

MINUTE ITEM

This Calendar Item No. C8
is presented as Minute Item
8 of the State Lands
Commission by a vote of 3
to 0 at its 10/26/78
meeting.

CALENDAR ITEM
C8.
GENERAL PERMIT
PUBLIC AGENCY USE

10/78
W 21862
Reese
PRC 5569

APPLICANT: City of Napa
Public Works Department
P. O. Box 660
1600 First Street
Napa, California 94558

AREA, TYPE LAND AND LOCATION:
A 0.303 acre parcel of tide and submerged
land in the Napa River, City of Napa, Napa
County.

LAND USE: Construction of a 4-lane bridge spanning
the Napa River.

TERMS OF PROPOSED PERMIT:
Initial period: 49 years from January 1,
1979.

CONSIDERATION: The public use and benefit, with the State
reserving the right at any time to set
a monetary rental if the Commission finds
such action to be in the State's best interest.

PREREQUISITE TERMS, FEES AND EXPENSES:
Applicant is owner of upland.
Processing costs have been received.

STATUTORY AND OTHER REFERENCES:
A. P.R.C.: Div. 6, Parts 1 & 2.
B. Cal. Adm. Code: Title 2, Div. 3.

OTHER PERTINENT INFORMATION:
1. The annual rental value of the site
is estimated to be \$1,100.
2. A negative declaration was prepared
by City of Napa, Department of Planning
and Community Development, pursuant
to CEQA and implementing regulations.
A notice of determination has been
received.

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3. This project is situated on land identified as possessing environmental values in that the State Lands Commission stated all waterways under the Commission's jurisdiction have environmental significance. Staff finds this project to be compatible with Commission policy.

APPROVALS OBTAINED:

California Regional Water Quality Control Board.

FURTHER APPROVALS REQUIRED:

United States Coast Guard, California Department of Fish and Game.

EXHIBITS:

- A. Land Description.
- B. Location Map.
- C. Notice of Determination and Environmental Clearance Record.

IT IS RECOMMENDED THAT THE COMMISSION:

1. DETERMINE THAT AN EIR HAS NOT BEEN PREPARED FOR THIS PROJECT BUT THAT A NEGATIVE DECLARATION HAS BEEN PREPARED BY CITY OF NAPA, DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT ON AUGUST 21, 1978.
2. CERTIFY THAT THE COMMISSION HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED IN THE NEGATIVE DECLARATION.
3. DETERMINE THAT THE PROJECT WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.
4. FIND THAT THIS PROJECT IS SITUATED ON LAND IDENTIFIED AS POSSESSING ENVIRONMENTAL VALUES IN THAT THE STATE LANDS COMMISSION FOUND ALL WATERWAYS UNDER THE COMMISSION'S JURISDICTION HAVE ENVIRONMENTAL SIGNIFICANCE, BUT THAT THIS PROJECT IS COMPATIBLE WITH THAT FINDING AS IT APPLIES TO THE SUBJECT LAND.
5. AUTHORIZE ISSUANCE TO CITY OF NAPA, PUBLIC WORKS DEPARTMENT OF A 49-YEAR GENERAL PERMIT - PUBLIC AGENCY USE FROM JANUARY 1, 1979; IN CONSIDERATION OF THE PUBLIC USE AND BENEFIT, WITH THE STATE RESERVING THE RIGHT AT ANY TIME TO SET A MONETARY RENTAL IF THE COMMISSION FINDS SUCH ACTION TO BE IN THE STATE'S BEST INTEREST; FOR CONSTRUCTION OF A 4-LANE BRIDGE SPANNING THE NAPA RIVER, CITY OF NAPA, NAPA COUNTY ON THE LAND DESCRIBED ON EXHIBIT "A" ATTACHED AND BY REFERENCE MADE A PART HEREOF.

EXHIBIT "A"

LAND DESCRIPTION

W 21862

A parcel of tide and submerged land, in the State-owned bed of the Napa River, City of Napa, Napa County, California, said parcel described as follows:

COMMENCING at the intersection of the centerlines of Third Street and Soscol Avenue, in the City of Napa, said intersection being marked by a brass pin stamped "City Eng.", thence along the centerline of Soscol Avenue the following two courses:

1. N 31° 36' 08" W 242.19 feet;
2. N 27° 29' 02" W 124.07 feet to a point lying on the ordinary high water mark of southeasterly bank of the Napa River as shown on the map entitled "Survey of the Ordinary High Water Mark, along the Napa River, Vicinity of Napa," filed September 14, 1954, in Book One of Record of Surveys, at pages 101 through 113, in the Office of the County Recorder, Napa County, said point also being the POINT OF BEGINNING; thence from said point of beginning along said ordinary high water mark the following three courses:
 3. N 59° 43' 11" E 7.19 feet;
 4. N 88° 18' 56" E 34.01 feet;
 5. N 64° 05' 37" E 12.20 feet; thence leaving said ordinary high water mark and crossing the Napa River N 27° 29' 02" W 140.03 feet to the ordinary high water mark of the northwesterly bank of said Napa River as shown of the above-mentioned survey; thence along said ordinary high water mark the following two courses:
 6. S 65° 10' 32" W 91.83 feet;
 7. S 68° 02' 22" W 8.30 feet; thence leaving said ordinary high water mark and crossing the Napa River S 27° 29' 02" E 132.74 feet to the above-mentioned ordinary high water mark of the southeasterly bank of the Napa River; thence along said ordinary high water mark N 59° 43' 11" E 50.06 feet to the point of beginning.

END OF DESCRIPTION

Prepared Frank T. Conroy Checked Edward D. Zimmerman
Reviewed [Signature] Date 10/10/78

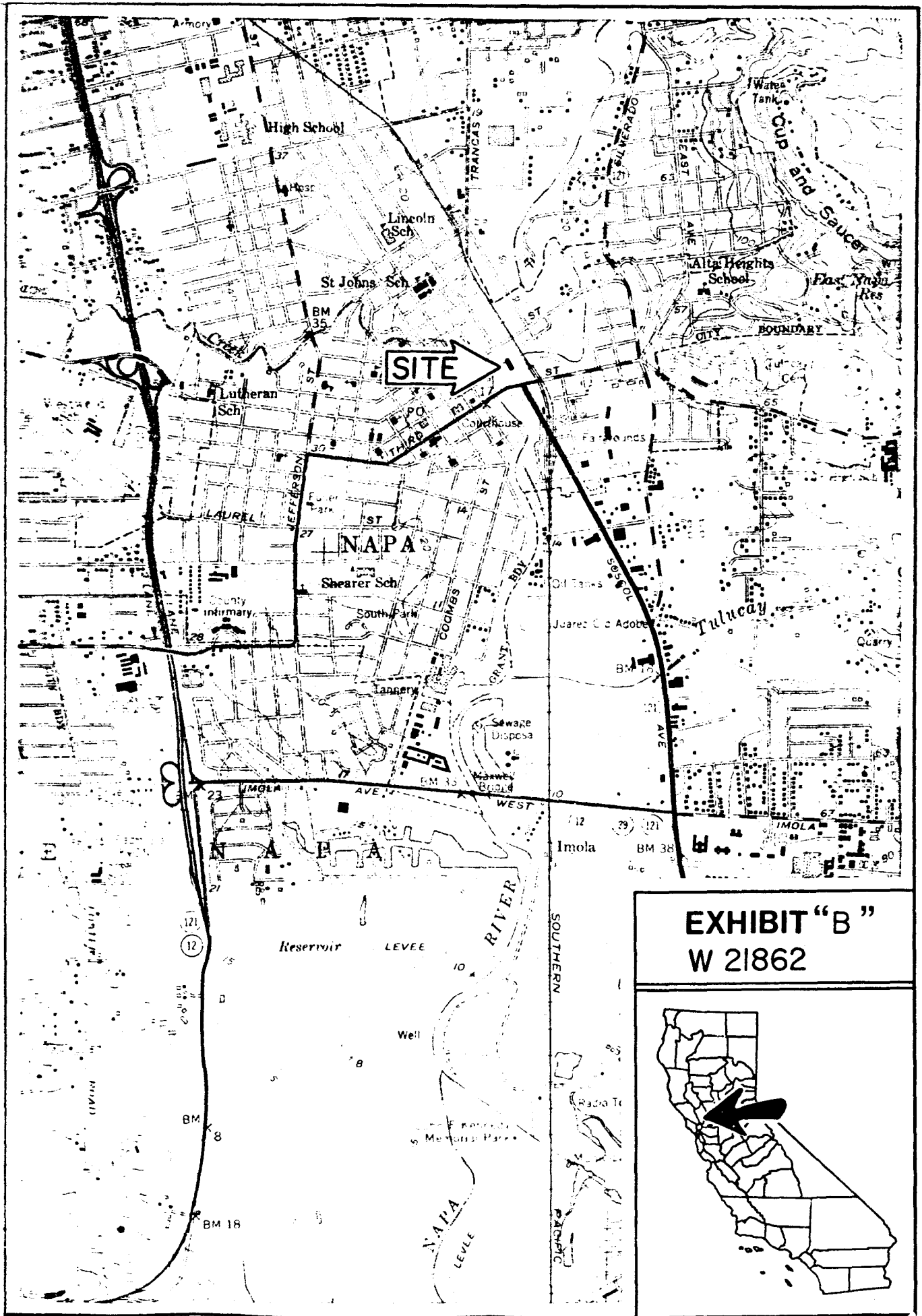


EXHIBIT "B"
W 21862



EXHIBIT "C"

W 21862

CITY OF NAPA
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
P. O. BOX 660, 1600 FIRST STREET.
NAPA, CALIFORNIA 94558

NOTICE OF DETERMINATION
(Per Secs. 21108 or 21152 of the Public Resources Code)

TO: Secretary for Resources Napa County Clerk
1416 Ninth St., Rm. 1311 P. O. Box 880
Sacramento, CA 95814 Napa, CA 94558

PROJECT: G-EIR-98 (Soscol Bridge) State Clearinghouse No. 78020738
(If Submitted to State Clearinghouse)

PROJECT LOCATION: Soscol Avenue alignment between Caymus and Third Streets,
City of Napa, Napa County.

PROJECT DESCRIPTION: Construction of a four land bridge spanning the
Napa River and 1,800 linear feet of approachway and connector street.

This is to advise that the City of Napa has made the following determination regarding the above described project:

1. The project will will not have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. A Statement of Overriding Considerations was was not adopted for this project.

MICHAEL FOLEY
Planning and Community
Development Director

BY: 
Associate Planner

ERIC FOLEY
ASSOCIATE PLANNER

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
1600 First Street
Napa, CA 94558

ENVIRONMENTAL LISTING

An Initial Study has been conducted on the following projects and the Department of Planning and Community Development has determined that the project will not have a significant impact on the environment. The Department of Planning and Community Development is therefore proposing that a Negative Declaration be adopted for the following:

G-EIR-98, CITY OF NAPA DEPARTMENT OF PUBLIC WORKS - The construction of a four lane bridge over the Napa River and 1,800 lineal feet of roadway. The project will connect the two existing segments of Soscol Avenue and provide a continuous arterial north-south connector street on the east side of the Central Business District. The street work will start at the intersection of Third Street and Soscol Avenue and end at the intersection of Soscol Avenue at the Southern Pacific Railroad right-of-way.

A copy of the Initial Study and Negative Declaration for the above project is available for review at the Department of Planning and Community Development, 1600 First Street, Napa, CA. Appeals to this action may be filed in the prescribed manner for a period of fourteen (14) days from the date of posting and publication of this notice.

DF:clb
For the 3/16/73
P.C. Meeting

ENVIRONMENTAL CLEARANCE RECORD

G-EIR-98

Applicant: Napa City Dept. of Public Works File No.: (CDER-78-40)

Date: August 16, 1978

Project Description: Construction of a four lane bridge over the Napa River and 1,800 linear feet of roadway.

DETERMINATION:

Categorically Exempt _____ (Class _____)	<u>Environmental Impact Report</u>
Negative Declaration <u>X</u>	Draft Completed _____
Environmental Impact Report Required _____	Final Completed _____
Appeal of Required EIR	P.C. _____ C.C. _____
Findings of Appeal _____	

ENVIRONMENTAL ASSESSMENT (Environmental Factors):

Potentially Affected

<u>Physical Resources</u>	<u>Cultural Resources</u>	<u>Community Facilities</u>
Vegetation <u>1</u>	Historic <u>7</u>	Sewage <u>13</u>
Wildlife <u>2</u>	Archeological <u>8</u>	Water <u>13</u>
Water <u>3</u>	Aesthetic <u>9</u>	Police <u>13</u>
Air <u>4</u>	Local Community Plans <u>10</u>	Fire <u>13</u>
Noise <u>5</u>	Displacement (Housing) <u>11</u>	Circulation <u>14</u>
Geologic <u>6</u>	Employment (Business) <u>12</u>	Schools _____
Misc. Hazard _____	Other Community Services _____	

STAFF CONCLUSION:

The project conforms to the City of Napa's General Plan, the 1975 E.I.R. prepared on that Plan, local circulation and transportation plans, and other local community plans. As proposed, with mitigation measures incorporated, the project will not significantly effect either the physical or human environment; therefore, it is proposed that a Negative Declaration be adopted.

DISCUSSION:

The project proposes to construct a new four lane arterial street, from Third Street to Napa Street, to provide a continuous four lane arterial street on the east side of the Central Business District. The proposal includes a new bridge over the existing river channel, new traffic signal systems at the intersections of Third Street and First Street with Soscol Avenue, and 1,800 linear feet of roadway. A median with left turn lanes and landscaping will be installed similar to the existing roadway north of the project.

An underground utility district is planned to continue the undergrounding of overhead utility lines from Main Street to east of the new Soscol Avenue alignment. An existing high voltage transmission line crossing the area will not be undergrounded at this time. Pacific Gas and Electric Company is considering a separate action to relocate that line in the future.

The project is expected to cost approximately \$2,000,000. Funding is proposed by Federal Housing and Community Development Act and State Gas Tax Funds. Additional funds may become available through several other sources, but they are not expected to be relied heavily upon.

The project has previously been discussed or partially assessed in the following documents:

- a. Environmental Impact Report, City of Napa General Plan, 1975;
- b. Environmental Impact Statement, Parkway Plaza Neighborhood Development Program, 1975;
- c. Environmental Impact Statement, Napa River Flood Control Project, 1975; and
- d. Wastewater Residual Solids Management Investigation, Lower Napa River, 1977.

These documents are relied upon to form the basis for the descriptive setting of this assessment. Supplemental information was added by special studies, either conducted or commissioned by the Department of Public Works in the spring of 1978. Copies of all documents referenced herein are on file with the Department of Planning and Community Development.

1. Vegetation:

The bridge site and proposed roadway corridor has very little vegetation. Previous activities of man have removed all naturally occurring native species except for two black locust along the river bank. The area also contains several minor domestically introduced species, such as black walnuts (two trees) and blackberries (along the river).

The majority of the project area is covered in asphalt or concrete (south of the river) or has been graded during previous activities.

The EIS for the Napa River Project did not identify any habitat areas of any rare or endangered plant species in the project area. That document stated that the field survey was undertaken too late in the year to provide any evidence regarding the presence or absence of protected species.

The existing trees along both banks, as well as all other minor species within the proposed right-of-way, will be removed with project construction.

2. Wildlife:

That portion of the project area, above top of bank, is void of all major animal species. Domestic activities competition has driven out previous resident animal life except for minor birds, reptiles and small mammals.

The wildlife of the Napa River are described on pages 97 through 120 of the EIS for the Napa River Project. From an economic viewpoint, steelhead trout and striped bass are the most important fish in the river. However, other anadromous fish, sturgeon and pacific lamprey occur in the river. Coho salmon also use the river, but none are thought to be there now.

Steelhead trout use the upper reaches and tributaries of the river as a spawning area. Young steelhead descend the river during April through June of each year on their seaward migration.

A moderate fishery for steelhead has historically occurred on the Napa River. The Department of Interior estimated that it supports about 2,500 steelhead trout fishermen a day annually.

The stripped bass is the most valuable fish species in the Napa River. Introduced in the late 19th century, it has developed into moderately heavy fishing. Although no studies have been conducted, the river down stream of the City is considered to be an important nursery area for young stripped bass. This assumption may be erroneous. In studies conducted in the Sacramento-San Joaquin Delta, it was found that no significant amount of stripped bass spawning occurred in areas where the total dissolved solids content of the water exceed 180 ppm.

Resident fish are those species that do not make long migrations within their life history. The prominent resident species occurring in the project vicinity are black bass, sunfish, wester sucker, carp and catfish.

The California Protected Waterways Plan lists the Napa River as a Class I premium stripped bass water; a Class II steelhead river; and a Class II warmwater game fishery river.

No rare or endangered species are identified in the project's area in "At the Crossroad's", by the Department of Fish and Game, 1974 or in the EIS on the Napa River Project.

The project will place its footing for the bridge above and out of the river channel. For a short period during construction, piers will be placed in the river to support the bridge. These piers will be removed when the bridge is structurally complete.

3. Water:

The following information is summarized from the EIS on the Napa River Project. Pages 55-72 contains information on water flows and flooding, while pages 73-90 contains information on water quality.

- a. Flooding - The project site is within the floodway of the Napa River. Flood elevation for the 100-year event flood are approximately 19 feet mean sea level at the bridge site while surrounding bank elevations are 15 to 17 feet. Minimum bridge elevations will allow clearance of up to 17 feet mean sea level. Channel carrying capacity is approximately 12,000 cfm. while the 100-year event flood flow is 39,000 cfm. The bridge will be designed to pass the 50-year event underneath it's span. The project is located within the oxbow of the river; flood flows in excess of the 50-year event leave the riverbank and flow over ground parallel to the bridge orientation, not perpendicular to it. Flood flows more severe than the 50-year event will not be significantly altered. (For further explanation see page 4, "Flood Hazards", of the attached Project Report)
- b. Water Quality - The bridge site above the Third Street overcrossing is outside the up-stream extreme of the Napa River estuary; however, upon occassion of low river flows or high tides, salt water intrusion can occur as far upstream as Trancas Avenue. Generally the bridge site has fresh water flows. On any particular day the pht in the river is relatively constant, the greatest overall range during the year being from a high of 8.8 to a low of 6.7. The higher pH values tend to be associated with a reoccurring algae bloom. The river tends to be more acidic during periods of light rainfall.

Water temperatures range from a minimum of 10° C during December and January to a high of 23° C during June and July. Thermal stratification did not appear in 1970-71 when the test were conducted for the Napa River Project, but did appear in previous 1964 tests.

The depth of light penetration, as measured by a Secchi disc, has increased since the 1964 study, but it is still greatly influenced by tidal currents which suspend quantities of sediment.

Light penetration at the site varied from a low of 6 inches in May to a high of 41 inches in February of the 1970-71 rainfall season.

Dissolved oxygen values were at or near saturation throughout the length and depth of the lower river. Super saturation of dissolved oxygen occasionally occurs at the project site during algal bloom.

Most suspended solid matter in the river is mineral material, clay, silt and sand and organic material. The greatest suspended solids load apparently correspond to surface runoff in winter and spring and tidal action.

Project construction will be outside or above the river banks. Some temporary piers will be placed within the river to support the bridge during construction, but they will not cause any water quality deterioration problems.

Temporary surface drainage ditches and ponds may be necessary to avoid any siltation runoff during construction if the project extends into the rainy season. No significant short term water deterioration is anticipated.

The project will reroute existing street traffic on a more direct route through the City and reduce total stop-and-go traffic. No significant additional vehicle traffic or total vehicle miles will be generated. As a result, vehicle pollutants entering the river or water table will not show any definitive increase and may be slightly, but not significantly, reduced because of the elimination of some stop-and-go traffic.

4. Air Quality:

The study lies within the area designed as the San Francisco Bay Area Air Basin. Oxidant concentration in Napa exceed the California standard on an average of 10 to 20 days per year. Pages II-6 through II-10 of the Wastewater Residual Solid Management Investigation, Lower Napa River Basin, contains additional information on area air quality standards.

No additional air quality deterioration or pollutants are anticipated.

5. Noise:

Noise levels along Soscol Avenue were completed from traffic factors for the area between Lincoln Avenue to the north and Third Street to the south. Beyond these limits, traffic volumes and patterns will not change and thus not effect traffic generated noise.

Calculated noise increase show a maximum increase of 4 CNEL along Soscol. From 72 to 75 south of First Street (including Third Street) and 68 to 72 north of First Street. North of Napa Street to Lincoln noise levels increase from 68 CNEL to 71 CNEL. Cross street noise levels remain essentially the same except for Third Street which shows a reduction of up to 3 CNEL.

6. Geologic:

The site lies within one mile of the assumed location of the Soda Creek Fault. No known surface rupture or evidence of past rupture is present within the projects boundaries. Within 15 miles of the site are active branches or off shoots of the Hayward and Calveras Faults.

Soils are fluvial deposits characterized by fine, but variable grain size, composed mainly of fine silt and silty clay.

7. Historical:

Within 500 feet of the project are the following structures that are listed by the City's Landmark Preservation Advisory Board:

<u>Local Number</u>	<u>Structures Name</u>	<u>National Register</u>
HP-06	Semorile Building	Yes
HP-07	Winship Building	Yes
HP-17	Holmes Van & Storage	No
HP-18	Napa Opera House	Yes

These structures as well as other historically or architecturally prominent buildings are in the immediate downtown area located on the map titled, "Location Map, Historic Sites".

Semorile Building (HP-06)

The Semorile Building is a two-story, rectangular, brick structure with a highly ornamental front facade in the commercial Italianate style. The building is located on First Street between Main Street and Napa Creek, adjacent to the Winship Building. It was built in 1888 by Bartolemeo Semorile as a grocery store and family residence and was designed by Luther Turton. The building remains in the Semorile family ownership and was continually occupied until about ten years ago.

The ground floor of the building contains brick pilasters and cast iron columns. The second floor facade contains a pair of windows on either side of a door set in a framework of pressed brick, San Jose sandstone and iron. An iron balcony crosses the facade beneath the windows and door.

This structure is listed on National Register of Historic Places.

Winship Building (HP-07)

The Winship Building is a two story rectangular brick structure with cement plaster facing located at the southeast corner of First and Main Streets. The building has two principle facades on Main and First Streets executed in the commercial Italianate style. The original Main Street store fronts were cast iron and plate glass. The corner of the building is an overhanging octagonal bay which originally carried an octagonal tower with a tall pointed slate roof. The tower was a prominent focal point for downtown Napa until its removal about 1910. For many years the building was occupied by Levinson's Drug Store and doctors and dentists offices.

This building is listed on the National Register of Historic Places.

Holmes Van & Storage (HP-17)

The Holmes Van and Storage Building is of substantial stone construction. The two story structure has a stone foundation 40' x 120', and has exterior walls 12" thick. The distance from the cement floor to the first story ceiling is about 16'. The ceiling beams are joined together by heavy iron bolts.

The doors and windows are defined by raised stonework. Originally, all the openings were arched and were accented by a keystone. The building also has raised quoins at the corners.

Alterations have been made to the south facade. These include the removal of the top step of the crown of the building, the alteration of the two main entry doors to become center display windows, the alteration of the original first floor windows to become entry ways, and the removal of the overhanging porch awning.

On the east side of the building two doorways were widened.

The first floor contained a sales room, three small offices, and a large storage room. The upstairs contained a large room with maple flooring which was often used for dances, a small kitchen, dining room and restrooms. It is currently used as a storage room and small apartment.

Although not listed on the National Register, this structure may be eligible.

Napa Opera House (HP-18)

The Opera House is a rectangular brick structure with three stores on the ground floor and a large auditorium upstairs. It was erected on a concrete foundation, with a 10 x 20' cellar under each store. The store fronts have been altered but were originally cast iron and glass with an awning over the sidewalk that clearly divided the ground floor from the upper level. The ground floor originally contained nine double glass doors.

The upper level is faced with cement and simply designed in the Italiante style. The rear wall has a stepped gable. There are several doors above the ground level that previously opened onto the elevated and covered passageway that once ran from the Opera House to the Napa Hotel.

The Opera House itself is reached from a stairway just inside a pair of double doors at the north end of the stores on the main facade. The hall is very simple, designed in the classic Italian Renaissance shape, with distinct sections for the orchestra and seating on the flat main floor and a horseshoe balcony in the rear.

The importance of the Opera House is due to both its history and architecture. It opened in 1880 and for more than thirty years was the center of Napa's cultural life. The Opera House represented a certain stage of maturity and permanence in Napa's development, providing a major facility for theatre, concerts and lectures.

The upstairs location of the hall, over retail stores was a common arrangement in American theatres built, the Napa Opera House is the last such theatre remaining in California.

This structure is listed on the National Register of Historic Places.

The project will not effect any of the structures listed to any significant degree. The Semorile and Winship buildings and the Opera House are on the west side of Napa Creek while the project is entirely east of the creek and therefore will not come near the structures. A minor increase of traffic will occur during the next five years with the project over what would occur without it. (See circulation for further details)

The project will complete street improvements alongside the Holmes Van and Storage Building. Currently this area is used for a temporary parking lot in conjunction with the adjacent Paris Furniture store. The proposed right of way will leave the existing Holmes parking area between the building and the street and will open up the view of the building to more of the public. Although total traffic near the structure will not increase, it will now be on two sides verses previously just on the Third Street side of the building. No significant impacts are anticipated.

8. Archeological:

The City commissioned an archeological survey of the project by Archeological Consulting and Research Services, Inc. in the spring of 1978. Their report is found as Appendix A of the attached Project Report. That report located no resources, either by field investigation or research of records within the project area.

9. Aesthetic:
No significant effect.

10. Local Community Plans:
See circulation

11. Displacement (Housing):
The northern right of way passes near six existing homes. The most northeasterly house will be removed. The existing residents will be eligible for relocation assistance payment. The City's relocation specialist is currently assisting the parties in their search for a new home.

12. Employment (Business):
The project will effect some existing business along Silverado Trail, between Soscol and Lincoln, to a minor degree. Business in this area is principally directed toward vehicle exposure. Many are highway type services which draw from their customers from the vehicle traffic to Lake Berryessa or other points north of Napa. Traffic levels along this portion of the highway varies from 13,500 south of Third Street to 17,500 north of Third. The difference in traffic levels in so short of a distance is due to local traffic attempting to go around the river where the two ends of Soscol do not meet.

The project will reduce traffic on Silverado Trail, thus reducing the profits of those businesses that are directly tied to serving highway traffic. Estimated reductions are on the order of 20 to 25% of existing traffic levels.

13. Sewage, Water, Police & Fire:
The project is in the central core area of the City of Napa. Services are provided by the City of Napa Sanitation District. No significant impact is anticipated.

14. Circulation:
Traffic enters the City from the south by one of two state routes, Route 29 from Vallejo or 121 from Sonoma County. At Imola Avenue the cross connection is made and 29 shifts from west of town to east of town heading north to Yountville, St. Helena and Calistoga. Route 121 at this point shifts from the west to the east part of town and then heads north to Lake Berryessa via Soscol Avenue and Silverado Trail.

Local traffic into the central core of the City uses either Jefferson or Soscol Avenue. Jefferson Street is highly commercialized on its northern end, south of Trancas. ADT in this area run approximately 23,000 vehicles. Along its southern end, near Imola, ADT is much lower, 10,800. Local traffic in this area is dispersed throughout the neighborhood streets and does not filter back to Jefferson until about Third Street.

Traffic into town east of the river, now flows north on Soscol Avenue to Third Street where it disperses. ADT on Soscol, south of Third, is approximately 14,400, while Third Street is 20,000 towards the west and 11,900 towards the east. Traffic heading through town must either use Silverado Trail, such as the Lake Berryessa traffic now does, or use Soscol to Third and then work its way around the Napa River on local neighborhood streets and then back to Soscol Avenue, north of the river or to either Main Street north or Yajome Street north.

For more than 20 years the City has been planning the extension of Soscol Avenue across the Napa River. The connection will provide a continuous, four lane arterial street east of the CBD and remove existing traffic from local neighborhood streets. The project will require redesign of signalization at Soscol and Third Streets' intersection and installation of new signals at First Street. Additional changes will need to occur in the railroad traffic control devices near the intersection of Socol and Caymus Street.

Exhibits A, B and C of the Project Report contain ADT information for the project area. The three maps represent traffic as it is now, as it will be five years from now without the project. There are only two major differences in the ADT on these streets, five years length. The first change is a reduction of anticipated traffic along Third Street from 20,000 ADT without the project to 12,000 ADT with (west of Soscol). This change is due to the removal of traffic heading northward on local streets and containing it to Soscol.

The second major change is the increase from 5,000 to 14,000 ADT along Socol Avenue, north of First Streets. The street has been previously reconstructed to a four lane, divided arterial route in this area. Index capacity is several times what is being anticipated five years hence.

When traffic reaches Lincoln Avenue, dispersal east and west will occur so that anticipated traffic increases north of Lincoln will be well within the street's capacity when it narrows to two lanes at Pueblo Avenue. Within 10 years it may be necessary as additional traffic builds up on both Trancas and Soscol Avenues to completely build temporary signals at the intersection of Soscol and Trancas or to complete the connection of Soscol with Big Ranch Road and signalize Big Ranch and Trancas.

No significant impacts are anticipated.

MITIGATION MEASURES PROPOSED:

1. Construction of temporary surface drainage ditches and ponds as needed during construction to prevent siltation of the river.
2. Landscaping of road right-of-way to match the previously reconstructed portion of Soscol Avenue, north of Caymus Street.
3. Installation of signalized intersection on First Street and modification of signals at Third Street and Caymus.
4. Temporary bridge piling shall be installed so that they will not obstruct fish migration or flow in the channel and shall be removed upon completion of the new bridge structure.

DF:sr
8/21/78