

Planning Commission
Sacramento, California

Members in Session:

- Subject: A. Environmental Determination - Negative Declaration
B. Amendment of City Zoning Ordinance, Section 17-E-1 (M88-085)

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

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

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

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

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

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


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

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

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

Respectfully submitted,


James H. Bloodgood
Supervising Engineer


For Art Gee
Principal Planner

M88-085

January 26, 1989
2-9-89

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ORDINANCE NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

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

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

Section 1

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

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

Passed for Publication:

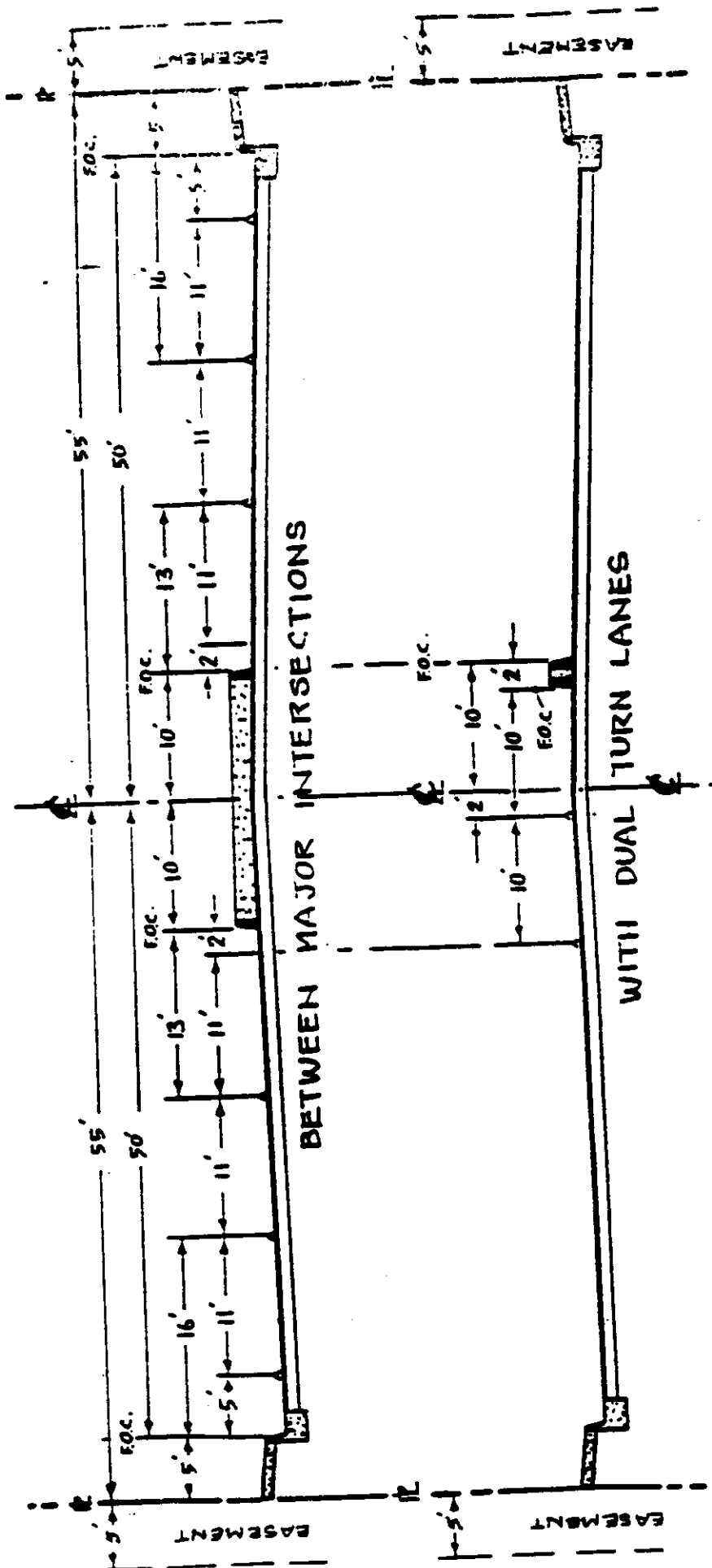
Passed:

Effective:

Attest:

City Clerk

Mayor

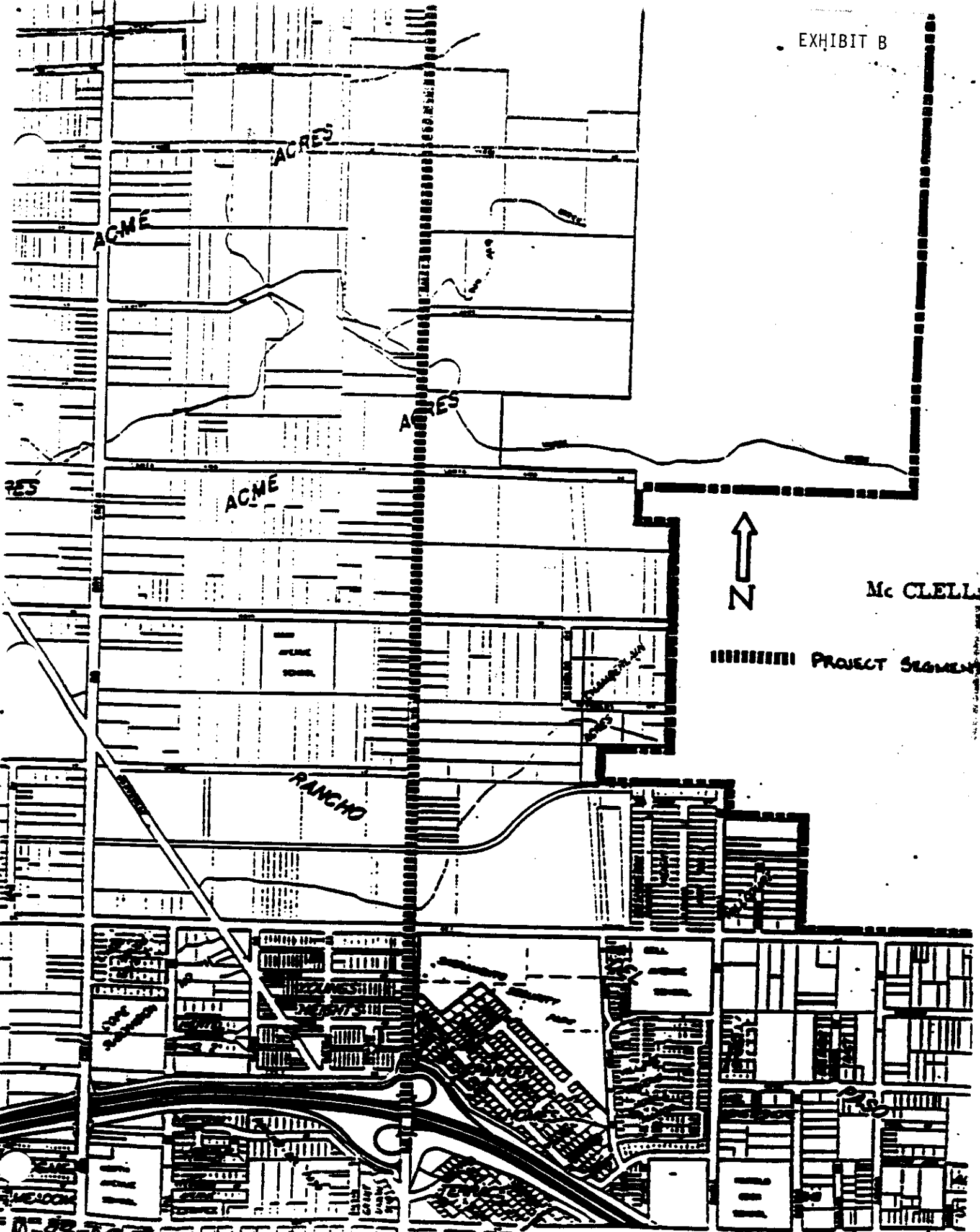


110' MAJOR STREET CROSS SECTION
RALEY BLVD. AT BELL AVE.

M-88-085

2-9-89
 68-6-2
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Mc CLELL

PROJECT SEGMENT



M-88-785

H-10-88

2-9-89

Jan 26

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RALEY BOULEVARD**KEY DATES**

- June 1913 Acme Acres subdivision filed-
Raley Blvd. established at 60 ft.

- Jan. 1969 Major street plan updated-
Raley Blvd. identified as major street

- Dec. 1971 Chapter 17 of zoning ordinance amended-
Raley Blvd. identified as 80 ft. R/W

- May 1978 Major street standards revised-
6 lane streets are 124' R/W

- March 1984 North Sacramento Community Plan adopted-
Raley Blvd. identified as major street and
major truck route

- Jan. 1988 Sacramento General Plan adopted-
E.I.R. mitigation measure states widen
Raley Blvd. to 6 lanes

- Nov. 1988 Staff proposes 110' R/W 6 lane road

Sacramento City Ordinance No. 3052 — Fourth Series

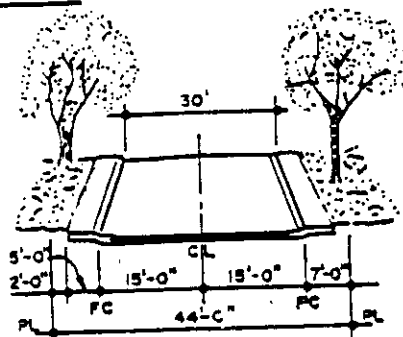
- (78) **Power Inn Road:**
Howe Avenue south to the City limits — 80 ft.
- (79) **Q Street:**
2nd Street east to Alhambra Boulevard — 80 ft.
- (80) **Raley Boulevard:**
Interstate Route 380 Freeway north to City limits — 80 ft.
- (81) **Richards Boulevard:**
Interstate Route 5 Freeway east to State Route 160 — 80 ft.
- (82) **Rio Linda Boulevard:**
City limits south to Interstate Route 880 Freeway — 80 ft.
Grand Avenue south to Evergreen Street — 80 ft.
- (83) **Riverside Boulevard:**
W Street south to 13th Avenue — 80 ft.
13th Avenue south to Sutterville Road — 70 ft.
From Florin Road to Frates Way — 80 ft.
Frates Way east to the proposed Interstate Route 5 Freeway — 90 ft.
- (84) **Roseville Road:**
Auburn Boulevard northeast to the City limits — 80 ft.
- (85) **Royal Oaks Drive:**
Arden Way south to State Route 160 Freeway — 80 ft.
- (86) **S Street:**
2nd Street east to Alhambra Boulevard — 80 ft.
- (87) **Sacramento Boulevard:**
23rd Avenue south to the City limits — 80 ft.
- (88) **San Juan Road:**
North-South City limits line near El Centro Road east to Northgate Boulevard — 80 ft.
- (89) **Seamas Avenue:**
Riverside Boulevard east to Fruitridge Road — refer to subsection E.1 of this Section.
- (90) **Sheldon Road:**
Bruceville Road west to north-south City limits line — 110 ft.
- (91) **Silver Eagle Road:**
Western Pacific Railroad east to Norwood Avenue — 80 ft.
- (92) **Sproule Avenue:**
North 12th Street west to North 16th Street — 80 ft.
- (93) **South Land Park Drive:**
Suterville Road south to the proposed Interstate Route 5 Freeway — 60 ft.
- (94) **Stockton Boulevard:**
Alhambra Boulevard south to the City limits near Patterson Lane — refer to subsection E.1 of this Section.
- (95) **Sully Street:**
Main Avenue north to Rio Linda Boulevard — 80 ft.
- (96) **Sunbeam Avenue:**
Richards Boulevard south to North 12th Street — 60 ft.
- (97) **Sutterville Road:**
Proposed Interstate Route 5 Freeway east to Franklin Road — refer to subsection E.1 of this Section.
- (98) **T Street:**
2nd Street east to Alhambra Boulevard — 80 ft.
Alhambra Boulevard east to Stockton Boulevard — refer to subsection E.1 of this Section.
- (99) **Truxel Road:**
San Juan Road south to Garden Highway — 90 ft.
- (100) **University Avenue:**
Fair Oaks Boulevard to American River Drive — 80 ft.
- (101) **Valley Hi Drive:**
Mack Road south to Grandstaff Drive — 100 ft.
Grandstaff Drive east to Franklin Boulevard — 80 ft.
- (102) **W Street:**
3rd Street east to 29th Street — 80 ft.
- (103) **Watt Avenue:**
American River south to Folsom Boulevard — refer to subsection E.1 of this Section.
- (104) **West El Camino Avenue:**
City limits east to Reiner Way — 90 ft.
Reiner Way east to Northgate Boulevard — 80 ft.
Northgate Boulevard east to East Levee Road — 50 ft.
- (105) **Winter Street:**
Bell Avenue south to North Avenue — 70 ft.
North Avenue south to Interstate Route 880 Freeway — 80 ft.
- (106) **X Street:**
4th Street east to Alhambra Boulevard — 80 ft.
- (107) **2nd Avenue:**
Freeport Boulevard east to 21st Street — 50 ft.
21st Street east to a point 104 feet east of the center line of 26th Street — 80 ft.
From a point 104 feet east of the center line of 26th Street east to San Fernando Way — 60 ft.
San Fernando Way east to Franklin Boulevard — 40 ft.

STREET SYSTEM STANDARDS

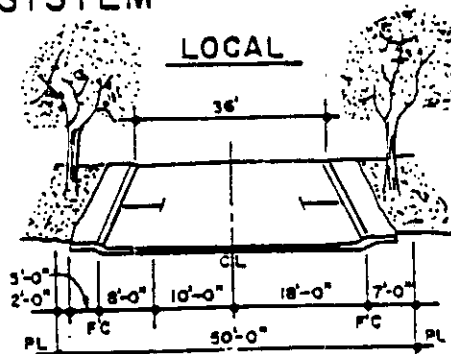
AS APPROVED MAY 23, 1978 BY THE CITY COUNCIL (RESOLUTION 78-331)

LOCAL STREET SYSTEM

MINOR LOCAL

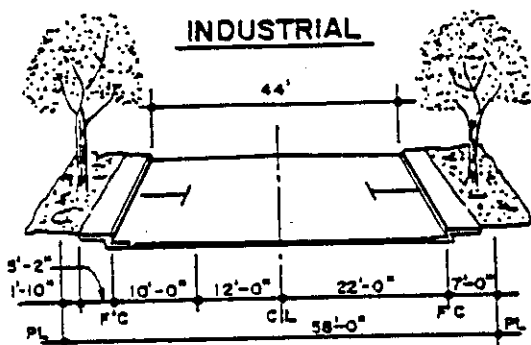


44ft R.O.W.



50ft R.O.W.

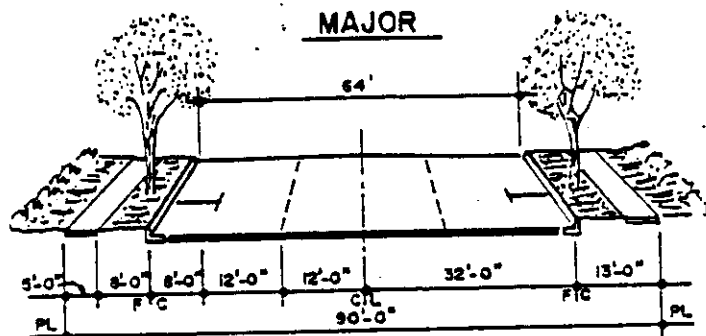
INDUSTRIAL



58ft R.O.W.

MAJOR STREET SYSTEM

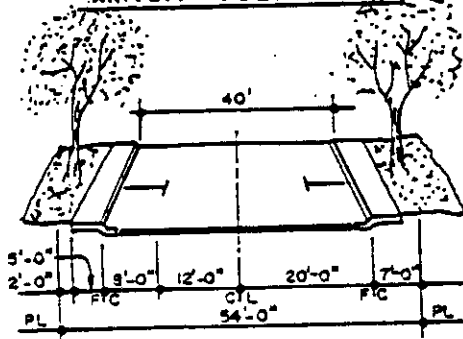
MAJOR



90ft R.O.W. *

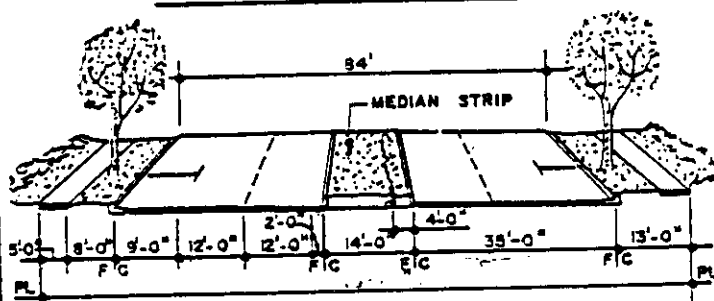
COLLECTOR STREET SYSTEM

MINOR COLLECTOR



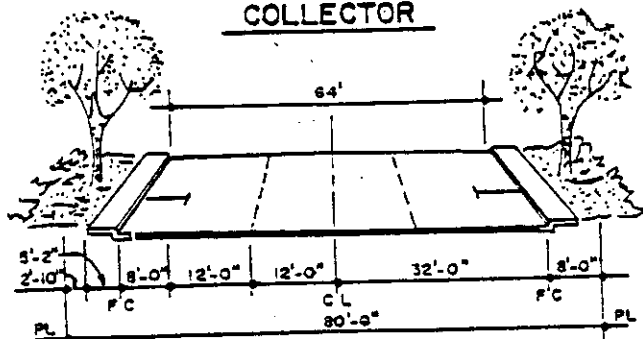
54ft R.O.W. *

DIVIDED MAJOR (4 LANE)



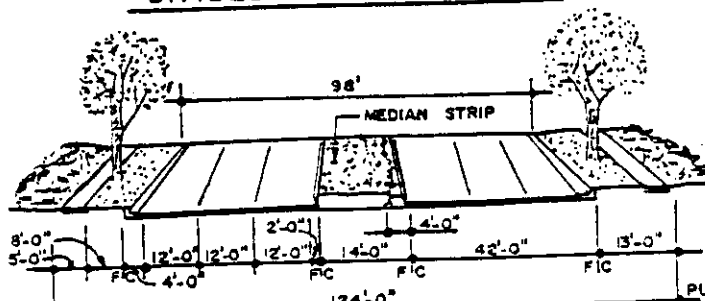
110 ft R.O.W. *

COLLECTOR



80ft R.O.W. *

DIVIDED MAJOR (6 LANE)

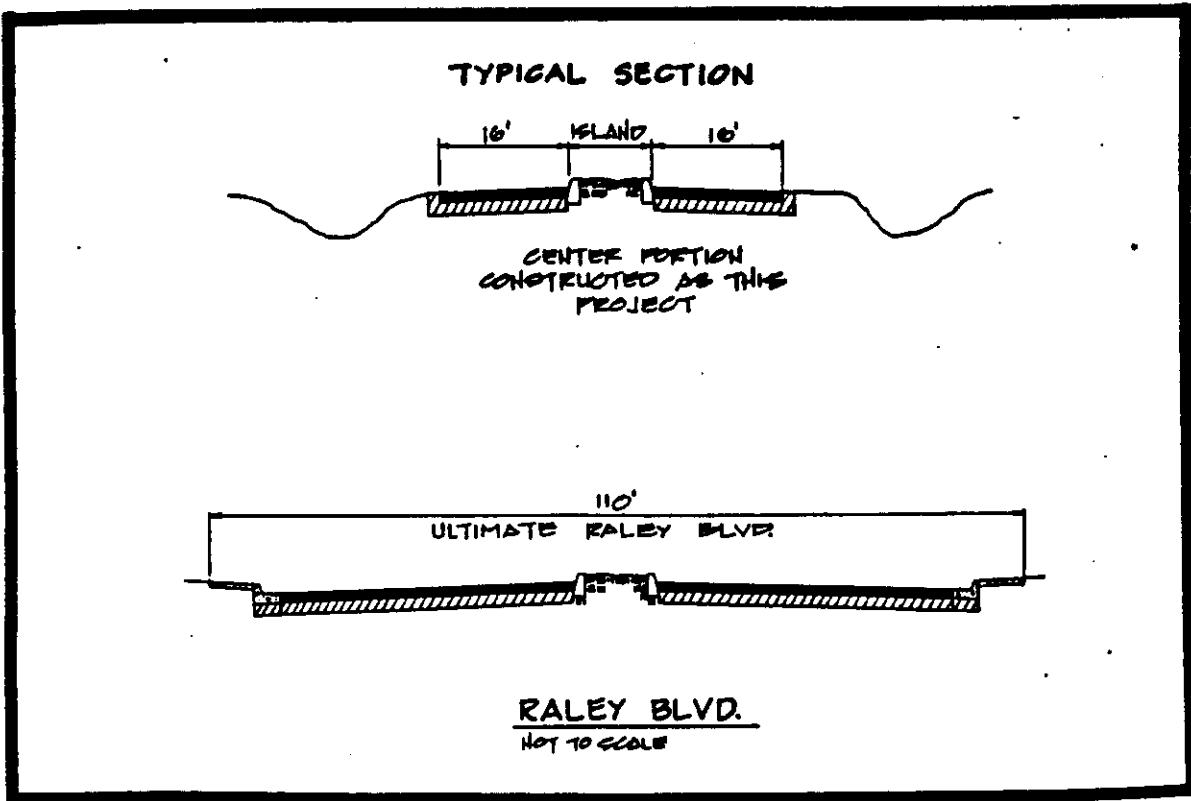
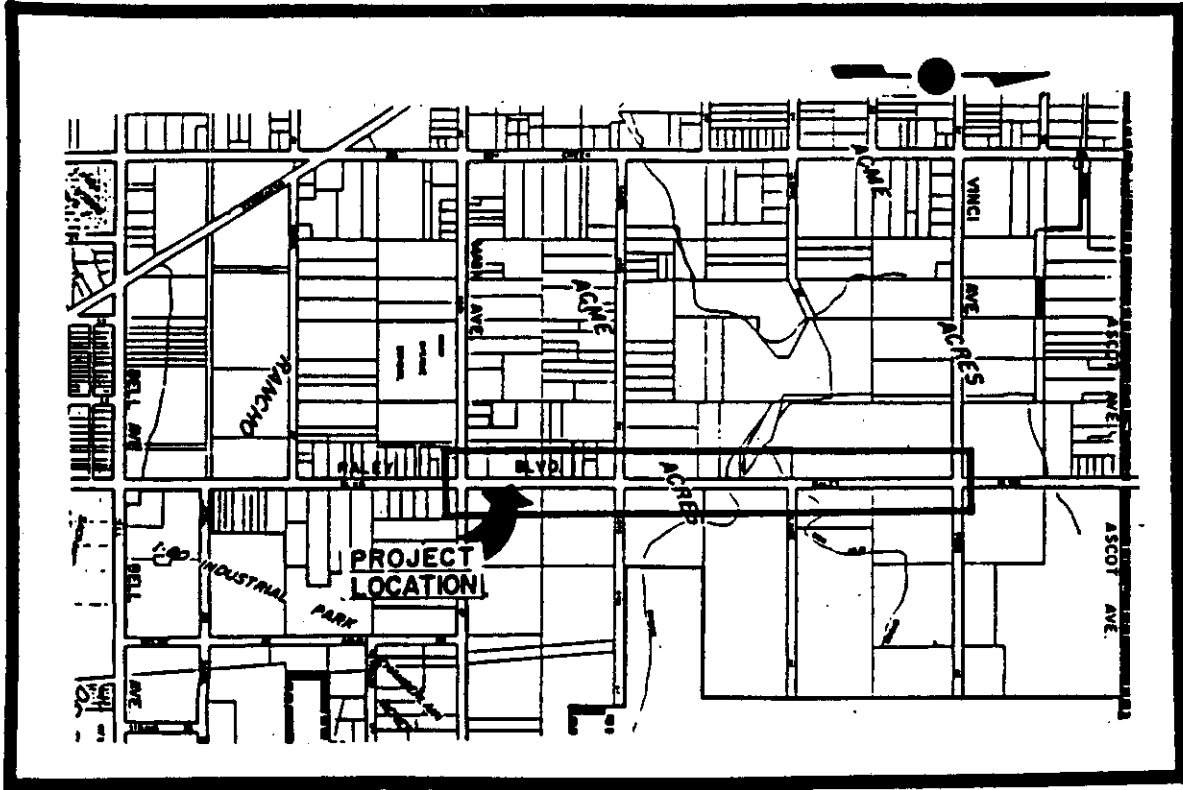


124ft R.O.W.

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

SEPT 6, 1977

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LOCAL 1857

American Federation of Government Employees

P.O. BOX 1037
NORTH HIGHLANDS, CALIFORNIA 95660



Telephone 332-3250
332-3272
332-3278

Refer Reply
to LMC #904/9

25 January 1989

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

Subject: Raley Boulevard and 16th Street Construction

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

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

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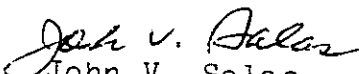
present Sacramento Zoning Ordinance is wide enough to construct the proper size road for both the present and the future. The 110 foot right-of-way with median island proposed in the City Plan is an unnecessary overkill.

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

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

Thank you for your serious reconsideration of the project.

Sincerely,


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

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