

# DEVELOPMENT DRIVEN

## **INTRODUCTION**

The projects presented in the program areas of the 2014 Transportation Programming Guide are not fully funded; therefore, they are prioritized so available public funds can be programmed consistent with City transportation priorities. However, there are also many projects in the City that are funded or have funding mechanisms in place; many of these are funded primarily from non-public sources. These projects are an integral part of the City's overall transportation system, and their inclusion in this document helps provide a more comprehensive picture of the City's transportation needs. Planned projects are presented below for the following areas:

- North Natomas
- River District (Richards Boulevard)
- Railyards Area
- Granite Regional Park
- South Natomas
- Delta Shores

These development areas shown in Figure J-1.

Some transportation projects in development areas are funded as part of City's Capital Improvement Program while others are being built by private landowners. If public funding is required, transportation improvement projects within these areas are included, when appropriate, with the scored and ranked lists in the program areas of the 2014 Transportation Programming Guide.

In addition to these projects, public improvements such as traffic signals or intersection modifications may be required as a condition of approval for other privately funded development projects.

## **NORTH NATOMAS**

The Public Facility Fee (PFF) was established with the adoption of the North Natomas Financing Plan. The plan was first approved in 1994, and was updated in 2005. The PFF area includes nearly the entire North Natomas Community. Payment of the PFF is required of all private development projects in North Natomas. Several large transportation projects, that require public funding, have been included with the Major Street Improvements Section, the Bicycle Section, or the Pedestrian Improvements Section scored and ranked lists.

## **RIVER DISTRICT**

The River District Area is approximately 748 acres of mostly developed land bounded by the American River to the north, North B Street to the south, the Sacramento River to the west and North 16<sup>th</sup> Street to the east. The City of Sacramento adopted the River

District Financing Plan on February 11, 2011. Transportation infrastructure improvements identified in this plan address the following goals:

- Improving access
- Establishing a new connective grid
- Improving north-south connectivity
- Improving capacity and operation of the Richards Boulevard/I-5 interchange
- Reconfiguring the intersection of Richards Boulevard, Sunbeam Avenue, and North 12<sup>th</sup> Street in accordance with the Gateway Streetscape Master Plan.

### **RAILYARDS AREA**

The Railyards Project Area is a 240 acre site located just north of Downtown and south of the River District. It was adopted as a separate redevelopment project area in 2008. It once served as the western terminus of the 1860s Transcontinental Railroad. Today, the Railyards continues to house a major transportation hub. The Railyards Specific Plan, adopted in December 2007, describes circulation and streetscape features within the Plan Area, as well as regional transportation connections. These include:

- Railyards Boulevard, which will run east/west through the center of the site from Jibboom Street to North 12<sup>th</sup> Street
- 5<sup>th</sup> Street Extension from G Street to North B Street, which includes a bridge over the tracks
- 6<sup>th</sup> Street Extension from G Street to North B Street, which includes a bridge over the tracks

In addition, other existing roadways will be extended, expanded or modified to provide direct access into the Railyards site. These include: Bercut Drive, Jibboom Street, G Street, H Street, North B Street, and North 10th Street.

The construction of two bridges for the 5<sup>th</sup> Street and 6<sup>th</sup> Street extensions and the Track Relocation project are complete. In 2014, the extensions of 5<sup>th</sup> Street and 6<sup>th</sup> Street will connect to the new bridges crossing the relocated railroad tracks. These two streets will also provide access to the new Railyards Boulevard, which is scheduled for construction in 2014 as well.

### **GRANITE REGIONAL PARK**

Transportation improvement projects in the Granite Regional Park area are funded by the City's Capital Improvement Program and by development fees paid by through the Granite Park Planned Unit development (PUD). Many of the improvements originally identified in the Granite PUD have been completed. Of the remaining projects, some have been re-evaluated and modified as a result of subsequent studies such as the Southeast Area Transportation Study (SEATS) and the 65<sup>th</sup> Street Transit Station Area Study. Projects are included in the Transportation Programming Guide as appropriate.

## **SOUTH NATOMAS**

The South Natomas Facilities Benefit Assessment (FBA) District was formed in 1990. All undeveloped or underdeveloped property within the South Natomas Community Plan area was included in the district, with the exception of property subject to the South Natomas development agreements. Fees are paid by developers and collected when building permits are issued.

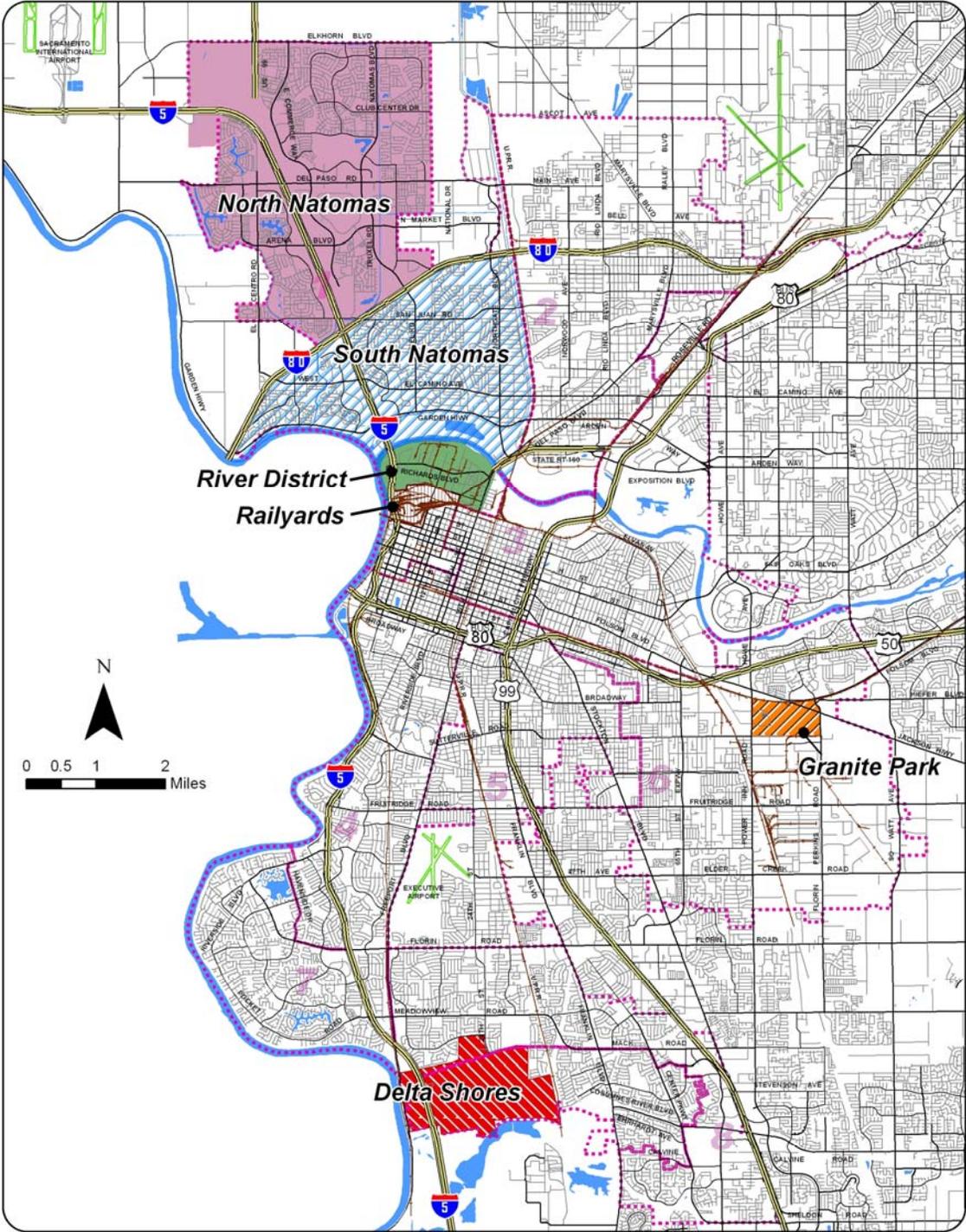
The purpose of the FBA District is to provide funding for infrastructure needs and community enhancements within the South Natomas Community Plan area. At the time of district formation, the City Council adopted a list of twenty-one specific projects from the South Natomas Community Plan to be paid with FBA funds. Many of the transportation projects in the original list have been completed. Of the remaining projects, some have been modified or are no longer being considered in the 2030 General Plan or 2035 General Plan Update. The remaining projects are:

- Gateway Oaks Drive extension west of Main Drainage Canal
- Rosin Boulevard connection between Truxel Road and Northgate Boulevard
- River Plaza Drive Bridge over Main Drainage Canal
- Gateway Oaks Drive Bridge over Main Drainage Canal

## **DELTA SHORES**

Delta Shores is a one thousand (approximate) acre development area in the south end of the City. The site is located along both sides of Interstate 5 near the future Cosumnes Boulevard / Interstate 5 interchange. Necessary major transportation improvements will likely include the Cosumnes River Boulevard / Interstate 5 interchange and extension, and the extension of 24th Street. Other likely public improvements will include other street segments, signals, and bridges, drainage and other utility facilities, and regional, community, and neighborhood parks development. These improvements will be added to the Transportation Programming Guide and Capital Improvement Program as appropriate.

Figure J-1



**DEVELOPMENT DRIVEN AREAS**