



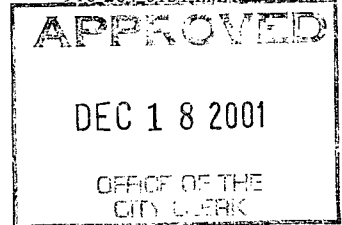
PLANNING AND BUILDING
DEPARTMENT

**CITY OF SACRAMENTO
CALIFORNIA**

NORTH NATOMAS UNIT
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ROOM 302
SACRAMENTO, CA
95814-2998

CAROL SHEARLY
NATOMAS MANAGER

916-264-8368 OFFICE
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December 18, 2001

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: AMENDMENTS TO THE NORTH NATOMAS COMMUNITY PLAN RELATED TO DECREASING THE WIDTH OF NORTHBOROUGH DRIVE

LOCATION: North Natomas

COUNCIL DISTRICT: Council District 1

RECOMMENDATION: City Planning Commission and staff recommend that the City Council amend the 1994 North Natomas Community Plan to reduce the width of Northborough Drive in that such a reduction is consistent with the guiding and implementing policies of the North Natomas Community Plan.

CONTACT PERSON: David Mohlenbrok, North Natomas Senior Planner, 264-5894
Carol Shearly, Natomas Manager, 264-5893

FOR COUNCIL MEETING OF: December 18, 2001

SUMMARY: The proposed amendment is requested in order to reflect the downsizing of Northborough Drive from a 2+ lane roadway to a 2-lane roadway. The extent of this modification would be from Elkhorn Boulevard on the north to "A Street" of the Heritage senior housing project on the south (Attachment 1).

COMMITTEE/COMMISSION ACTION: On December 6, 2001, the Planning approved the staff's recommendation related to decreasing the width of Northborough Drive. The vote was unanimous.

BACKGROUND INFORMATION: The Circulation chapter of the North Natomas Community

Plan identifies a recommended roadway network for the community plan area. Northborough Drive is identified as a residential collector and as a 2+ lane roadway on Figure 10, Vehicular Street Map. A residential collector is a cross between a two lane local street and a four lane collector. The residential collector is two lanes with a center median for left turn lane capacity or other modifications to handle additional residential traffic without impeding pedestrian and bicycle traffic.

The proposed amendment is being requested in order to accommodate the Heritage at Natomas Park senior housing project (P00-005) and the desire to have front-on lots along the northern portion of Northborough Drive. The traffic study associated with the Heritage senior housing project has determined that Northborough Drive, from Elkhorn Boulevard to the proposed "A Street" of the Heritage senior housing project, can be decreased from a 2+ lane roadway to a 2-lane roadway. The newly proposed street cross sections meet City standards, and the Fire Department has reviewed and approved the new street section as part of the Heritage project. The proposed lane width reduction is supported by the following Guiding Policies (page 39) and an Implementing Policy (page 39-41) of the Circulation chapter of the North Natomas Community Plan:

GUIDING POLICIES

- A. *Size and layout of the major street system should be based on traffic projections that assume successful implementation of trip and emission reduction programs.*
- B. *Street system capacity shall be based on no greater than the 2016 traffic projections for North Natomas.*
- C. *Develop street cross-sections that encourage all streets to be as pedestrian friendly as possible.*

IMPLEMENTING POLICIES

Decrease Width of Local Streets: *Reduce the width of local streets, whenever feasible, to provide multiple routes within the neighborhoods yet attain the projected number of housing units and promote a close neighborhood feel.*

FINANCIAL CONSIDERATIONS: None


ENVIRONMENTAL CONSIDERATIONS: The proposed community plan amendment to reduce the width of Northborough Drive was addressed in the Negative Declaration which was prepared for the Heritage at Natomas Park project (P00-005). In compliance with Section 15070 (B) 1 of the California Environmental Quality Act Guidelines, the applicant has incorporated mandatory mitigation measures into the P00-005 project plans to avoid identified impacts or to mitigate such impacts to a point where clearly no significant impacts will occur. These mitigation measures addressed air quality, transportation/circulation, noise, and cultural resources. The mitigation measures are incorporated into the Heritage at Natomas Park Mitigation Monitoring Plan (P00-

005). As such, no further environmental review is necessary and the mitigation measures from the previous Negative Declaration still apply to the Heritage project.

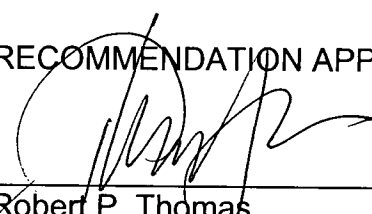
POLICY CONSIDERATIONS: The North Natomas Community Plan's Circulation chapter contains Guiding and Implementing Policies which encourage: 1) the sizing of streets based on traffic projections; and 2) the reduction of street widths, whenever feasible. Based upon traffic projections and an analysis by Public Works Traffic Engineering staff, the proposed amendment to reduce the width of Northborough Drive is considered to be feasible. The amendment is being proposed in order to comply with the Guiding and Implementing Policies of the Circulation chapter of the North Natomas Community Plan.

ESBD CONSIDERATIONS: Not applicable, as no goods or services are being provided at this time.

Respectfully Submitted,


CAROL SHEARLY
Natomas Manager

RECOMMENDATION APPROVED:


Robert P. Thomas
City Manager

Attachments:

Attachment 1 - Exhibit showing New Roadway Cross Sections and the Extent of the Width Decrease for Northborough Drive

Attachment 2 - Resolution to Amend the North Natomas Community Plan

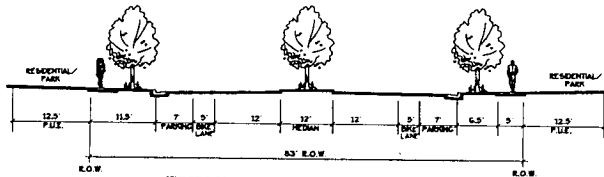
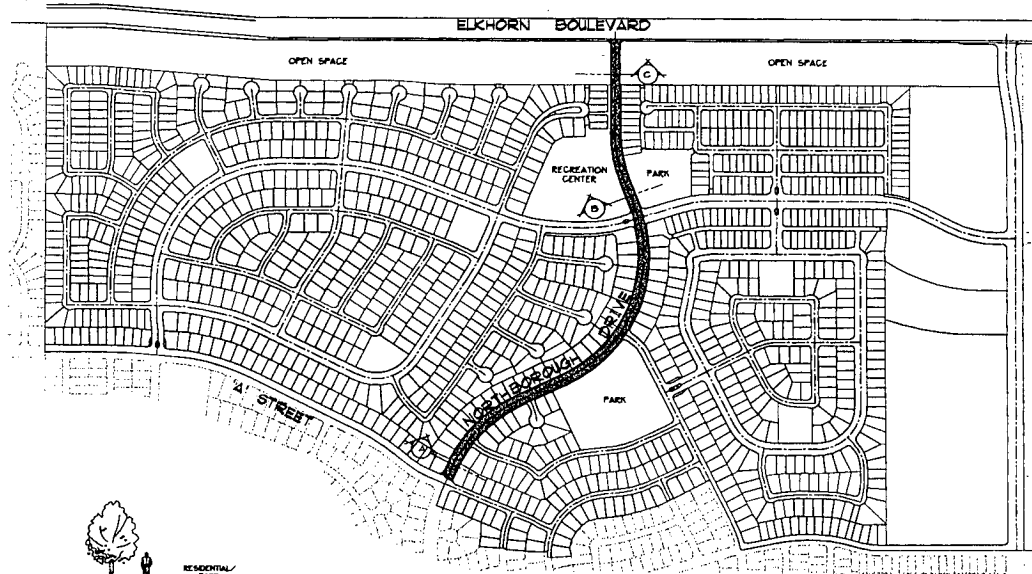
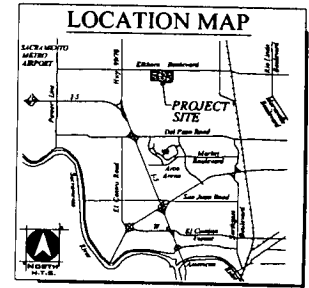
- Exhibit 1- Text Changes
- Exhibit 2 - Revised Figure 10, Vehicular Street Map

COMMUNITY PLAN AMENDMENT HERITAGE AT NATOMAS PARK

CITY OF SACRAMENTO, CALIFORNIA

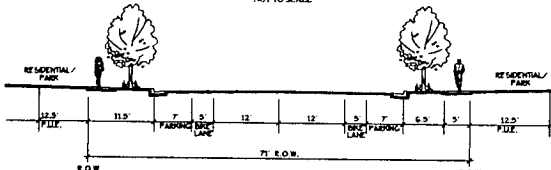
OCTOBER 23, 2001

(REVISED: 11-20-01)



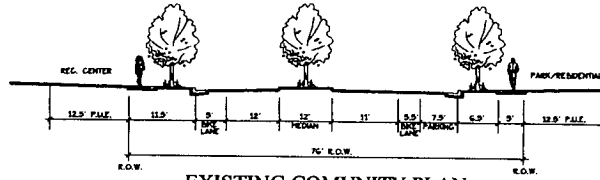
EXISTING COMMUNITY PLAN
NORTHBOROUGH DRIVE (SECTION A-A)

63' STREET SECTION
NOT TO SCALE



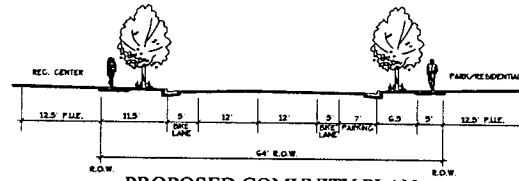
PROPOSED COMMUNITY PLAN
NORTHBOROUGH DRIVE (SECTION A-A)

71' STREET SECTION
NOT TO SCALE



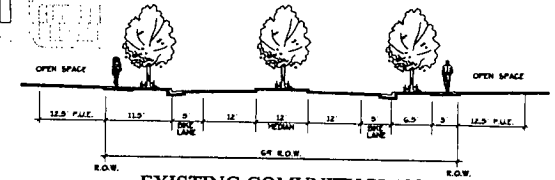
EXISTING COMMUNITY PLAN
NORTHBOROUGH DRIVE (SECTION B-B)

76' STREET SECTION
NOT TO SCALE



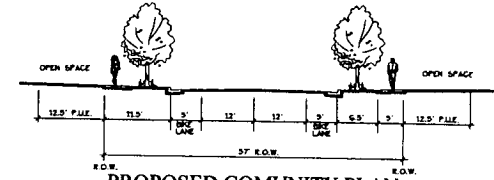
PROPOSED COMMUNITY PLAN
NORTHBOROUGH DRIVE (SECTION B-B)

64' STREET SECTION
NOT TO SCALE



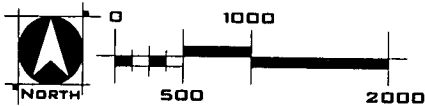
EXISTING COMMUNITY PLAN
NORTHBOROUGH DRIVE (SECTION C-C)

64' STREET SECTION
NOT TO SCALE



PROPOSED COMMUNITY PLAN
NORTHBOROUGH DRIVE (SECTION C-C)

57' STREET SECTION
NOT TO SCALE



WOOD RODGERS INC.

ENGINEERING PLANNING MAPPING SURVEYING
3301 C STREET, BLDG. 100-B SACRAMENTO, CA 95816
PHONE: (916) 341-7760 FAX: (916) 341-7767

ATTACHMENT 2
APPROVE

RESOLUTION NO. 2001-249
ADOPTED BY THE SACRAMENTO CITY COUNCIL

DEC 18 2001

OFFICE OF THE
CITY CLERK

ON DATE OF _____

RESOLUTION AMENDING THE NORTH NATOMAS COMMUNITY PLAN TO DECREASE THE WIDTH OF NORTHBOROUGH DRIVE FROM ELKHORN BOULEVARD TO "A STREET" OF THE HERITAGE AT NATOMAS PARK PROJECT LOCATED IN NORTH NATOMAS (M01-096)

WHEREAS, the Planning Commission conducted a duly noticed public hearing on _____, and the City Council conducted a duly noticed public hearing on the date of _____.

WHEREAS, the Environmental Coordinator has determined that this project is covered by a previous Negative Declaration for the Heritage at Natomas Park project (P00-005).

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Sacramento that:

The provisions relating to "Residential Collectors" and Figure 10, "Vehicular Street Map" set forth in the "Circulation" section of the North Natomas Community Plan (Resolution No. 94-259, as amended) are amended to read as set forth in Exhibit 1 and Exhibit 2 attached hereto.

MAYOR

ATTEST:

CITY CLERK

M01-096

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

EXHIBIT 1 - Community Plan Amendment

North Natomas Community Plan - Residential Section, page 13

VISION

Fourteen neighborhoods, consisting of between 1,500 to 3,000 dwelling units each, are proposed in the North Natomas Community. Each neighborhood is designed to provide a balance of three different housing densities with a variety of housing types, lot sizes, and affordability to serve the broad spectrum of residents. An elementary school shall serve as the neighborhood's focal point. Figure 4 illustrates the proposed neighborhoods, each with a variety of housing densities and types, typical range of dwelling units, and with an elementary school as a focal point.

Each dwelling unit should have convenient access to commercial centers using local connections, such as local streets or ped/bikeways, and residential *minor* collectors, instead of traveling on an arterial or collector street. At least 80 percent of the dwelling units shall be a maximum of 880 feet from open space, including public and private parks, drainage corridors, buffers, golf courses, lakes, and other open space opportunities.

The plan fosters the formation and function of neighborhood associations as a method to strengthen neighborhood ties. Neighbors can join together to take advantage of opportunities and solve common problems

GUIDING POLICIES

- A. Each neighborhood shall provide a variety of housing densities, types, and prices to enhance a neighborhood identity, serve the wide array of residents, and avoid monotony.
- B. Each neighborhood shall have an elementary school as its focal point located near the center of the area.
- C. Each dwelling should have convenient access to a commercial center. Convenient access should be provided along a local connection, such as a local street or ped/bike path, or residential *minor* collector, rather than on an arterial street.
- D. At least 80 percent of the dwelling units shall be within 880 feet of open space. Open space includes accessible public and private parks and parkways, drainage corridors, agricultural buffers, golf course, lakes, and other open space opportunities.

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RESOLUTION NO.: _____

DATE ADOPTED: _____

- E. The formation of neighborhood associations should be encouraged to resolve common problems and undertake neighborhood projects based on utilization of available neighborhood resources.
- F. Maintain a minimum jobs/housing ratio of 58 percent for the Community plan area and 66 percent for the city portion of the Community plan area.

North Natomas Community Plan - Circulation Section, page 38-39.

VEHICULAR STREET SYSTEM

VISION

The vehicular street system is a hierarchical set of streets differentiated by their width, their spacing, the intended traveler, and the distance and speed for which they're designed. Streets in the plan area are designed to operate at an overall level of service "C" on the surface streets and level of service "D" on freeway ramp and arterial street intersections. Figure 10 outlines the vehicular street system, differentiating between arterials, collectors, **residential minor** collectors, and local streets.

GUIDING POLICIES

- A. Size and layout of the major street system should be based on traffic projections that assume successful implementation of trip and emission reduction programs.
- B. Street system capacity shall be based on no greater than the 2016 traffic projections for North Natomas.
- C. Develop street cross-sections that encourage all streets to be as pedestrian friendly as possible.

IMPLEMENTING POLICIES

Street Hierarchy: Streets should be grouped into a hierarchy of classes according to the character of service they are intended to provide. **Local** streets and connections serve circulation within the neighborhood and are generally two lanes wide. **Residential Minor collector** streets serve intra- and inter-neighborhood traffic and are two lanes wide with a center median/lane or other

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DATE ADOPTED: _____

modifications. **Collector** streets serve inter-neighborhood traffic and are four lanes wide. **Arterial** streets serve inter- and intra-community traffic and are usually six, occasionally four, or more lanes wide.

Major Street Spacing: Arterial streets should have a span between them of ½ to 1 mile. Collector streets, including **residential minor** collectors, shall have a span of 1/4 to ½ mile.

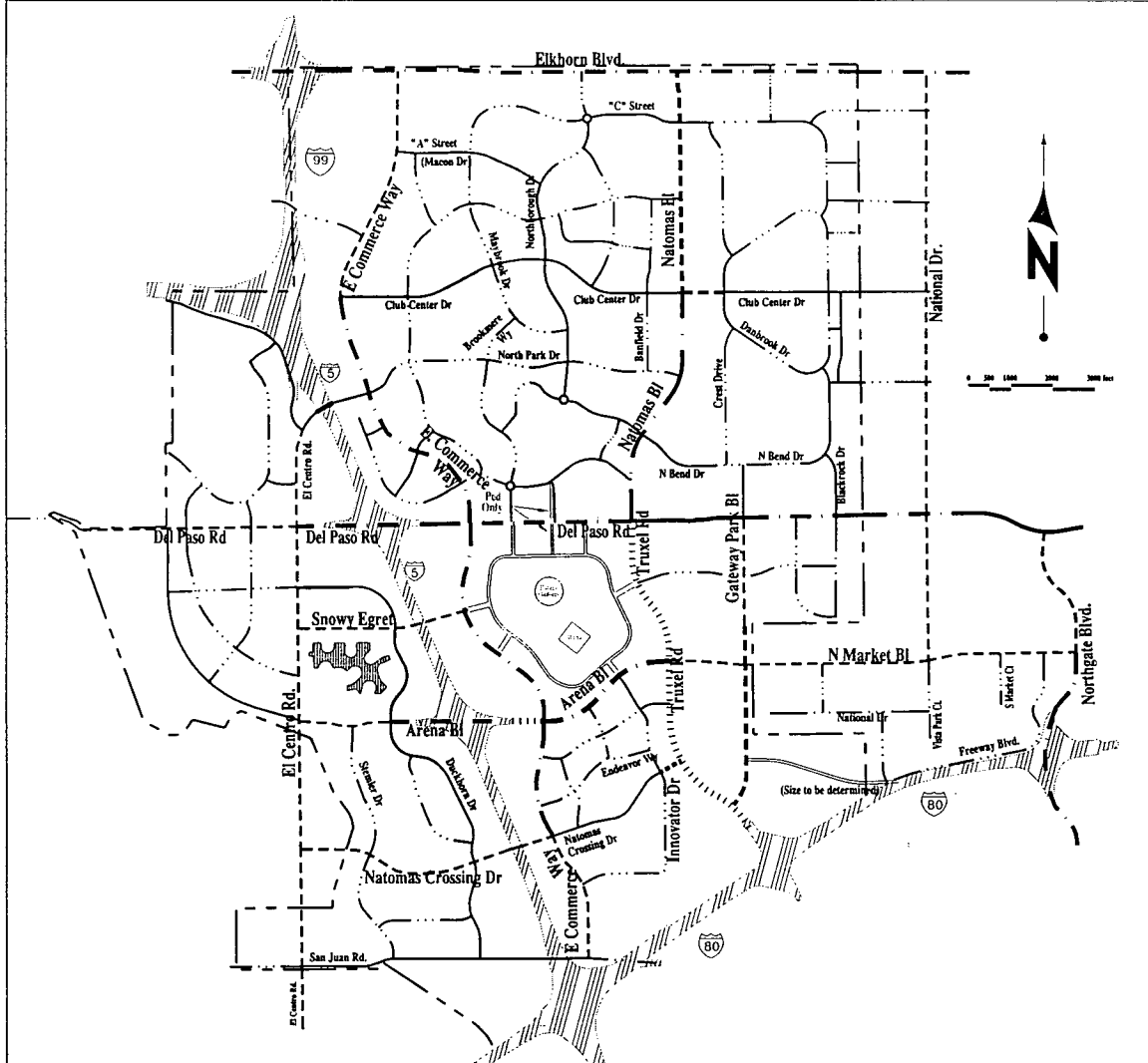
Residential Minor Collectors: The *minor residential* collector is a cross between a two lane local street and a four lane collector. The *minor residential* collector is two lanes with a center median for left turn capacity or other modifications to handle additional residential traffic without impeding pedestrian and bicycle traffic. The *minor residential* collector serves the inter-neighborhood traffic with minimal impact street sizing. ~~Three residential collectors are identified in the plan: 1) Northpointe Loop in the residential neighborhoods located north of Del Paso and east of Truxel; 2) Northborough Loop north of Del Paso, between Truxel and East Commerce; and 3) Westside Loop from El Centro, west and north into the residential neighborhoods.~~

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RESOLUTION NO.: _____

DATE ADOPTED: _____

North Natomas Vehicular Street Map Figure 10



Legend	
	8 Lane Street (150' R/W)
	6 Lane Street (130' R/W)
	4 Lane Street (100' R/W)
	2+ Lane Street (70' R/W)
	2 Lane Street (60'-64' R/W)
	City Limits [Previous Street Name]

Revised: November 28, 2001

Department of
PUBLICWORKS
CITY OF
SACRAMENTO
Development Services
& Special Districts

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DATE ADOPTED: _____