

City Planning Commission
Sacramento, California

Members In Session:

- Subject:**
1. North Natomas Community Plan Amendment To Reduce The Width Of A Portion Of East Loop Road From Six To Four Lanes
 2. Environmental Recommendation

Location: East Loop Road Between Truxel and Del Paso Roads (North Natomas)

SUMMARY

This City initiated request is to amend the North Natomas Community Plan to reduce the width of East Loop Road from the proposed six lane roadway to four lanes between Stadium Boulevard and Arco Arena Boulevard.

BACKGROUND

The original roadway width requirements were established in the North Natomas Community Plan (NNCP) and Draft Environmental Impact Report (DEIR) by projecting future average daily traffic (ADT) based on land uses assumed for the North Natomas area. The NNCP and DEIR identified East Loop Road from Truxel to Market for improvement to six lanes at buildout of the North Natomas Area.

In an environmental review for the North Natomas Freeway Improvement Transportation Element (1988), traffic and circulation for the North Natomas area were re-evaluated. The traffic analysis refined the traffic projections of the 1985 NNCP EIR with more complete information regarding the access that parcels would have to the proposed street system. The purpose of this analysis was to establish more detailed traffic projections for design of the proposed roadway system, including new interchanges. According to the traffic division of the public works department, (see Attachment A) the analysis and resulting alternatives (to reduce road width from six to four lanes) are consistent with assumed future land uses and circulation systems of the General Plan and Community Plans for the North Natomas and South Natomas areas.

STAFF ANALYSIS

The results of North Natomas Freeway Improvement environmental study pointed to the need for a community wide amendment to roadway standards as designated in the NNCP. This amendment for a portion of East Loop Road is being requested to allow the construction of a roadway section necessary to provide service to a previously approved industrial/warehouse project (Coke/Raley, P90-157). Future development projects will not be approved until the entire roads system is fully analyzed in a new environmental document.

In addition the amendment is consistent with the North Natomas Settlement Agreement which requires that road ways, drainage, and water supply infrastructure serving the City portion of North Natomas not be designed with greater capacity than that required to serve the lands south of the proposed Elkhorn and County land use plans for lands North of the proposed Elkhorn/Del Paso Canal alignment.

RECOMMENDATIONS

Staff recommends the Commission:

- A. Recommend that the City Council ratify the attached proposed Negative Declaration
- B. Recommend that the City Council adopt the attached resolution to amend the North Natomas Community Plan to reduce the number of lanes on East Loop Road from six to four on the portion of road between Truxel and Del Paso Roads.

Respectfully Submitted By:

Jim McDonald
Assistant Planner

Recommendation Approved by:

Art Gee
Principal Planner

AG/JM/jm:ELOOPRD.CPC

**RESOLUTION AMENDING NORTH NATOMAS COMMUNITY PLAN
TO REDUCE THE WIDTH OF EAST LOOP ROAD FROM THE
PROPOSED SIX LANE ROADWAY TO FOUR LANES BETWEEN
STADIUM BOULEVARD AND ARCO ARENA BOULEVARD AS
DESCRIBED IN THE ATTACHED EXHIBIT**

(M91-020)

WHEREAS, the City Council conducted a public hearing on _____ concerning the above plan amendment and based on documentary and oral evidence submitted at the public hearing, the Council hereby finds:

1. The refined traffic projections show substantial reductions in traffic for the subject section of road;
2. The subject section of road is suitable for a width of four lanes and is compatible with surrounding uses;
3. The proposal is consistent with assumed future land uses and circulation systems of the General Plan and North Natomas Community Plan;
4. The proposal is consistent with the policies of the City's General Plan and North Natomas Community Plan.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Sacramento that the section of East Loop Road as described on the attached Exhibit in the City of Sacramento is hereby designated on the North Natomas Community Plan for a four lane road width.

MAYOR

ATTEST:

CITY CLERK

P91-020

RECEIVED

FEB 21 1991

ENVIRONMENTAL SERVICES

DEPARTMENT OF
PUBLIC WORKSCITY OF SACRAMENTO
CALIFORNIA1023 J STREET
SUITE 200
SACRAMENTO, CA
95814-2819

TRANSPORTATION DIVISION

916-449-5307
FAX 916-448-8450

February 21, 1991

M E M O R A N D U M

To: Carol Branan, Environmental Services

From: Marilyn Kuntemeyer, Supervising Engineer *Marilyn K.*

Subject: Roadway Width Requirements for Loop Road in North Natomas

In reviewing the July, 1985, North Natomas Community Plan (NNCP) Draft Environmental Impact Report (DEIR), Volume 1, specific roadway width requirements were established by projecting future average daily traffic (ADT) based on the land uses assumed for the North Natomas area. The DEIR identified East Loop Road from Truxel to Market for improvement to six lanes at buildout of the North Natomas Area.

Traffic and circulation issues were re-evaluated by the City in the environmental review for the North Natomas Freeway Improvements. The results of the traffic study for this environmental review were documented in the April 18, 1988, North Natomas Freeway Improvement Transportation Element. From page 44 of this report (Attachment 1), study Alternatives 5 and 7 are presented under a cumulative scenario. These alternatives are consistent with assumed future land uses and circulation systems of the General Plan and Community Plans for the North Natomas and South Natomas areas.

The 1988 traffic analysis refined the traffic projections that were completed for the 1985 NNCP EIR based on more complete information as to how parcels would access the proposed street system. The purpose of this analysis was to establish more detailed traffic projections for design of the proposed roadway system including the new interchanges proposed at Truxel/I-80 and North Market/I-5. These refined traffic projections show substantial reductions in forecasts for Loop Road from Truxel (Arco Arena Boulevard) and North Market.

Carol Branan
February 21, 1991
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The projections completed in 1985 predicted projected traffic on Loop Road (Truxel to Market) to be in the range of 34,000 - 41,000 vehicles per day at buildout of the NNCP area. The revised projections established in 1988 based on more complete information show projected traffic to be approximately 15,200 - 17,600 vehicles per day.

Table 42 (Attachment 2), Lane Recommendations and Projected Levels of Service (LOS) for Alternative 7, recommends four lanes for East Loop Road from North Market Boulevard to Truxel Road instead of the proposed six from the NNCP. Based on the projected volumes for this roadway, this segment of roadway will operate at a LOS A with the recommended four lanes. This Transportation Element was one of the background studies for documentation of the Negative Declaration certified by the City Council for the North Natomas Freeway Improvements in January, 1990.

We believe that this provides sufficient documentation for the recommendation of the Public Works Department that Loop Road from Truxel Road (Arco Arena) to North Market be constructed as a 4-lane facility. No additional study should be needed for environmental review of the roadway design submitted to Environmental Services for this section of Loop Road.

If you have any questions, please call me at 449-5307.

Attachments

PC:ap
PC1-28.L

cc: Robert L. Lee, Deputy Director of Public Works
Terry Moore, Supervising Engineer
Diana Parker, Environmental Services
Dave Cullivan, Senior Engineer
Fran Halbakken, Senior Engineer
John Presleigh, Associate Engineer
Pelle Clarke, Junior Engineer

Attachment 1

Alternative 2 - No Project. This alternative is identical to Alternative 1, however, the Truxel Road overcrossing of I-80 is not included.

Alternative 3 - Proposed Project. This alternative assumes buildout of the 1987 NNCP plus 1988 SNCP with the proposed project and a Truxel Road bridge crossing the American River. The bridge is assumed to extend south across the river, connecting to North Fifth Street and then crossing the Southern Pacific Railroad yard as an elevated structure and connecting to Seventh and Eighth Streets as one-way couplets.

Alternative 4 - Proposed Project. This alternative is identical to Alternative 3 with the exception of reductions in peak hour traffic by 20 percent to account for implementation of successful TSM programs in North and South Natomas. No other TSM, beyond the levels presently occurring, would be assumed in the rest of the City or region.

Alternative 5 - Proposed Project. This alternative is consistent with Alternative 4, however, no Truxel Bridge over the American River is included in the roadway network.

Alternative 6 - Proposed Project. This alternative assumes buildout of the 1987 NNCP plus the 1988 SNCP plus the Expanded Cumulative Scenario (ECS) for the rest of the City and region. No Truxel Road bridge over the American River or TSM is included. The ECS is described in detail in the SGPU FEIR and the SNCP SEIR.

Alternative 7 - Proposed Project. This alternative assumes buildout of the 1987 NNCP plus the 1988 SNCP without the Truxel Road bridge over the American River and without TSM.

E. TRAFFIC IMPACT ANALYSIS

Introduction

This section presents the future traffic impacts associated with the seven land development/roadway network alternatives described in the preceding section. Impacts have been identified on a peak hour basis for intersections and freeway system components and on a daily basis for surface streets. Traffic volumes were assumed to create an adverse impact at locations where the service levels worsened to "D" and "E", respectively, for non-freeway and freeway components.

TABLE 42, CONT.

LANE RECOMMENDATIONS AND PROJECTED LOS

- SURFACE STREETS -

(Alternative 7)

STREET AND LOCATION	PROPOSED LANES	RECOMMENDED LANES	W/RECOMM.	
			LANES V/C	LOS
<u>NORTH LOOP ROAD</u>				
Del Paso Rd. - East Commerce Blvd.	4	4	0.64	B
East Commerce Blvd. - Truxel Rd.	4	4	0.59	A
Truxel Rd. - Northgate Blvd.	6	4	0.56	A
<u>EAST LOOP ROAD</u>				
North Loop Rd. - Del Paso Rd.	6	6	0.75	C
Del Paso Rd. - North Market Blvd.	6	4 ²	0.75	C
North market - Truxel Rd.	6	4 ²	0.51	A
<u>SOUTH LOOP ROAD</u>				
Truxel Rd. - East Commerce Blvd.	6	4 ²	0.56	A
East Commerce Blvd. - West Commerce Blvd.	4	2 ²	0.44	A
West Commerce Blvd. - El Centro Rd.	4	2 ²	0.20	A
<u>GARDEN HIGHWAY</u>				
Power Line Rd. - San Juan Rd.	2	2	0.12	A
San Juan Rd. - Orchard Lane	2	2	0.18	A
Orchard Lane - Gateway Oaks Dr.	2	2	0.61	B
Gateway Oaks Dr. - I-5	4	6	0.58	A
I-5 - Truxel Rd.	4	4	0.71	C
Truxel Rd. - Northgate Blvd.	4	6	0.65	B
<u>SAN JUAN ROAD</u>				
Garden Hwy. - El Centro Rd.	4	2 ²	0.08	A
El Centro Rd. - West Commerce Blvd.	4	2 ²	0.58	A
W Commerce Blvd. - E Commerce Blvd.	4	2 ²	0.30	A
East Commerce Blvd. - Azevedo Dr.	4	4	0.41	A
Azevedo Dr. - Truxel Rd.	4	4	0.62	B
Truxel Rd. - Northgate Blvd.	4	4	0.55	A
Northgate Blvd. - Norwood Ave.	2	4	0.66	B

- 1 Number of lanes in accordance with the proposed North & South Natomas Community Plans.
- 2 Based on the projected volumes for this roadway, the additional proposed lanes are not required, or existing lanes provide adequate capacity.
- 3 Segments that cannot be mitigated using maximum design criteria.
- 4 Segments that cannot be mitigated without displacement of existing development.