>	<b>0</b>	<b>4,990</b>	<b>4,990</b>	<b>Local Street, 2 Lanes</b>	<b>E</b>	<b>5,000</b>	<b>1.00</b>
	A Street Project Access (West)	0	2,079	2,079	Local Street, 2 Lanes	A	5,000	0.42
	A Street Project Access (East)	0	1,247	1,247	Local Street, 2 Lanes	A	5,000	0.25
	A Street	1,152	2,079	3,231	Collector Street - Minor, 2 Lanes	A	8,750	0.37
	B Street	1,399	1,247	2,646	Local Street, 2 Lanes	A	5,000	0.53
	C Street	7,651	2,079	9,730	Collector Street - Major, 2 Lanes	B	14,000	0.70
	24th Street south of A Street	9,543	3,326	12,869	Collector Street - Major, 4 Lanes	A	28,000	0.46
	25th Street north of A Street	7,980	3,326	11,306	Collector Street - Major, 4 Lanes	A	28,000	0.40
	Cosumnes River Blvd west of 24th Street	29,452	3,326	32,778	Arterial - Moderate Access Control, 6 Lanes	B	54,000	0.61
	Cosumnes River Blvd east of C Street	28,465	3,326	31,791	Arterial - High Access Control, 4 Lanes	C	40,000	0.79

Notes: **Bold** values indicate unacceptable LOS.

<sup>1</sup> Source: Table 3-3, City of Sacramento 2035 General Plan Background Report (March 3, 2015). The Capacities shown represent LOS E capacity, which are used to calculate V/C.

<sup>2</sup> V/C = Volume to Capacity Ratio = Buildout Plus Project volume / LOS E Capacity

**Table 15. Buildout Plus Project Study Roadway Operations – City Alternative #3 Without 24<sup>th</sup> Street Access**

Scenario	Street	Baseline Buildout ADT	Project Added ADT	Buildout Plus Project ADT	Current Proposed Operational Class	LOS <sup>1</sup>	Capacity <sup>1</sup>	V/C <sup>2</sup>
Weekday	24th Street Project Access	-	-	-	-	-	-	-
	<b>A Street Project Access (West)</b>	<b>0</b>	<b>5,467</b>	<b>5,467</b>	<b>Local Street, 2 Lanes</b>	<b>F</b>	<b>5,000</b>	<b>1.09</b>
	A Street Project Access (East)	0	3,645	3,645	Local Street, 2 Lanes	C	5,000	0.73
	A Street	1,400	4,556	5,956	Collector Street - Minor, 2 Lanes	B	8,750	0.68
	B Street	1,700	1,367	3,067	Local Street, 2 Lanes	B	5,000	0.61
	C Street	9,300	3,189	12,489	Collector Street - Major, 2 Lanes	D	14,000	0.89
	24th Street south of A Street	11,600	2,734	14,334	Collector Street - Major, 4 Lanes	A	28,000	0.51
	25th Street north of A Street	9,700	1,822	11,522	Collector Street - Major, 4 Lanes	A	28,000	0.41
	Cosumnes River Blvd west of 24th Street	35,800	3,645	39,445	Arterial - Moderate Access Control, 6 Lanes	C	54,000	0.73
	<b>Cosumnes River Blvd east of C Street</b>	<b>34,600</b>	<b>3,645</b>	<b>38,245</b>	<b>Arterial - High Access Control, 4 Lanes</b>	<b>E</b>	<b>40,000</b>	<b>0.96</b>
Saturday	24th Street Project Access	-	-	-	-	-	-	-
	<b>A Street Project Access (West)</b>	<b>0</b>	<b>4,990</b>	<b>4,990</b>	<b>Local Street, 2 Lanes</b>	<b>E</b>	<b>5,000</b>	<b>1.00</b>
	A Street Project Access (East)	0	3,326	3,326	Local Street, 2 Lanes	B	5,000	0.67
	A Street	1,152	4,158	5,310	Collector Street - Minor, 2 Lanes	B	8,750	0.61
	B Street	1,399	1,247	2,646	Local Street, 2 Lanes	A	5,000	0.53
	C Street	7,651	2,911	10,562	Collector Street - Major, 2 Lanes	C	14,000	0.75
	24th Street south of A Street	9,543	2,495	12,038	Collector Street - Major, 4 Lanes	A	28,000	0.43
	25th Street north of A Street	7,980	1,663	9,643	Collector Street - Major, 4 Lanes	A	28,000	0.34
	Cosumnes River Blvd west of 24th Street	29,452	3,326	32,778	Arterial - Moderate Access Control, 6 Lanes	B	54,000	0.61
	Cosumnes River Blvd east of C Street	28,465	3,326	31,791	Arterial - High Access Control, 4 Lanes	C	40,000	0.79

Notes: **Bold** values indicate unacceptable LOS.

<sup>1</sup> Source: Table 3-3, City of Sacramento 2035 General Plan Background Report (March 3, 2015). The Capacities shown represent LOS E capacity, which are used to calculate V/C.

<sup>2</sup> V/C = Volume to Capacity Ratio = Buildout Plus Project volume / LOS E Capacity

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## INTERIM PROJECT CONDITION EVALUATION

The Project plans to develop an interim condition in which a 200-bed “tiny home” community is constructed on a 3 to 3.5-acre portion in the southwestern corner of the site. Access is anticipated to be provided via a driveway on A Street. The ITE land use Single-Family Attached Housing (ITE Code 215) was used to represent the tiny home development trip generation, which is shown in **Table 16**.

As shown in **Table 16**, the proposed tiny home community is projected to generate 1,474 weekday daily trips and 1,752 Saturday daily trips. However, these values could vary due to the lack of trip generation data available for tiny home community uses. ITE data shows daily and peak hour trip estimates for Mobile Home Park (ITE Code 240) and Multifamily Housing (Low-Rise) (ITE Code 220) uses are relatively similar to the estimates shown in **Table 16**. Since the interim tiny home community trip generation is projected to be significantly lower than that of any of the City’s Alternatives, it can be assumed that all study area planned roads would be able to accommodate the interim tiny home trips.

**Table 16. Interim Project Conditions Trip Generation**

Land Use	ITE Code	Quantity	Units	Weekday Daily <sup>1</sup>	AM Peak Hour <sup>1</sup>			PM Peak Hour <sup>1</sup>			Saturday Daily <sup>1</sup>	Saturday Peak Hour <sup>1</sup>		
					In	Out	Total	In	Out	Total		In	Out	Total
Single-Family Attached Housing (Tiny Homes)	215	200	DU	1,474	25	73	98	68	48	116	1,752	55	59	114
<b>Total Project Trips</b>				<b>1,474</b>	<b>25</b>	<b>73</b>	<b>98</b>	<b>68</b>	<b>48</b>	<b>116</b>	<b>1,752</b>	<b>55</b>	<b>59</b>	<b>114</b>
<i>Notes:</i> <sup>1</sup> Trip rates are based on ITE Trip Generation (11th Edition) average rates or fitted curve equations. <sup>2</sup> DU = Dwelling Unit														

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## CONCLUSION

Based on the findings in **Tables 8** through **15**, the recommended operational class and number of lanes for each failing study roadway to operate at acceptable LOS D or better are summarized in **Tables 17** and **18** below, for the With 24<sup>th</sup> Street Project Access and Without 24<sup>th</sup> Street Project Access scenarios, respectively.

### **With 24<sup>th</sup> Street Project Access:**

As shown in **Table 17**, under City Alternative #3, the 24<sup>th</sup> Street Project Access Road would require classification as a 2-Lane Minor Collector instead of a Local Street to maintain LOS D. Cosumnes River Boulevard east of C Street is projected to operate at LOS E under weekday Buildout Plus Project conditions under all alternatives. The planned roadways in Stone Beetland are projected to have sufficient capacity to accommodate Project traffic volumes.

### **Without 24<sup>th</sup> Street Project Access:**

As shown in **Table 18**, under City Alternative #1, A Street Project Access (East) would need to be classified as a 2-Lane Major Collector instead of a 2-Lane Minor Collector to maintain LOS D. Under City Alternative #2A, A Street Project Access (West) would need to be classified as a 2-Lane Major Collector instead of a 2-Lane Minor Collector to maintain LOS D. Under City Alternative #3, A Street Project Access (West) would require classification as a 2-Lane Minor Collector instead of a Local Street to maintain LOS D. Cosumnes River Boulevard east of C Street is projected to operate at LOS E under weekday Buildout Plus Project conditions under all alternatives. The planned roadways in Stone Beetland are projected to have sufficient capacity to accommodate Project traffic volumes.

### **Consumnes River Boulevard East of C Street:**

As described above, the segment of Cosumnes River Boulevard east of C Street is projected to operate at LOS E conditions under both With 24<sup>th</sup> Street Project Access and Without 24<sup>th</sup> Street Project Access scenarios. The highest projected ADT on this segment under Buildout Plus Project conditions is 38,245. The segment is currently a 4-Lane High Access Control Arterial with a capacity of 40,000 ADT, resulting in a maximum Buildout Plus Project volume to capacity ratio of 0.96. The Buildout Plus Project volumes are consistent with the volumes in the *Traffic Operations Review of Stone Beetland Plan Area* by Fehr & Peers. The high ADT volumes on this segment are a result of the cumulative effect of future projects in the area, including traffic generated by the Project, Stone Beetland, Delta Shores, and other planned future developments

Note that the LOS E operations are not projected to occur until Buildout Plus Project, or long-term future conditions. Generally, the roadway operating with a volume to capacity ratio of 0.96 means that it would be near, but not over capacity. The roadway operating near capacity at LOS E means that vehicles on this segment of Consumnes River Boulevard would experience reduced speeds, increased congestion, and increased delays and queuing at intersections during certain times of the day. As the roadway would not be over capacity, traffic would likely still progress, just at a reduced rate. Additionally, as this segment of Consumnes River Boulevard is adjacent to Stone Beetland, it is possible it would cause increased congestion, queueing, and delays on the side streets in Stone Beetland as well.

### **Interim Tiny Home Community:**

The Project plans to develop an interim condition in which a 200-bed “tiny home” community is constructed on a 3 to 3.5-acre area in the southwestern corner of the site. The ITE land use Single-Family Attached Housing (ITE Code 215) was used to represent the tiny home development trip generation. The proposed tiny home community is projected to generate 1,474 weekday daily trips and 1,752 Saturday daily trips. Since the interim tiny home community trip generation is projected to be significantly lower than that of any of the City’s Alternatives, it can be assumed that all study area planned roads would be able to accommodate the interim tiny home trips.



**Table 17. Buildout Plus Project Study Roadway Operational Class Requirements – With 24<sup>th</sup> Street Project Access**

Alt.	Street	Planned Operational Class	Recommended Operational Class for LOS D <sup>1</sup> or Better
#1	24th Street Project Access	Collector Street - Minor, 2 Lanes	No Change
	A Street Project Access (East)	Collector Street - Minor, 2 Lanes	No Change
	A Street	Collector Street - Minor, 2 Lanes	No Change
	B Street	Local Street, 2 Lanes	No Change
	C Street	Collector Street - Major, 2 Lanes	No Change
	24th Street south of A Street	Collector Street - Major, 4 Lanes	No Change
	25th Street north of A Street	Collector Street - Major, 4 Lanes	No Change
	Cosumnes River Blvd west of 24th Street	Arterial - Moderate Access Control, 6 Lanes	No Change
	Cosumnes River Blvd east of C Street	Arterial - High Access Control, 4 Lanes	Arterial - Low Access Control, 6 Lanes
#2A	24th Street Project Access	Collector Street - Minor, 2 Lanes	No Change
	A Street Project Access (West)	Collector Street - Minor, 2 Lanes	No Change
	A Street	Collector Street - Minor, 2 Lanes	No Change
	B Street	Local Street, 2 Lanes	No Change
	C Street	Collector Street - Major, 2 Lanes	No Change
	24th Street south of A Street	Collector Street - Major, 4 Lanes	No Change
	25th Street north of A Street	Collector Street - Major, 4 Lanes	No Change
	Cosumnes River Blvd west of 24th Street	Arterial - Moderate Access Control, 6 Lanes	No Change
	Cosumnes River Blvd east of C Street	Arterial - High Access Control, 4 Lanes	Arterial - Low Access Control, 6 Lanes
#2B	24th Street Project Access	Collector Street - Minor, 2 Lanes	No Change
	A Street Project Access (West)	Collector Street - Minor, 2 Lanes	No Change
	A Street Project Access (East)	Collector Street - Minor, 2 Lanes	No Change
	A Street	Collector Street - Minor, 2 Lanes	No Change
	B Street	Local Street, 2 Lanes	No Change
	C Street	Collector Street - Major, 2 Lanes	No Change
	24th Street south of A Street	Collector Street - Major, 4 Lanes	No Change
	25th Street north of A Street	Collector Street - Major, 4 Lanes	No Change
	Cosumnes River Blvd west of 24th Street	Arterial - Moderate Access Control, 6 Lanes	No Change
Cosumnes River Blvd east of C Street	Arterial - High Access Control, 4 Lanes	Arterial - Low Access Control, 6 Lanes	
#3	24th Street Project Access	Local Street, 2 Lanes	Collector Street - Minor, 2 Lanes
	A Street Project Access (West)	Local Street, 2 Lanes	No Change
	A Street Project Access (East)	Local Street, 2 Lanes	No Change
	A Street	Collector Street - Minor, 2 Lanes	No Change
	B Street	Local Street, 2 Lanes	No Change
	C Street	Collector Street - Major, 2 Lanes	No Change
	24th Street south of A Street	Collector Street - Major, 4 Lanes	No Change
	25th Street north of A Street	Collector Street - Major, 4 Lanes	No Change
	Cosumnes River Blvd west of 24th Street	Arterial - Moderate Access Control, 6 Lanes	No Change
Cosumnes River Blvd east of C Street	Arterial - High Access Control, 4 Lanes	Arterial - Low Access Control, 6 Lanes	

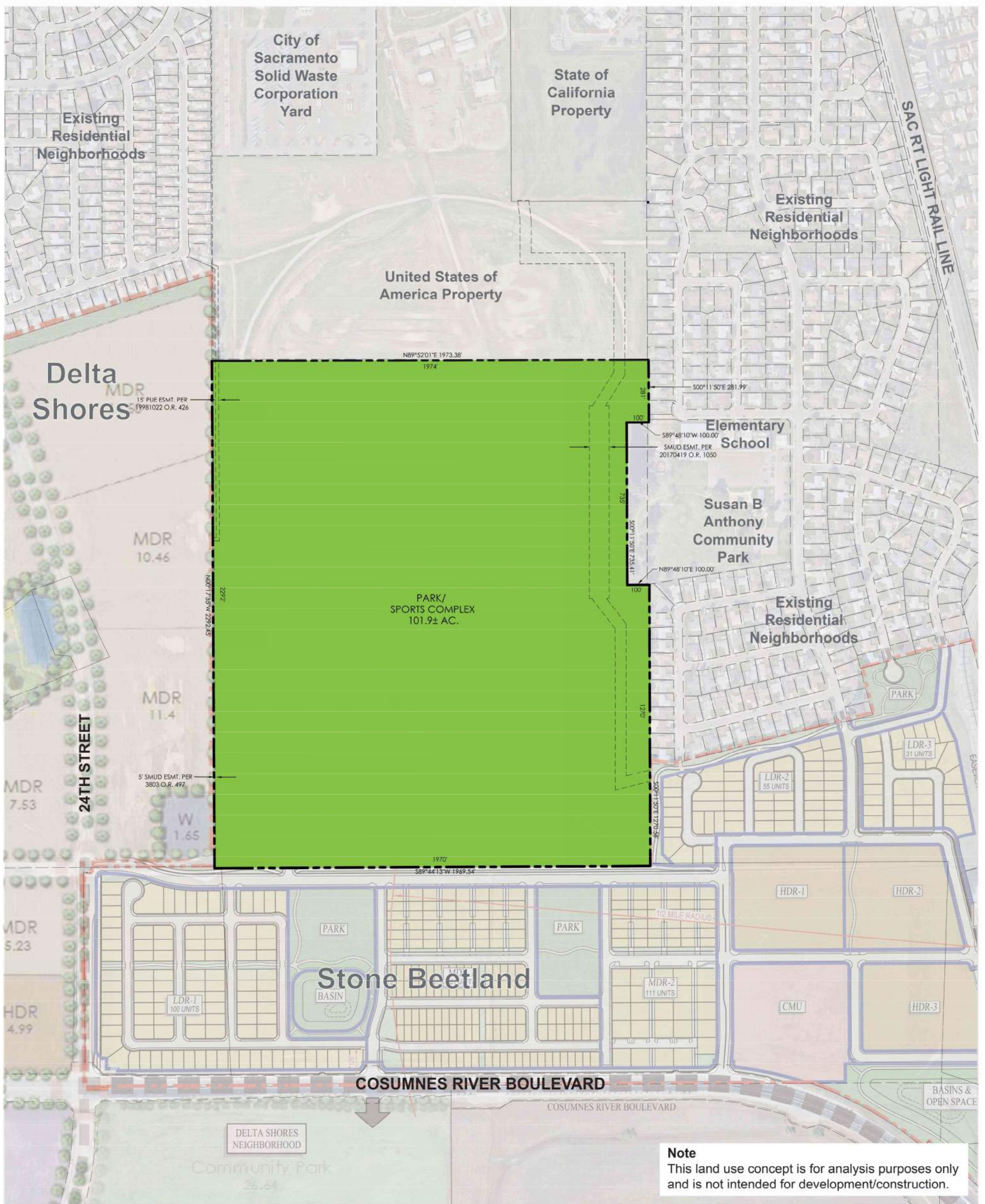
Note: <sup>1</sup> Source: Table 3-3, City of Sacramento 2035 General Plan Background Report (March 3, 2015)

**Table 18. Buildout Plus Project Study Roadway Operational Class Requirements – Without  
24<sup>th</sup> Street Project Access**

Alt.	Street	Planned Operational Class	Recommended Operational Class for LOS D <sup>1</sup> or Better
#1	A Street Project Access (East)	Collector Street – Minor, 2 Lanes	Collector Street – Major, 2 Lanes
	A Street	Collector Street – Minor, 2 Lanes	No Change
	B Street	Local Street, 2 Lanes	No Change
	C Street	Collector Street – Major, 2 Lanes	No Change
	24 <sup>th</sup> Street south of A Street	Collector Street – Major, 4 Lanes	No Change
	25 <sup>th</sup> Street north of A Street	Collector Street – Major, 4 Lanes	No Change
	Cosumnes River Blvd west of 24 <sup>th</sup> Street	Arterial - Moderate Access Control, 6 Lanes	No Change
	Cosumnes River Blvd east of C Street	Arterial - High Access Control, 4 Lanes	Arterial - Low Access Control, 6 Lanes
#2A	A Street Project Access (West)	Collector Street - Minor, 2 Lanes	Collector Street - Major, 2 Lanes
	A Street	Collector Street - Minor, 2 Lanes	No Change
	B Street	Local Street, 2 Lanes	No Change
	C Street	Collector Street - Major, 2 Lanes	No Change
	24 <sup>th</sup> Street south of A Street	Collector Street - Major, 4 Lanes	No Change
	25 <sup>th</sup> Street north of A Street	Collector Street - Major, 4 Lanes	No Change
	Cosumnes River Blvd west of 24 <sup>th</sup> Street	Arterial - Moderate Access Control, 6 Lanes	No Change
	Cosumnes River Blvd east of C Street	Arterial - High Access Control, 4 Lanes	Arterial - Low Access Control, 6 Lanes
#2B	A Street Project Access (West)	Collector Street - Minor, 2 Lanes	No Change
	A Street Project Access (East)	Collector Street - Minor, 2 Lanes	No Change
	A Street	Collector Street - Minor, 2 Lanes	No Change
	B Street	Local Street, 2 Lanes	No Change
	C Street	Collector Street - Major, 2 Lanes	No Change
	24 <sup>th</sup> Street south of A Street	Collector Street - Major, 4 Lanes	No Change
	25 <sup>th</sup> Street north of A Street	Collector Street - Major, 4 Lanes	No Change
	Cosumnes River Blvd west of 24 <sup>th</sup> Street	Arterial - Moderate Access Control, 6 Lanes	No Change
	Cosumnes River Blvd east of C Street	Arterial - High Access Control, 4 Lanes	Arterial - Low Access Control, 6 Lanes
#3	A Street Project Access (West)	Local Street, 2 Lanes	Collector Street - Minor, 2 Lanes
	A Street Project Access (East)	Local Street, 2 Lanes	No Change
	A Street	Collector Street - Minor, 2 Lanes	No Change
	B Street	Local Street, 2 Lanes	No Change
	C Street	Collector Street - Major, 2 Lanes	No Change
	24 <sup>th</sup> Street south of A Street	Collector Street - Major, 4 Lanes	No Change
	25 <sup>th</sup> Street north of A Street	Collector Street - Major, 4 Lanes	No Change
	Cosumnes River Blvd west of 24 <sup>th</sup> Street	Arterial - Moderate Access Control, 6 Lanes	No Change
	Cosumnes River Blvd east of C Street	Arterial - High Access Control, 4 Lanes	Arterial - Low Access Control, 6 Lanes
<i>Notes:</i>			
<sup>1</sup> Source: Table 3-3, City of Sacramento 2035 General Plan Background Report (March 3, 2015)			

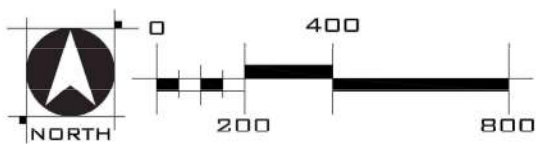
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**ATTACHMENT A**  
**PROJECT ALTERNATIVE EXHIBITS**



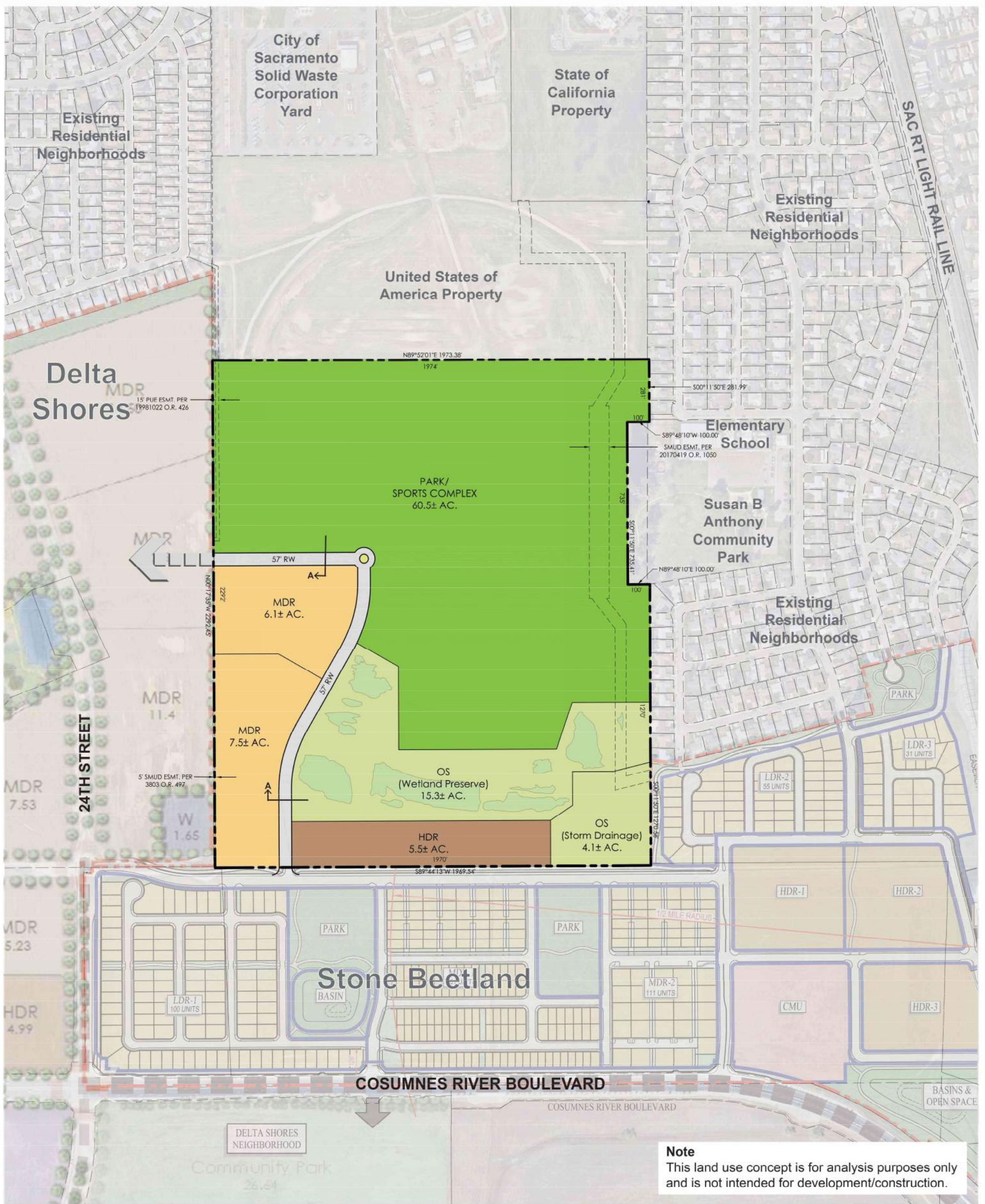
**Note**  
 This land use concept is for analysis purposes only and is not intended for development/construction.

LAND USE SUMMARY	
LAND USE	ACRES
P PARK/SPORTS COMPLEX	101.9
<b>TOTAL</b>	<b>101.9 ± AC.</b>

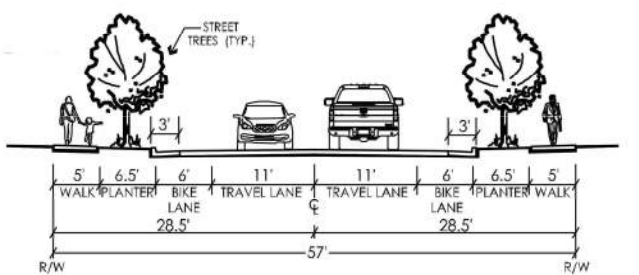


# MEADOWVIEW 102

Conceptual Land Use Plan - City Alternative #1  
 September 1, 2023



**Note**  
This land use concept is for analysis purposes only and is not intended for development/construction.

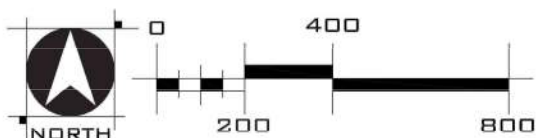


MINOR COLLECTOR (NO PARKING)

57 STREET SECTION  
NTS

**LAND USE SUMMARY**

LAND USE	ASSUMED DENSITY	ACRES	EST. DU
MDR	MEDIUM DENSITY RESIDENTIAL	9.0 DU/AC.	122
HDR	HIGH DENSITY RESIDENTIAL	30.0 DU/AC.	165
P	PARK/SPORTS COMPLEX	60.5	
OS	OPEN SPACE	19.4	
RW	RIGHT-OF-WAY	2.9	
<b>TOTAL</b>		<b>101.9 ± AC.</b>	<b>287 DU</b>



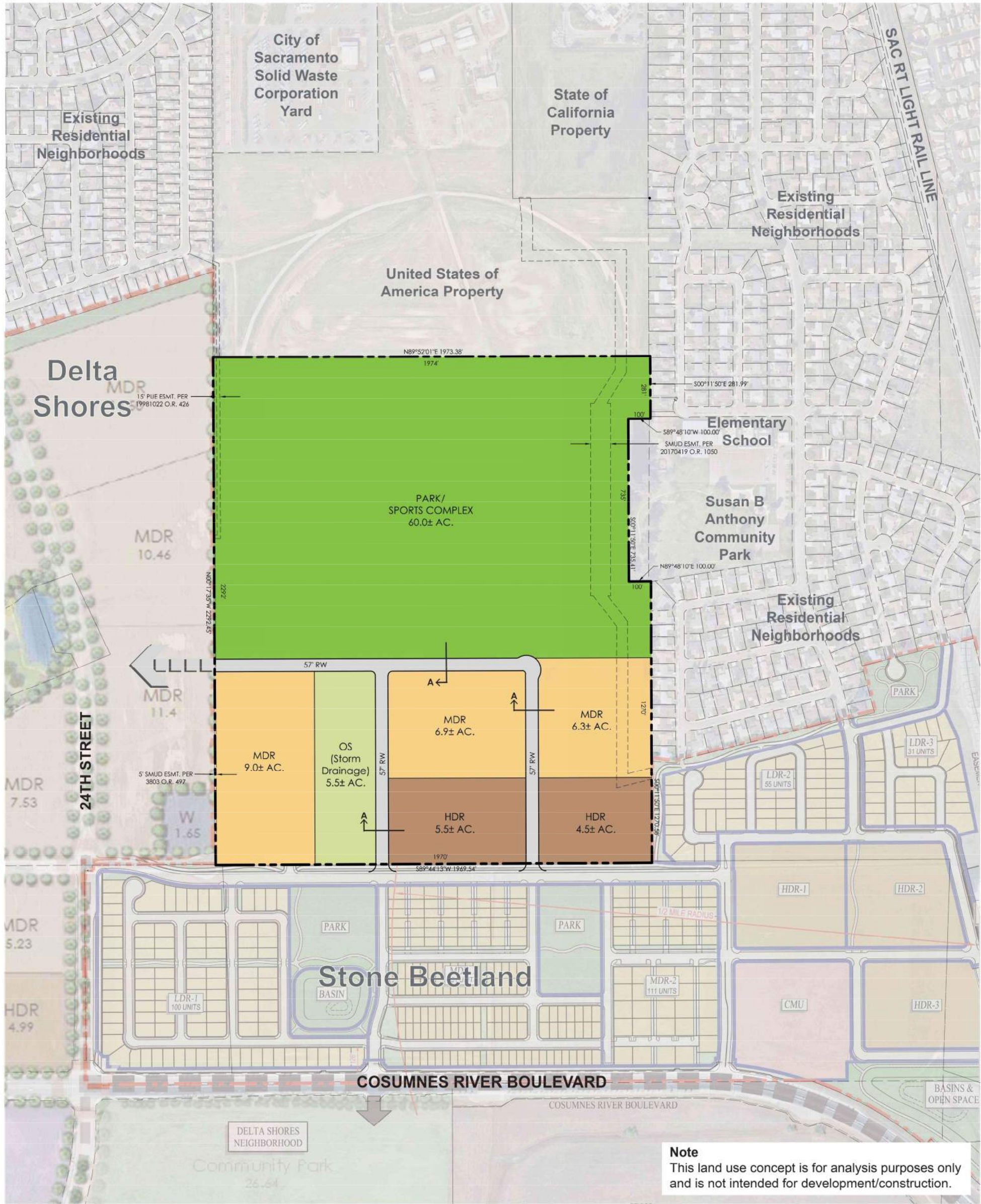
**MEADOWVIEW 102**

Conceptual Land Use Plan - City Alternative #2A

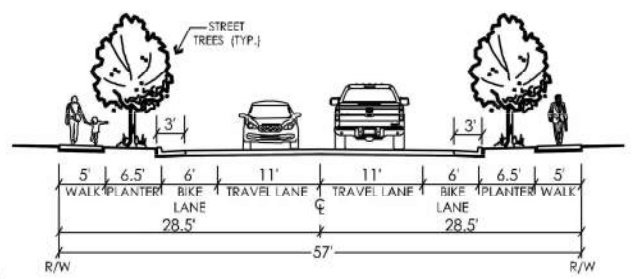
September 1, 2023

City of  
**SACRAMENTO**

**WOOD ROGERS**  
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

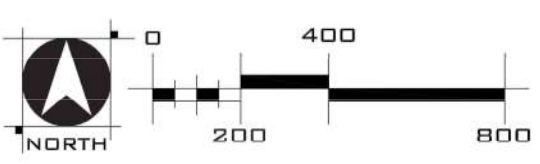


**Note**  
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LAND USE SUMMARY				
LAND USE		ASSUMED DENSITY	ACRES	EST. DU
MDR	MEDIUM DENSITY RESIDENTIAL	9.0 DU/AC.	22.2	200
HDR	HIGH DENSITY RESIDENTIAL	30.0 DU/AC.	10.0	300
P	PARK/SPORTS COMPLEX		60.0	
OS	OPEN SPACE		5.5	
RW	RIGHT-OF-WAY		4.2	
<b>TOTAL</b>			<b>101.9 ± AC.</b>	<b>500 DU</b>

**A** MINOR COLLECTOR (NO PARKING)  
57 STREET SECTION  
NTS



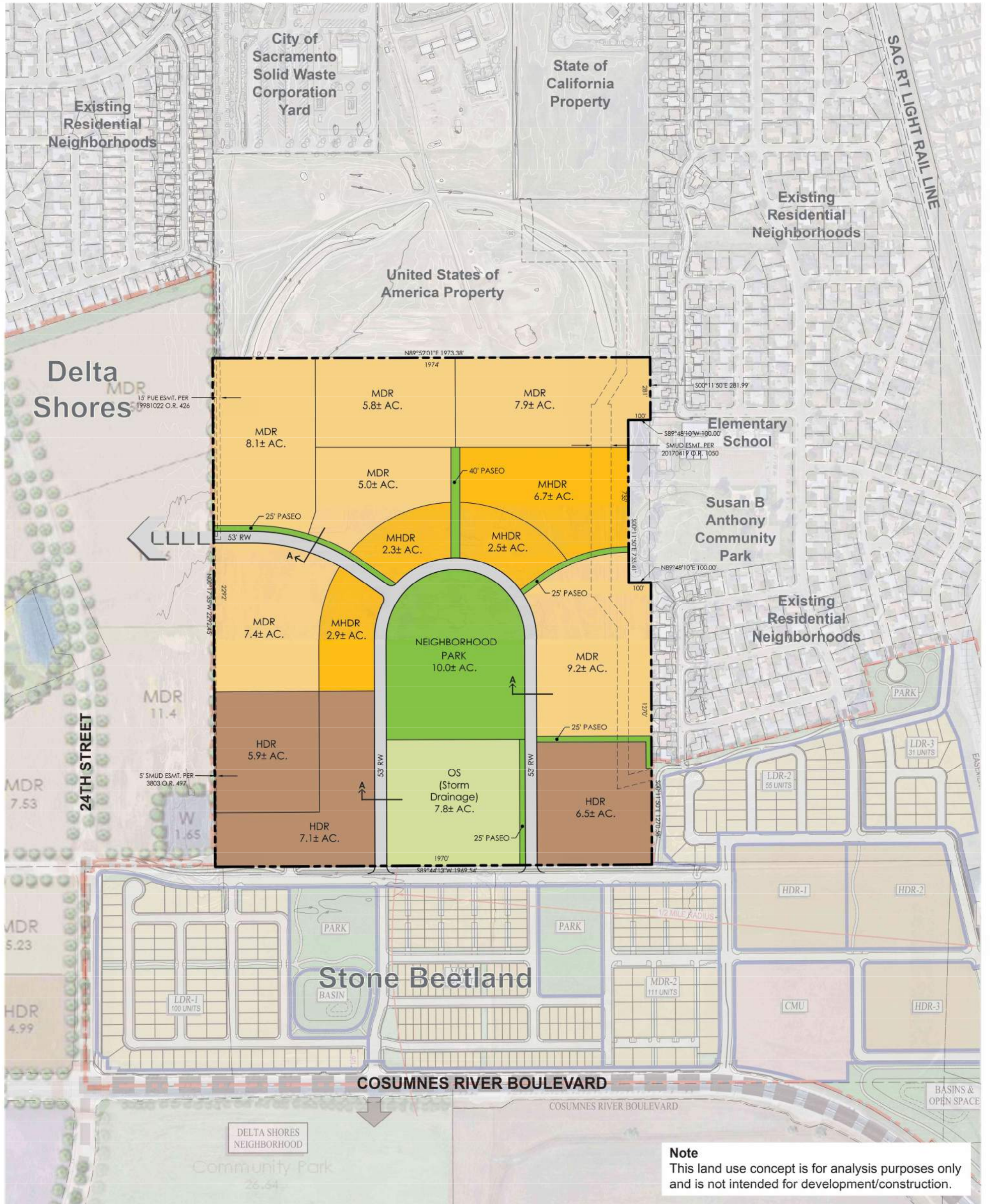
# MEADOWVIEW 102

Conceptual Land Use Plan - City Alternative #2B

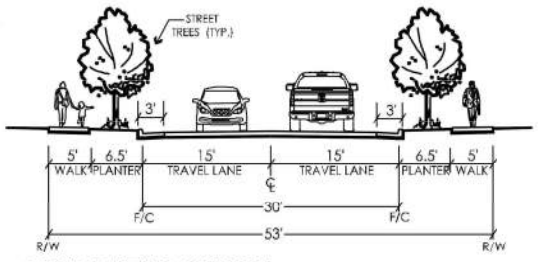
September 1, 2023

City of SACRAMENTO

WOOD ROGERS  
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

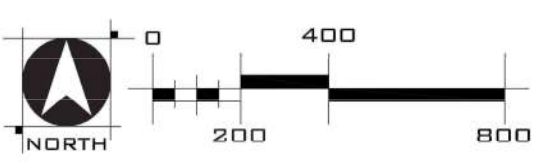


**Note**  
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**RESIDENTIAL STREET**  
53' STREET SECTION  
NIS

LAND USE SUMMARY				
LAND USE		ASSUMED DENSITY	ACRES	EST. DU
MDR	MEDIUM DENSITY RESIDENTIAL	9.0 DU/AC.	43.4	392
MHDR	MEDIUM HIGH DENSITY RESIDENTIAL	16.0 DU/AC.	14.4	230
HDR	HIGH DENSITY RESIDENTIAL	30.0 DU/AC.	19.5	591
P	NEIGHBORHOOD PARK		10.0	
OS	OPEN SPACE		7.8	
LDSP	LANDSCAPE CORRIDOR/PASEO		2.0	
RW	RIGHT-OF-WAY		4.8	
<b>TOTAL</b>			<b>101.9 ± AC.</b>	<b>1,213 DU</b>



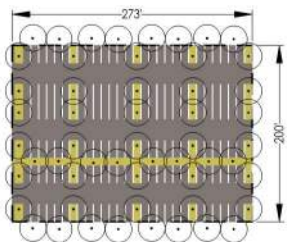
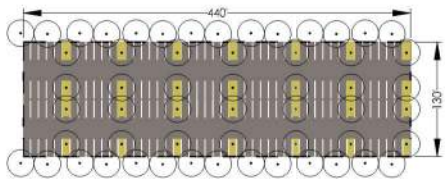
# MEADOWVIEW 102

Conceptual Land Use Plan - City Alternative #3  
September 1, 2023

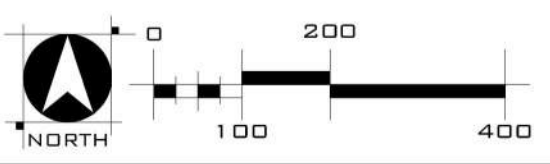
# SPORTS COMPLEX LAND USE PLAN 1 MEADOWVIEW 102

SACRAMENTO, CALIFORNIA

SEPTEMBER 1, 2023



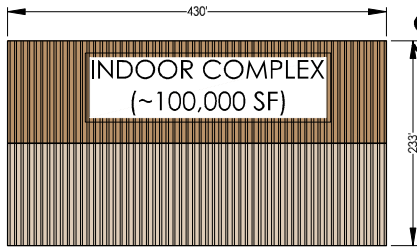
150 PARKING STALLS  
W/SHADE TREES  
TO DEMONSTRATE 50% SHADE  
PER SECTION 17.612.040



NOTE:  
THIS PARK CONCEPT IS FOR ANALYSIS PURPOSES ONLY AND  
IS NOT INTENDED FOR DEVELOPMENT/CONSTRUCTION.

**WOOD RODGERS**  
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME  
3301 C St, Bldg. 100-B Sacramento, CA 95816  
Tel 916.341.7760 Fax 916.341.7767  
SHEET OF

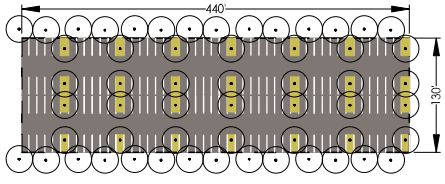




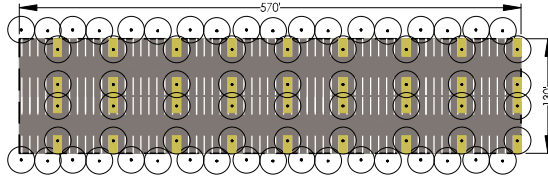
# SPORTS COMPLEX LAND USE PLAN 2A MEADOWVIEW 102

SACRAMENTO, CALIFORNIA

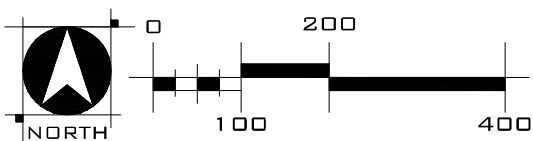
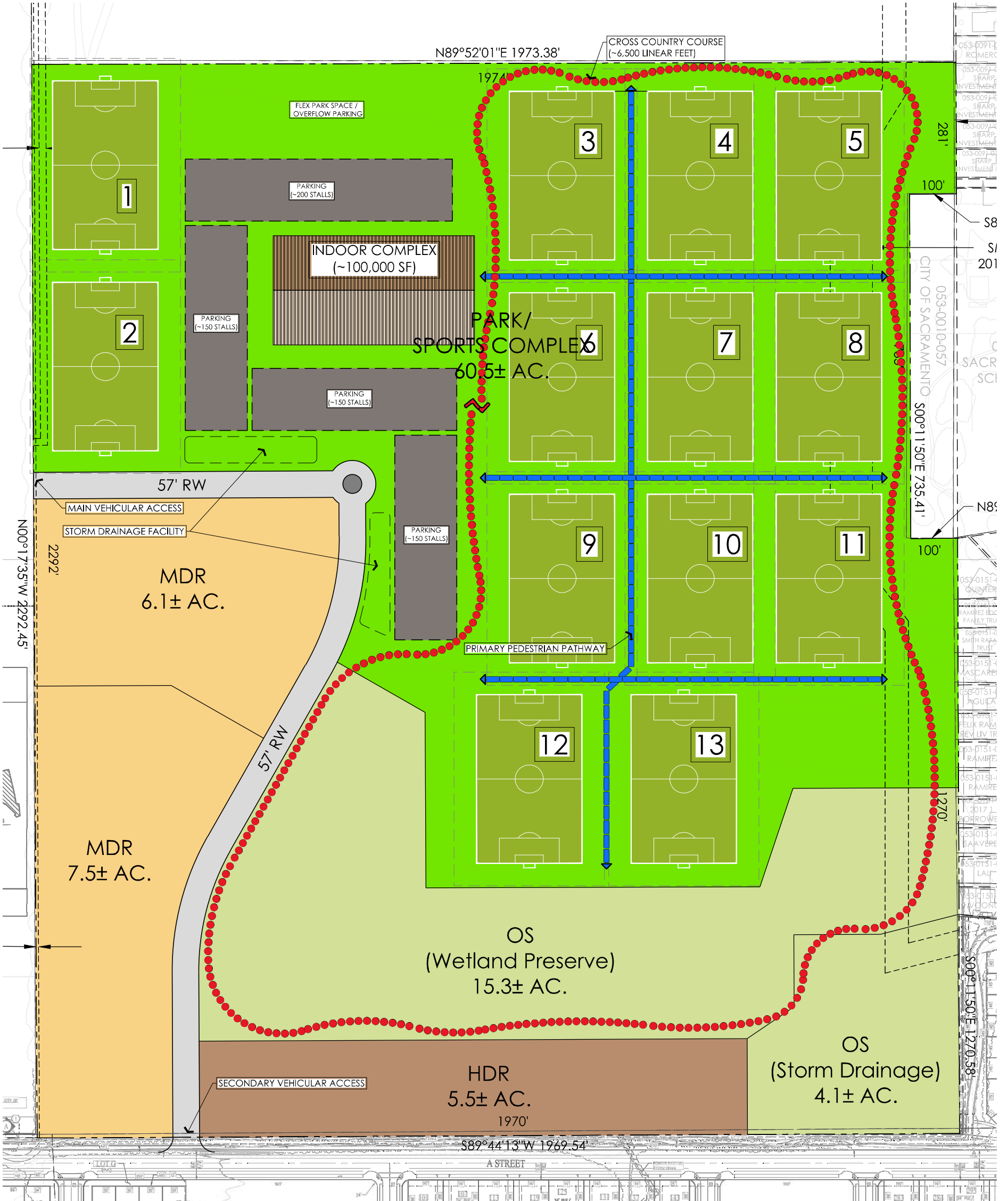
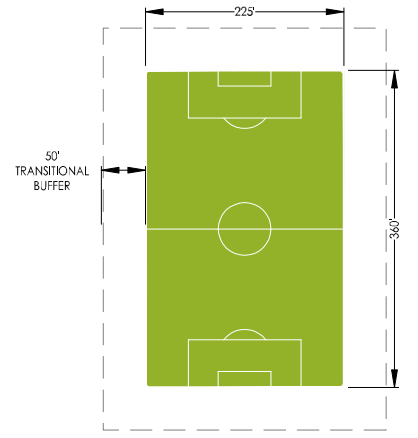
SEPTEMBER 1, 2023



150 PARKING STALLS  
W/SHADE TREES  
TO DEMONSTRATE 50% SHADE  
PER SECTION 17.612.040

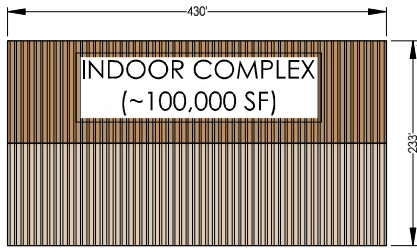


200 PARKING STALLS  
W/SHADE TREES  
TO DEMONSTRATE 50% SHADE  
PER SECTION 17.612.040



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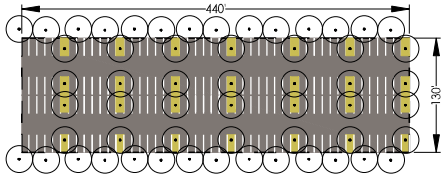
**WOOD RODGERS**  
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3301 C St, Bldg. 100-B Tel 916.341.7760  
Sacramento, CA 95816 Fax 916.341.7767  
SHEET OF



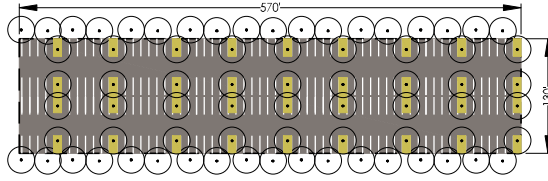
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SACRAMENTO, CALIFORNIA

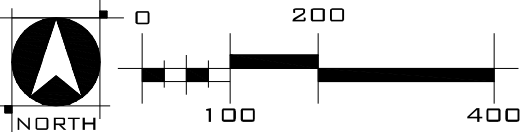
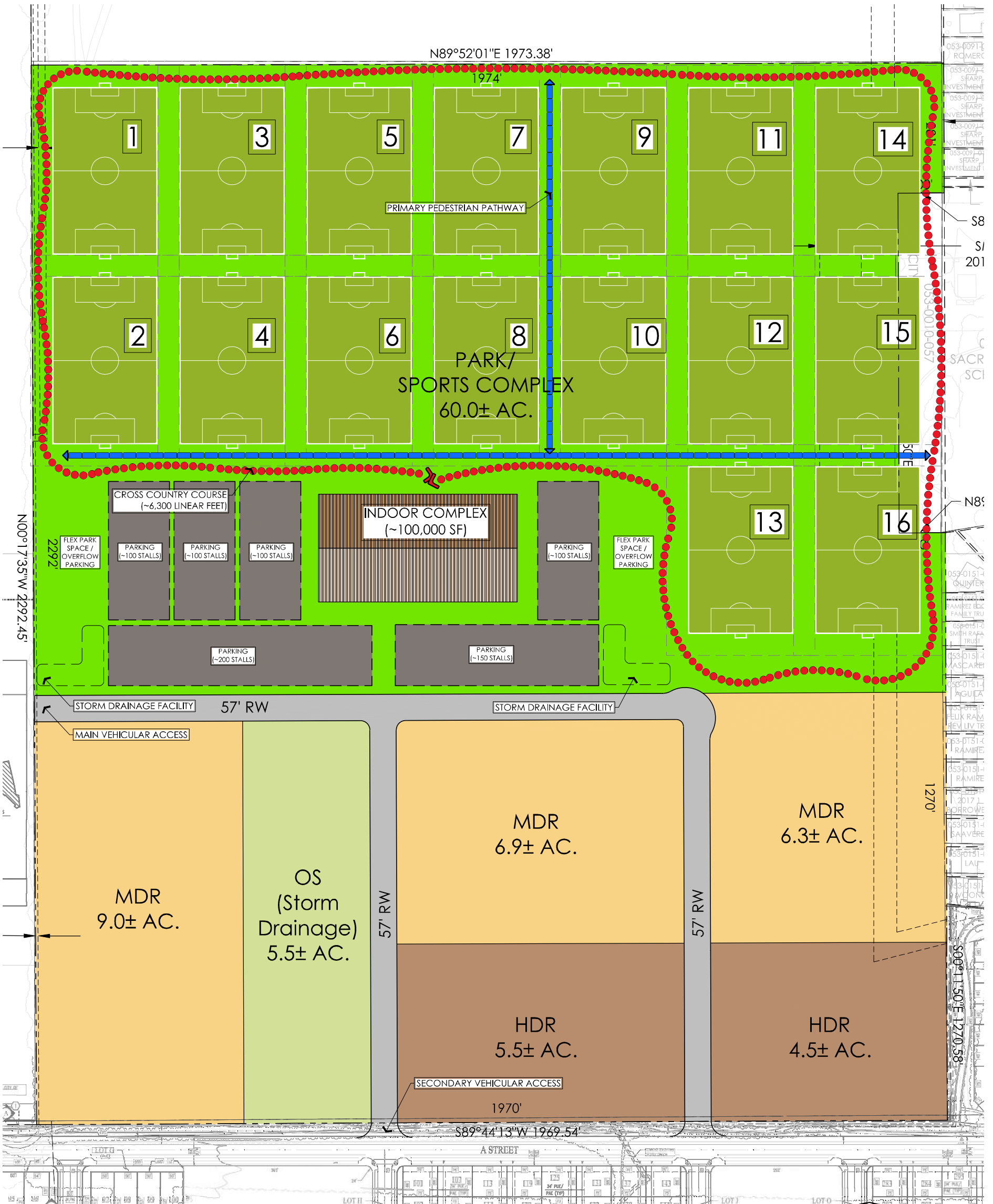
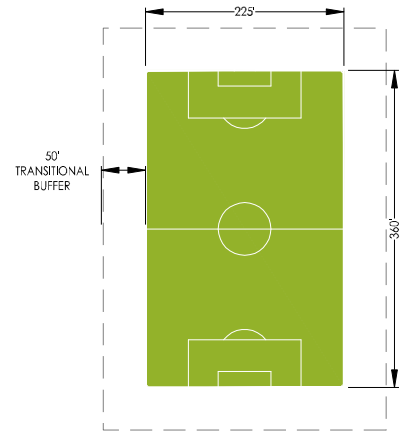
SEPTEMBER 1, 2023



150 PARKING STALLS  
W/SHADE TREES  
TO DEMONSTRATE 50% SHADE  
PER SECTION 17.612.040



200 PARKING STALLS  
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Sacramento, CA 95816 Fax 916.341.7767