

Item No. 18

Supplemental Material #2

For
City of Sacramento
City Council
Housing Authority
Redevelopment Agency
Economic Development Commission
Sacramento City Financing Authority

Agenda Packet

Submitted: November 16, 2007

For the Meeting of: November 20, 2007

- Additional Material
- Revised Material

Subject: Sacramento Railyards (P05-097)

Please find attached a revised memorandum regarding the Sacramento Railyards. This memorandum supersedes the memorandum included in the first Supplemental Material packet from Fran Halbakken, Operations Manager, Department of Transportation, regarding traffic circulation issues (proposed 5th and 7th Streets) within the Sacramento Railyards project.

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Please include this supplemental material in your agenda packet. This material will also be published to the City's Intranet. For additional information, contact the City Clerk Department at Historic City Hall, 915 I Street, First Floor, Sacramento, CA 95814-2604, (916) 808-7200.



DEPARTMENT OF
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MEMORANDUM

DATE: November 16, 2007

TO: Mayor and City Councilmembers

FROM: Fran Halbakke  Operations Manager

SUBJECT: RAILYARDS DEVELOPMENT PROJECT – 5TH AND 7TH STREET

During the recent hearings on the Railyards development project, issues have been raised about conversion of 5th and 7th Streets from two-way operations after the Initial Phase as follows:

River District – The River District has said that it was not aware that 5th and 7th Streets were proposed to operate as a one-way couplet instead of two-way streets after the Initial Phase of Railyards development. This concern focuses on the future operation of these streets within the River District, between North B Street and Richards Boulevard. Township 9 was recently approved with the assumption that 7th Street would provide a major northbound entry into the project and would operate as a two-way street. However, the Railyards Environmental Impact Report (EIR) assumes 7th Street operates as a one-way street in the southbound direction after the Initial Phase.

Response – The Railyards EIR assumed northbound 5th Street and southbound 7th Street connect Downtown, the Railyards and the River District after the Initial Phase. Staff is planning to begin updating the Facilities Element and the Richards Boulevard Area Plan in early 2008. Land uses would be updated and the transportation system, including the operations of 5th and 7th Streets, would be evaluated in coordination with River District property owners and stakeholders. This evaluation may result in a future Railyards Specific Plan amendment to retain the operation of 5th and 7th Streets as two-way streets.

The previous Finance Plan would also be updated with the revised Facilities Element and corresponding Railyards and River District developer fees would be updated.

Intersection Design consistency with proposed General Plan policy

Commissioner Notestine requested a re-evaluation of major intersections along 5th and 7th Streets, Railyards and North B Street prior to final improvement plans. He was concerned that major intersections had been oversized by following the City's current Level of Service C policy.

Response: Staff has sized intersections using the proposed General Plan policy of Level of Service E in the Central Business District. The proposed project reflects mitigating impacts to the Level of Service E so no further change is recommended.

cc: Marty Hanneman, Assistant City Manager
Jerry Way, Director of Transportation

RESOLUTION NO. 2007-

Adopted by the Sacramento City Council

UPDATING THE RICHARDS BOULEVARD AREA PLAN FACILITY ELEMENT TO ADDRESS 5TH AND 7TH STREET OPERATIONS WITHIN THE RAILYARDS SPECIFIC PLAN AREA

BACKGROUND

- A. The Richards Boulevard Area Plan was adopted on December 13, 1994 in conjunction with the adoption of the 1994 Railyards Specific Plan, because both plans were developed concurrently (i.e., the "Roma Plan").
- B. The Facility Element of the Richards Boulevard Area Plan and the Railyards Specific Plan (Facility Element) was also adopted on December 13, 1994, and subsequently amended on November 26, 1997.
- C. The Facility Element indicated that 7th Street would be extended from D Street to Richards Boulevard as a two-way, four lane arterial and with the light rail alignment, which is now referred to as the Downtown-Natomas-Airport (DNA) light rail line extension.
- D. The Facility Element indicated that 5th and 6th Streets would be extended from H Street to Richards Boulevard as a one-way north (5th Street) and one-way south (6th Street) couplet, and sized between three and five lanes.
- E. The Facility Element also planned on conversion of Richards Boulevard and Bannon Street from two-way operation to one-way couplets, with five lanes along Richards Boulevard and Bannon Street and Richards Boulevard operating one-way from east to west.
- F. The Facility Element presumed that the location of the Intermodal Facility would be at 7th and North B Streets, and that the light rail station would be located between 3rd and 4th Streets along Richards Boulevard.
- G. The Facility Element was recently amended with the approval of the Township 9 project, located between 5th and 7th Streets north of Richards Boulevard, to revise the Circulation Plan by redesignating 7th Street from four lanes to two lanes north of Richards Boulevard, and to relocate the light rail station to between 5th and 7th Streets along Richards Boulevard.
- H. The Facility Element is being amended with the adoption of the new Railyards Specific Plan to revise the Circulation Plan to incorporate the street network changes, including conversion of 5th and 7th Streets from two-way to one-way

operations after the Initial Phase, and to relocate the Intermodal Facility to 5th and I Streets.

- I. The City plans to update the Facility Element during the next year to address changes to the Circulation Plan. The street network which serves the area within the Richards Boulevard Area Plan (the "River District") is to be reevaluated so that it is designed to be more pedestrian friendly as this area converts from an industrial area to a mixed use residential and commercial community.
- J. As part of the Facility Element update, the circulation system within the River District will be evaluated in conjunction with the Railyards Specific Plan street network and to reflect the current DNA alignment along 7th Street and Richards Boulevard.
- K. During its review of the Railyards Specific Plan, the Planning Commission questioned the conversion of 5th and 7th Streets to one-way operation after the Initial Phase based on their belief that two-way streets are more pedestrian friendly and appropriate for mixed use neighborhoods.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

- Section 1. The City Council hereby directs staff to proceed in updating the Facility Element and the Richards Boulevard Area Plan. Council also directs staff that in preparing the transportation and environmental studies for this update, the conversion of 5th and 7th Streets from two-way to one-way operation after the Initial Phase of the Railyards Specific Plan be reevaluated and that the studies allow for the possibility of amending the Railyards Specific Plan to change these two street operations and the corresponding rights of way.