

Mr. Stephen L. Jenkins

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May 14, 1984

We are concerned about providing adequate future access to the Sacramento Metropolitan Airport from the northeast. In discussions with the airport planning staff, the most likely future access appears to be a new roadway extending southward from Elverta Road connecting to Earhart Drive.

The County is concerned about the impact future development would have on (1) West El Camino Avenue over I-80 to El Centro Road, and El Centro Road to the north, (2) Del Paso Road to Airport Boundary Road (Power Line Road) to I-5, and (3) the Garden Highway. These sections of roadway are outside the study area and are likely to be heavily impacted by future development. This should be addressed in the traffic analysis along with all other considerations contained herein.

I again reiterate that the County Traffic Engineer's Office should be consulted regarding the study assumptions to be incorporated in the traffic analysis.

If you have any questions regarding this matter, contact me or Patrick Groff of this office at 440-5966.

Very truly yours,

JAMES C. RAY



Randal W. Foust
Senior Civil Engineer

PLG/RWF:mmm

cc: Dee McKenzie, County Public Works
Sam Miller, County Planning
Jim Bloodgood, City Traffic
Marty Inouye, Omni-Means



COUNTY OF SACRAMENTO

DEPARTMENT OF PUBLIC WORKS

HIGHWAYS AND BRIDGES DIVISION . . . James C. Ray, Chief
ROOM 201 • 827 SEVENTH STREET
SACRAMENTO, CALIFORNIA 95814
(916) 440-5966/6291

May 14, 1984

Mr. Stephen L. Jenkins, Project Coordinator
North Natomas Planning Studies
City of Sacramento Planning Department
927 10th Street, Suite 300
Sacramento, CA 95814

Dear Stephen:

The County Highways and Bridges Division has reviewed the North Natomas Community Plan Issues document and offer the following comments regarding the Transportation Section:

Within the next five years, Highway 99 is scheduled to be constructed from I-5 to the County line. This freeway will be constructed along the route that is labeled El Centro Road on the North Natomas Community Plan map, and will include a full freeway to freeway interchange at I-5, an interchange at Elkhorn Boulevard, and a possible interchange at Elverta Road (as shown on the County General Plan).

A future interchange is planned on I-5 at what is labeled Airport Boundary Road on the North Natomas Community Plan map. The County maintained road index labels this road as Power Line Road.

A full interchange at I-5 and Lone Tree Road is unlikely due to the proximity of the proposed freeway to freeway interchange between I-5 and Highway 99.

North Market Boulevard west of Northgate Boulevard has been built to an 80' standard. We are planning this road as a major east to west arterial to connect to I-5 with a future interchange.

The County has designated Del Paso Road and Elkhorn Boulevard as one hundred ten (110') foot wide thoroughfares. Please verify that these designations coincide with the City's General Plan.

We feel that placing any future heavy traffic demand on East Levee Road between North Market Boulevard and Del Paso Road would be unwise. An alternate solution would be to upgrade Screnton Road to major arterial status.

VI. POWER

Issue No.'s 1 and 3: Transmission Lines- The Commission asked staff to evaluate the potential impacts of installing new transmission lines between bulk transfer stations (and possibly from the Geysers area) on communities adjacent to the study area.

VII. PUBLIC COMMENTS

A representative from ECOS stated that her organization intended to submit detailed comments regarding the extent of evaluation of the issues included in the issue paper. (No comments have been received to date, June 13, 1984.)

A representative from the Sacramento Board of Relators indicated that residential development should be viewed more positively and have been discussed more extensively in the issue paper.

The Sacramento Transit Development Agency submitted a comment after the hearing that the study should identify mechanisms that might be used to obtain developer assistance in funding transit capital and operating costs.

Subsequent to the hearing, we have received the attached letter from the County Public Works Department, Highways and Bridges Division.

II. URBANIZATION

Issue No. 7: Parks and Open Space- The Commission noted that the City is in the process of adopting a new Parks Master Plan, and the park standards included within that plan should be incorporated into the North Natomas Community Plan.

III. HIGH TECHNOLOGY DEVELOPMENT

Issue No. 2: Types of High Technology Uses Anticipated- The Commission requested that, based upon the type of high technology uses projected for the Sacramento area, the socio-economic impacts of this type of development should be evaluated. This would include housing affordability, secondary employment growth, and public facility and service demands.

IV. AIRPORTS

Other Issues: The Commission asked whether development in North Natomas would impact Rio Linda Airport operations. The Rio Linda Airport's Area of Influence is located outside of the North Natomas Project Area. The Commission also asked whether development of the designated airport-related industrial area located immediately east of Metro Airport will impact airport operations. This issue will be addressed in the EIR.

V. POLICE SERVICE

Issue No. 1: Police Service- The Commission noted that all types of public service needs should be addressed. (These other services are discussed under the fiscal section of the issue paper.) In addition, the Commission wants staff to evaluate what the impact may be on other areas of the City and County if limited public services have to be distributed to North Natomas. This issue is especially critical during the interim period between when development occurs versus when the tax revenues from such development begin to accrue. This issue also applies to the problem of allocating money for public facility improvements to accommodate new development versus the facility needs of existing developed areas.

SYNOPSIS
JOINT CITY-COUNT PLANNING COMMISSION MEETING - MAY 17, 1984
REGARDING NORTH NATOMAS COMMUNITY PLAN ISSUES

I. AGRICULTURE

Issue No. 1: Past Agricultural Production- The Commission inquired about whether the past five-year period or the most recent five-year period of production would be used in determining crop production levels. This issues revolves around whether or not the area is a viable and productive agricultural area. As long as some crop production in the past occurred on a given parcel, it can be shown that the parcel is, or at least was, suitable for agricultural use. Other factors, however, will be evaluated before concluding that a site is suitable for future agricultural production.

Issue No. 2: Economic Viability of Future Agricultural Production- The Commission was concerned about the effect the speculative land prices will have on the ability to continue agricultural production in this area in the future. Land values will be considered when determining whether or not a given area could remain in agricultural use. However, land values will not be the controlling factor, since speculative purchases of land currently zoned and designated for agricultural use should not dictate future land use policies.

Issue No. 9: Methods for Permanent Retention of Agricultural Areas- The Commission asked what is the definition of "permanent" and how can permanent retention of agricultural lands be insured. The definition of permanent in terms of the number of years an area remains in a given land use depends upon the mechanism used to retain a given lans use status. Such mechanisms can include traditional general plan and zoning designations, or development agreements, transfer of development rights, public trust and possibly other methods.

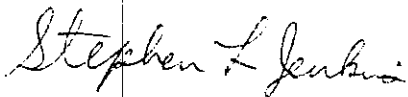
MEMORANDUM

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June 14, 1984

If you have any questions regarding any phase of the program, feel free to contact me either at my office (442-1376) or through the City Planning Department (449-5381).

Sincerely,



Stephen L. Jenkins
Project Coordinator
North Natomas Planning
Studies

SLJ:lr
Attachments



CITY OF SACRAMENTO

CITY PLANNING DEPARTMENT

927 TENTH STREET
SUITE 300

SACRAMENTO, CA 95814
TELEPHONE (916) 449-5604

MARTY VAN DUYN
PLANNING DIRECTOR

MEMORANDUM

June 14, 1984

TO: Persons Interested in Proposed Development of the North Natomas Area

SUBJECT: Status Report No. 5

On May 17, 1984, a joint session of the City Planning Commission and County Planning Commission was conducted to discuss issues and concerns to be addressed by members of the Consultant Team during the North Natomas Planning Study. A staff report containing a preliminary identification of issues was considered at the meeting (copy attached to Status Report No. 4). A Synopsis, listing additional comments and issues raised at the sparsely attended meeting, has been prepared by City Planning Department staff and is attached for your information.

On June 21, 1984, another joint session of the City Planning Commission and County Policy Planning Commission will be conducted to discuss a North Natomas Community Plan Background Report which has been prepared by members of the Consultant Team. Members of the Consultant Team will make an in depth presentation of their findings at the meeting. Information contained in Background Report, and comments received at the June 21, 1984 meeting, will serve as the basis for preparing three alternative land use sketch plans for the North Natomas Community Plan area. The meeting will also serve as a Scoping Session for issues to be addressed in the EIR which is being prepared for the Community Plan. Please see the enclosed Meeting Notice for time and location. Also, enclosed is the Table of Contents for the Background Report. Those that are interested can pick-up a copy of the Report at the City Planning Department. Copies will be mailed only to persons living outside of the Sacramento Metropolitan area.

Regarding upcoming items of interest, a Special Meeting of the City Planning Commission has been tentatively set for August 30, 1984 in the City Council Chambers to receive public comments on the Notice of Preparation and Scoping of Issues to be included in the North Natomas Community Plan EIR.



JOINT MEETING OF THE
CITY PLANNING COMMISSION
AND
COUNTY POLICY PLANNING COMMISSION

JUNE 21, 1984

6:30 P.M.

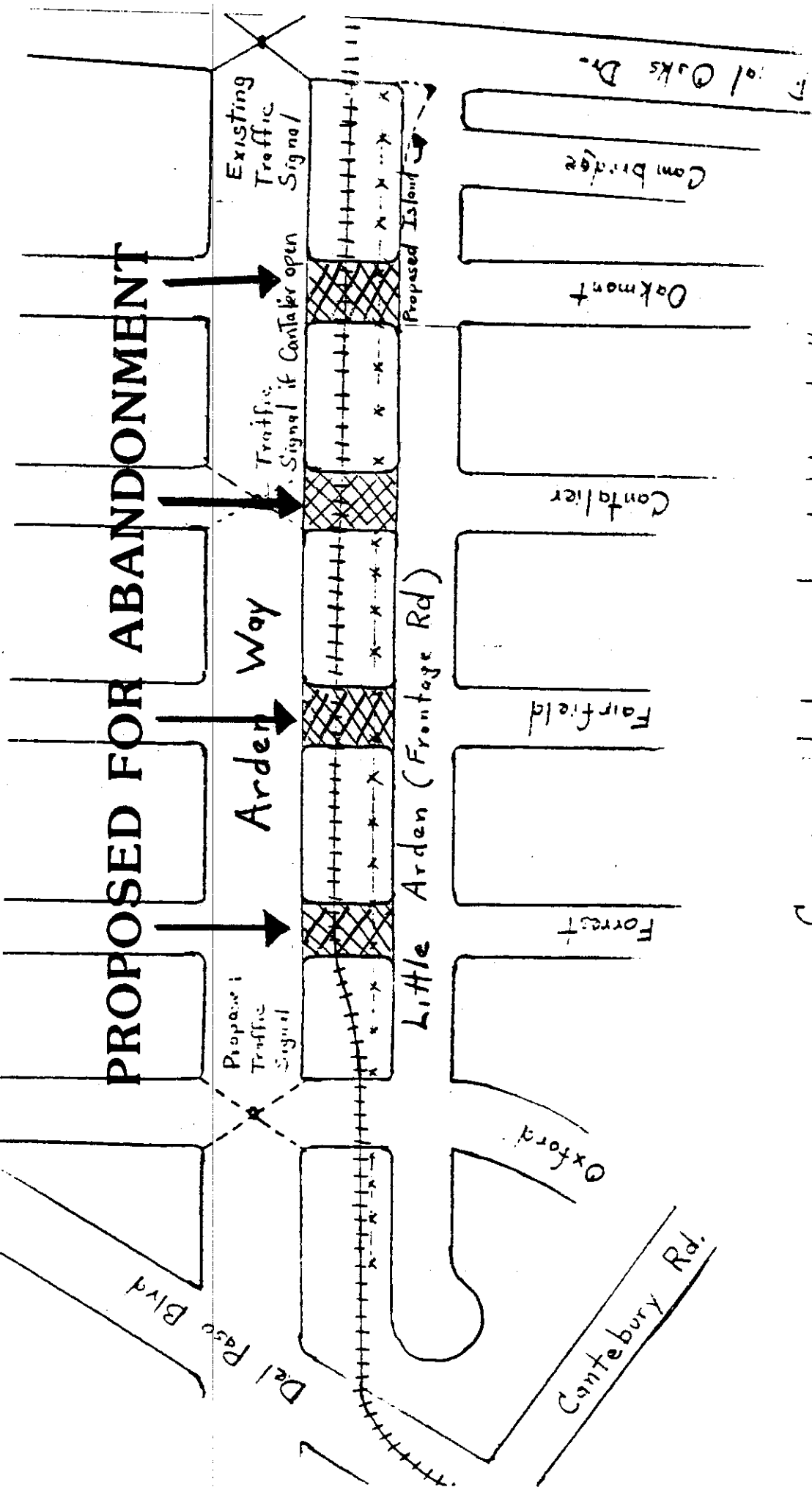
COUNTY OF SACRAMENTO BOARD OF SUPERVISORS CHAMBERS
700 H STREET, FIRST FLOOR

A G E N D A

1. North Natomas Community Plan - Background Report and EIR Scoping.

SP:lr

EXHIBIT A



Crossings to have gates, lights, & bells.

- Key**
- Light Rail Alignment
 - - - - - Chainlink fence w/landscaping (proposed)
 - ////// STDA proposed abandonment
 - XXXX Possible additional abandonment

LOCATION MAP

Subject Site

NORTH

WOODLAKE

WOODLAKE SCHOOL

UNIT N°1

UNIT N°5

UNIT N°4

ADDITION

ROYAL BUSINESS

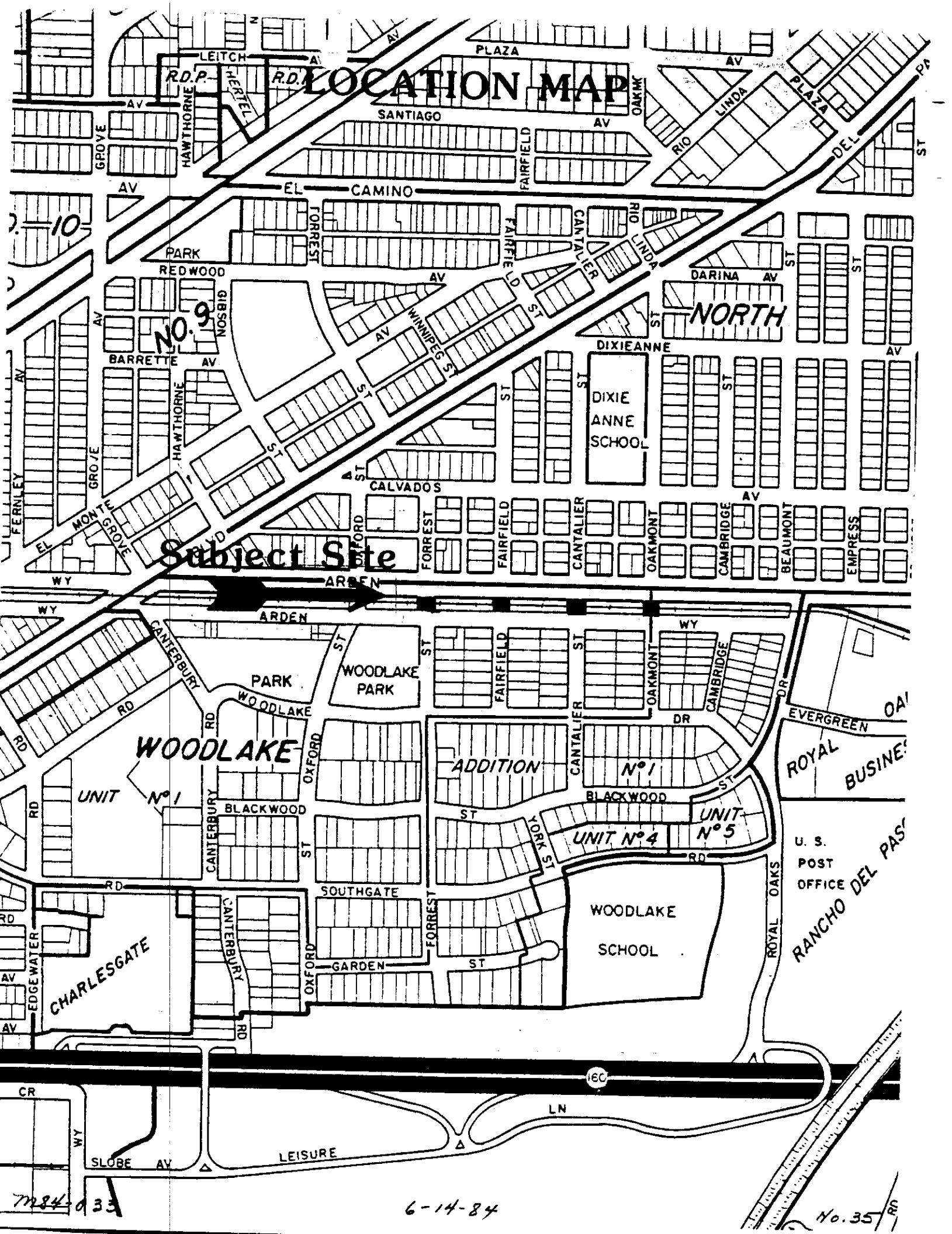
U. S. POST OFFICE DEL PASO

RANCHO DEL PASO

7284-033

6-14-84

No. 35 RD



1. Traffic Engineering: The intersection of Royal Oaks Drive and Arden Way frontage road will need to be designed to allow right turn in and right turn out movements only.

The possible closure of a portion of Oxford Street should be reviewed after the light rail system begins operation.

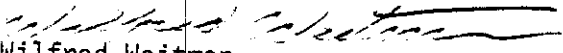
2. Police: Recommend that Cantalier remain a through street with the installation of a traffic signal and that the east end of Arden Way frontage road at Royal Oaks Drive be closed.
3. Fire: Light rail trains are not permitted to stop at any time in a position which would block any lane or portion of lane on Oxford Street.
 - a. A control device would be installed at Fire Station 20 to permit priority control over the proposed traffic light at Arden and Oxford;
 - b. Arden frontage road must be maintained to a minimum of two full traffic lanes with two-way traffic;
 - c. The proposed island at Royal Oaks and Arden frontage road be eliminated to allow fire apparatus approaching from the east to enter the frontage road at Royal Oaks Drive.

In addition, STDA has held several community meetings with Woodlake area residents to discuss the proposed abandonments. In January of 1984 STDA staff received a petition signed by 44 residents supporting the closure of the proposed portions of the four streets.

Planning staff has no objections to the proposed abandonments. The recently adopted North Sacramento Community Plan supports improvements to facilitate the use of the light rail system. These abandonments will assist in the smooth operation of light rail by reducing the potential of vehicle train accidents in this portion of the system.

RECOMMENDATION: Staff recommends that the Planning Commission find the proposed abandonments in conformance with the 1974 General Plan and the 1984 North Sacramento Community Plan as required by Section 65402(a) of the State Government Code.

Respectfully submitted,


Wilfred Weitman
Senior Planner

JP:bw

City Planning Commission
Sacramento, California

Members in Session:

Subject: Section 65402(a) Review: Abandonment of a portion of Forest, Fairfield, Cantalier and Oakmont Streets, located between Arden Way and the Arden Way frontage road, North Sacramento Community. (M84-033)

SUMMARY: This is a request to abandon a portion of four street right-of-ways which are not needed for public purposes. Section 65402(a) of the State Government Code requires the City Planning Commission to report on the conformance of this proposal with the General Plan and applicable community plans.

PROJECT INFORMATION:

1974 General Plan Designation: Residential
1984 North Sacramento Community
Plan Designation: Residential (4-8 du/ac)
Existing Zoning of Site: R-1
Existing Land Use of Site: Public access across former Western Pacific
Railroad right-of-way
Street Dimensions: Each 40±' x 60±' (portions to be abandoned)
Total Square Footage to be
Abandoned: 9,600±

Surrounding Land Use and Zoning:

North: Residential, Light Manufacturing, General Commercial; R-1, C-2
South: Residential; R-1
East: Tracks, Office Building; R-1, OB-R
West: Tracks, Fire Station, General Commercial; R-1, C-2

BACKGROUND INFORMATION: The subject sites are each a 40±' x 60±' portion of four public streets located between Arden Way and the Arden Way frontage road. These streets cross over railroad tracks formally utilized by the Western Pacific Railroad and are currently used as access between Arden Way and the adjacent residential neighborhood to the south. The former Western Pacific Railroad right-of-way is now owned by the Sacramento Transit District Authority (STDA) and the land will be used for a rail line for the Sacramento Light Rail System. In order to facilitate efficient and safe light rail operation on the proposed track alignment for this area, STDA is requesting the abandonment of the portions of the four above mentioned streets. The property adjacent to the north side of the Arden Way frontage road between Oxford Street and Royal Oaks Drive would be fenced and landscaped prohibiting public access to the light rail line from the frontage road. (Exhibit A) Access to Arden Way from the frontage road would still be possible by utilizing Oxford Street.

The proposed abandonments have been reviewed by SMUD, PG&E, Pacific Bell, and the City Water and Sewers, Engineering, Traffic Engineering, Police and Fire Divisions. There were no objections to the proposed abandonments. The City Divisions reviewing the proposal had the following comments: