

## City of West Sacramento Memorandum

**TO:** Jason McCoy, Supervising Transportation Planner

**FROM:** Katie Yancey, Sr. Program Manager

**DATE:** 5/14/2018

**SUBJECT:** Pioneer Bluff and Stone Lock District Reuse Master Plan – Broadway Bridge Integration

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On January 17, 2018, the City Council approved four recommendations for the Pioneer Bluff and Stone Lock Reuse Master Plan (Master Plan) that materially impact the Broadway Bridge Project. These recommendations are summarized below.

### Recommendation #1

The Master Plan is funded by a State Strategic Growth Council Sustainable Communities Planning (SGC) grant. The SCG work program requires that the Master Plan include a recommended conceptual multi-modal circulation network (Mobility Network) for the Master Plan area that includes planned and recommended mobility improvements.

At the January 17th meeting, staff presented four Mobility Network alternatives and recommended an alternative to satisfy the SGC grant requirement. The City Council approved staff's recommendations with modifications. The revised Mobility Network (Alternative 5) is provided as Attachment 1.

### Recommendation #2

The recommended Mobility Network was accompanied by a layered network exhibit. This exhibit was to be used for developing the network's cross-sections and ranking the trade-offs of various functions within a right-of-way. The City Council approved the use of the recommended layered network, with modifications, to develop cross-section recommendations for the Master Plan. The revised layered network for Alternative 5 is provided as Attachment 2. This exhibit was used to project the future number of lanes and rights-of-way (ROW) widths for the each of the proposed roads in Alternative 5 which is provided as Attachment 3.

AECOM has developed a preliminary layout for Alternative 5 based on the approved layered network. This layout, and its accompanying cross-sections, will be incorporated into the Master Plan as a recommendation. Alternative 5's preliminary layout is provided as Attachment 4. This recommended layout has not been approved by the City Council. Note, the Master Plan will not be subject to environmental review at the time staff seeks approval of the Master Plan. The Master Plan is an advisory document; the SGC grant work program explicitly states that the Master Plan must be in a format that does not trigger California Environmental Quality Act (CEQA).

### Recommendation #3

The City Council approved staff's recommendation to conduct the Broadway Bridge's cumulative traffic impacts analysis using Alternative 5.

#### Recommendation #4

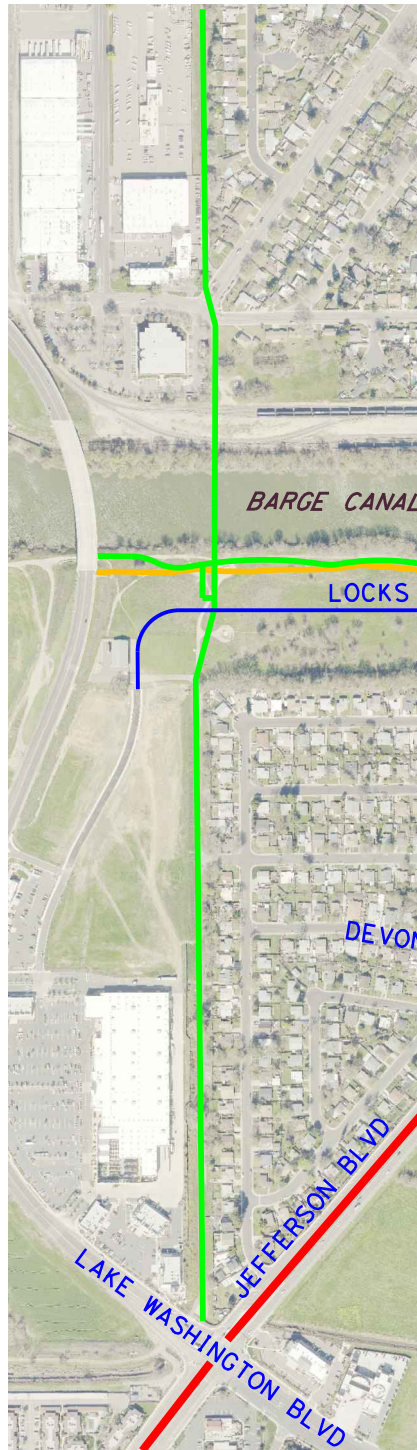
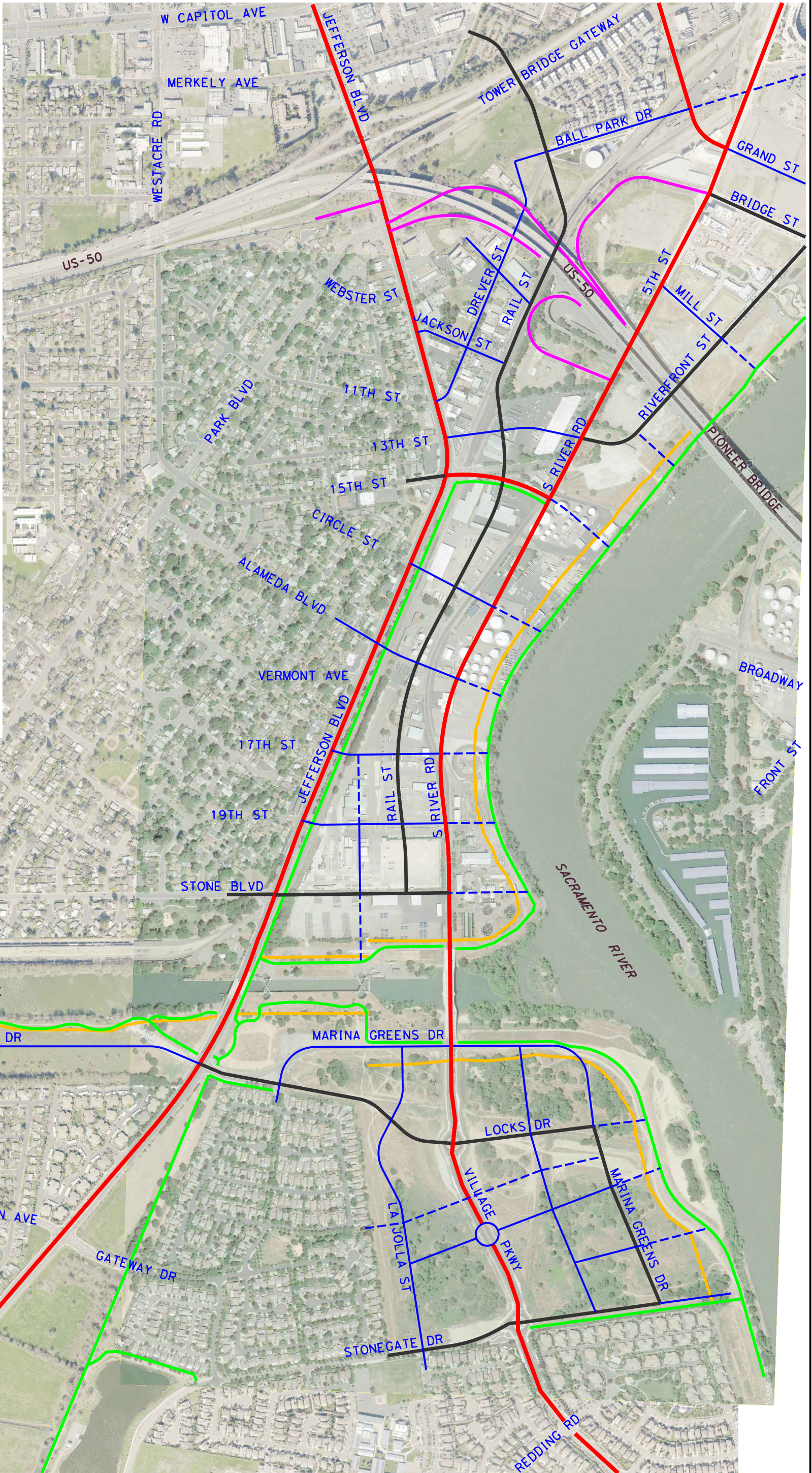
The City Council approved staff's recommendation to develop the opening-day condition for the roadway network based on Alternative 5. Attachments 5-8 are the Mobility Network phasing diagrams. Each diagram represents a 5-year period following approval of the Master Plan. On each of the phasing diagram are notes that describe relevant implementation activities contemplated, but not always governed, by the Master Plan. A description of these activities are provided in Volumes III and IV of the Master Plan. On the Attachment 5, interim improvements are shown for Jefferson Blvd, South River Road and Locks Dr. For Jefferson Blvd., the proposed interim improvements are effectively the permanent roadway condition. The interim improvements on South River Road are expected remain 2033. The conceptual layout for the interim conditions are provided as Attachment 9.

Volume III of the Master Plan contains a Land Development Strategy. Sections of that strategy include the identification of conceptual neighborhoods, which organize sub-areas of the Master Plan into six geographic areas with similar character and transition barriers, and their build-out projections. The conceptual neighborhoods will be incorporated into the Master Plan as a recommendation. The conceptual neighborhoods exhibit is provided as Attachment 10. Maximum, target and minimum development scenarios have been developed for the six Master Plan neighborhoods and will also be incorporated into the Master Plan as a recommendation. The neighborhoods' maximum projections for employment and dwelling units are provided as Attachment 11.





SCALE: 1"=350'



| LEGEND |                     |
|--------|---------------------|
|        | ARTERIAL            |
|        | COLLECTOR           |
|        | FREEWAY RAMP        |
|        | MULTI-USE TRAIL     |
|        | PROPOSED ROUNDABOUT |
|        | LEVEE SETBACK       |
|        | LOCAL               |
|        | UNIVERSAL ST        |

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 ECONOMIC DEVELOPMENT &  
 HOUSING DEPARTMENT  
 1110 WEST CAPITOL AVENUE  
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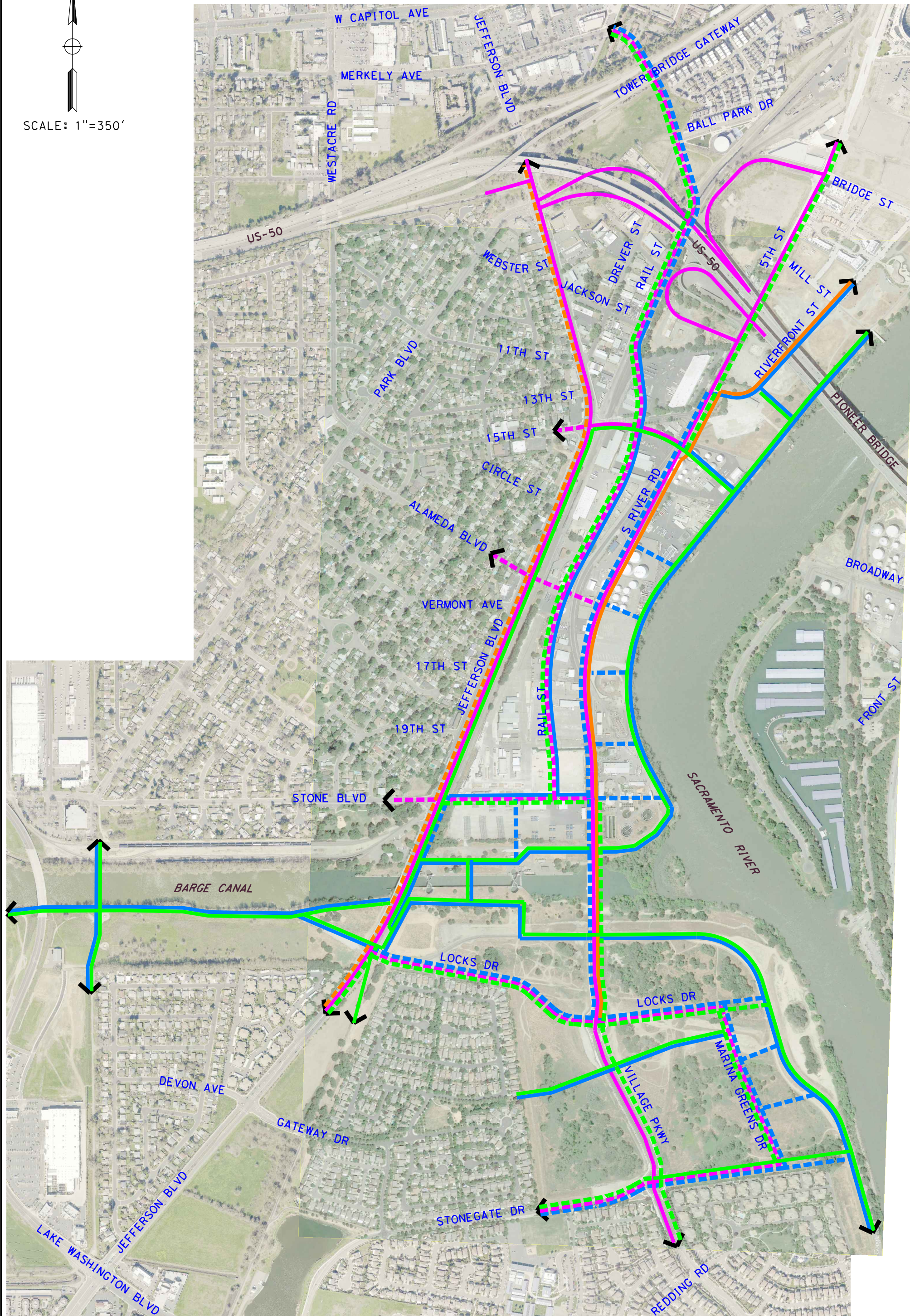
PIONEER BLUFF & STONE LOCK  
 REUSE MASTER PLAN  
**MOBILITY NETWORK**  
 ALTERNATIVE 5 - MARCH 2018

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SCALE: 1"=350'



**LEGEND**

|  |                      |  |                 |
|--|----------------------|--|-----------------|
|  | AUTO PRIMARY         |  | BIKE PRIMARY    |
|  | AUTO SECONDARY       |  | BIKE SECONDARY  |
|  | PEDESTRIAN PRIMARY   |  | TRANSIT PRIMARY |
|  | PEDESTRIAN SECONDARY |  |                 |
|  | TRANSIT SECONDARY    |  |                 |

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 2020 L STREET, SUITE 400  
 SACRAMENTO, CA 95811 916.441.0000

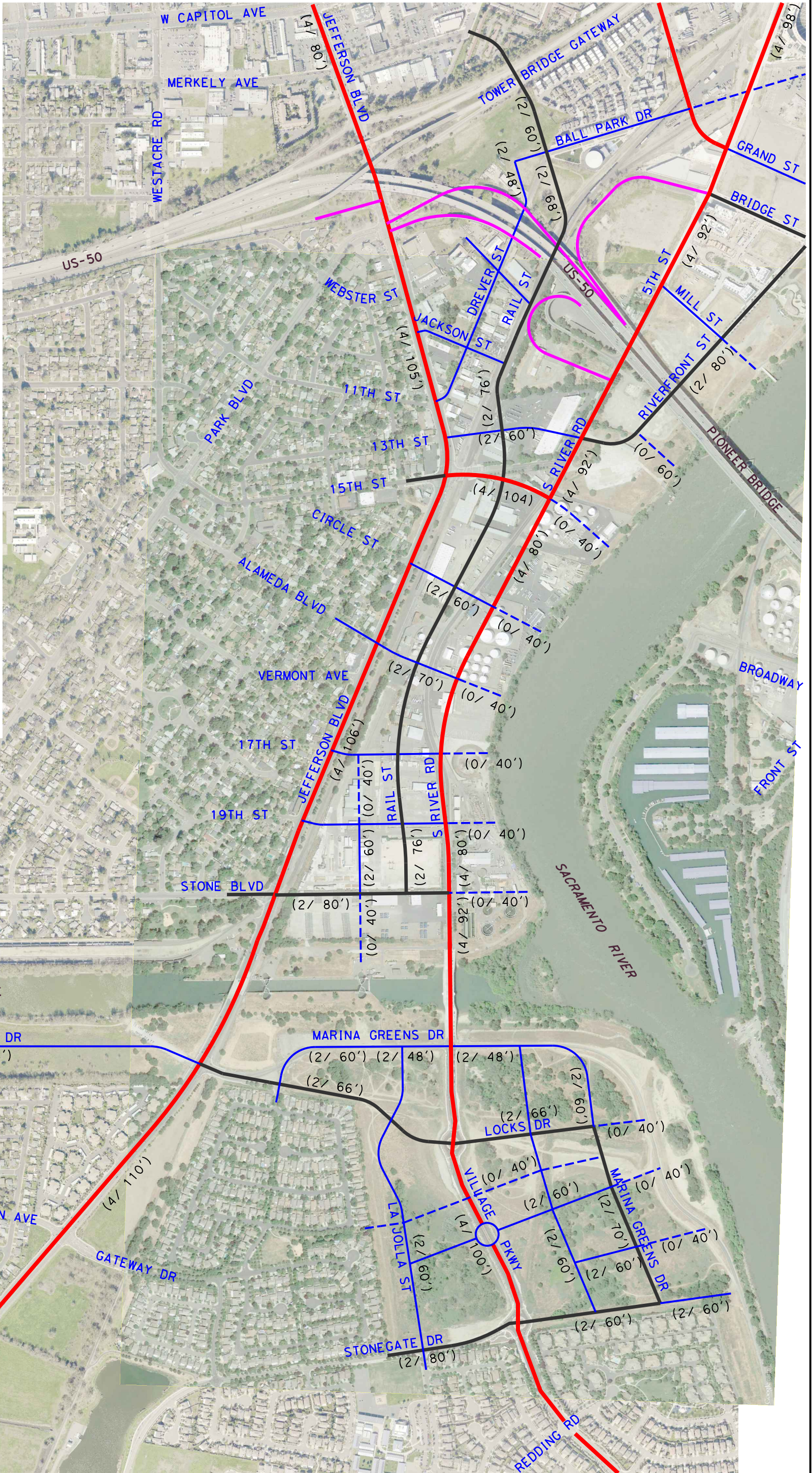
PIONEER BLUFF & STONE LOCK  
 REUSE MASTER PLAN  
**LAYERED NETWORK**  
 ALTERNATIVE 5 - MARCH 2018

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SCALE: 1"=350'



| LEGEND   |  |
|----------|--|
| (2/ 80') | NUMBER OF THRU LANES/<br>RIGHT OF WAY WIDTH (FEET) |
|          | ARTERIAL   |
|          | COLLECTOR  |
|          | FREEWAY RAMP                                       |
|          | MULTI-USE TRAIL                                    |
|          | LOCAL  |
|          | UNIVERSAL ST                                       |

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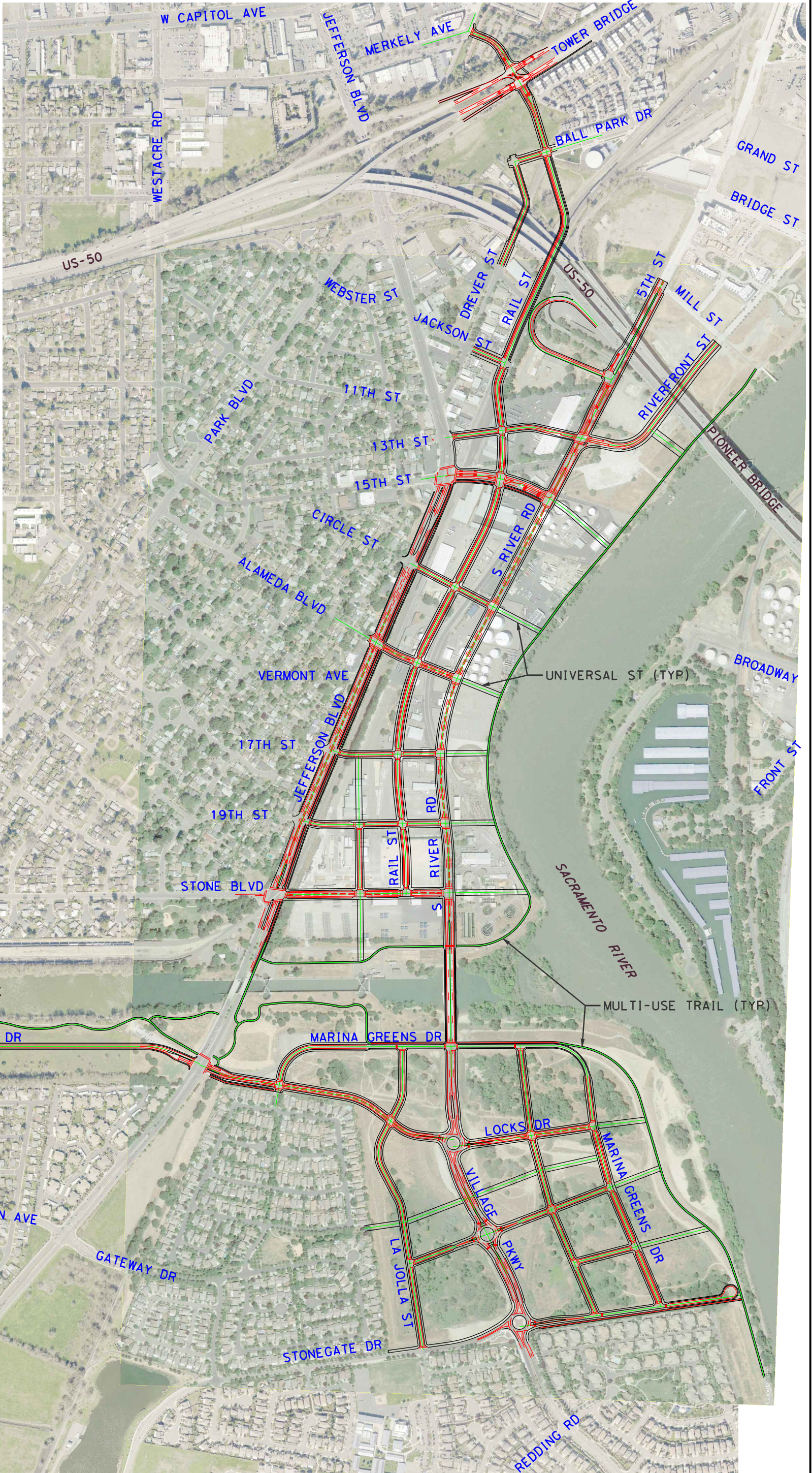


PIONEER BLUFF & STONE LOCK  
 REUSE MASTER PLAN  
**LANES & ROW**  
 ALTERNATIVE 5 - MARCH 2018





SCALE: 1"=350'



| LEGEND |                                 |
|--------|---------------------------------|
|        | ROAD CENTERLINE                 |
|        | EDGE OF PAVEMENT                |
|        | STRIPING (SOLID)                |
|        | STRIPING (LANE LINE)            |
|        | STRIPING (2-WAY LEFT TURN LANE) |

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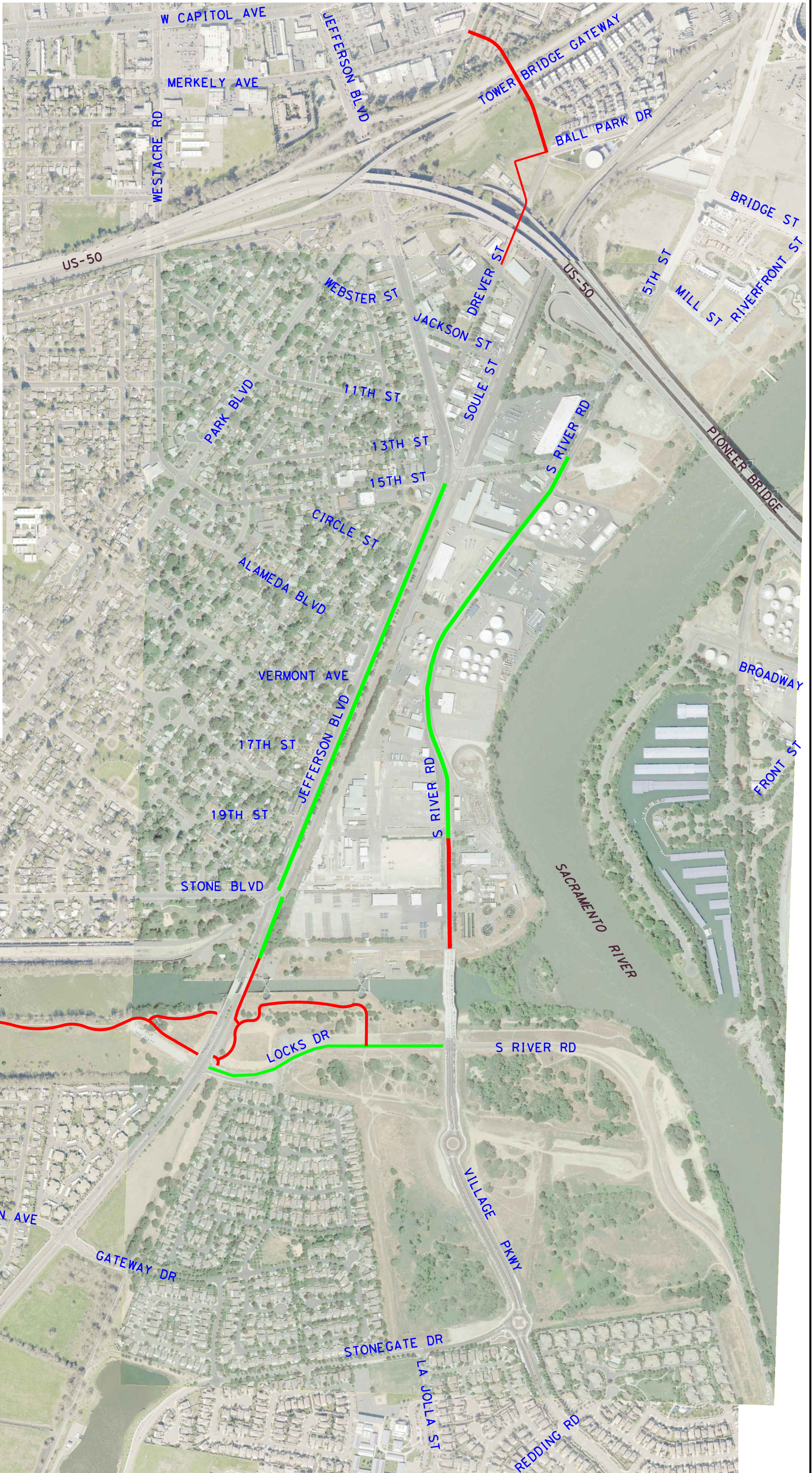
PIONEER BLUFF & STONE LOCK  
 REUSE MASTER PLAN  
**CONCEPTUAL LAYOUT**  
 ALTERNATIVE 5 - MARCH 2018

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SCALE: 1"=350'



| LEGEND |                            |
|--------|----------------------------|
|        | PERMANENT IMPROVEMENTS     |
|        | INTERIM IMPROVEMENTS       |
|        | PREVIOUSLY CONSTRUCTED     |
|        | UNIVERSAL ST               |
|        | POSSIBLE BRIDGE CONNECTION |

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PIONEER BLUFF & STONE LOCK  
 REUSE MASTER PLAN

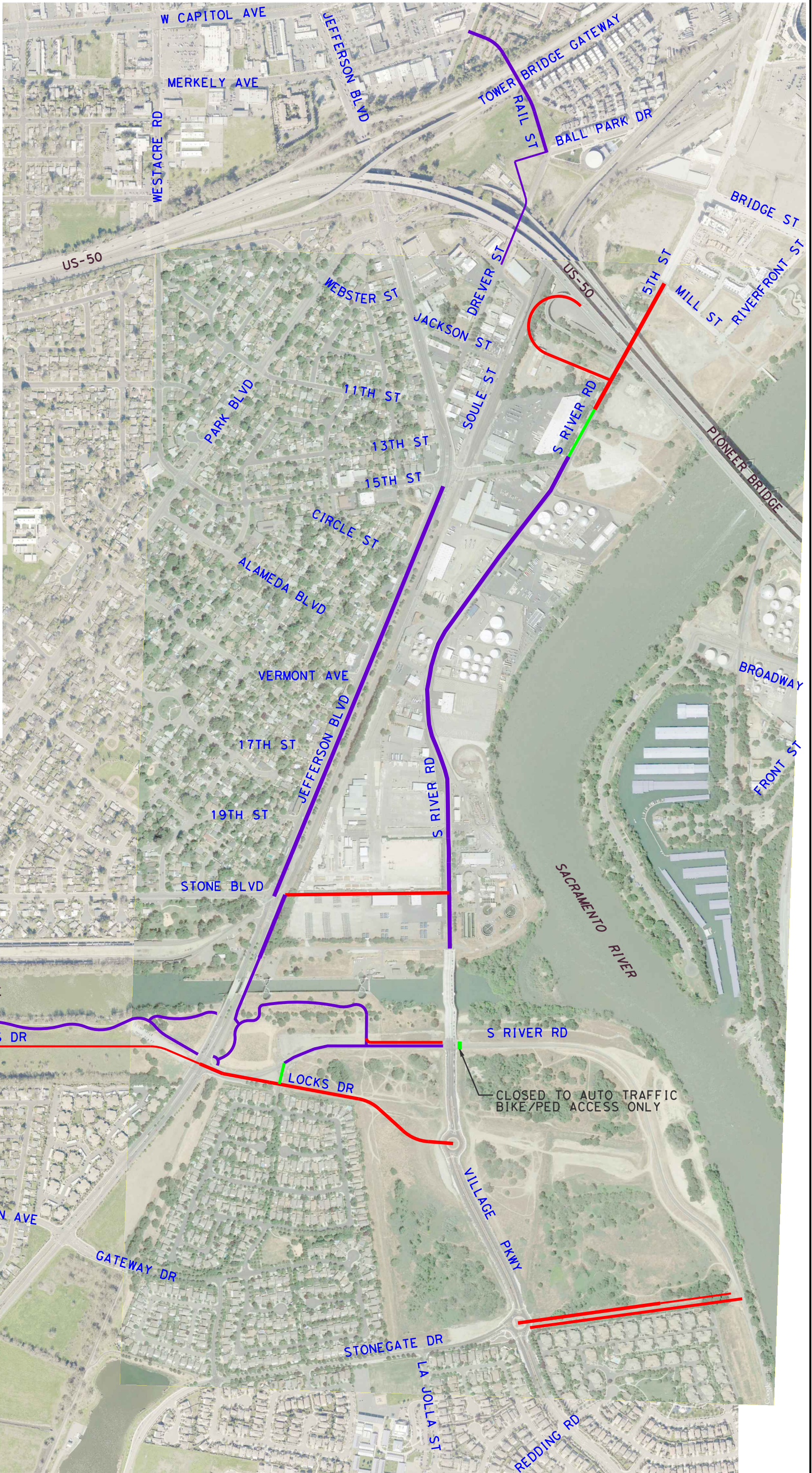
**MOBILITY NETWORK-PH1**  
 1 TO 5 YEARS - ALTERNATIVE 5 - APRIL 2018





SCALE: 1"=350'

- NOTE:  
THE FOLLOWING OCCURS DURING THIS PHASE:
- RAIL RELOCATION
  - SHELL OIL DEMOLITION
  - CORPORATION YARD DEMOLITION
  - SOUTH PIONEER BLUFF
  - BUSINESS RELOCATION



**LEGEND**

|  |                            |
|--|----------------------------|
|  | PERMANENT IMPROVEMENTS     |
|  | INTERIM IMPROVEMENTS       |
|  | PREVIOUSLY CONSTRUCTED     |
|  | UNIVERSAL ST               |
|  | POSSIBLE BRIDGE CONNECTION |

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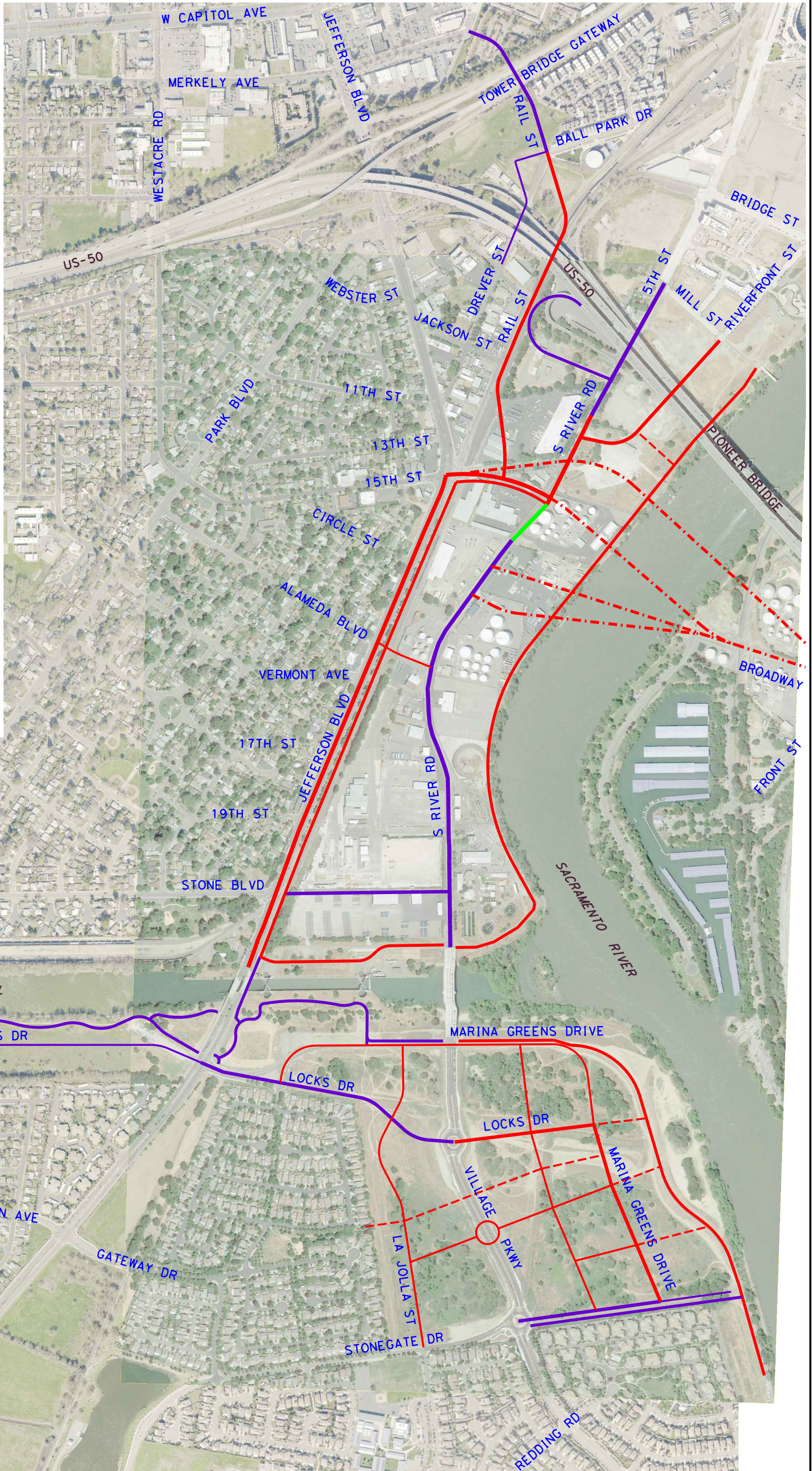
PIONEER BLUFF & STONE LOCK REUSE MASTER PLAN  
**MOBILITY NETWORK-PH2**  
5 TO 10 YEARS - ALTERNATIVE 5 - APRIL 2018





SCALE: 1"=350'

- NOTE:  
THE FOLLOWING OCCURS DURING THIS PHASE:
- REMAINING PETROLEUM PIPELINES AND TANK REMOVAL/RELOCATION
  - REMAINING DEINDUSTRIALIZATION
  - REMAINING BUSINESS RELOCATION
  - ENTERPRISE BOULEVARD BRIDGE



| LEGEND |                            |
|--------|----------------------------|
|        | PERMANENT IMPROVEMENTS     |
|        | INTERIM IMPROVEMENTS       |
|        | PREVIOUSLY CONSTRUCTED     |
|        | UNIVERSAL ST               |
|        | POSSIBLE BRIDGE CONNECTION |

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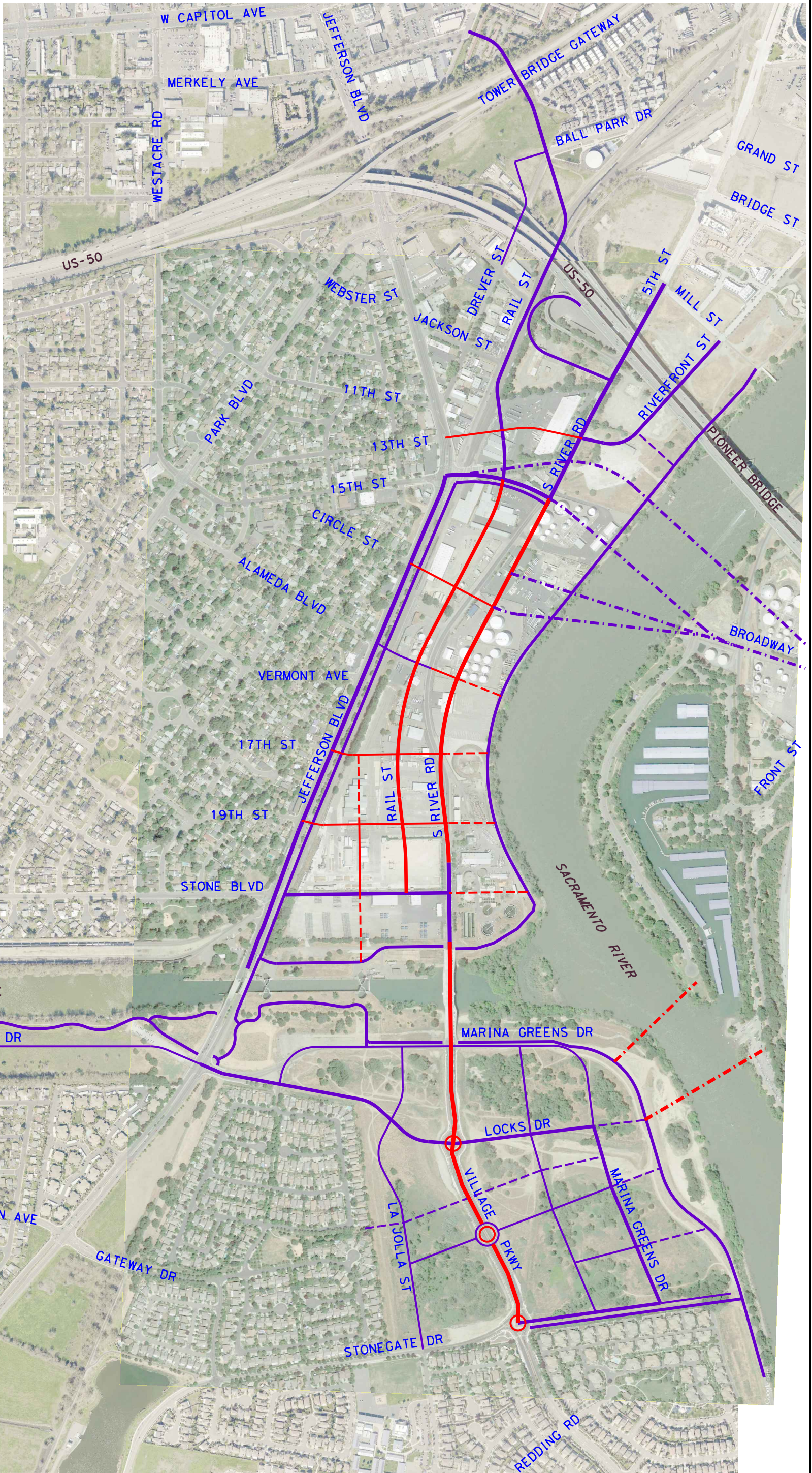
PIONEER BLUFF & STONE LOCK REUSE MASTER PLAN  
**MOBILITY NETWORK-PH3**  
10 TO 15 YEARS - ALTERNATIVE 5 - APRIL 2018





SCALE: 1"=350'

NOTE:  
PIONEER BLUFF  
FULLY DEINDUSTRIALIZED



| LEGEND |                            |
|--------|----------------------------|
|        | PERMANENT IMPROVEMENTS     |
|        | INTERIM IMPROVEMENTS       |
|        | PREVIOUSLY CONSTRUCTED     |
|        | UNIVERSAL ST               |
|        | POSSIBLE BRIDGE CONNECTION |

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PIONEER BLUFF & STONE LOCK  
REUSE MASTER PLAN

**MOBILITY NETWORK-PH4**  
15+ YEARS - ALTERNATIVE 5 - APRIL 2018

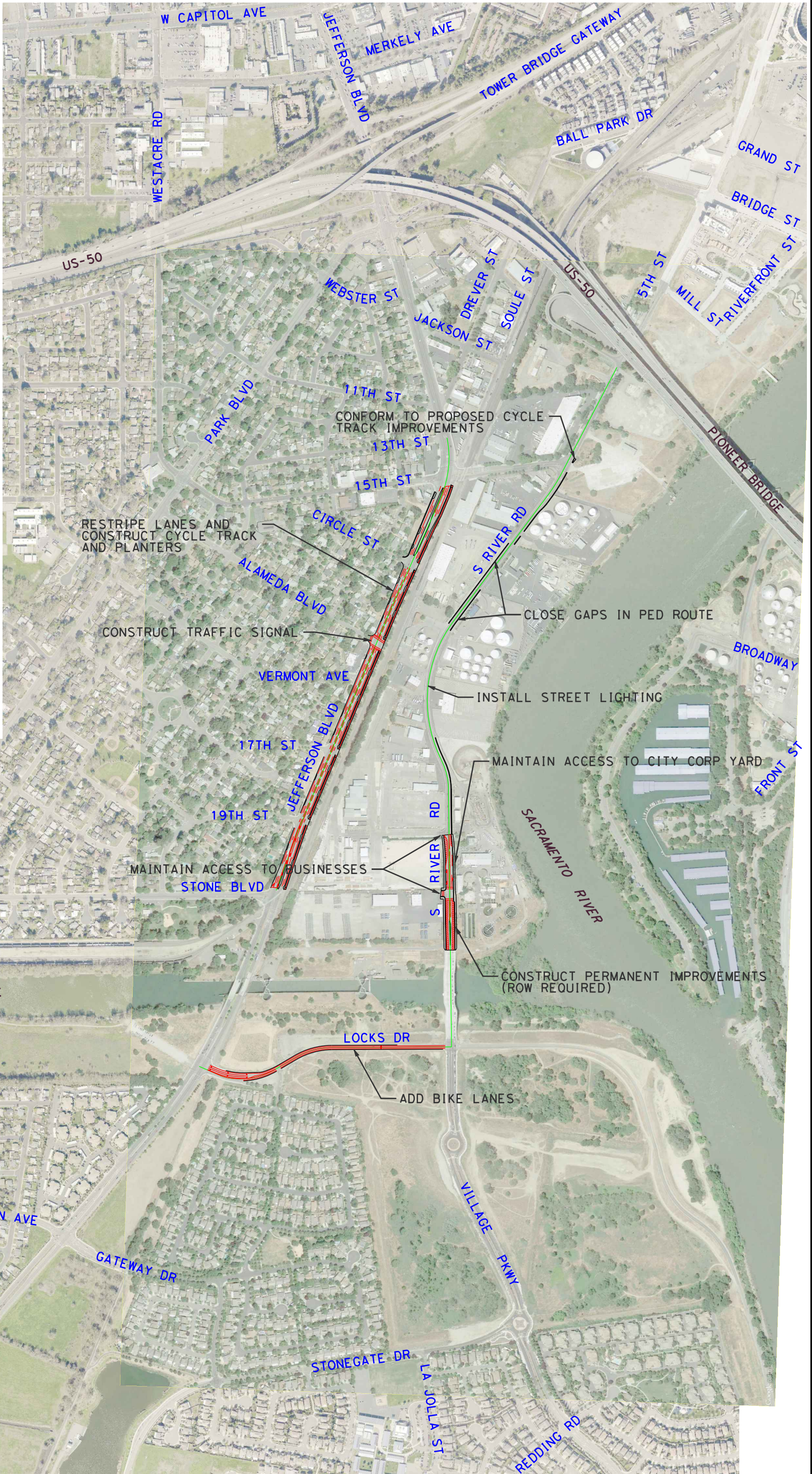




SCALE: 1"=350'

ABBREVIATIONS:

PED PEDESTRIAN  
ROW RIGHT OF WAY



**LEGEND**

|  |                                 |
|--|---------------------------------|
|  | ROAD CENTERLINE                 |
|  | EDGE OF PAVEMENT                |
|  | STRIPING (SOLID)                |
|  | STRIPING (LANE LINE)            |
|  | STRIPING (2-WAY LEFT TURN LANE) |

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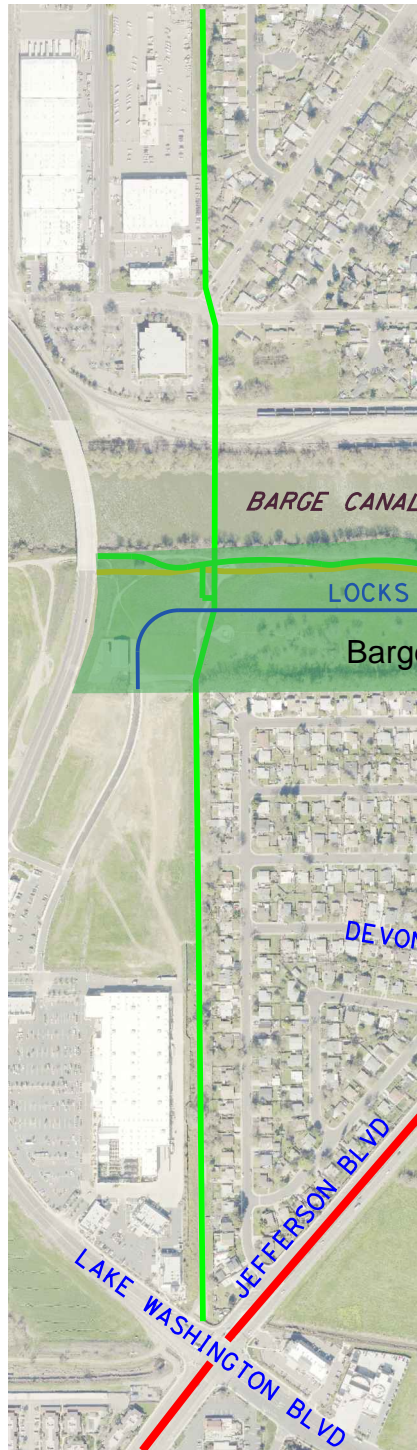
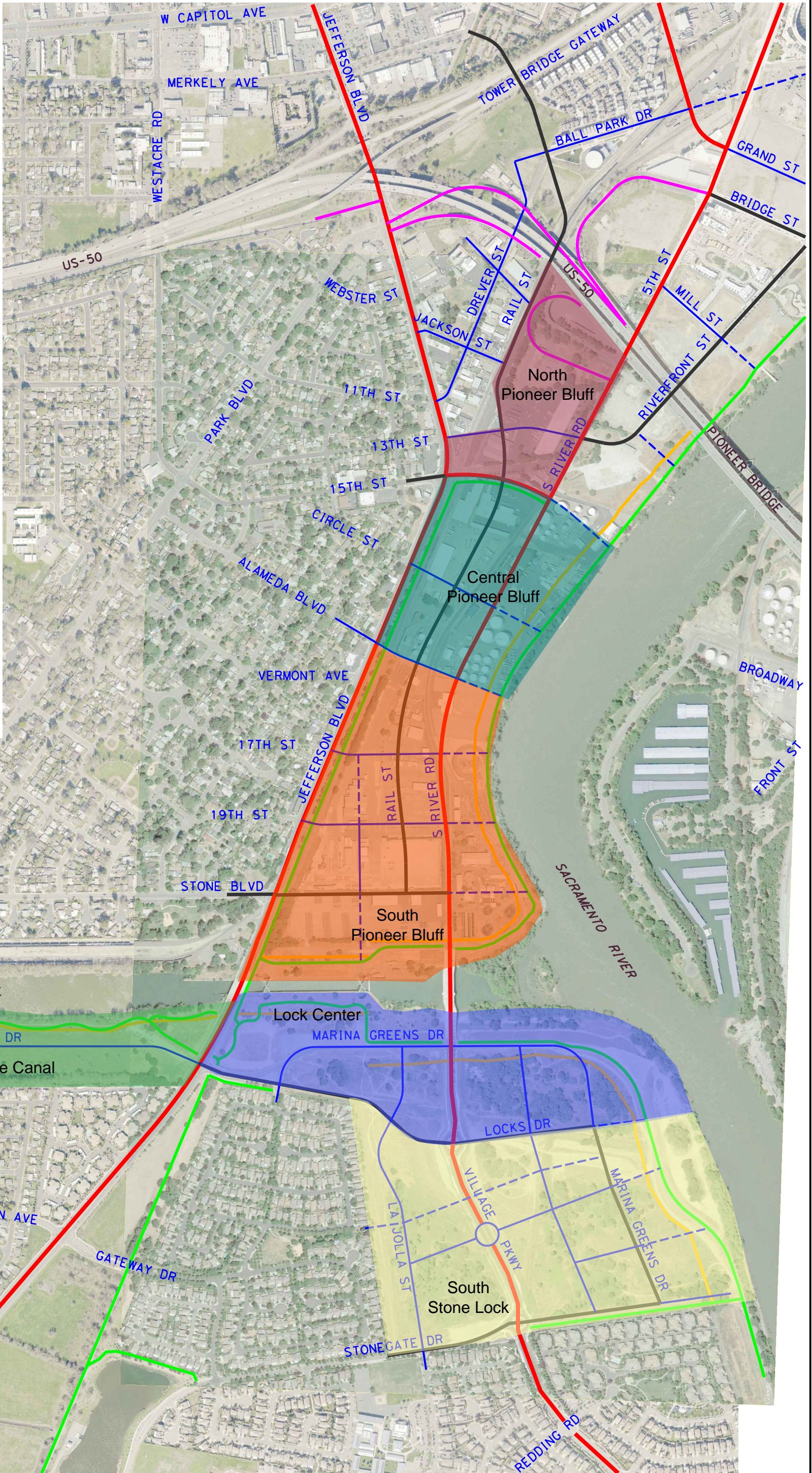
PIONEER BLUFF & STONE LOCK REUSE MASTER PLAN  
**CONCEPTUAL LAYOUT**  
INTERIM ALTERNATIVE 5 - MAY 2018

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SCALE: 1"=350'



| LEGEND |                     |
|--------|---------------------|
|        | ARTERIAL            |
|        | COLLECTOR           |
|        | FREEWAY RAMP        |
|        | PROPOSED ROUNDABOUT |
|        | LOCAL               |
|        | UNIVERSAL ST        |

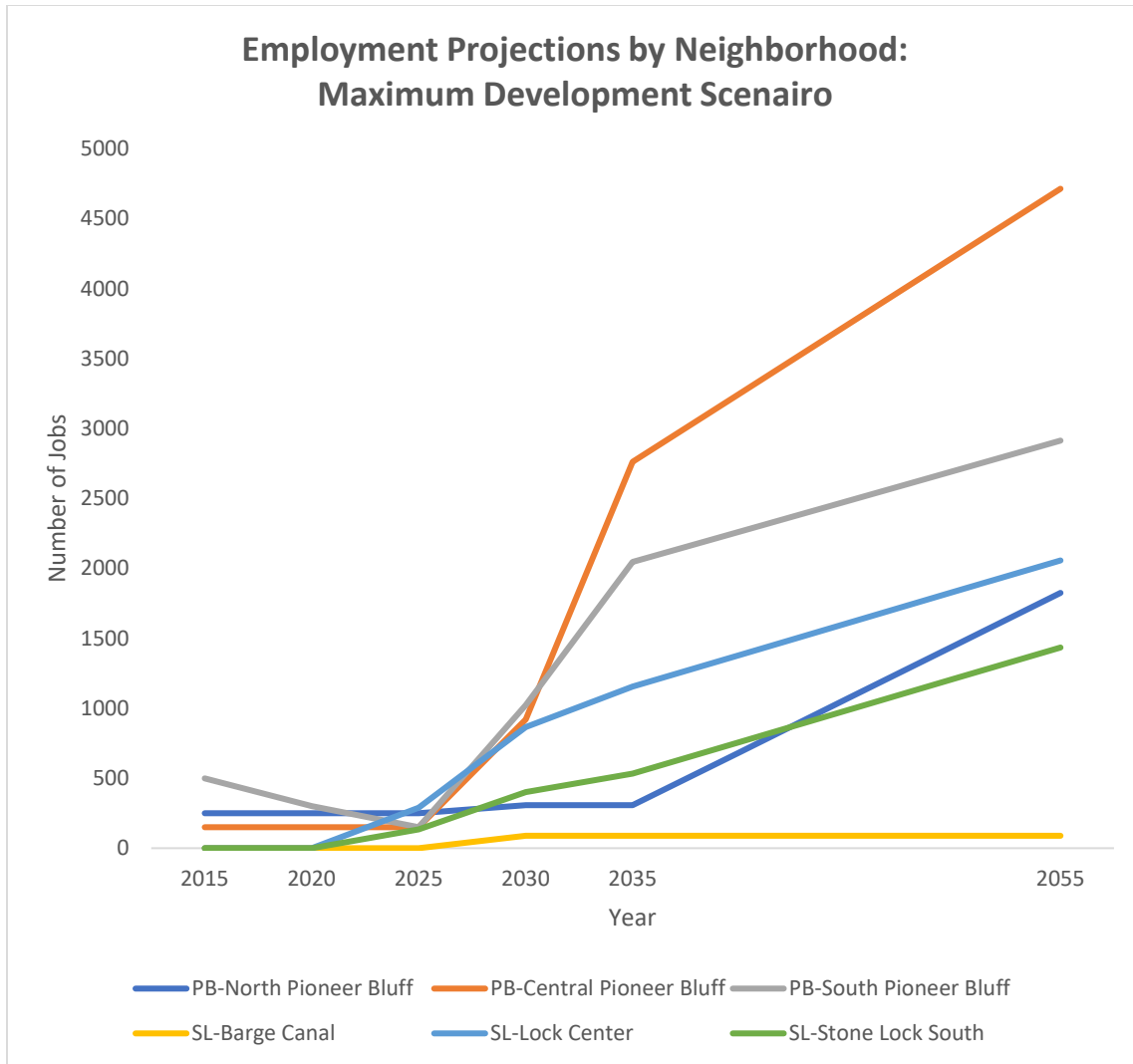
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PIONEER BLUFF & STONE LOCK  
 REUSE MASTER PLAN  
**NEIGHBORHOODS**  
 ALTERNATIVE 5 - MARCH 2018

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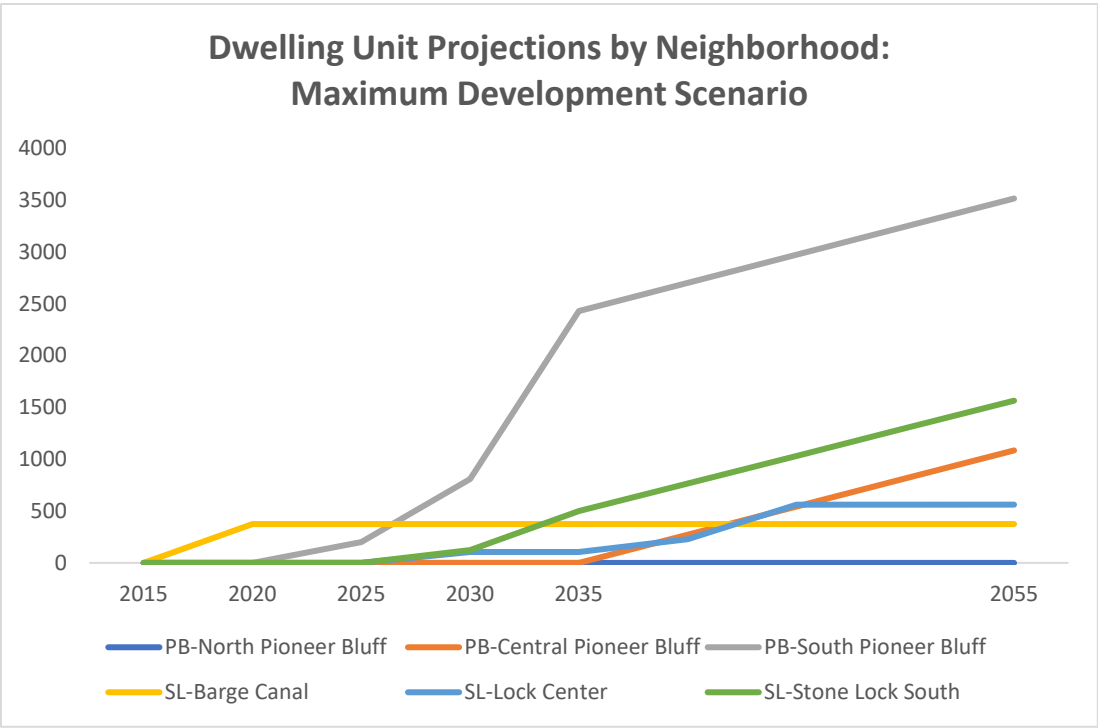


**Employment Projections by Neighborhood: Maximum Development Scenario**

| Neighborhoods            | 2015       | 2020       | 2025       | 2030         | 2035         | 2055*         |
|--------------------------|------------|------------|------------|--------------|--------------|---------------|
| PB-North Pioneer Bluff   | 250        | 250        | 250        | 307          | 307          | 1,826         |
| PB-Central Pioneer Bluff | 150        | 150        | 150        | 921          | 2,763        | 4,715         |
| PB-South Pioneer Bluff   | 500        | 300        | 150        | 1,023        | 2,047        | 2,914         |
| SL-Barge Canal           | 0          | 0          | 0          | 89           | 89           | 89            |
| SL-Lock Center           | 0          | 0          | 289        | 867          | 1,156        | 2,057         |
| SL-Stone Lock South      | 0          | 0          | 133        | 401          | 534          | 1,435         |
| <b>Total</b>             | <b>900</b> | <b>700</b> | <b>972</b> | <b>3,608</b> | <b>6,895</b> | <b>13,036</b> |

\*estimated full build out date





**Dwelling Unit Projections by Neighborhood: Maximum Development Scenario**

| Location                 | 2015     | 2020       | 2025       | 2030        | 2035        | 2055        |
|--------------------------|----------|------------|------------|-------------|-------------|-------------|
| PB-North Pioneer Bluff   | 0        | 0          | 0          | 0           | 0           | 0           |
| PB-Central Pioneer Bluff | 0        | 0          | 0          | 0           | 0           | 1086        |
| PB-South Pioneer Bluff   | 0        | 0          | 200        | 810         | 2431        | 3517        |
| SL-Barge Canal           | 0        | 375        | 375        | 375         | 375         | 375         |
| SL-Lock Center           | 0        | 0          | 0          | 105         | 105         | 562         |
| SL-Stone Lock South      | 0        | 0          | 0          | 125         | 500         | 1566        |
| <b>Total</b>             | <b>0</b> | <b>375</b> | <b>575</b> | <b>1415</b> | <b>3411</b> | <b>7105</b> |