

# ORDINANCE NO. 84-033

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

ORDINANCE AMENDING CERTAIN DISTRICTS IN AIRPORT-MEADOWVIEW ESTABLISHED BY THE COMPREHENSIVE ZONING ORDINANCE, NO. 2550, FOURTH SERIES, AS AMENDED AND DESCRIBED IN SECTION 1. (M-675)

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

## SECTION 1.

The attached exhibit describes Airport-Meadowview properties and their current zoning as established by Ordinance No. 2550, Fourth Series. The exhibit further designates the zones for which the properties are to be placed pursuant to this amendment.

## SECTION 2.

The City Clerk of the City of Sacramento is hereby directed to amend the maps which are a part of said Ordinance No. 2550, Fourth Series, to conform to the provisions of this ordinance.

## SECTION 3.

Rezoning of the property described in the attached exhibit(s) by the adoption of this ordinance shall be deemed to be in compliance with the procedures for the rezoning of property described in Ordinance No. 2550, Fourth Series, as said premises have been affected by recent court decisions.

PASSED FOR PUBLICATION:

PASSED:

EFFECTIVE:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

1ao  
attachments  
M-675

APPROVED  
BY THE CITY COUNCIL

APR 17 1984

OFFICE OF THE  
CITY CLERK

RICHARD C. VIEILLE  
REALTOR

1851 Heritage Lane, Suite 128  
Sacramento, California 95815  
(916) 920-0544

*area 9*

15

April 17, 1984

City Council  
Sacramento, California

Dear Council Members:

You are hereby advised that Robert Kwong has contracted to purchase Sacramento Assessor Parcel Number 052-010-38, being the Southwest Corner of Amherst and Meadowview in Sacramento. His offer was accepted and we were verbally notified by phone of the acceptance, the sales contract has been signed by the owner of the property and is in the mail to us. We should have it in our possession by tomorrow, April 18.

If there are any questions about this transaction, please call me or my Associate, Joe Ehly.

Yours very truly,

*Richard C. Vieille*

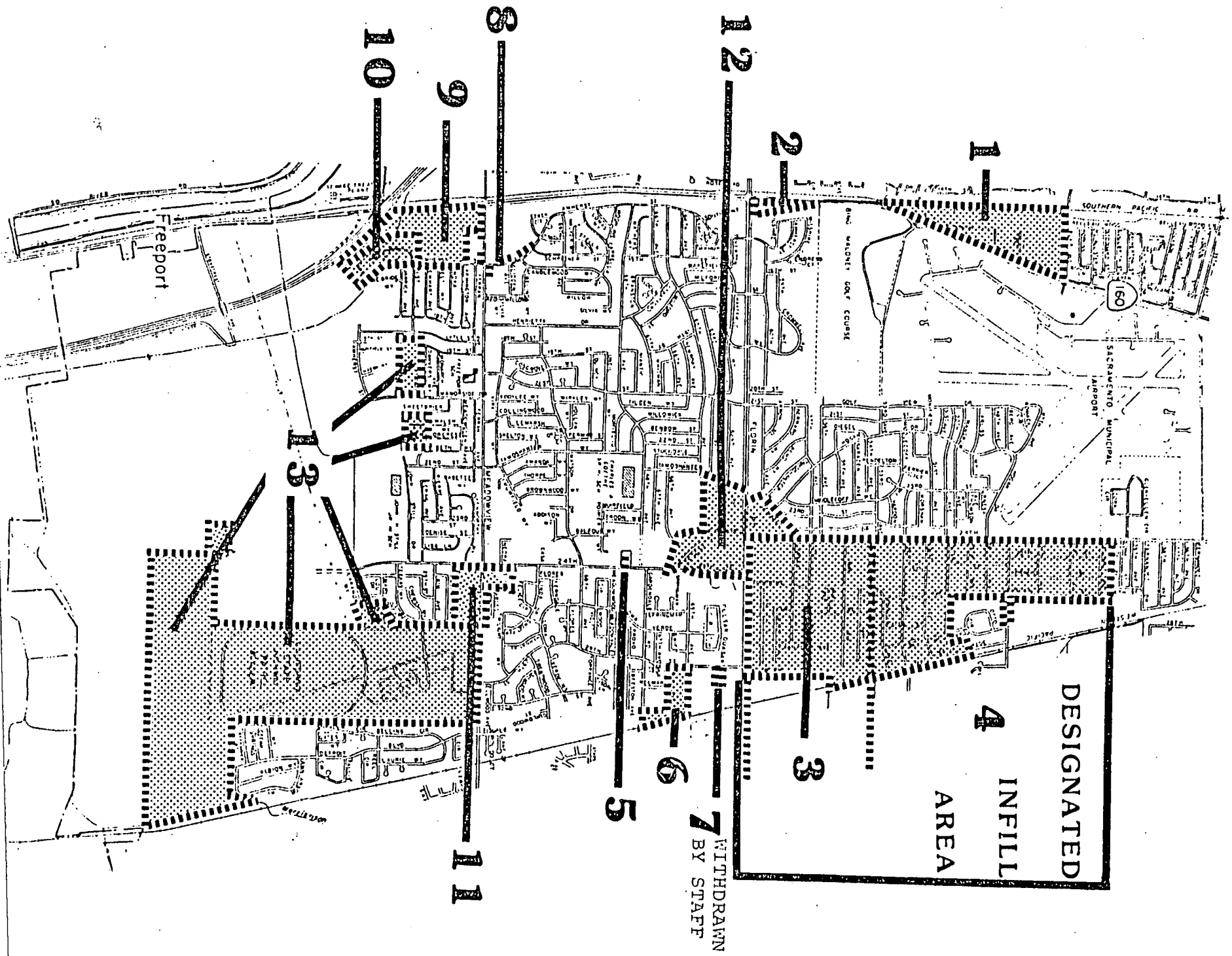
RICHARD C. VIEILLE

RCV/dh



MEMBER, SOCIETY OF INDUSTRIAL REALTORS

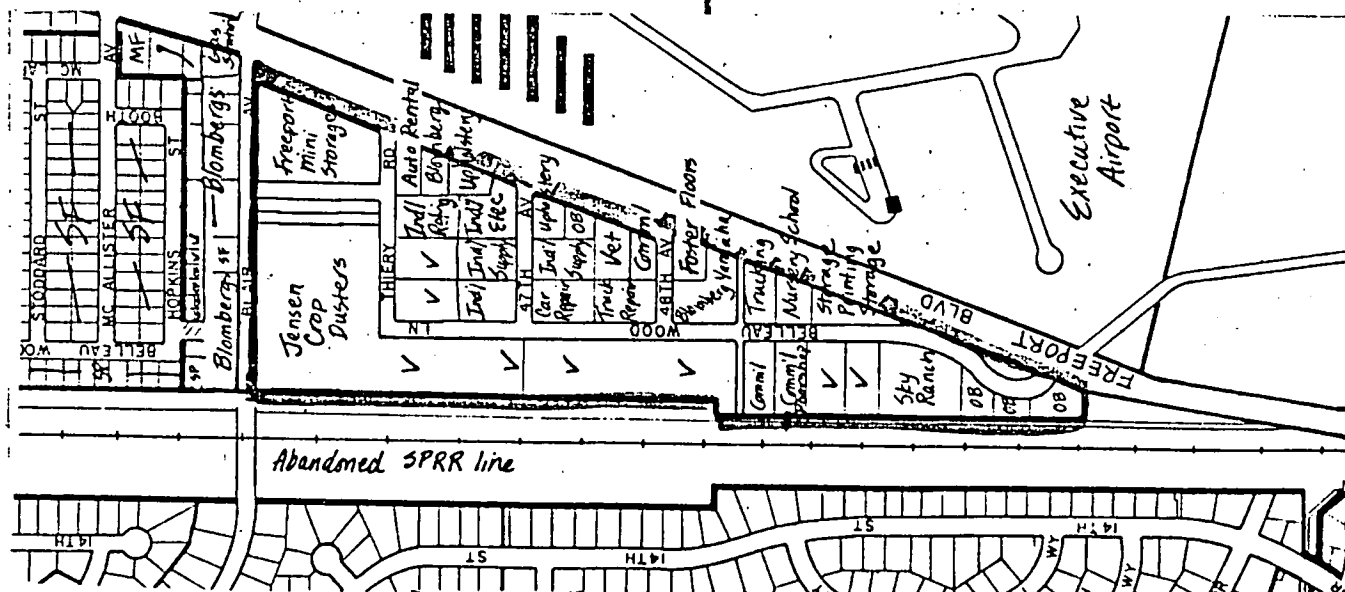
# ZONING CHANGE INDEX MAP



Adopted by City Council April 17, 1984  
In effect as of May 17, 1984

M-1  
EA-4

### EXISTING ZONING



### PROPOSED ZONING

M-1R  
EA-4

#### AREA ONE

EXISTING PLAN DESIGNATION: HEAVY COMMERCIAL OR INDUSTRIAL

PROPOSED PLAN DESIGNATION: INDUSTRIAL

#### PROPERTY OWNER REQUESTS

No opposition to the proposed M-1R zoning was stated.

#### PURPOSE OF CHANGE

This area contains a relatively large amount of vacant land. Recent office developments in the southern portion indicate an upgrading trend. In order to provide direction for improvement, to ensure that new development is compatible with residential neighborhoods to the north and east, and to provide an attractive area for new light industrial development, the plan recommends a rezoning from M-1 to M-1R, with standards for review as stated by a) and b) of the preceding page of the Area 1 staff report.

APNs: 035-091-02,06,07,09,10;  
035-092-01,03,10,12,13,14,16,17,18;  
035-101-04; 035-102-01,02,07,08,09,10,11;  
035-103-06,07; 035-111-10,13,14;  
035-112-01,02,20,22,26,27,28,29

#### PLANNING COMMISSION ACTION

Recommend rezoning the area outlined above and identified by the APNs at left from M-1 to M-1R, with the standards for review as stated in a) and b) of page 1 of the Area 1 staff report.



April 10, 1984

SUBJECT: AREA 1

ISSUE:

The original staff recommendation was to rezone the area from M-1 to M-1S. Several property owners with existing developments in this area were concerned about the effect of the M-1S standards, particularly the feasibility of the requirement for a 25-foot landscaped front and street side setback. Generally, however, there was support for an effort to improve the area. There was also a question about the potential for developing additional access ways from the frontage road to Freeport Boulevard.

The Commission directed staff to investigate lot depths, explore the possibility of applying an R-review to existing developed parcels and/or parcels less than two acres in size, and to develop standards to incorporate into the community plan, with which future development would need to be consistent.

Attachment A notes the size of the five vacant parcels in the area. Only one, the old Jensen Field airstrip, is greater than two acres in size. After consideration of lot sizes and the objectives being pursued in this area, staff modified the recommendation so that the area outlined in the attached map and identified by Assessor's Parcel Number (APN) would be rezoned from M-1 to M-1R, rather than M-1S.

The standards to be met and ensured by the R-review will be incorporated into the Airport Meadowview Community Plan and will read as follows:

- a) All uses shall be conducted wholly within a completely enclosed building or within an area enclosed and screened on all sides by a fence or wall at least six feet in height. Chain link fences shall be planted with evergreen vines so that screening is provided within a reasonable period of time, or shall incorporate durable slats into the chain link fabric in order to provide screening.
- b) A minimum five foot landscaped front and street side setback shall be provided. The area between the setback line and the property line shall be developed and maintained as open landscaped and green area, preferably within a raised planter.

Freeport Boulevard is a State Highway, and the City Traffic Engineer indicates that permission to develop additional access from the frontage road onto Freeport Blvd. would be extremely difficult to obtain.

VOTE OF THE COMMISSION

The Commission voted 7 ayes, with 2 abstentions, to recommend the revised staff recommendation.

RECOMMENDATION

Staff recommends that the Council rezone the identified parcels to M-1R, with standards for review as stated in a) and b) above.

235 feet

7.78 -  
acres

200'

THIERY RD  
3/4 acre 3/4 acre

47TH AV

48TH AV

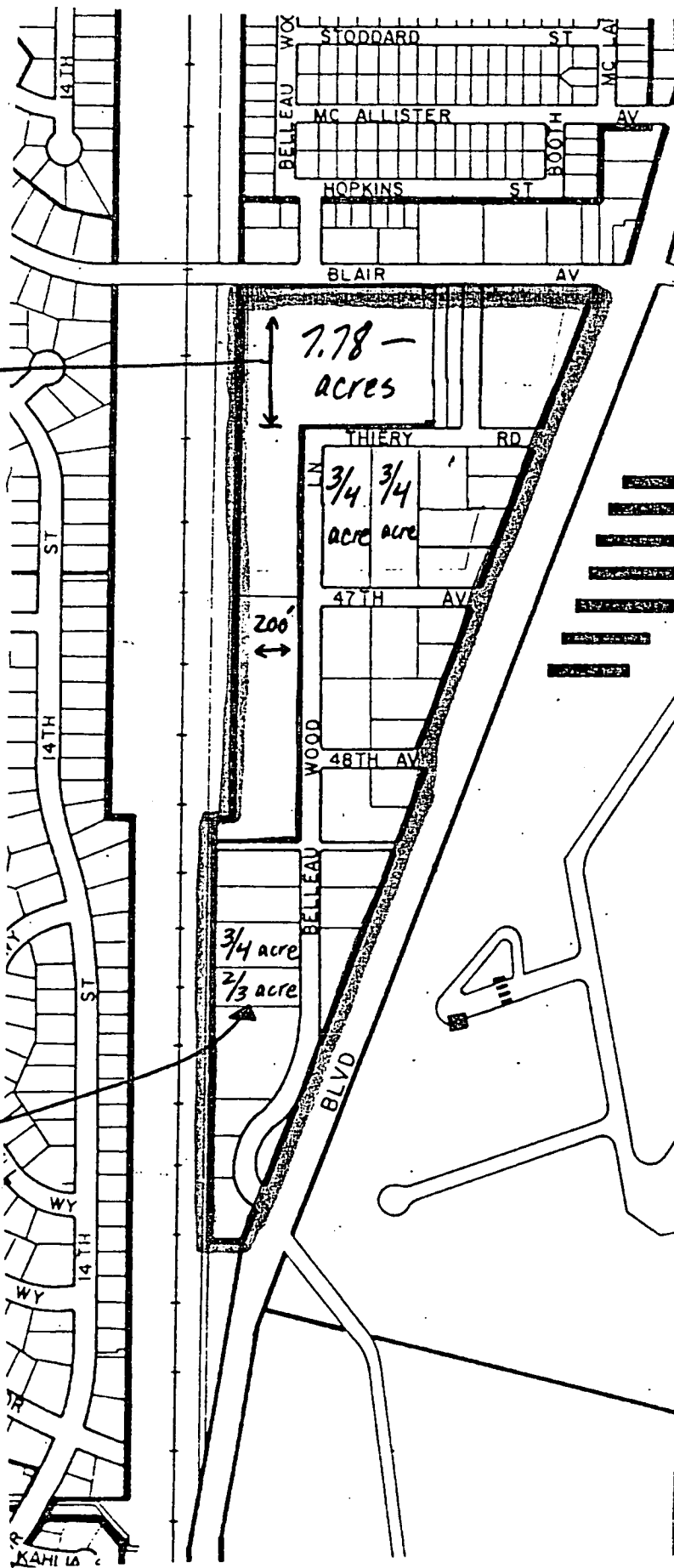
3/4 acre  
2/3 acre

WOOD

BELLEAU

BLVD

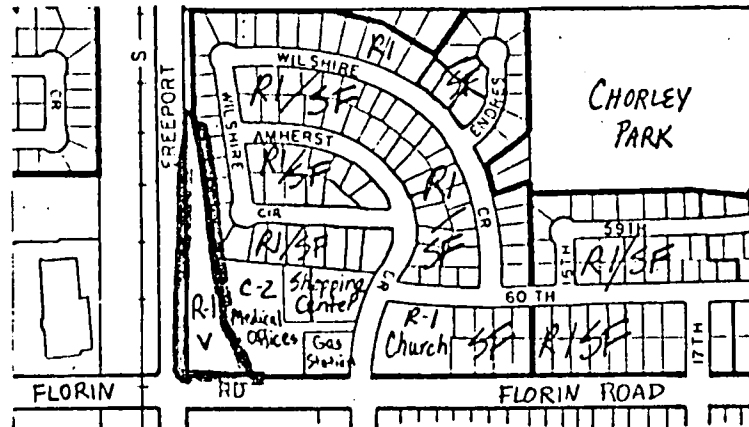
Lot depths are  
approximately 255 feet.



Adopted by City Council April 17, 1984  
In effect as of May 17, 1984

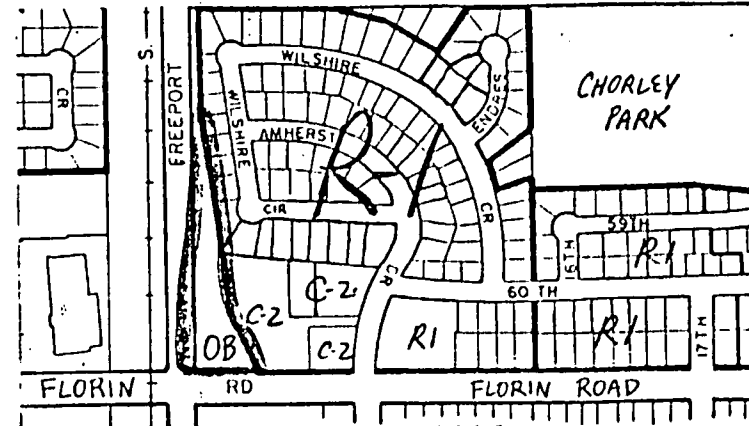
**R-1  
EA-2**

### EXISTING ZONING



### PROPOSED ZONING

**OB  
EA-2**



### AREA TWO

EXISTING PLAN DESIGNATION: LIGHT DENSITY RESIDENTIAL

PROPOSED PLAN DESIGNATION: OFFICE

### PROPERTY OWNER REQUESTS

No opposition to the proposed OB zoning was stated.

### PURPOSE OF CHANGE

This vacant parcel, due to site configuration, access, and the nature of adjacent development (medical offices and shopping center), is more suitable for office use than for residential development. The community plan (page 38) contains policies to a) locate office development along major thoroughfares, and b) encourage new, attractive office development in the community. The fact that several of the uses within the recently remodeled adjacent shopping center are office-related (dentist, real estate, insurance, income tax), indicates a demand for additional office space in the area. The owners of the adjacent medical offices also own this vacant parcel.

APNs: 035-010-38

### PLANNING COMMISSION ACTION

Recommend rezoning parcel 035-010-38 from R-1 to OB.

# Adopted Designated Infill Area on April 17, 1984

## EXISTING ZONING

## PROPOSED ZONING

SEE ATTACHED

### AREA FOUR

EXISTING PLAN LIGHT DENSITY RESID.  
DESIGNATION: MULTIPLE FAMILY RESID

PROPOSED PLAN VARIOUS RESIDENTIAL  
DESIGNATION: DENSITY DESIGNATIONS  
and INFILL AREA

### PROPERTY OWNER REQUESTS

No opposition to the proposed  
designation was stated.

### PURPOSE OF CHANGE

The Infill Incentive Program adopted by City Council on October 4, 1983 included a provision whereby "infill areas" could be designated as a part of the community plan update process. Areas with a concentration of vacant lots and with economic and site constraints are most appropriate for designation as infill areas. Within a designated Infill Area, lots meeting certain size standards (see attached Ordinance) are eligible for a density bonus of up to 25%, or flexible development standards, as outlined in the Infill Incentive Program.

### PLANNING COMMISSION ACTION

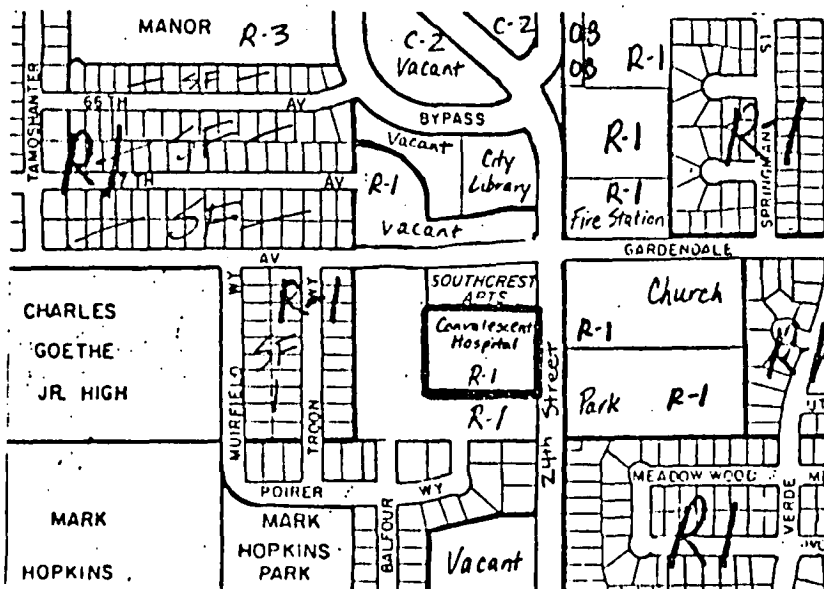
Recommend designation as a  
Designated Infill Area.

TRACT

City Council adopted on April 17, 1984  
 Zone Change in effect as of May 17, 1984

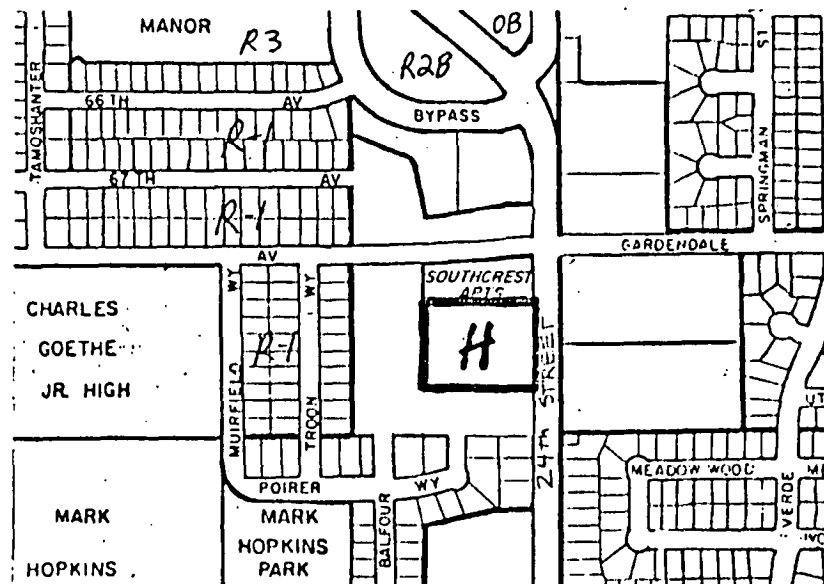
**R-1**

EXISTING ZONING



PROPOSED ZONING

**H**



AREA FIVE

EXISTING PLAN  
 DESIGNATION: LIGHT DENSITY RESID.

PROPOSED PLAN  
 DESIGNATION: RESIDENTIAL 4-8

PROPERTY OWNER REQUESTS

No opposition to the proposed  
 H zoning was stated.

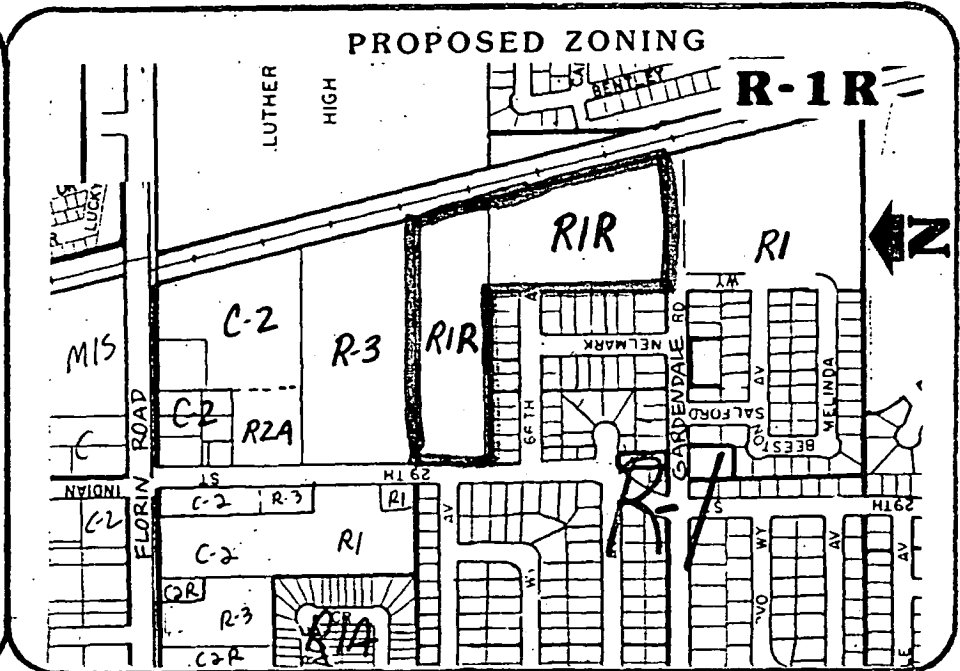
PURPOSE OF CHANGE

Place this major medical care facility in the  
 proper zone so that it is no longer in nonconforming  
 use status.

APNs: 047- 014-09

PLANNING COMMISSION  
 ACTION

Recommend rezoning from R-1  
 to H.



On April 17, 1984, City Council rezoned both parcels noted at left to R-1R, as shown by the amended exhibit above. IN effect 5/17/84.

AREA 7 PROPOSED REZONING HAS BEEN  
WITHDRAWN BY STAFF AND COMMISSION



[illegible][illegible]

The property owner does not intend to file a final map, therefore no new assessor's parcel will be created. The owner intends to make use of the entire parcel.

The vacant C-2 parcel was split in August of 1982. (Tentative approval will expire in August of 1984.) The owners (U-Haul) intended to sell off the westerly lot. In order to reduce the amount of vacant commercial land in the community, and to provide an opportunity for some higher density residential development to expand the range of housing opportunities, the plan recommends designation of the newly created parcel at the west as Residential 11-29, with R2A zoning. The rezoning, however, cannot occur until a final map is recorded and an Assessor's Parcel Number assigned. A legal description of this parcel is attached.

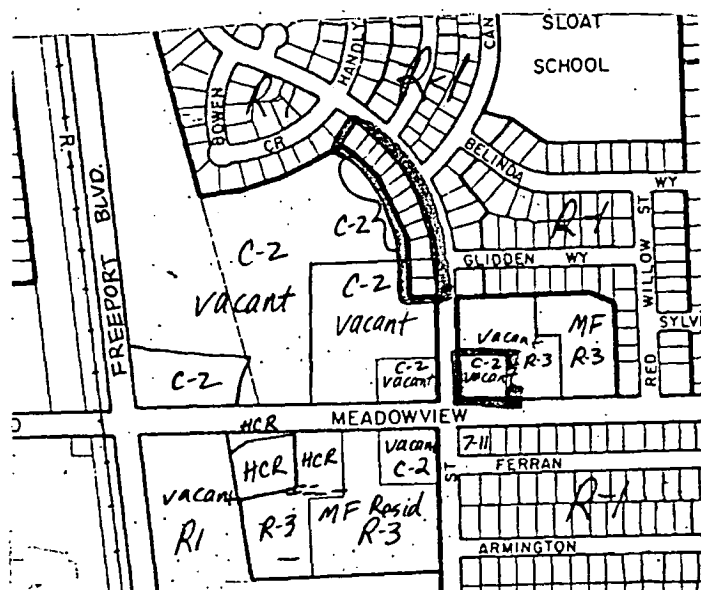
**APNs:** 049-360-10: C-2 to R-2A

Due to the policy not to place two zoning classifications on one parcel, and in light of the owner's intention to make use of the entire parcel, staff withdrew the proposed rezoning.

Planning Commission also recommended deletion of this parcel from the proposed rezonings.

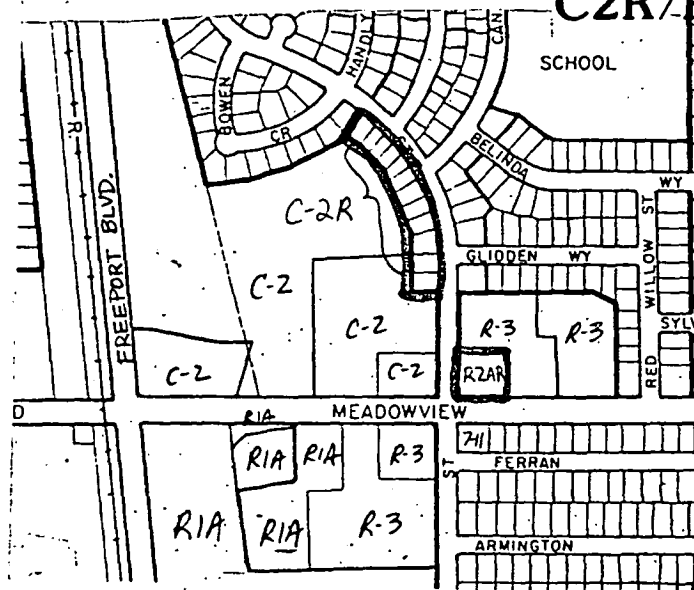
## C-2

### EXISTING ZONING



### PROPOSED ZONING

## C2R/R2AR



### AREA EIGHT

EXISTING PLAN DESIGNATION: SHOPPING-COMMERCIAL

PROPOSED PLAN DESIGNATION: RESIDENTIAL 7-15  
RESIDENTIAL 11-29

#### PROPERTY OWNER REQUESTS

The property owner of parcels 048-172-01 through -12 requests retention of C-2 zoning or adding an R-review requirement to the existing C-2 zoning so that review of buffering aspects could occur with evaluation of a development application.

### PURPOSE OF CHANGE

- Reduce vacant commercial acreage in community
- Discourage pattern of small commercial lots
- Buffer the existing residential area from the impacts of commercial development (lights, signs, traffic, noise, hours of operation)

APNs: 048-172-01 thru -12: C-2 to C-2R  
048-250-06: C-2 to R2AR

### PLANNING COMMISSION ACTION

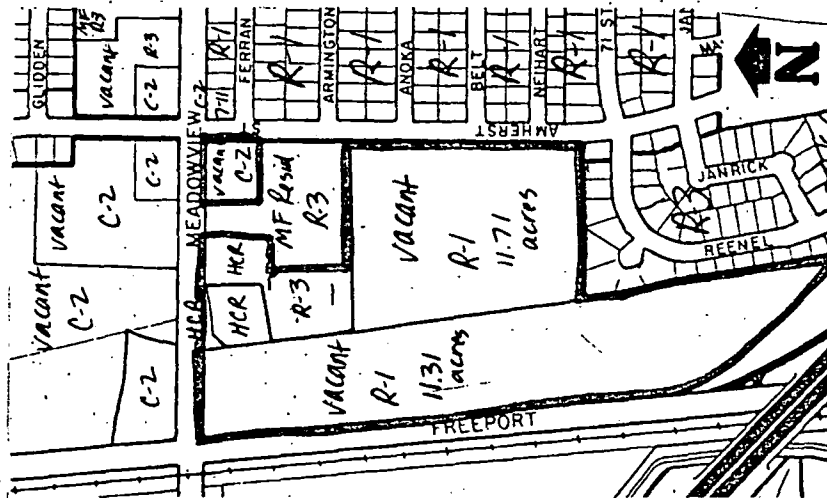
Recommend designation of APNs 048-172-01 through -12 for "Residential 7-15" and rezoning of these parcels from C-2 to R-1.

Recommend rezoning parcel number 048-250-06 from C-2 to R-3.

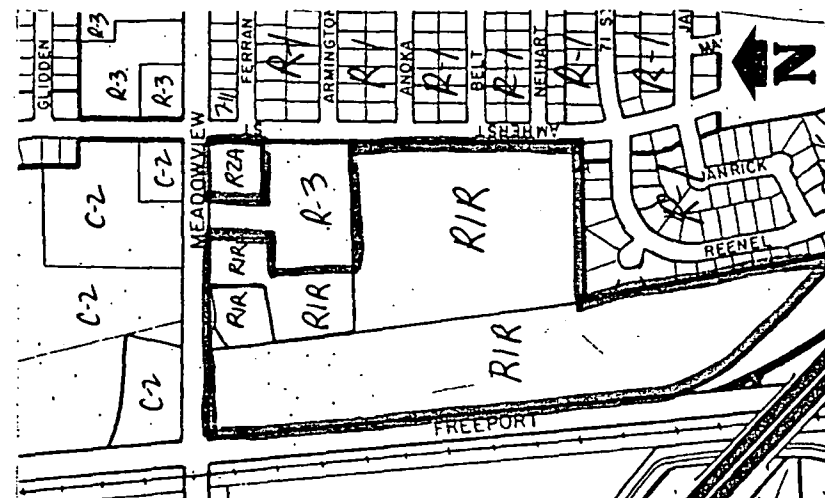
### CITY COUNCIL ACTION

On April 17, 1984, City Council rezoned the parcels as noted at left and shown by the amended exhibit above.

## EXISTING ZONING C-2, HCR, R-3, R-1



## PROPOSED ZONING R2A/R1R



### AREA NINE

EXISTING PLAN DESIGNATION: LIGHT DENSITY RESID  
MULTIPLE FAMILY RESID  
SHOPPING-COMMERCIAL

PROPOSED PLAN DESIGNATION: RESIDENTIAL 7-15  
RESIDENTIAL 11-29

### PROPERTY OWNER REQUESTS

Mr. Crabtree, the owner of parcels 47, 64, 66 and 68, requested retention of current HCR zoning and rezoning from R-1 to R-2B, rather than R-1A.

Mr. Saathoff, of Fortunes Limited, requested retention of C-2 zoning rather than the proposed R-3 zone.

### PURPOSE OF CHANGE

- Reduce vacant commercial acreage in community
- Encourage slightly higher residential densities
- Make parcels have one zone rather than split zoning
- Rezone vacant residential parcels greater than 5 acres in size from R-1 to R-1A (or apply R-review suffix) so that the City can obtain review authority and attempt to encourage higher quality new residential development in the community.

### APNs:

052-010-38: C-2 to R-2A  
052-010-47, 67, 68: HCR TO R-1R  
052-010-65: HCR/R-3 to R-1R  
052-010-64, 66: R-1 to R-1R

### PLANNING COMMISSION ACTION

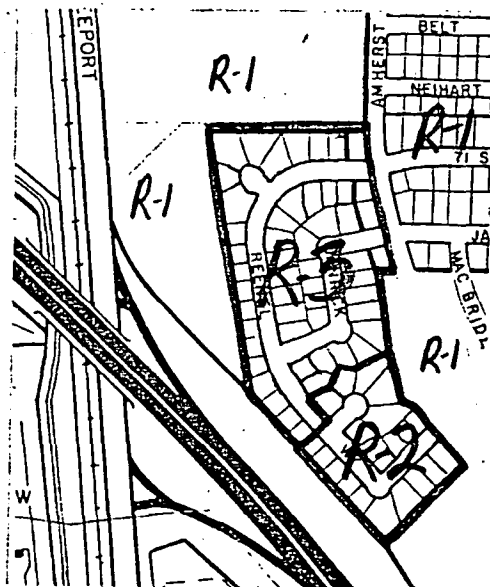
Recommend rezonings as detailed at left for the identified Assessor's Parcel Numbers.

### CITY COUNCIL ACTION

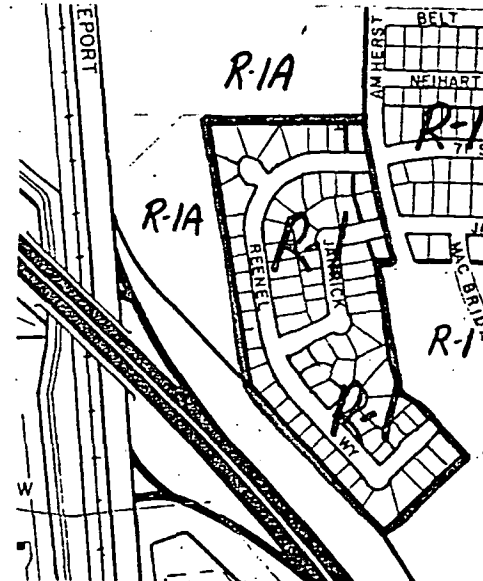
On April 17, 1984, City Council rezoned the parcels as detailed at left and as shown in the amended exhibit above

Zone changes take effect on May 17, 1984.

## R-3 / R-2 EXISTING ZONING



## PROPOSED ZONING R-1



### AREA TEN

EXISTING PLAN DESIGNATION: MULTIPLE FAMILY RESID.  
 PROPOSED PLAN DESIGNATION: RESIDENTIAL 4-8

### PROPERTY OWNER REQUESTS

No opposition to the proposed rezonings was stated.

### PURPOSE OF CHANGE

Rezone so that the zoning is consistent with the pattern of existing development.

APNs: 052-141-01 thru -21: R-3 to R-1  
 052-141-22 thru -31: R-2 to R-1  
 052-142-01 thru -18: R-3 to R-1  
 052-143-01 thru -10: R-2 to R-1  
 052-143-11 thru -20: R-3 to R-1

### PLANNING COMMISSION ACTION

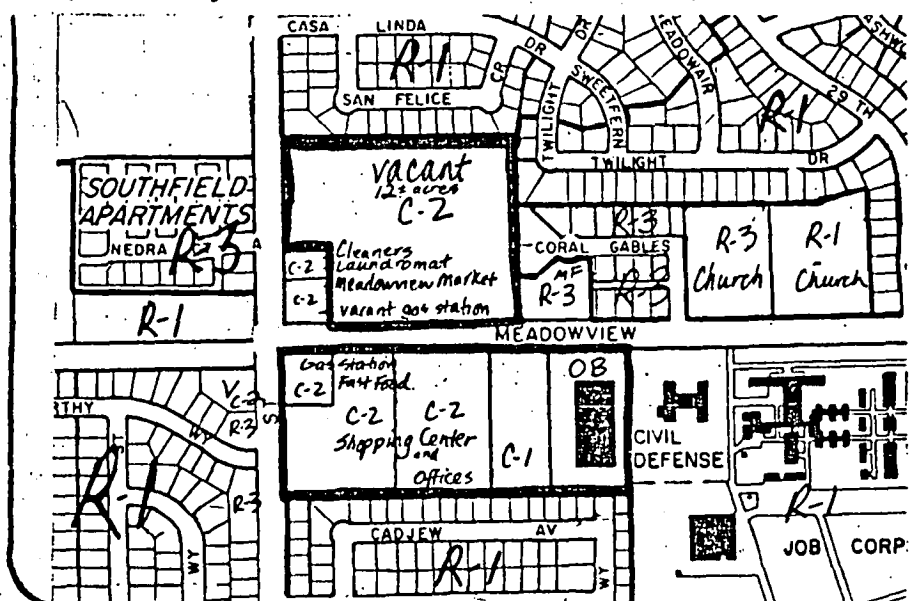
Recommend rezoning of the parcels identified at left from R-2 and R-3 to R-1.

### CITY COUNCIL ACTION

On April 17, 1984, the City Council rezoned as shown by this exhibit and detailed at left. Zone changes take effect on May 17, 1984.

- Adopted by City Council April 17, 1984.
- R2B In effect May 17, 1984. SPD Zone to be developed and applied in the future.

## C-2, C-1, OB EXISTING ZONING



### AREA ELEVEN

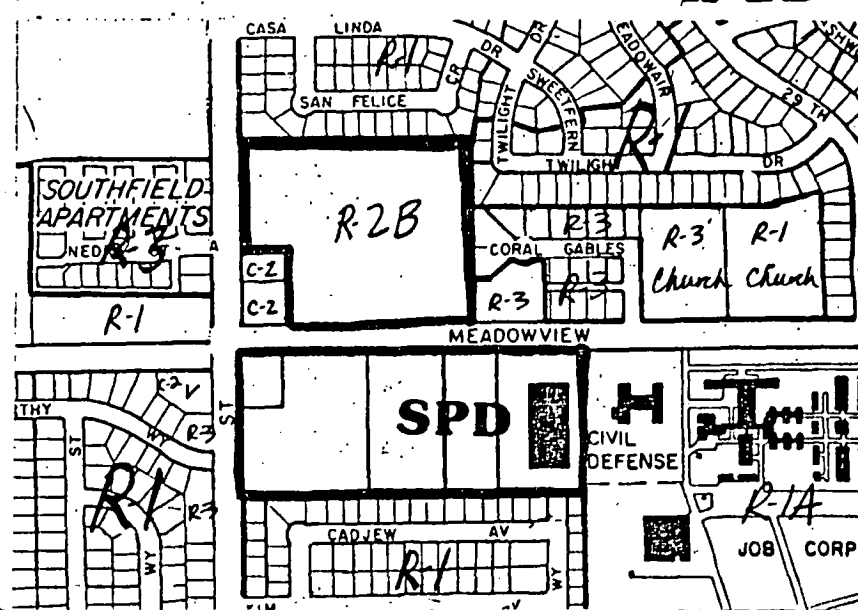
EXISTING PLAN  
DESIGNATION: SHOPPING-COMMERCIAL

PROPOSED PLAN  
DESIGNATION: SPECIAL PLANNING DIST  
RESIDENTIAL 11-21

#### PROPERTY OWNER REQUESTS

No opposition to the proposed SPD designation or to the proposed R-2B zoning was stated.

## SPD Zone PROPOSED ZONING R-2B



### PURPOSE OF CHANGE

- Reduce vacant commercial acreage in community.
- Provide opportunity for some higher residential density developments in order to expand the range of housing opportunities in the Airport Meadowview community and encourage more efficient land use.
- Designate Special Planning District (SPD) and apply an implementing Special Planning District (SPD) zone in areas needing revitalization, where existing zoning categories would not adequately regulate the types and standards of development (see p.37 rec.#4d of the Plan).

#### APNs:

049-050-11: C-2 to R2B      053-010-27: OB to SPD  
053-010-26: C-1 to SPD      053-010-41,43,44: C-2 to SPD

\*\*\*Implementing SPD zone developed after SPD designation is adopted.

### PLANNING COMMISSION ACTION

Recommend designation of the parcels outlined above and identified at left as a Special Planning District (SPD).

Recommend rezoning parcel number 049-050-11 from C-2 to R-2B.

A specially-tailored SPD zone is to be developed as an implementation measure after Community Plan adoption.

*Adopted by City Council April 17, 1984. Zone changes in effect May 17, 1984.*

**EXISTING ZONING**

**PROPOSED ZONING**

**SEE ATTACHED**

**AREA THIRTEEN** MF Residential  
Public/Quasi-Public  
**EXISTING PLAN** Light Density Resid.  
**DESIGNATION:** Shopping-Commercial

**PROPOSED PLAN**  
**DESIGNATION:** Residential 4-8  
Residential 7-15

**PROPERTY OWNER REQUESTS**

No opposition to the proposed rezoning from R-1 to R-1R and R-1A was stated.

**PURPOSE OF CHANGE**

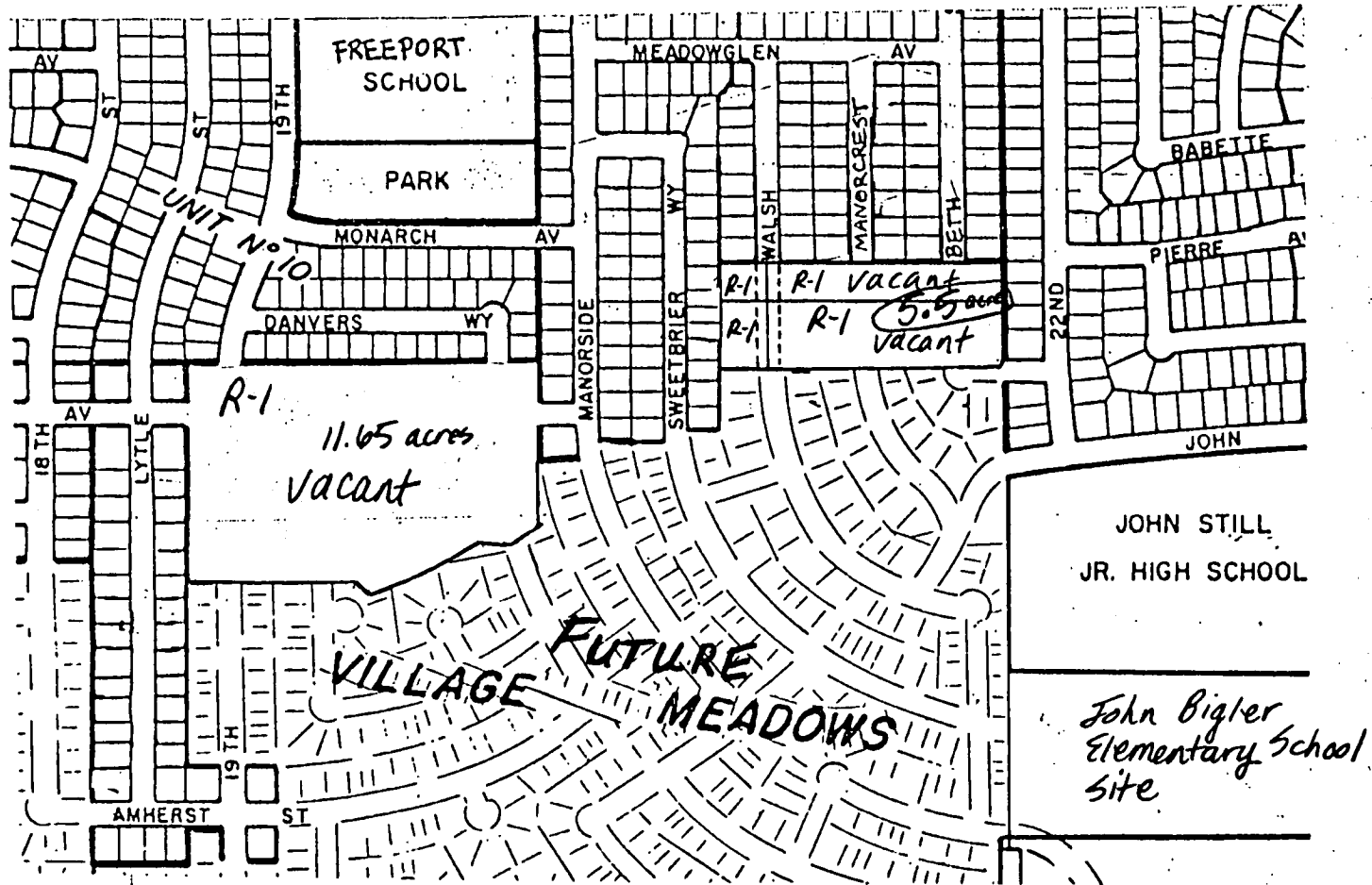
The Plan recommends that vacant residential parcels greater than 5 acres in size be rezoned from R-1 to R-1A (or apply R-review suffix) so that the City can obtain review authority and attempt to encourage higher quality new residential development in the Airport Meadowview community.

**APNs:** 052-010-32, 37, 47, 55, 56, 58: R-1 to R-1R  
052-085-20, 21: R-1 to R-1R  
053-010-29, 48, 49, 51, 53: R-1 to R-1A

**PLANNING COMMISSION ACTION**

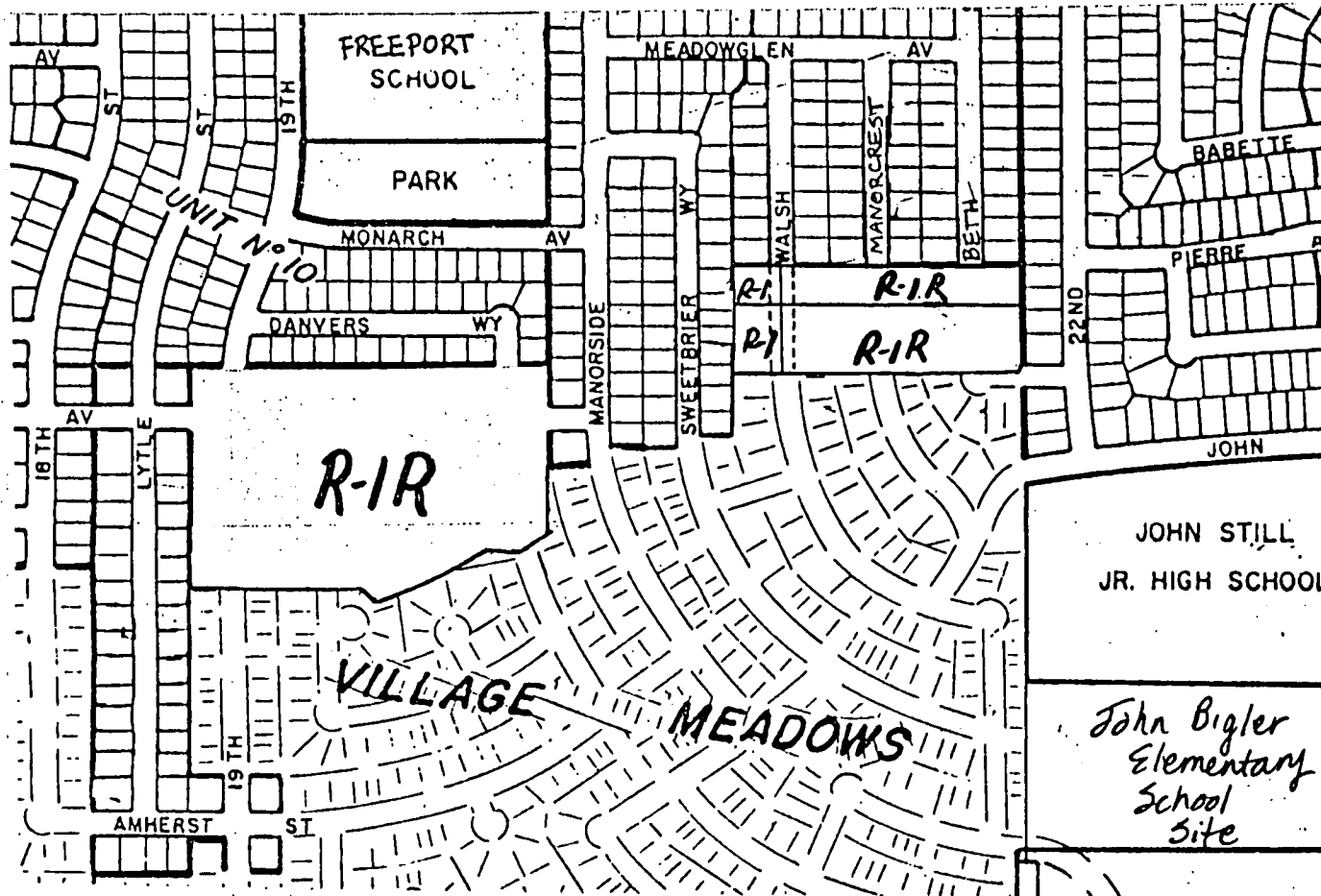
Recommend rezoning the parcels identified at left as detailed at left.

# EXISTING ZONING



**R-1**

# PROPOSED ZONING

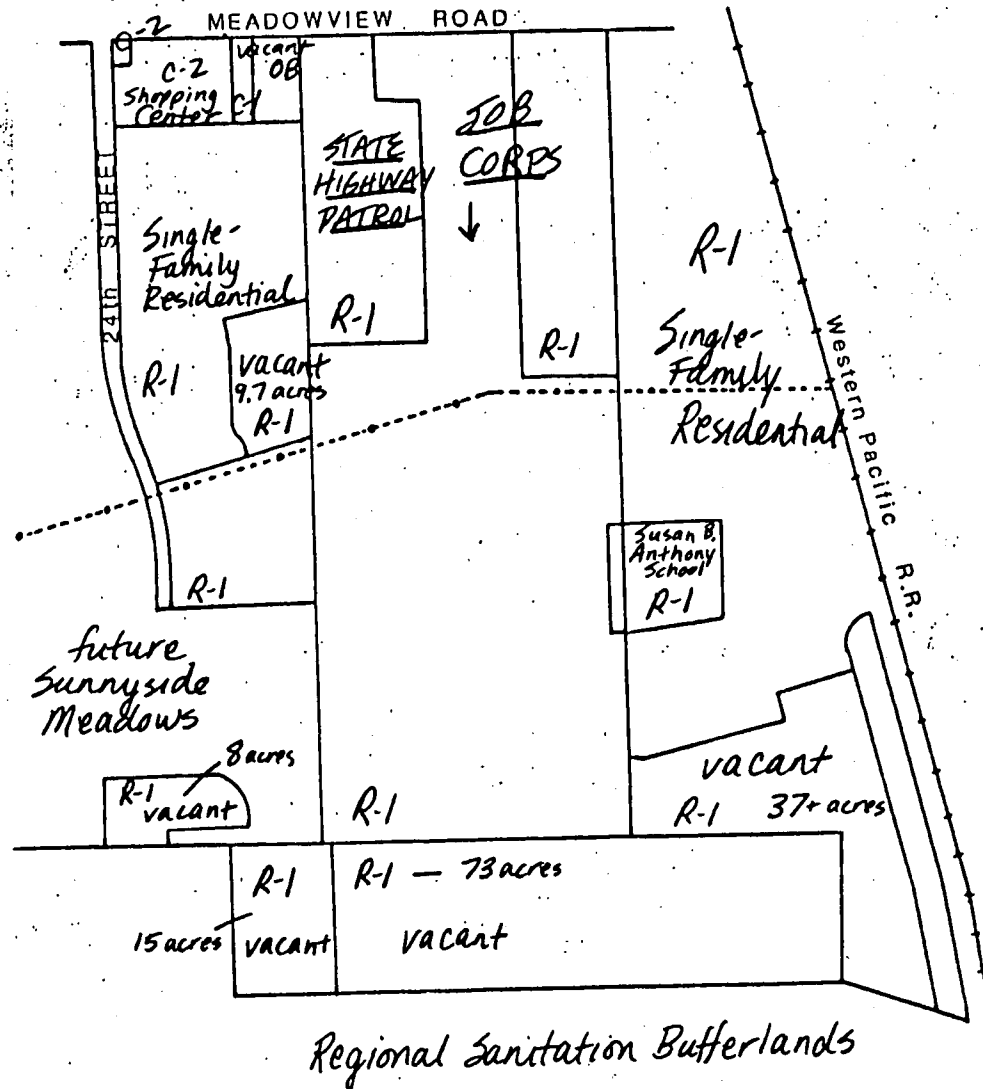


**R-1R**



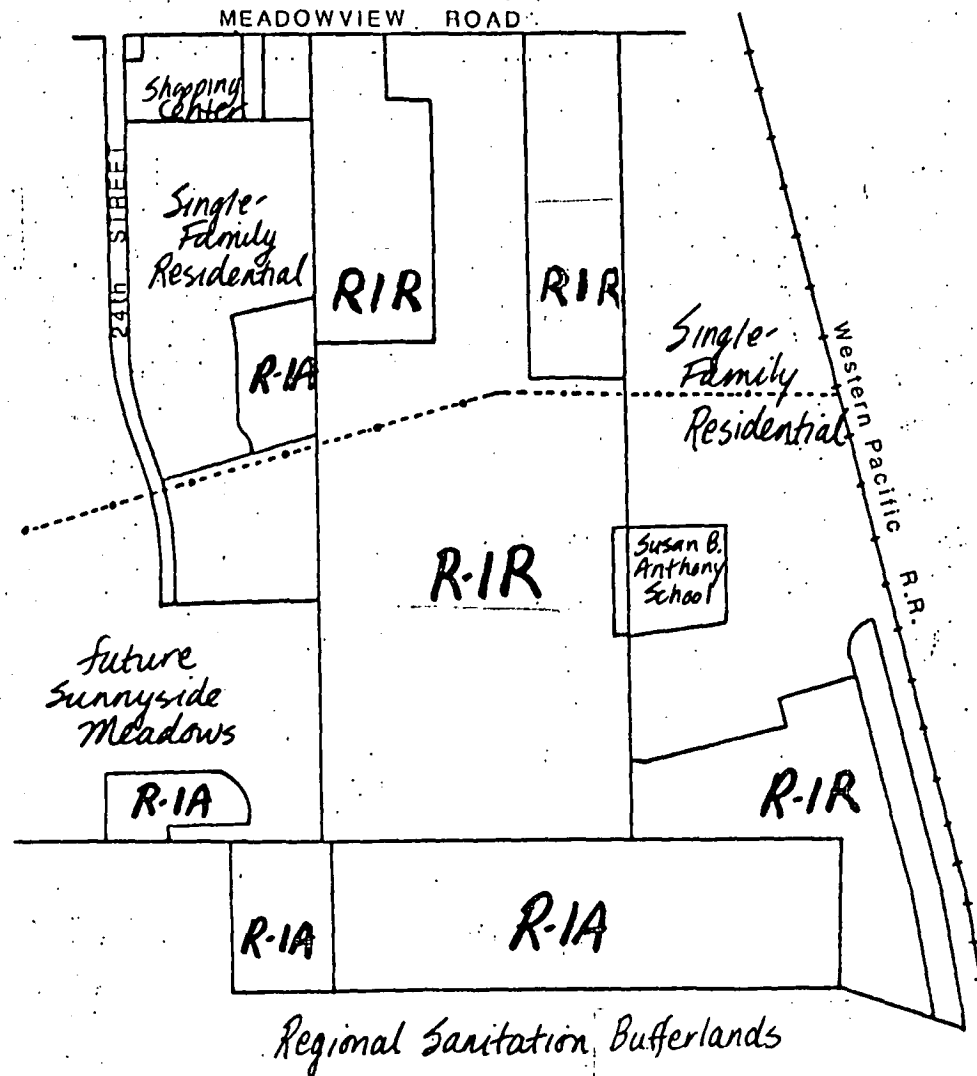
# EXISTING ZONING

**R-1**



# PROPOSED ZONING

**R-1A**  
**R-1R**



**EXISTING ZONING****PROPOSED ZONING****SEE ATTACHED****AREA TWELVE**

**EXISTING PLAN DESIGNATION:** SHOPPING-COMMERCIAL

**PROPOSED PLAN DESIGNATION:** SPECIAL PLANNING DISTRICT  
OFFICE  
RESIDENTIAL 11-21

**PROPERTY OWNER REQUESTS**

The representative for the County parcel wanted at first to retain C-2 zoning, but expressed no opposition to the proposed OB zoning.

Mr. Edwards expressed opposition to the proposed SPD designation and SPD zoning.

**PURPOSE OF CHANGE**

- Provide areas within the community for office development.
- Provide an opportunity for some higher density residential.
- Designate Special Planning District (SPD) and apply an implementing Special Planning District (SPD) zone in areas needing revitalization, where existing zoning categories would not adequately regulate the types and standards of development (see p.37 rec.#4d of the Plan).

**APNs:** 047-013-07;10: C-2 to OB  
047-013-11: C-2 to R-2B  
035-334-02,18,24,25,29,30 (NW corner): C-2 to SPD/EA-4  
047-012-10,12,14,17,20,23,24,25,27,28 (SW): C-2 to SPD/EA-4  
047-013-04,05 (SE corner): C-2 to SPD (-04 also EA-4)

\*\*\*Implementing SPD zone developed after SPD designation is adopted.\*\*\*

**PLANNING COMMISSION ACTION**

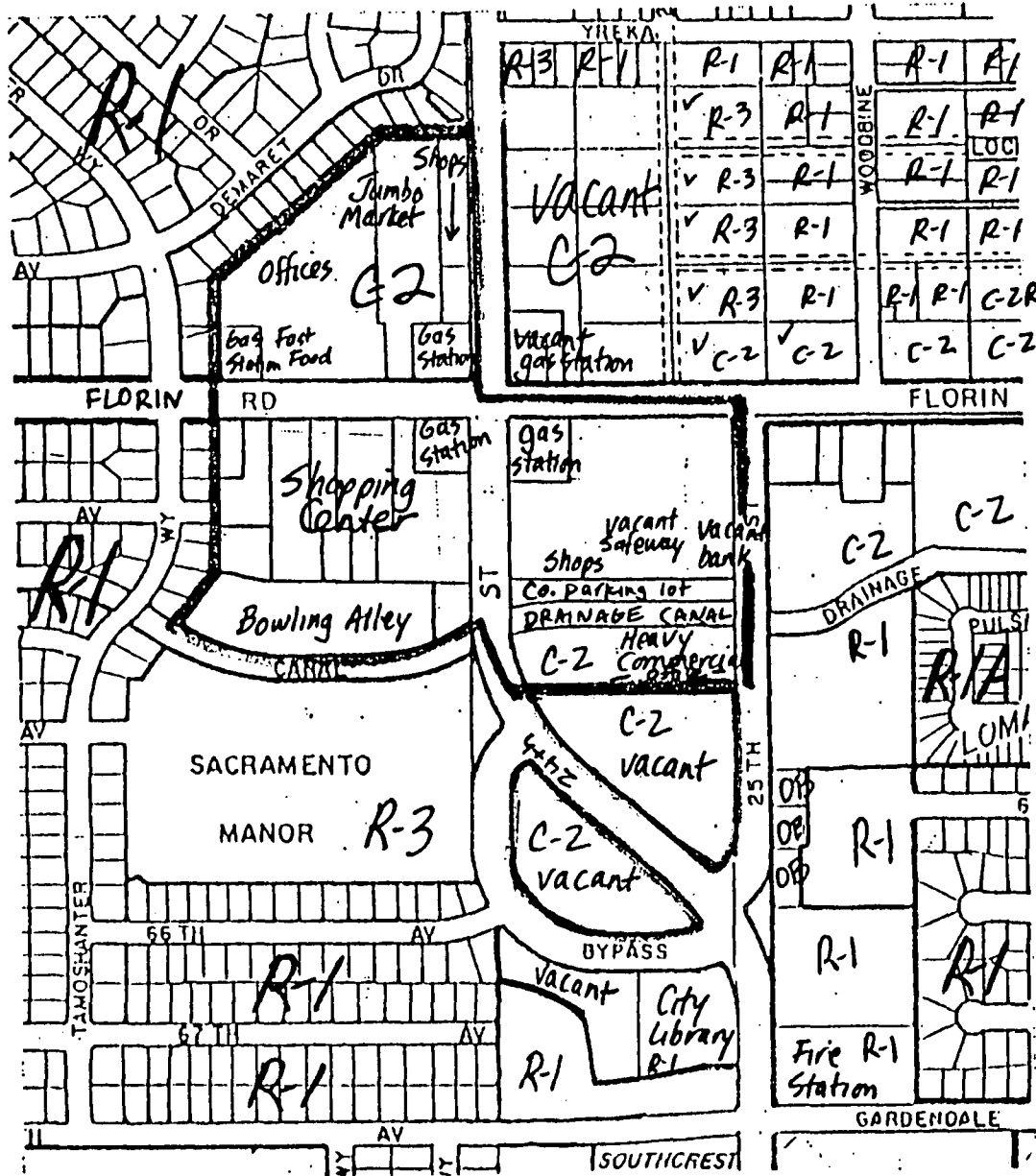
Recommend boundaries for SPD as depicted by Attachment A and including the Assessor's Parcel Numbers at left.

Recommend rezoning parcel 047-013-07 from C-2 to OB, parcel 047-013-10 from C-2 to OB, parcel 047-013-11 from C-2 to R-2B.

**CITY COUNCIL ACTION**

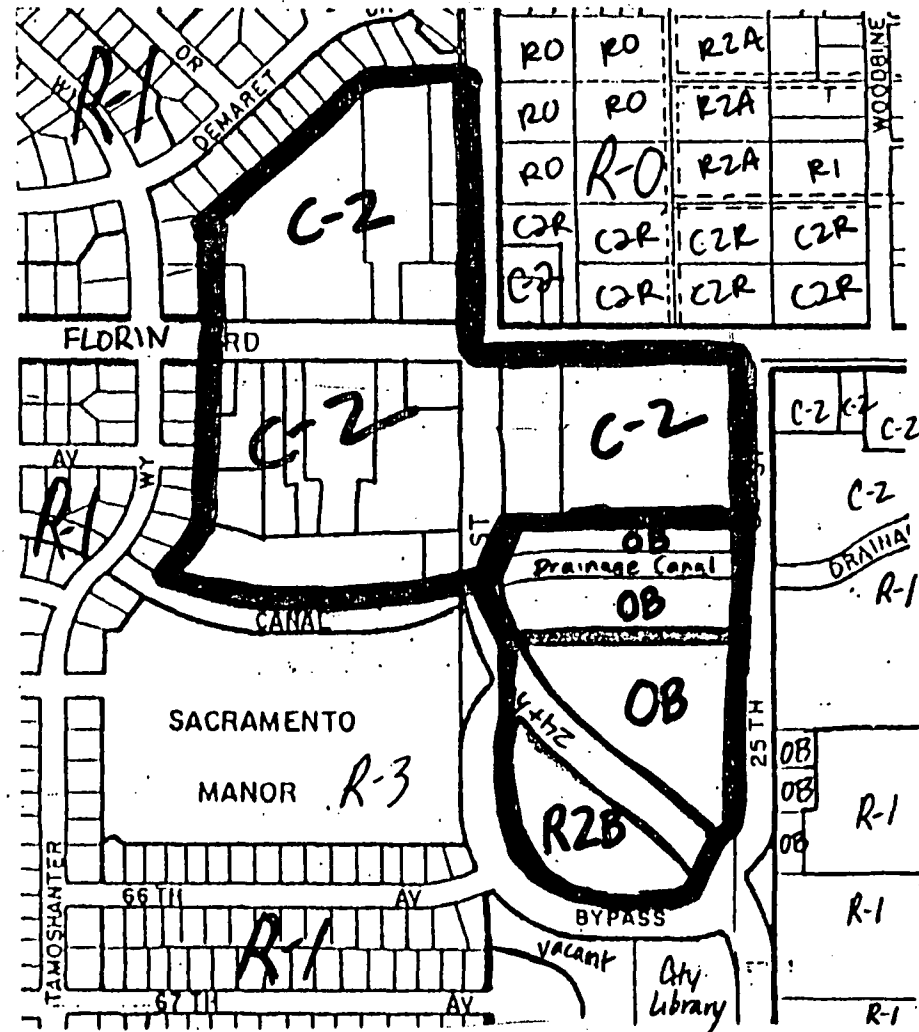
On April 17, 1984, City Council Approved rezonings as depicted by the Attachment A, thus deleting the proposed SPD designation.

# EXISTING ZONING



**C-2 EA-4**

# ATTACHMENT A ADOPTED ZONING



**OB R-2B EA-4**

**STAFF/PLANNING COMMISSION RECOMMENDATION**

4/17/84 Modified by City Council

**EXISTING ZONING**

**PROPOSED ZONING**

**SEE ATTACHED**

**AREA TWELVE**

EXISTING PLAN DESIGNATION: SHOPPING-COMMERCIAL

PROPOSED PLAN DESIGNATION: SPECIAL PLANNING DISTRICT OFFICE RESIDENTIAL 11-21

**PROPERTY OWNER REQUESTS**

The representative for the County parcel wanted at first to retain C-2 zoning, but expressed no opposition to the proposed OB zoning.

Mr. Edwards expressed opposition to the proposed SPD designation and SPD zoning.

**PURPOSE OF CHANGE**

- Provide areas within the community for office development.
- Provide an opportunity for some higher density residential.
- Designate Special Planning District (SPD) and apply an implementing Special Planning District (SPD) zone in areas needing revitalization, where existing zoning categories would not adequately regulate the types and standards of development (see p.37 rec.#4d of the Plan).

**APNs:** 047-013-07;10: C-2 to OB

047-013-11: C-2 to R-2B

035-334-02,18,24,25,29,30 (NW corner): C-2 to SPD/EA-4

047-013-10,12,14,17,20,23,24,25,27,28 (SW): C-2 to SPD/EA-4

047-013-04,05 (SE corner): C-2 to SPD (-04 also EA-4)

\*\*\*Implementing SPD zone developed after SPD designation is adopted.\*\*\*

**PLANNING COMMISSION ACTION**

Recommend boundaries for SPD as depicted by Attachment A and including the Assessor's Parcel Numbers at left.

Recommend rezoning parcel 047-013-07 from C-2 to OB, parcel 047-013-10 from C-2 to OB, parcel 047 013-11 from C-2 to R-2B.

April 10, 1984

SUBJECT: AREA 12

### ISSUE

The parcels proposed for a zoning change within Area 12 (the area of Florin Road and 24th Street) are currently zoned C-2. The three corners of the intersection are the location of 3 shopping centers, and the two southernmost parcels are vacant. The three existing shopping centers contain many vacant and underutilized buildings (see the Commercial Vacancy Study attached to the Area 3 report) and are in need of revitalization measures.

Two measures designed to enhance the business situation in the community are a) rezoning excess, vacant commercial parcels to a zone (office and/or residential) which will increase the population base and buying power within the Airport Meadowview community, and b) establishment of Special Planning Districts. At the City Planning Commission hearing, some property owners were concerned about issues related to the recommended Special Planning District (SPD) zone. Most property owners who spoke desired the retention of C-2 zoning.

The original staff recommendation was to rezone the two southernmost parcels of Area 12 from C-2 to R-O (see Attachment B). Some commissioners had concerns about the R-O zone, apparently because it was originally developed for use in the Central City, and did not clearly indicate whether residential or office use was most-desired. The Commission directed staff to provide some additional information on the SPD zone, and to consider alternatives to the R-O zone.

The action taken by the Planning Commission is shown by Attachment A, and includes the designation of the SPD and rezonings from C-2 to OB and R-2B.

The discussion below reviews SPD zoning and discusses alternative zonings for the two vacant southernmost parcels in Area 12.

### BACKGROUND

#### SPD Zoning

Many possible variations exist for the structure, criteria, and procedural requirements of the proposed SPD zone. A copy of the County's "SPA Special Planning Area Land Use Zone" is attached as an informational item. A discussion about Special Planning District objectives is found on pages 26 through 29 of the Draft Plan. The "Commercial Zoning" report discusses symptoms and problems of declining commercial areas, and strategies to revitalize these areas. Designation of Special Planning Districts within the Airport Meadowview community will focus attention on these areas, provide flexibility of use, provide technical assistance with physical improvements, and may provide a basis for designation as an SHRA Commercial Revitalization Area, which would provide further professional assistance, funding, and eligibility for other assistance programs. (The Area 11 SPD has already been added to the SHRA commercial revitalization list, and has been funded for a market study in 1984.)

At this time, it is envisioned that planning staff, property owners, merchants, and other interested parties would all have input in developing the standards and procedural requirements of the SPD Zone. Allowing flexibility of use (for example, considering uses normally found in C-4 or even M-1 zones, rather than the C-2 zone) should be of benefit to the property owner/merchant. Physical upgrading of the areas will benefit the community as a whole. This can be achieved by requiring a development to come into conformance with the adopted standards of a specially-tailored SPD Zone. The issue of when Planning Commission and/or Design Review Board review will be required will need to be resolved when the zone is developed. At the very least, improvements should be triggered when a) increased intensity of use over C-2 levels is allowed; or b) a development or area receives some sort of economic subsidy, for example a low-interest loan or other governmental assistance.

### R-O Zoning

Although the Planning Commission is not recommending any R-O zoning for this area, the original staff report did recommend R-O zoning for the two southernmost parcels (see Attachment B).

If the Council desires to consider an alternative to the Planning Commission recommendation of R-2B and OB zoning, staff feels that R-O zoning would be appropriate. Staff feels that either residential or office, or a mixture of both, would augment the population base and help to support existing commercial development within the community. Providing a signal for flexibility, rather than a clear direction for just one land use category, is beneficial because it allows the landowner/developer more options and provides the community with supportive development, perhaps sooner than would occur if only one allowable use category were identified by the zone applied.

### VOTE OF THE COMMISSION

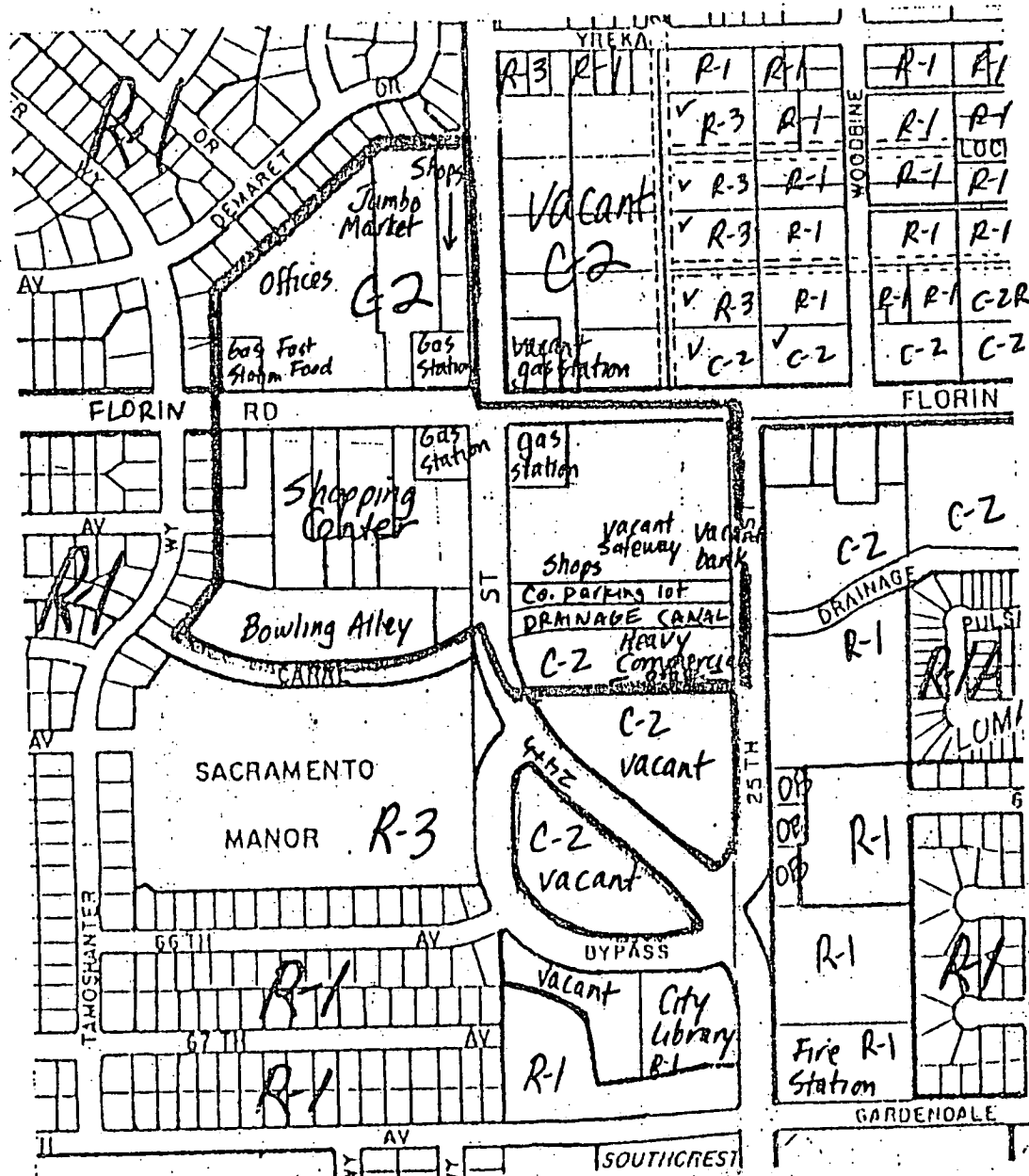
The Commission voted 7 ayes, with 2 abstentions, to recommend designation of a Special Planning District as depicted by Attachment A, and including the Assessor's Parcel Numbers identified on the Area 12 staff report sheet. Rezoning depicted by Attachment A were also recommended. The County-owned parcel (047-013-07), being used for a Multi-Service Center and Health and Welfare offices, would be rezoned from C-2 to OB, which is more consistent with the existing uses on the site. The southernmost vacant two parcels (047-013-10, 047-013-11) would be rezoned to OB (parcel #10) and to R-2B (parcel #11).

### RECOMMENDATION

Staff recommends designation of the Special Planning District as shown by Attachment A of the Area 12 staff report, and the rezonings as recommended by the Planning Commission, as detailed above.

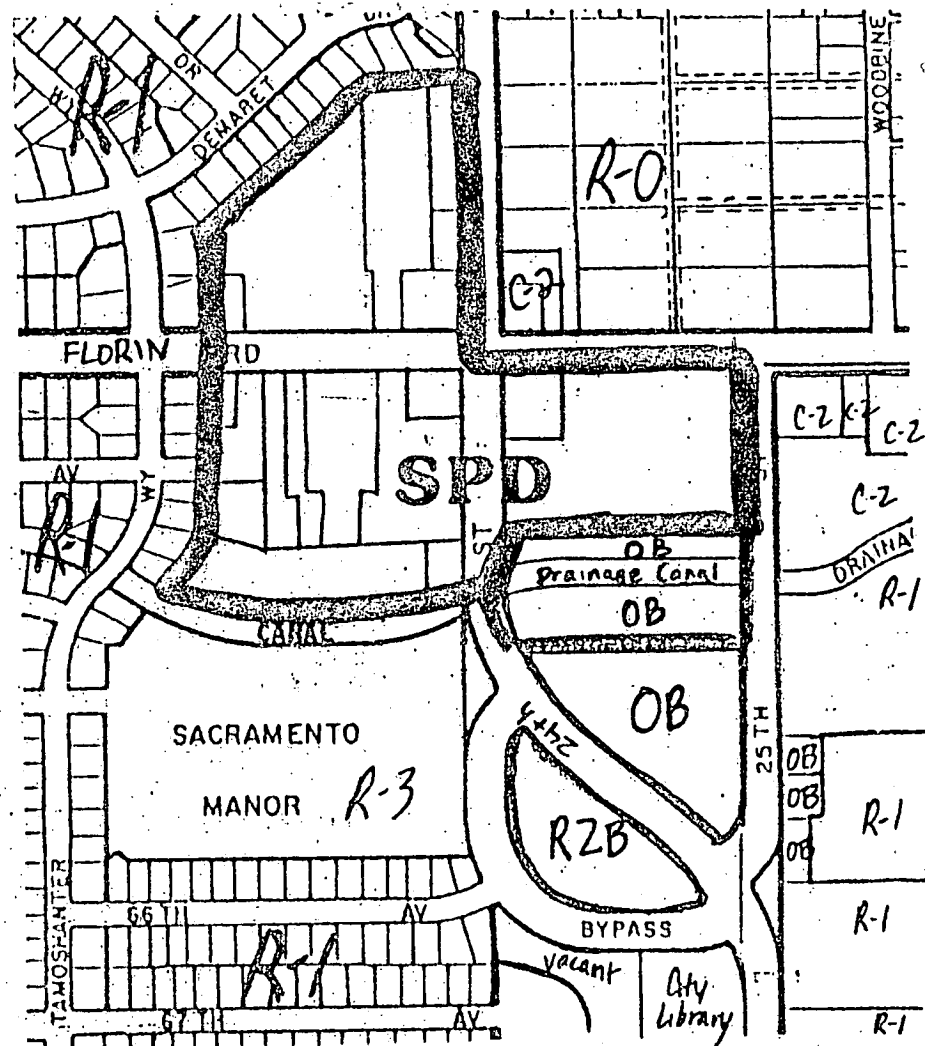
As an alternative to the Planning Commission recommended rezonings, staff recommends R-O zoning for the two parcels being recommended for OB and R-2B zoning.

## EXISTING ZONING



C-2 EA-4

# ATTACHMENT A PROPOSED ZONING



OB EA-4  
R-2B  
SPD Zone

# STAFF/PLANNING COMMISSION RECOMMENDATION

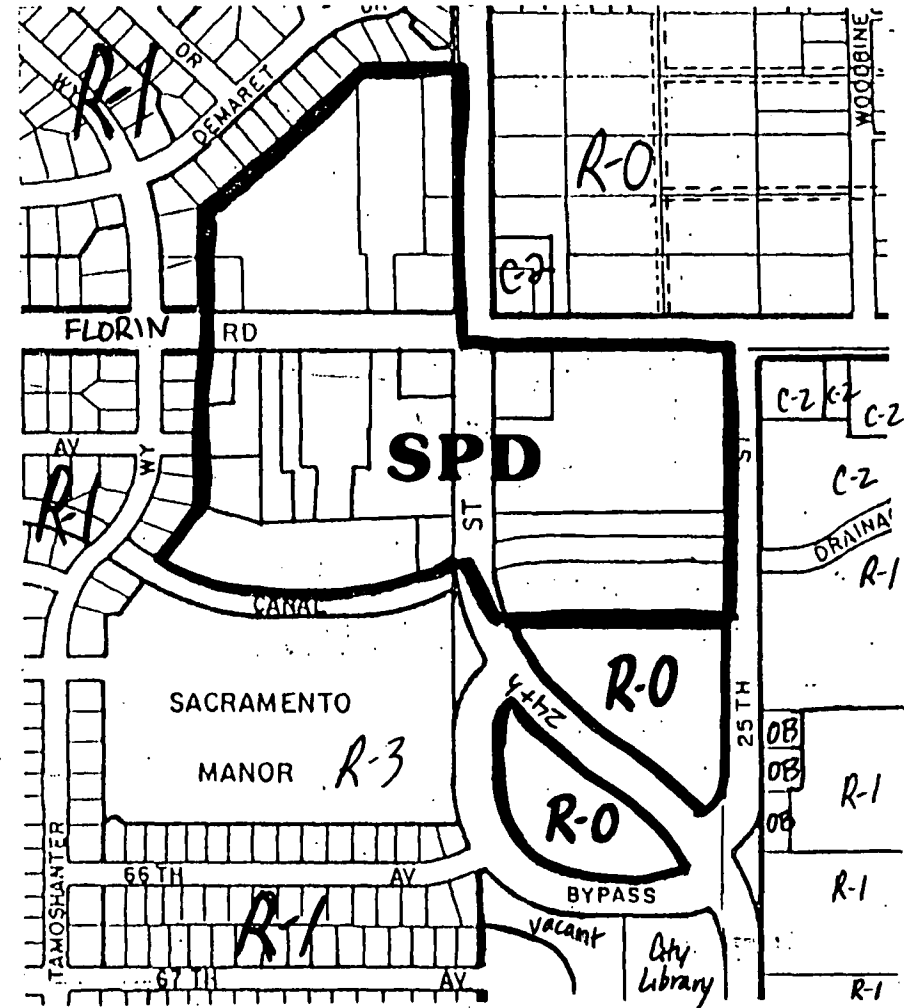


# EXISTING ZONING



**C-2 EA-4**

# ATTACHMENT B PROPOSED ZONING

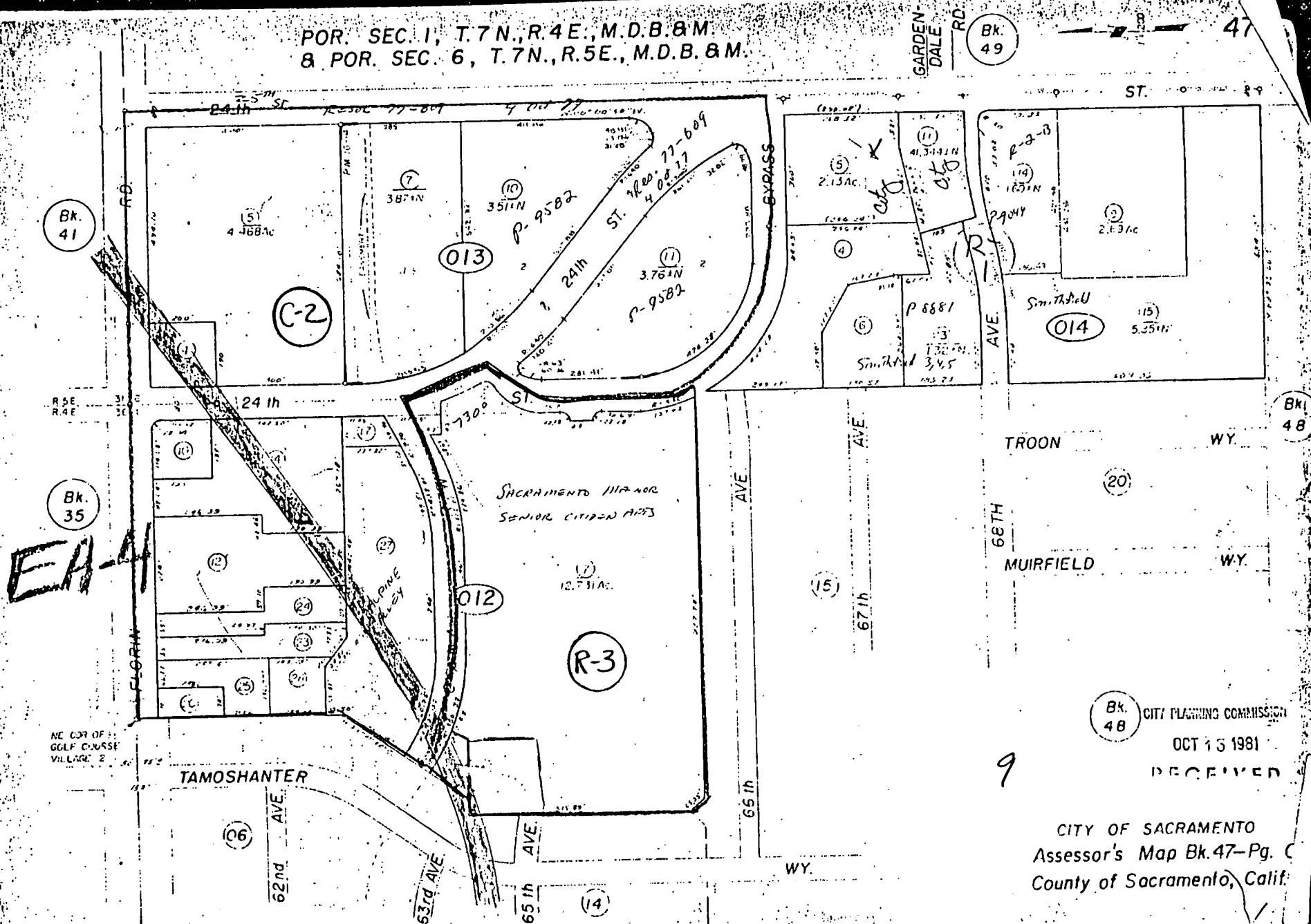


**R-0 EA-4  
SPD Zone**

**ORIGINAL STAFF RECOMMENDATION**

# ATTACHMENT C

POR. SEC. 1, T.7N., R.4E., M.D.B. & M.  
 & POR. SEC. 6, T.7N., R.5E., M.D.B. & M.





## SPA SPECIAL PLANNING AREA LAND USE ZONE

235-90. PURPOSE. The purpose of this Article is to establish a procedure whereby the Board or the Commission may initiate proceedings to regulate property in areas throughout the County area that have unique environmental, historic, architectural, or other features which require special conditions not provided through the application of standard zone regulations. It is recognized that in certain circumstances it may be desirable to provide for a greater range or mixture of uses in an area than would be permitted in the standard land use zones of this Code. It is the purpose of this Article to provide the method for the County to guide the development of such areas so as to preserve such unique characteristics or provide for a broader mixture of land uses when appropriate.

235-91. DESIGNATION. The abbreviation SPA appearing on a comprehensive zone plan incorporated in Title I, Chapter 1, Article 4 of this Code indicates that the property so classified is subject to the provisions of this Article and an ordinance adopted pursuant to this Article.

235-92. INITIATION OF ZONE. The Board or the Commission may initiate proceedings to place parcels within the SPA Land Use Zone, provided that said Board or Commission has made the findings set forth in Section 235-95.

235-93. MANDATORY CONTENTS OF SPA ORDINANCE. An SPA Zone shall be established by ordinance, and provisions shall be included in each SPA Ordinance for the following matters:

- (1) A list of permitted uses.
- (2) Performance and development requirements relating to yards, lot area, intensity of development on each lot, parking, landscaping, and signs.
- (3) Other design standards appropriate for the specific site and development.
- (4) Legal description of property covered by the ordinance.
- (5) Reasons for establishment of an SPA Land Use Zone on the particular property.

235-94. ADDITIONAL PERMISSIVE CONTENTS OF SPA ORDINANCE. The following provisions are permissive and are not intended to be an exclusive list of the provisions which may be included in an SPA Ordinance.

- (1) Procedure for review of proposed development. The procedures may include:
  - (a) Types of projects that require review.
  - (b) Documents required from developers.
  - (c) Hearing procedures, if any.
- (2) Regulations relating to nonconforming lots, uses, structures, and signs.
- (3) Time phasing and sequence of development of projects.

235-95. FINDINGS. The Planning Commission shall not favorably recommend an SPA Ordinance unless the Commission first finds that:

- (a) The area included within the SPA Zone has one or more unusual environmental, historical, architectural, or other specified significant features which justify the adoption of the SPA Zone.
- (b) The said unusual features cannot adequately be protected by the adoption of any other land use zone.

235-96. APPLICATION FOR AMENDMENT TO THE SPA LAND USE ZONE. The procedures amending an SPA Land Use Zone adopted pursuant to this Article shall be the same as for any amendment to the Zoning Code, as set forth in Title I, Chapter 15, Article 2 including an application therefore pursuant to the provisions of Section 115-12.

235-97. SIGNS. Signs and permitted advertising devices may be erected in the Special Planning Area subject to the development standards of Title III, Chapter 35. Where specific conditions of the SPA are less or more restrictive than the development standards, the conditions shall apply.



## CITY OF SACRAMENTO

CITY PLANNING DEPARTMENT  
927 TENTH STREET  
SUITE 300  
SACRAMENTO, CA 95814  
TELEPHONE (916) 449-5604

MARTY VAN DUYN  
PLANNING DIRECTOR

February 21, 1934

### MEMORANDUM

TO: Official Record M-675

FROM: Art Gee

SUBJECT: Abstention By Commissioners Ishmael and Holloway on  
Airport Meadowview Community Plan and Related Matters

On the advice of the City Attorney's Office, Commissioners Ishmael and Holloway abstained from participation on the following areas of discussion:

#### Goals, Objective, Recommended Actions & Policies

Page 35 - Objective #7  
Page 36 - Recommended Action 2d,4a,4f,5a,6b

#### Next Step

Page 100 & 101 - 1 (d,i,k,o,p,q)  
Page 102 - 2  
Page 106 - 5

#### Addendum

Page 10 - Page 27,g  
Page 11 - Page 87, schools

#### Zoning

Areas <sup>3</sup>8,9,11

1g

AREA 3: AIRPORT MEADOWVIEW COMMUNITY PLAN

ZONE CHANGES ADOPTED BY CITY COUNCIL ON APRIL 17, 1984 ARE AS FOLLOWS. THE ZONE CHANGES GO INTO EFFECT ON MAY 17, 1984:

041-014-09:	R3/R1 to H/EA4
041-014-12,15:	R3/R1 to R2B/EA4
041-051-13:	R3/R1 to R3/EA4
041-052-09,10:	C2 to RO/EA4
041-054-04:	R3 to R2A/EA4
041-071-01,02,08,09:	C2 to RO
041-071-03,04,10:	C2 to C2R/EA4
041-072-01,05:	R3 to R2A/EA4
041-073-01,02,03,04:	R1/R3/C2 to C2R/EA4
041-075-02,03,04,05:	R1/C2 to C2R
041-082-06:	C2R to R2A
041-084-01,02:	R1 to C2R
041-086-24:	C2 to R2A
041-086-21-27:	R1 to R2A

[illegible]

**CITY COUNCIL ADOPTED APRIL 17, 1984**  
**ZONE CHANGES IN EFFECT MAY 17, 1984**



### EXISTING ZONING

### PROPOSED ZONING

SEE ATTACHED

#### AREA THREE

EXISTING PLAN Light Density Resid.  
DESIGNATION: Multiple Family Resid.  
Shopping-Commercial  
PROPOSED PLAN Residential 11-29  
DESIGNATION: Mixed Use/Office  
Commercial

#### PROPERTY OWNER REQUESTS

Please refer to attached "Existing Land Use" map. Property owners Poncioni and Fluallen desire retention of R-1 zoning rather than the proposed R-2A zoning. Blue Lake Enterprises, Komoorian and Chinn desire retention of C-2, R-3 and R-1 rather than rezoning to R-2A or OB.

#### PURPOSE OF CHANGE

- Reduce vacant commercial acreage in community.
- Provide opportunity for some higher residential density developments in order to expand the range of housing opportunities in the Airport Meadowview community and encourage more efficient land use.
- Provide opportunity for office and/or mixed use development
- Place parcels in one zone rather than having split zoning
- Place the convalescent hospital in the proper zone (H) so that it is no longer in nonconforming use status.
- Discourage strip commercial development.

APNs: SEE ATTACHED

#### PLANNING COMMISSION ACTION

Recommend rezoning as per the original staff recommendation, except that the Blue Lake Enterprises, Komoorian and Chinn parcels that are currently zoned C-2 or C-2R are recommended for OB zoning, and the residential parcels owned by these property owners would retain their current R-3 or R-1 zoning.

It should be noted that this area is very controversial, and that the Planning Commission had trouble making a recommendation that was able to get the necessary number of votes.

April 10, 1984

SUBJECT: AREA 3

### ISSUE

Area 3, located north of Florin Road within the Woodbine neighborhood, contains a large amount of vacant land (see attached aerial photo) that is currently zoned C-2, R-1 and R-3. In order to implement community plan policies to improve the business climate and revitalize existing commercial development, some parcels are proposed to be rezoned in order to reduce the oversupply of vacant commercial land and to increase the population base and buying power within the community.

The recommendation submitted to the Planning Commission was to rezone parcels from C-2, R-1 and R-3 to R-O, R-2A and R-2B (see Attachment B).

Several property owners are opposed to the recommended rezonings of Area 3. Attachment A shows existing land uses, and also depicts those parcels where property owners expressed opposition to the recommended rezonings. Two property owners oppose rezoning lands from R-1 to R-2A and R-2B. Three parties representing other parcels opposed rezonings from C-2, C-2R, R-3 and R-1 to R-O and R-2A. After considering many options, the Planning Commission recommended OB zoning for the disputed parcels currently zoned C-2 or C-2R, with the residential properties of Komoorian and Chinn to retain current zoning. The other recommended zone changes within Area 3 are as proposed by the original staff recommendation.

This report discusses the issues of a) rezoning C-2 parcels, and b) R-O zoning. The Planning Commission recommendation (attachment C) and a final Staff recommendation (attachment D) are presented.

### BACKGROUND

#### Rezoning C-2 Parcels

Given the results of the attached Commercial Vacancy Study, staff concludes that there is an excess of commercially-zoned vacant land and vacant and/or underutilized commercial buildings within the Airport Meadowview community. Of a total of 173 acres of commercially-zoned land, 117 are vacant, and the vacancy rate for buildings within the existing commercially developed areas is high (11% to 21%). There is a definite need to revitalize the existing commercial development in the community, especially within the two proposed Special Planning Districts. One of the strategies designed to lessen potential competition and to augment the population base (thus increasing demand for commercial goods and services) is to rezone vacant commercial lands to a use that would bring people, rather than additional commercial uses, to the area.

The Florin Road area currently contains 35 vacant commercial acres and has a vacancy rate of 11% for existing buildings. Also, several structures not counted as "vacant" are only partially used. The Meadowview Road area contains 39.7 vacant commercial acres, and has a vacancy rate of 21% for existing buildings. In addition, the Delta Shores Village project was approved with 42 acres of commercial.

The south side of Florin Road is more of a commercial "strip" than the north side of Florin Road within the Airport Meadowview community. On the south side, three large vacant commercial parcels exist which comprise about 10 acres. Future demand for commercial development should be directed to infilling these sites. The north side of Florin Road, as depicted by the attached aerial photo, contains rather widely-spaced development, with a great deal of vacant acreage. The character of this area is not yet established. To the east of the WPRR tracks, on the north side, is a mobile home park. To the east of the WPRR tracks on the south side, is a high school. These developments do provide a "break" in the strip development that exists along Florin Road in the area outside of this community plan area.

The commercial parcels fronting along the north side of Florin Road are about 100 feet in depth, although common ownership in some cases extends back over 200 feet.

Residential development could be oriented toward the interior of the Woodbine neighborhood, with parking areas and/or buffer wall placed closest to Florin Road.

#### R-O Zoning

Although the Planning Commission is not recommending any R-O zoning for this area, the original staff report did recommend R-O zoning for the large parcel at the northeast corner of Florin Road and 24th Street (see Attachment B). A new alternative, as depicted by Attachment D - "Staff Alternative", also suggests R-O zoning, which would occur on all vacant parcels currently zoned for commercial use.

If the Council wishes to consider an alternative to the Planning Commission Recommendation for OB zoning, and to the Original Staff Recommendation for R-O/R-2A zoning, then staff would recommend R-O zoning for the disputed C-2/C-2R parcels.

Staff feels that R-O zoning would be appropriate because either residential or office, or a mixture of both, would augment the population base and help to support existing commercial development within the community. Allowing this flexibility of use is beneficial because it allows the landowner/developer more options and provides the community with supportive development, perhaps sooner than would occur if only one allowable use category were identified by the zone applied.

VOTE OF THE COMMISSION \*\*The recommendations of the Planning Commission are as detailed below. For a specific list of the voting record on all of the motions which were made and failed, refer to Attachment F.

The Commission, by a vote of 5 ayes, 2 noes, and 2 abstentions, recommended rezonings as depicted by Attachment C. The Komoorian and Chinn parcels currently zoned commercial C-2 or C-2R would be rezoned to OB. There would be no change of zoning for the residential parcels owned by these property owners.

By a vote of 6 ayes, 1 no, and 2 abstentions, the Commission recommended rezoning the Blue Lake Enterprises parcel from C-2 to OB.

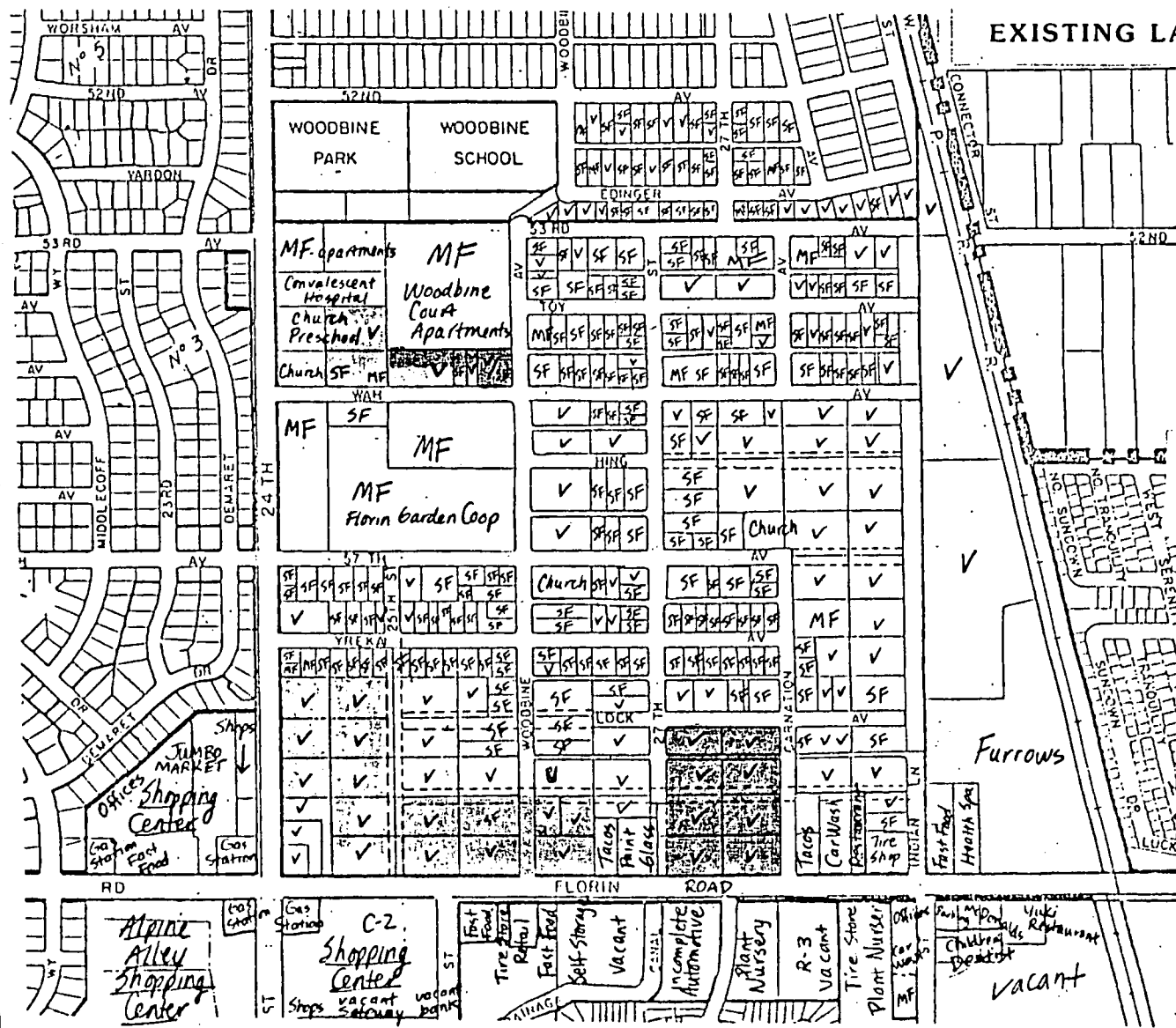
By a vote of 7 ayes, with 2 abstentions, the Commission recommended rezoning the other proposed rezonings in Area 3 as per the original staff recommendation, including the Poncioni and Fluallen parcels.

The Vote of the Commission is depicted by Attachment C, and Attachment E identifies the rezonings by Assessor's Parcel Number.

RECOMMENDATION







Staff recommends that the Council adopt one of the following alternatives, with the zones changes for each alternative as identifies by Attachment E:

Attachment B	Original Staff Recommendation
Attachment C	Planning Commission Recommendation
Attachment D	Staff Alternative



# EXISTING LAND USE

## PROPERTY OWNERS

-  BLUE LAKE ENTERPRISES/MURCHISON
-  KOMORIAN/HOFFELT
-  CHINN
-  PONCIONI
-  FLUALLEN
-  MULTIPLE OWNERS:
  - PONCIONI
  - FLUALLEN
  - CURRAN
  - ROSSI

## ATTACHMENT A

[illegible]

## ATTACHMENT B

[illegible]

# ATTACHMENT C

## ATTACHMENT D



<b>APNs</b> ORIGINAL STAFF RECOMMENDATION	<b>APNs</b> COMMISSION RECOMMENDATION	<b>APNs</b> STAFF ALTERNATIVE
041-014-09: R3/R1 to H/EA-4 041-014-12,15: R3/R1 to R2B/EA-4 041-014-13,14: R-1 to R2B/EA-4 041-014-03,06,07,08: R-1 to R2A/EA-4 041-051-13: R3/R1 to R3/EA-4 041-052-09,10: C-2 to R-O/EA-4 041-054-04: R-3 to R-2A/EA-4 041-071-01,02,03,04,08,09,10: C-2 to R-O/EA-4 041-072-01,05: R3 to R2A/EA-4 041-073-01,02,03,04: R1/R3/C2 to R2A/EA-4 041-075-02,03,04,05: R1/C2 to R2A 041-082-06: C2R to R2A 041-084-01,02: R1 to R2A 041-084-03,04: C2R to R2A 041-086-24: C2 to R2A 041-086-21,27: R1 to R2A	041-014-09: R3/R1 to H/EA-4 041-014-12, 15: R3/R1 to R2B/EA-4 041-014-13, 14: R1 to R2B/EA-4 041-014-03, 06, 07, 08: R1 to R2A/EA-4 041-051-13: R3/R1 to R3/EA-4 041-052-09, 10: C2 to OB/EA-4 041-071-01, 02, 03, 04, 08, 09, 10: C2 to OB/EA-4 041-073-03, 04: C2 to OB/EA-4 041-075-03: C2 to OB 041-084-03, 04: C2R to OB 041-086-24: C2 to R2A 041-086-21, 27: R1 to R2A	041-014-09: R3/R1 to H/EA-4 041-014-12, 15: R3/R1 to R2B/EA-4 041-014-13, 14: R1 to R2B/EA-4 041-014-03, 06, 07, 08: R1 to R2A/EA-4 041-051-13: R3/R1 to R3/EA-4 041-052-09, 10: C2 to RO/EA-4 041-071-01, 02, 03, 04, 08, 09, 10: C2 to RO/EA-4 041-073-03, 04: C2 to RO/EA-4 041-075-03: C2 to RO 041-084-03, 04: C2R to RO 041-086-24: C2 to R2A 041-086-21, 27: R1 to R2A

**ATTACHMENT E**

# ATTACHMENT F

## CITY PLANNING COMMISSION VOTING RECORD (Actions taken February 23, 1984)

TOPIC: FINAL EIR - DRAFT AIRPORT MEADOWVIEW COMMUNITY PLAN

	YES	NO	MOTION	2ND
Augusta	✓			
Fong	✓			
Holloway	<i>abstain</i>			
Hunter	✓			
Ishmael	<i>abstain</i>			
Larson	✓			
Silva	✓		✓	
Simpson	✓			✓
Goodin	✓			

- ☐ TO APPROVE
- ☐ TO DENY
- ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ TO DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ INTENT TO APPROVE/DENY SUBJECT TO COND. & BASED ON FINDINGS OF FACT DUE
- ☒ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
- ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- ☐ TO RATIFY NEGATIVE DECLARATION
- ☐ TO CONTINUE TO \_\_\_\_\_ MEETING
- OTHER \_\_\_\_\_

TOPIC: DRAFT COMMUNITY PLAN - DRAFT AIRPORT MEADOWVIEW COMMUNITY PLAN

	YES	NO	MOTION	2ND
Augusta	✓			
Fong	✓			✓
Holloway	✓			
Hunter	✓		✓	
Ishmael	✓			
Larson	✓			
Silva	✓			
Simpson	✓			
Goodin	✓			

- ☐ TO APPROVE
- ☐ TO DENY
- ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ TO DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ INTENT TO APPROVE/DENY SUBJECT TO COND. & BASED ON FINDINGS OF FACT DUE
- ☒ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL *as amended*
- ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- ☐ TO RATIFY NEGATIVE DECLARATION
- ☐ TO CONTINUE TO \_\_\_\_\_ MEETING
- OTHER \_\_\_\_\_

TOPIC: RELATED ORDINANCES - DRAFT AIRPORT MEADOWVIEW COMMUNITY PLAN

\*\*\*\*\* WITHDRAWN BY STAFF - NO ACTION NECESSARY BY PLANNING COMMISSION

TOPIC: RECOMMENDED ZONE CHANGES - DRAFT AIRPORT MEADOWVIEW COMMUNITY PLAN

MOTION NO. 10/11

	YES	NO	MOTION	2ND
Augusta				✓
Fong				
Holloway				
Hunter				
Ishmael				
Larson				
Silva			✓	
Simson				
Goodin				

MOTION:

- ☐ TO APPROVE
- ☐ TO DENY
- ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ TO DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ INTENT TO APPROVE/DENY SUBJECT TO COND. & BASED ON FINDINGS OF FACT DUE
- ☐ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
- ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- ☐ TO RATIFY NEGATIVE DECLARATION
- ☐ TO CONTINUE TO \_\_\_\_\_ MEETING

OTHER adopt staff rec., as amended  
for areas 1, 3, 8, 9, 12

motion taken

MOTION NO. 20/11

	YES	NO	MOTION	2ND
Augusta		✓		
Fong	✓			
Holloway	<u>abstain</u>			
Hunter		✓		
Ishmael	<u>abstain</u>			
Larson		✓		
Silva		✓		
Simpson	✓			✓
Goodin	✓		✓	

MOTION:

- ☐ TO APPROVE
- ☐ TO DENY
- ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ TO DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ INTENT TO APPROVE/DENY SUBJECT TO COND. & BASED ON FINDINGS OF FACT DUE
- ☒ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
- ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- ☐ TO RATIFY NEGATIVE DECLARATION
- ☐ TO CONTINUE TO \_\_\_\_\_ MEETING

X OTHER Blue Lake Enterprises' parcels to R-0,  
Kromorian + Chinn's parcels to C-2

motion did not pass

MOTION NO. 3 of 11

	YES	NO	MOTION	2ND
Augusta	✓			✓
Fong		✓		
Holloway	<i>abstain</i>			
Hunter	✓		✓	
Ishmael	<i>abstain</i>			
Larson		✓		
Silva		✓		
Simason	✓			
Goodin	✓			

MOTION:

- ☐ TO APPROVE
- ☐ TO DENY
- ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ TO DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ INTENT TO APPROVE/DENY SUBJECT TO COND. & BASED ON FINDINGS OF FACT DUE
- \* ☒ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
- ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- ☐ TO RATIFY NEGATIVE DECLARATION
- ☐ TO CONTINUE TO \_\_\_\_\_ MEETING
- \* OTHER OB for Blue Lake Enterprises parcels, C-2 for Kamarian & Chinn's parcels - area 3

MOTION NO. 4 of 11

	YES	NO	MOTION	2ND
Augusta		✓		
Fong	✓		✓	
Holloway	<i>abstain</i>			
Hunter		✓		
Ishmael	<i>abstain</i>			
Larson		✓		
Silva		✓		
Simason	✓			✓
Goodin	✓			

MOTION:

- ☐ TO APPROVE
- ☐ TO DENY
- ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ TO DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ INTENT TO APPROVE/DENY SUBJECT TO COND. & BASED ON FINDINGS OF FACT DUE
- \* ☒ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
- ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- ☐ TO RATIFY NEGATIVE DECLARATION
- ☐ TO CONTINUE TO \_\_\_\_\_ MEETING
- \* OTHER OB for Blue Lake Enterprises Kamarian & Chinn's parcels

MOTION NO. 5 of 11

	YES	NO	MOTION	2ND
Augusta	✓			
Fong	✓			
Holloway	<i>abstain</i>			
Hunter	✓		✓	
Ishmael	<i>abstain</i>			
Larson	✓			
Silva	✓			
Simason	✓			✓
Goodin	✓			

MOTION:

- ☐ TO APPROVE
- ☐ TO DENY
- ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ TO DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ INTENT TO APPROVE/DENY SUBJECT TO COND. & BASED ON FINDINGS OF FACT DUE
- \* ☒ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
- ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- ☐ TO RATIFY NEGATIVE DECLARATION
- ☐ TO CONTINUE TO \_\_\_\_\_ MEETING
- \* OTHER rec approval of area 12 reprints as per attachment A, with SPD boundaries OB + R-2B zoning as shown

MOTION NO. 6 of 11

	YES	NO	MOTION	2ND
Augusta	✓			
Fong	✓			
Holloway	<i>abstain</i>			
Hunter	✓			✓
Ishmael	<i>abstain</i>			
Larson	✓			
Silva	✓		✓	
Simpson	✓			
Goodin	✓			

MOTION:

- ☐ TO APPROVE
- ☐ TO DENY
- ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ TO DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ INTENT TO APPROVE/DENY SUBJECT TO COND. & BASED ON FINDINGS OF FACT DUE
- \* ☒ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
- ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- ☐ TO RATIFY NEGATIVE DECLARATION
- ☐ TO CONTINUE TO \_\_\_\_\_ MEETING
- \* OTHER adopt staff rec. as amended, per areas 1 through 13 (incl. area 3)

MOTION NO. 7 of 11

	YES	NO	MOTION	2ND
Augusta	✓			
Fong		✓		
Holloway	<i>abstain</i>			
Hunter	✓			✓
Ishmael	<i>abstain</i>			
Larson		✓		
Silva	✓		✓	
Simpson	✓			
Goodin		✓		

MOTION:

- ☐ TO APPROVE
- ☐ TO DENY
- ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ TO DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ INTENT TO APPROVE/DENY SUBJECT TO COND. & BASED ON FINDINGS OF FACT DUE
- \* ☒ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
- ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- ☐ TO RATIFY NEGATIVE DECLARATION
- ☐ TO CONTINUE TO \_\_\_\_\_ MEETING
- \* OTHER Blue Lake Enterprises' parcels to OB, Komorian & China parcels to L-2A  
motion did not pass

MOTION NO. 8 of 11

	YES	NO	MOTION	2ND
Augusta	✓			
Fong	✓			
Holloway	<i>abstain</i>			
Hunter	✓			
Ishmael	<i>abstain</i>			
Larson		✓		
Silva	✓		✓	
Simpson	✓			✓
Goodin	✓			

MOTION:

- ☐ TO APPROVE
- ☐ TO DENY
- ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ TO DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ INTENT TO APPROVE/DENY SUBJECT TO COND. & BASED ON FINDINGS OF FACT DUE
- \* ☒ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
- ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- ☐ TO RATIFY NEGATIVE DECLARATION
- ☐ TO CONTINUE TO \_\_\_\_\_ MEETING
- \* OTHER Blue Lake Enterprises' parcels to OB

MOTION NO. 9 of 11

	YES	NO	MOTION	2ND
Augusta	✓			
Fong		✓		
Holloway	<i>abstain</i>			
Hunter	✓		✓	
Ishmael	<i>abstain</i>			
Larson	✓			
Silva	✓			✓
Simpson		✓		
Goodin		✓		

- MOTION:
- ☐ TO APPROVE
  - ☐ TO DENY
  - ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
  - ☐ TO DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
  - ☐ INTENT TO APPROVE/DENY SUBJECT TO COND. & BASED ON FINDINGS OF FACT DUE
  - \* ☒ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
  - ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
  - ☐ TO RATIFY NEGATIVE DECLARATION
  - ☐ TO CONTINUE TO \_\_\_\_\_ MEETING
  - \* OTHER as per staff rec. for R-2A on  
Komorian + China parcels

MOTION NO. 10 of 11

	YES	NO	MOTION	2ND
Augusta				
Fong				
Holloway				
Hunter				
Ishmael				
Larson				
Silva				
Simpson				✓
Goodin			✓	

MOTION:

- ☐ TO APPROVE
- ☐ TO DENY
- ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ TO DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ INTENT TO APPROVE/DENY SUBJECT TO COND. & BASED ON FINDINGS OF FACT DUE
- \* ☒ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
- ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- ☐ TO RATIFY NEGATIVE DECLARATION
- ☐ TO CONTINUE TO \_\_\_\_\_ MEETING
- \* OTHER R-0 for Komorian +  
China parcels  
withdrawn

MOTION NO. 11 of 11

	YES	NO	MOTION	2ND
Augusta	✓			
Fong	✓		✓	
Holloway	<i>abstain</i>			
Hunter	✓			✓
Ishmael	<i>abstain</i>			
Larson		✓		
Silva		✓		
Simpson	✓			
Goodin	✓			

MOTION:

- ☐ TO APPROVE
- ☐ TO DENY
- ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ TO DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
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- ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- ☐ TO RATIFY NEGATIVE DECLARATION
- ☐ TO CONTINUE TO \_\_\_\_\_ MEETING
- \* OTHER OB for Komorian + China parcels  
currently good C-2, or C-2-R  
- no change to parcels currently good P-1 or P-3

Existing commercial development in the community is shown by the following table. Vacant buildings and vacant leasable stores within centers are noted.

	<u>TOTAL STORES</u>	<u>VACANCIES</u>	<u>TOTAL ACREAGE</u>	<u>VACANCY RATE</u>
<u>Florin Road (west to east)</u>				
Medical Offices	21	0	1.5	0%
Florin Amerst Center	11	2	3.0	18%
NW Florin/24th (Jumbo)	18	3*	7.4	17%
NE Florin/24th (vacant gas station)	1	1	.2	100%
SW Florin/24th (Alpine Village)	25	3	9.0	12%
SE Florin/24th (Safeway)	10	2	5.2	20%
NW Florin/27th	3	0	.6	0%
Florin-Carnation to Indian	4	0	1.2	0%
Florin/Indian (Furrows)	3	0	10.1	0%
South Florin (25th to WPRR)	13	1	9.0	8%
	109	12	47.2	11%
<u>Meadowview Road (west to east)</u>				
NW Meadowview/Amherst (vacant gas station)	1	1	.3	100%
SE Meadowview/Amherst (7-11)	1	0	.2	0%
NE Meadowview/24th (mini-mart, laundromat, cleaners)	3	0	.3	0%
SE Meadowview/24th (vacant Buyrite)	14	3	8.0	21%
	19	4	8.8	21%
TOTAL EXISTING COMMERCIAL (including vacant and partially utilized stores)	128	16	56.0	12.5%

\* Also, half of the large building used for offices is vacant.

SUBJECT: Commercial Vacancy Survey

ISSUE

At the Planning Commission meeting of February 16, 1984, it became apparent that clarification about commercial vacancies (land and buildings) was necessary. The following information should be useful when evaluating land use needs in the Airport Meadowview community.

ANALYSIS

Pages 22 and 23 of the Draft Community Plan discuss current shopping places within the community: centers and strips.

Vacant commercial land in the community is shown by the following figures:

---

<u>Florin Road (west to east)</u>	North:	7.6	
		1.4	
		.7	
		.5	
		1.4	
		.6	
	South:	2.4	
		9.7	
		3.0	
		.9	
		6.8	
		<u>35.0</u>	acres
<u>Meadowview Road (west to east)</u>	North:	2.3 (HCR)	
		19.5	
		.4	
		12.4	
	South:	.3	
		.7	
		2.5	
		1.6 (C-1)	
		<u>39.7</u>	acres
<u>Delta Shores Village</u>		42.0	acres
TOTAL VACANT LAND		116.7	acres

---



The following chart provides a summary of the commercial situation in the Airport Meadowview community:

---

	<u>EXISTING DEVELOPMENT*</u>	<u>VACANT LAND</u>
Florin Road	47.2 acres	35.0 acres
Meadowview Road	8.8 acres	39.7 acres
Delta Shores Village	0 acres	42.0 acres
TOTAL	56 acres	116.7 acres

---

\* Including vacant and partially utilized stores.

---

# Blue Lake Enterprises

PHONE (916) 334-0400

4777 AUBURN BOULEVARD, SACRAMENTO, CALIF. 95841

February 14, 1984

Sacramento City Planning Division  
927 Tenth Street, Suite 300  
Sacramento, CA 95814

Attn: City Planner

Re: Proposed Rezoning  
Parcels: 041-052-09,10  
041-071-01,02,03,04,08,09,10

Dear Sir:

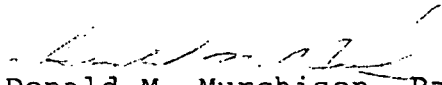
This letter is written to protest the proposed zoning changes being considered by the Planning Commission for the above referenced parcels.

We purchased these parcels with the intent to erect a shopping center in the future. While we do not have any leases signed or sales pending, we have represented the property as C-2 and have continuing negotiations with clients who desire C-2 zoning. A zoning change from C-2 to R-0 would render this land useless to us for our purposes.

We request you reconsider rezoning these parcels and allow them to remain in a C-2 classification.

Your thoughtful consideration in this matter will be appreciated.

Sincerely,

  
Donald M. Murchison, Partner  
BLUE LAKE ENTERPRISES

DMM/eh

CITY PLANNING DEPARTMENT

FEB 21 1984

RECEIVED

LAW OFFICES

WILKE, FLEURY, HOFFELT, GOULD & BIRNEY

A PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS

SHERMAN C. WILKE  
GORDON A. FLEURY  
RICHARD H. HOFFELT\*  
WILLIAM A. GOULD, JR.\*  
PHILIP R. BIRNEY\*  
THOMAS G. REDMON\*  
SCOTT L. GASSAWAY  
DONALD REX HECKMAN II\*  
ALAN G. PERKINS  
THOMAS E. BONE  
BRADLEY N. WEBB  
ERNEST JAMES KRITIL  
BENJAMIN G. DAVIDIAN  
CRAIG E. MODLIN  
BRUCE A. KIMZEY  
ANITA S. MARMADUKE  
MARK H. VAN BRUSSEL  
PAUL R. BEHRENS  
SHAWN E. HANSON  
\* PROFESSIONAL CORPORATIONS

SUITE 1100  
555 CAPITOL MALL

SACRAMENTO, CALIFORNIA 95814

TELEPHONE  
(916) 441-2430

CITY PLANNING DEPARTMENT

February 16, 1984

FEB 16 1984

RECEIVED

City Planning Commission  
City Council  
City Hall  
Sacramento, CA 95814

Re: Opposition to proposed Airport Meadowview  
Community Plan, Environmental Impact Report,  
and Rezonings, and Request for Continuance and  
Special Notice

Honorable Members of the Commission and Council:

I represent Arika Komoorian who owns parcels of  
real property, described as Assessor's Parcel Nos. 041-073-01,  
02, 03, and 04, and 041-075-02, 03, and 04.

Planning Staff has proposed to you that certain of  
said parcels be rezoned from the C-2, R-3, and R-1 to R-2A  
classification. The parcels are unimproved and front on the  
north side of Florin Road on either side of Woodbine.

The purpose of this letter is to express the objections  
of my client to the proposed rezoning and reasons for said  
objections. The character of Florin Road from Tamoshanter to  
and past Stockton Boulevard is, and for many years has been,  
commercial in nature. The corridor of commercial activity and

City Planning Commission  
February 15, 1984  
Page Two

use is thus very well established. Although this long corridor is currently zoned Commercial, only my client's few parcels and a few others are being proposed for change to residential use.

The impact upon the reclassification will be disastrous for my client and is entirely discriminatory in nature as hereinafter discussed. It is incomprehensible that anyone would develop low density residential housing upon my client's parcels in view of the busy and commercial nature of the entire corridor. Thus, the effect of the proposed rezoning would be to totally frustrate any development upon my client's property to her significant loss. Any attempt at residential construction upon these parcels would, at best, result in a slum condition, a condition which the City of Sacramento must not permit to occur.

My client acquired the real property in the mid-1950's and particularly acquired the northerly-most parcels to assure that ultimately an orderly commercial development could be accomplished with adequate parking and other accoutrements required by good land use planning.

The proposed zoning reclassification would result in a discriminatory and unlawful "spot zoning." Spot zoning would occur here because my client's small parcels would be restricted and given less rights than the surrounding property, thereby creating an "island" in the middle of the larger corridor

devoted to commercial use.

Since my client's property is valueless for residential use and commercial use of the property would not at all adversely affect any adjacent residential property, the rezoning classification should not be entertained by the City of Sacramento. To reclassify the zoning would be to needlessly injure my client without any compensating benefit to the public. We would urge you, therefore, not to unfairly discriminate against my client by entertaining the proposed rezoning. The City of Sacramento simply cannot create a business district as it has done and now, entirely within that business district create an "island" restricted to residential purposes. There is absolutely no rational reason for such a reclassification.

Also, your ordinance must not arbitrarily impose greater restrictions on certain classifications or uses of property than upon others similarly situated. The proposed reclassification would do exactly that in the case of my client's real property. In this regard, my client's real property stands in precisely the same relationship as the surrounding properties which would receive preferential treatment under the proposed reclassification, i. e., those other commercially zoned real properties which are not proposed for change. Moreover,

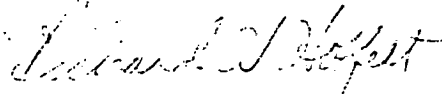
City Planning Commission  
February 15, 1984  
Page Four

my client submits that the reclassification is arbitrary and not based upon any distinction, natural, intrinsic or constitutional, which suggests a reason for, and justifies, the particular classification proposed.

Arika Komoorian, therefore, respectfully requests that the proposed zoning reclassification not be entertained and further requests that, if the City of Sacramento does intend to cause the rezoning, that the hearing scheduled for February 16, 1984, before the City Planning Commission be continued to permit Ms. Komoorian to explore the problems raised and attempt to work out a solution with Planning Staff. In support of this request, Ms. Komoorian received notice of the February 16 hearing by letter, postmarked February 6, 1984, and has, therefore, had no adequate or reasonable time to attempt to resolve the problems which are raised by instant proposal.

I further request written notice of any and all hearings set in connection with this matter, as well as written notice of any and all action taken.

Respectfully submitted,



RICHARD H. HOFFELT, INC.

RHH/pr

cc: Arika Komoorian

Dennis and Arlene Chinn  
812 Roundtree Court  
Sacramento, CA 95831  
(916) 393-3177

February 16, 1984

Hand Delivered

City Planning Commission  
City of Sacramento  
927 Tenth Street  
Sacramento, CA 95814

Re: Airport Meadowview. EIR,  
Community Plan Draft, and  
Rezoning...  
as applied to lots bordered  
by Florin Road, Sam Avenue,  
27th Street & Carnation.

Dear Commissioners,

The above referenced parcel represents approximately half of the land under mutual ownership. The other "half" is the contiguous block to the immediate north (see enclosed map). We mention this so that you are aware that the Proposed Rezoning addresses only the southern portion of the larger parcel and ignores the northern side. We shall also discuss only the south "half" of the property

This letter will present our views on the Airport Meadowview Community Plan Draft, the Draft Environmental Impact Report, and the Rezoning as best as possibly, however, it will be incomplete due to the time constraint imposed by the short notice given us. From notice to this hearing only ten days passed. Prior to this time, not one notice was given that the Draft, et al were even contemplated...even though the Draft was published over 7 months ago in August of 1983. One can only guess as to how long it was in the writing. It is unfortunate that the property owners who's interest will be most affected were not notified of the proposed plans until the very last minute (i.e.) ten days ago.

We presume that the Zoning Change Map that was mailed to us on February 7, 1984 was based on the Community Plan Draft and the Draft Environmental Impact Report of October 1983. The Zone Change Map proposes that the land under our ownership be changed from C-2R & R-1 to R2A. We do not agree with that proposal. Our suggestion is that the C-2R & R-1 zoning be changed to all C-2 in accordance with the 1965 General Plan which heretofore has been followed for properties along Florin Road. Properties on all

sides of the subject land (excepting the north side, which we own) is zoned and DEVELOPED for C-2 usage already.

It appears that the reasoning behind the proposed downzoning from C-2R to R2A is because of a perceived excess of commercially zoned vacant land in the area. How valid can such an argument be? Just a few months back 42 acres of agriculturally zoned land located in the proposed Delta Shores Project was approved for rezoning to C-2. Delta Shores as you may know is less than one mile from our property...a two to three minute drive. Our land area presently zoned C-2R comprises 1 1/4 acres surrounded by existing commercial developments. Delta Shores is presently vacant land out in the boonies. Over 23,000 cars a day, each containing at least one potential customer, pass along Florin Road in front of our lot. Delta Shore has no streets yet.

To get an idea of how much commercial area 42 acres of C-2 is one needs to look at Appendix B, Pg. A-3 in the Draft Community Plan (Green covered). 42 acres of C-2 will support a REGIONAL SHOPPING CENTER. Sunrise Mall, Florin Mall, and Alta Arden Mall are examples of regional shopping centers. Surely the outlook for commercial space must be very good for Delta Shores to obtain that much agricultural land rezoned to C-2!

The existing commercial vacancy rate in the Florin Road / 24th Street area we are told by the Draft Plan is 5%. This is a low rate as compared to the 25.6% vacancy rate for office space in the Highway 50 corridor. (Vacancy rates were supplied by Planning Department reports).

The outlook is very good for commercial property, the Planning Department estimates that the number of dwelling unit along with the number of people in the area will grow 50% within ten to fifteen years. Only 1.8% of the total land area is presently devoted to commercial use; if all homes are completed as zoned there would be a shortage of commercial property along Florin. The number of vacant lots in the Florin Road Commercial Strip are down to a mere handful as contrasted to the acres and acres of vacant land in that same strip just a few years back. Any person who has driven Florin Road during different periods over the last 5 to 10 years can attest to that rapid commercial development. Even today, homeowners in the area, during community workshops, have stated that they feel the Meadowview area has "inadequate commercial facilities".

All of the 4 1/2 to 5 miles of Commercial frontage along Florin Road from I-5 to Stockton Boulevard is now filled with businesses of all types. The last remaining area with any decent sized C-2 lots are the handful remaining near 24th and Florin Road. The Planning Draft proposes to eliminate and downzone those very same lots just as they are about to come to commercial fruition. Preposterous. If that is allowed to occur Delta Shore will have nearly a monopoly on new commercial construction. The new kid on the block will take home all the marbles. The old kids will be allowed to build offices and apartments. Too bad



there is no foreseeable demand for vacant residential and office land for at least the next decade. With vacancy rates for offices soaring and approaching the 25% mark in some areas it will take a rich speculator indeed to build many offices at 24th and Florin. Vacant residentially zoned land abounds in this area. Even the 50% population growth expected will not eliminate all the land presently vacant and already zoned for residential use.

The Community Plan Draft proposes to make our present viable commercial land into lots that will accommodate essentially duplex density type residences. This residential use is proposed despite the fact that the Environmental Impact Report states that Florin Road is one of the noisiest streets in the area. They estimate that the EXISTING DECIBEL LEVEL of Florin Road in front of our lot to be 70 Ldn @ 100 feet from the source. 70 Ldn is the approximate sound level one hears 100' away from FREIGHT CARS, or closer to home, 3' away from a running GARBAGE DISPOSAL UNIT. It is certainly louder than a VACUUM CLEANER if you are standing 10' away. (Data from Pg. 5-4, EIR Draft).

The report also states, "During the nighttime, exterior background noises are generally lower than the daytime levels. However most household noise also decreases at night and exterior noises become very noticeable. Further most people are sleeping at night and are very sensitive to noise intrusion." It further states that "Residential use (in areas with a 70 Ldn) SHOULD BE DISCOURAGED. AND IF PERMITTED, NOISE REDUCTION MEASURES MUST BE TAKEN."

How does the Community Plan Draft react to the EIR noise study? By merely saying at the beginning of the Draft that: "The plan is not a detailed, through discussion of every subject a community plan can address. For example, THERE IS NO DISCUSSION OF NOISE, flooding or agricultural preservation."

Why did they make the study to begin with if their only intent is to ignore adverse findings. I am sure the decibel sound study cost the taxpayers thousands of dollars to make...shouldn't it have been put to constructive use? In any event, the noise does not go away by just ignoring it.

Florin Road is not suitable for residential usage because of the deadening noise level and the present and future overabundance of vacant R zoning in the area. It also is unsuitable because the traffic speed and density of cars on the street would make it dangerous for children playing near or around their living quarters. Florin Road does not make a good front yard. Nor does it make a pleasing restful site for living.

Zoning should serve the health and welfare of the community. The proposed zone change would serve neither of those goals. The health of persons living in residential units facing Florin would be compromised by fast traffic, and the daily and nightly bombardment of noise and carbon monoxide from 23,000 passing cars

& trucks a day. The welfare of the community will not be enhanced since an R2 zoning would make it economically unfeasible to develop the land. It would merely lay fallow for years to come. The property tax base will suffer and the empty lot would be a detriment to the surrounding commercial uses.

We end by asking the Planning Commission to consider our comments and not allow the proposed discriminatory zoning to proceed further. As you may be aware, blueprints for the commercial development of this lot has already been submitted to Mr. Art Gee. They were made in anticipation of development. The proposed zone change to R-2 would make these plans useless. An approval of our architectural plans will give Florin Road and the Meadowview area another commercial shot in the arm.

Yours truly,

*Arlene Chinn*  
*Dennis Chinn*

Dennis and Arlene Chinn

P.S. Please note our new  
mailing address above.

Please send further  
notices to the new  
address. Thank you.

14 PHOENIX TERRACE, SAN FRANCISCO, CALIFORNIA 94133

CITY PLANNING DEPARTMENT

FEB 15 1984

RECEIVED

February 15, 1984

HAND DELIVERED

The Honorable City Planning  
Commission, City of Sacramento  
927 Tenth Street  
Sacramento, CA 95814

Re: Public Hearing on Airport  
Meadowview Community Plan  
(to be held February 16)

Gentlemen:

An attractive shopping complex has been planned for quite some time for two commercial frontage lots on the north side of Florin Road, between 27th Street and Carnation. Beside the plans I am submitting, the sewer and storm drains have been installed, and water main design have been completed, ready for taking bids.

On February 7, 1984, my clients Mr. Dennis Chinn and the other owners of the land were notified for the first time that a hearing would be held on February 16 on the Proposed Airport Meadowview Community Plan, which modifies the zoning of certain empty lots along the Florin Road Commercial Strip.

The owners of the land want me to present to your staff, the amount of planning and drawings completed to date for the intended project. Also to appear at the hearing to answer any questions you may have about the project aside from the drawings.

It would be a big disappointment to my clients if at this late date, they cannot proceed, after paying taxes on C-2 zoning for years. Up to this time we have worked and planned under the zoning rules and guidelines as set forth under the 1965 General Plan. I have a copy of that plan, and the zoning limits for C-2 zoning extends up to Sam Avenue from Florin Road.

For tax economy reasons, the rear two lots facing Sam Avenue were kept at R-1 zoning. They felt they could easily re-zone to C-2 up to Sam Avenue just as the adjoining properties have successfully done, from time to time. Our final plans may necessitate that C-2 zoning be extended to Sam Avenue as allowed under the 1965 General Plan.

Presently, it appears that the Proposed Airport Meadowview Community Plan intends to down-zone some C-2 lots facing Florin Road without regard to suitability. If the new zoning is not compatible and economically feasible for use or sale, the land could become useless, and could remain empty for years or even decades.

The development and growth of Florin Road has been quite successful, and within the next few years should fill all frontage land, if not disrupted by changes to the 1965 General Plan. (As in any business area, however, pace could be slowed by a poor economy.)

As stated in the August 1983 Airport Meadowview Community Plan Draft, at page 23, the entire Florin Commercial Strip has only a 6% vacancy rate, and the subject site area has a 5% vacancy rate. This is surprising low considering the fact that the economy is just coming out of the worse recession since that of the 1929 Great Depression. Lots on Florin Road that have not been built upon are getting fewer and fewer. One can now count the empty lots on one's fingers. The once prevalent land gaps are closing, and our new shopping complex will close another 470 foot gap, between 27th Street and Carnation.

The design of the new complex will be attractive and different, and will essentially serve small neighborhood businesses. It should be an asset to the immediate surroundings and will provide local job opportunities. It is my hope that the development of the lots will not be hurt or delayed by the Proposed Airport Meadowview Plan.

I will be happy to meet with your able staff to discuss scheduling of the project, if you would withhold any re-zoning of the four lots involved until all details are worked out to mutual agreement, and to the benefit of the community.

I shall be happy to appear at the February 16th Hearing and answer any questions you may have regarding the design of the project.

Because of the short notice given to some property owners, I cannot guess what their re-actions are to the intended changes, I do feel that in some cases, it would be hard to evaluate and make adjustments for any economic loss that may result.

We sincerely hope that we could proceed with our plans for the shopping complex as permitted under the 1965 General Plan. The Plan that has helped to develop Florin Road to the degree it has had to date.

Very truly yours,



Francis Lai Chinn, Architect  
Calif. Lic. C-380

Enclosures CITY PLANNING DEPARTMENT

FEB 15 1984

2

RECEIVED

February 16, 1984

The Honorable City Planning Commission  
City of Sacramento  
927 10th Street  
Sacramento, California

RE: Down-Zoning of C-2  
Lots along Florin

Dear Sir:

I was surprised and shocked to know by short notice that a recommendation is being made to down-zone all empty C-2 lots along Florin Road to multi-residential use, which is absolutely insane.

We own 2 lots between Carnation and 27th on Florin, and was told by my Project Architect that we cannot build the shopping complex if the down-zoning occurs.

There does not seem to be any good planning logic or fairness in this proposal. Florin Road between 24th St. and the W.P.R.R. tracks have been zoned commercial for years since 1965. It is filling up, and as it is about to be filled up, someone wants to change the zoning, at our expense!

I am definitely against the change, as I feel our property rights have been violated.

I am not in a position to judge the merits of the entire Airport Meadowview Community Plan, but if it is the objective to rob the property owners along Florin to favor the Meadowview area, justice is blind.

Finally, I want to ask all you gentlemen why is it necessary to disturb the Florin commercial strip just because you wish to develop area south of Florin. Their project must succeed by its own merits.

Khan Chinn  
840 Senior Way  
Sacramento, California 95831  
916 427-1711



2/16/84



Gentlemen:

I am opposed to the new  
regering plan.

I have an interest in four  
different parcels on Wak Ave, one  
outright, Parcel # 041-014-03-00.  
( 5537 Wak Ave)

Having spent my life buying  
and trying to own property so  
I could live and be in peace  
on, you come along and try  
to tell me what I can do  
with it.

Should I sell, then you  
can tell me what I can do  
with it. Until that  
time I feel I should

have the right to do  
whatever I want with it.  
I thought this was a free  
country!

yours truly

Mrs Amalia E. Flaalks  
2432 Oak Ave  
Sacramento

CITY PLANNING DEPARTMENT

FEB 17 1984

RECEIVED

Agreement, City  
Feb 9, 1984

City Planning Commission

Attn: Kelly Moley a/c of the

for request to rezone property  
as the Westburn area.

My sister and I own 4

acres on W.H. Ave. between 24<sup>th</sup>

St. and Westburn Ave, which we

want to rezone from R1 to R2B

and R2A.

Our family has owned,

paid taxes on and used this

land for over 50 years.

We do not want this

property rezoned. The multi-

family housing around us

has not done anything for the

area.

Re zoning would reduce the

largest market of us near to

sell this property. We have had

hard to keep this property and

would like to get the best that

possible if we decided to sell,



without being visited by zoning  
as to rezoning the property  
along 24<sup>th</sup> St and Flamingo Road,  
you will have parcels with  
mixed with different zoning.  
There are properties on the  
North East and North West corner  
of 24<sup>th</sup> St and Flamingo Rd, which  
have been vacated because of  
the eminent domain in this area  
for the future problem in  
this area noted, then maybe  
future well made and be able to improve  
just zoning more people  
in the area and the north  
and we get

Annexed  
N. Pinecone  
2455 with all  
Measurements, City  
95822

RESOLUTION No. ~~84-237~~ 84-317

Adopted by The Sacramento City Council on date of

APPROVED  
BY THE CITY COUNCIL

RESOLUTION ADOPTING THE AIRPORT MEADOWVIEW  
COMMUNITY PLAN (M-675)

APR 17 1984

OFFICE OF THE  
CITY CLERK

WHEREAS, the presently adopted Community Plans now encompassed within the Airport Meadowview community area are now 19 years old and thus outdated;

WHEREAS, the Council directed the preparation of an updated Airport Meadowview Community Plan in early 1982;

WHEREAS, the Council has received a draft Airport Meadowview Community Plan transmitted after Planning Commission consideration of oral and written evidence at public hearings and after recommending adoption by the Council;

WHEREAS, the Council has held public hearings on the Airport Meadowview Community Plan, and determined that implementation will have a beneficial effect upon the Community and City-at-Large;

NOW, THEREFORE, BE IT RESOLVED that the Sacramento City Council finds:

1. THAT replacement of existing community plans in the project area by the new Airport Meadowview Community Plan will mitigate many adverse impacts potentially arising from continuance of now obsolete land use and development policies; and specifically, the new Plan will guide:
  - a. Population growth, housing development, and commercial revitalization in a manner that will conserve the existing housing stock, improve neighborhood and commercial stability, and promote higher quality future residential development to serve a range of housing needs;
  - b. The location of high technology industry in this area of the City is consistent with the adopted City 1982 Growth Policy, creating up to 17,600 additional permanent jobs in a community experiencing high unemployment, and conserving land in other undeveloped areas of the City which are of agricultural use; and

2. THAT the Council hereby adopts that certain document entitled "Airport Meadowview Community Plan" for the following reasons:
- a. It will revise and update the existing Community Plans for the area adopted in 1965, and the Sacramento City General Plan adopted in 1974;
  - b. It will provide specific policies for long-range physical development of Airport Meadowview in a coordinated and well thought out manner and can be used as a guide in reaching future land use and general development decisions;
  - c. It will provide standards and criteria for compatible land use patterns and mixtures;
  - d. It will encourage a variety of housing densities, types, and designs which are consistent with the housing needs of Airport Meadowview and of the region;
  - e. It will establish a circulation system which will provide for safe and efficient movement of people and goods in and through Airport Meadowview, and protect residential neighborhoods from excessive traffic; and
  - f. It will encourage maintenance of an adequate level of public facilities and services to serve Airport Meadowview.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK



## CITY OF SACRAMENTO

24

CITY PLANNING DEPARTMENT  
927 TENTH STREET  
SUITE 300  
SACRAMENTO, CA 95814  
TELEPHONE (916) 449-5604

MARTY VAN DUYN  
PLANNING DIRECTOR

APPROVED  
BY THE CITY COUNCIL

April 3, 1984

APR 10 1984

City Council  
Sacramento, California

OFFICE OF THE  
CITY CLERK

APPROVED  
BY THE CITY COUNCIL

APR 10 1984

OFFICE OF THE  
CITY CLERK

*EIR certified  
Hearing on  
Plan & Rezoning  
Court to 4-17-84*

Honorable Members in Session:

SUBJECT: Airport Meadowview Community Plan and Related Items (M-675)

### SUMMARY

An updating of the Community Plan for the Airport Meadowview Area has been completed by the Planning Division staff. The plan covers 5,100± acres and combines the 1965 planning areas of Airport and Meadowview. The Plan was prepared utilizing comments received at community meetings held throughout the study process. In addition, a preliminary draft was reviewed by a committee of citizens formed by Councilpersons Kastanis and Robie. Lastly, the Planning Commission has held two public hearings on the Draft Plan and proposed zone changes.

There are eleven areas recommended for land use plan/zoning changes. Of the eleven areas, four of the changes are opposed by property owners (Areas 3,8,9,12 of Attachment F).

Two public hearings are scheduled for Council consideration of the final Environmental Impact Report, Community Plan and zone changes. Staff would also like to provide an opportunity for a Council tour of the community, prior to final action.

### BACKGROUND

Attached for the City Council's review are the following:

#### 1. Final Environmental Impact Report

The draft and final environmental impact report for the Airport Meadowview Community Plan are attached separate from this report. Significant environmental impacts have been identified and mitigation measures have been developed to reduce these impacts to a less than significant level. Attachment A is a staff report on the final EIR and Attachment B is a resolution for its adoption.

## 2. Airport Meadowview Community Plan

The focus for preparation of the plan was provided by planning issues raised during community meetings. Attachment C provides background information on the study process and highlights the key issues and major recommendations. Attachment D is an addendum to the Draft Community Plan and contains changes recommended by staff and by the Planning Commission. These changes are recommended to be adopted as part of the Plan. Attachment E is the resolution amending the General Plan and adopting the Updated Airport Meadowview Community Plan.

## 3. Rezoning for Consistency

Concurrent rezoning of properties for consistency with proposed land uses is one of the most important features for implementing a plan. There are eleven areas where land use and zoning changes are recommended. These areas are identified and discussed in Attachment F. The ordinance for adopting the proposed zoning changes is Attachment G.

## Planning Commission Action

On February 23, 1984, the City Planning Commission unanimously approved the amended Community Plan and Final Environmental Impact Report. The Commission vote on each area of land use and zoning change is indicated on the Attachment F of this staff report.

## RECOMMENDATION

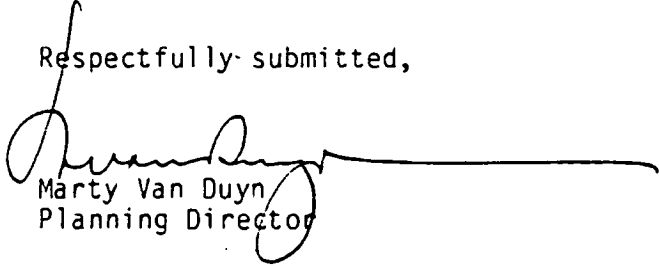
There are two public hearings scheduled for this matter. Final action is scheduled for April 17, 1984. The following is recommended by the Planning Commission and staff after public hearings are closed:

### 1. Final EIR

- a. Determine the Final Eir is adequate.
- b. Certify that the EIR has been prepared in compliance with State CEQA Guidelines and that the City Council has considered the information contained in the EIR.
- c. Determine that the project will not have a significant effect on the environment because all potential significant impacts have been mitigated to a less than significant level by including mitigation measures in the Final EIR and in the Community Plan's goals, objectives, policies and implementation strategies.
- d. Adopt the resolution for the Final EIR on the Airport Meadowview Community Plan (Attachment B).

2. Community Plan - Adopt the resolution amending the General Plan and adopting the Airport Meadowview Community Plan, as amended (Attachment E).
3. Implementation - Adopt the ordinance (Attachment G) rezoning various parcels as discussed in Attachment F.

Respectfully submitted,



Marty Van Duyn  
Planning Director

Recommendation Approved:



---

Walter J. Slipe, City Manager

AG:lao  
attachments  
M-675  
wp 1L

April 10, 1984  
Districts No. 7 & 8



## CITY OF SACRAMENTO

CITY PLANNING DEPARTMENT  
927 TENTH STREET  
SUITE 300  
SACRAMENTO, CA 95814  
TELEPHONE (916) 449-5604

MARTY VAN DUYN  
PLANNING DIRECTOR

April 10, 1984

City Council  
Sacramento, California

Attachment A

Members in Session:

SUBJECT: Final Environmental Impact Report for the Airport  
Meadowview Community Plan (M-675)

### SUMMARY

The Draft and Final Environmental Impact Report (EIR) for the Airport Meadowview Community Plan have been circulated for review and comment. All significant environmental impacts have been identified and mitigation measures have been developed. On February 23, 1984, the City Planning Commission received testimony on the Final EIR, and recommended that the City Council certify the document. After taking testimony on the Final EIR, staff recommends that the City Council determine that the Final EIR is adequate; certify that it has been prepared in compliance with State CEQA Guidelines; determine that most significant impacts have been mitigated; and adopt the attached resolution, with the Statement of Overriding Consideration for certain Unavoidable Significant Impacts, for which mitigation measures have been developed to reduce the impacts to the extent feasible.

### BACKGROUND INFORMATION

The Planning Division of the Sacramento City Department of Community Development has prepared a Draft Community Plan for Airport Meadowview, which updates the policies and land use designations of two previous community plans adopted in 1965. City-wide policies of infill, reuse and increased residential densities have been incorporated by:

- Establishing a Designated Infill Area in the Woodbine neighborhood.
- Establishing Special Planning Districts to help revitalize existing commercial development at the corners of Meadowview Road/24th Street and Florin Road/24th Street.

Attachment A

- Rezoning to reduce the amount of vacant commercial land.
- Rezoning to provide appropriate areas for higher density residential development.

In order to improve the economic base of the community, provision of some land for office development is recommended, in addition to incorporation of the recently approved Delta Shores Village planned unit development.

A Draft EIR on the Draft Community Plan was prepared and released on November 3, 1983 for public review. The Planning Commission conducted a public hearing on December 8, 1983 to receive public comments on the Draft EIR. Comments received on the Draft EIR have been addressed in the Final EIR, which was distributed for public review on February 6, 1984. The Planning Commission received testimony on the Final EIR on February 23, 1984, and then forwarded the document to the City Council with the recommendation that it be certified and the EIR resolution be adopted.

#### POTENTIALLY SIGNIFICANT ENVIRONMENTAL EFFECTS

The EIR identifies the following potentially significant impacts (I) of the proposed Community Plan, and identifies mitigation measures (MM) which will reduce the impacts to a less than significant level.

#### Population, Employment, and Housing

- (I) A significant number of new jobs (21,400) would be generated within the community. Special efforts to ensure that local residents obtain their fair share of jobs will be necessary.
- (MM) Expand and monitor Delta Shores Village Jobs Program Partnership to meet specific job training and placement needs of employers who will locate in community.
- (I) Housing affordability will continue to be a problem, especially for single-wage households. Households earning less than the present median income will have limited housing opportunities.
- (MM) Implement programs and policies to assist in the provision of housing affordable to future employees in community. Develop programs on a community-wide and city-wide basis.



Transportation

- (I) Project would generate 197,000 additional vehicle trips per day.
- (MM) Implementation of Transportation Systems Management (TSM) measures would reduce the number of vehicle trips (see page E-28 of Draft EIR).
- (I) Of the seven key intersections in the community, all but one (24th Street and 47th Avenue) would operate at a LOS "E" in the p.m. peak hour.
- (MM) In order to accommodate projected traffic at key intersections, the following improvements should be made.
- The Freeport Boulevard/Meadowview Road intersection will require three through lanes on all approaches: shared right turn lanes, dual lefts on both Freeport Boulevard approaches, and single lefts on both Meadowview approaches.
  - The Florin Road/Freeport Boulevard intersection will require three through lanes on all approaches: shared right turn lanes on the Freeport Boulevard approaches, separate right turn lanes on both Florin Road approaches, dual left turn lanes on both Freeport Boulevard approaches, and single left turn lanes on both Florin Road approaches.
  - The Freeport Boulevard/Blair Road intersection will require the addition of a separate right turn lane on the eastbound Blair approach.
  - The Florin Road/24th Street intersection will require three through lanes including shared right turn lanes and single left turn lanes on all approaches.
  - The 24th Street/Meadowview Road intersection will require three through lanes on both Meadowview Road approaches. Additionally, dual left turn lanes on both Meadowview Road approaches, shared right turn lane on the westbound Meadowview Road approach, a single left turn lane and a separate right turn lane on the eastbound Meadowview Road approach, dual approach lanes on both 24th Street approaches, a separate right turn lane and a single left turn lane on the southbound approach, and dual left turn lanes and a separate right turn lane on the northbound approach will be required.

- (I) With the exception of Arterial 148, the other major streets would operate at unacceptable levels of service.
- (MM) Florin Road requires widening to six lanes along its entire length through the Airport Meadowview community. Current development makes widening of this street extremely costly if not infeasible.
- (MM) Meadowview Road requires widening to six lanes along its entire length through the Airport Meadowview community. Current development makes widening of this street extremely costly if not infeasible.
- (MM) Twenty-fourth (24th) Street requires widening to six lanes from Meadowview Road southbound to its intersection with the Delta Shores Village access road. Current residential development, a school, and a park, again, make widening of this street extremely costly if not infeasible.
- (I) Northbound Interstate 5 would operate at LOS "E" at River Bend interchange to its widening to three lanes.
- (MM) Interstate 5 requires a third northbound lane from the River Bend interchange to its current three lane configuration.
- (MM) The River Bend interchange serving Delta Shores Village will require two lanes for northbound on and southbound off movement.
- (I) The single Interstate 5 interchange at River Bend would operate at an unacceptable level of service (northbound on-ramp in the a.m. and p.m.; southbound off-ramp in the p.m.).
- (MM) A second Interstate 5 interchange should be constructed.
- (MM) The access to Arterial 148 and the Delta Shores Village internal road should be designed to allow and encourage the orientation of Interstate 5 traffic to the second interchange.

#### Noise

- (I) Along Interstate 5 noise levels are expected to increase by up to 8 dB. Complaints from existing residents along Interstate 5 south of Meadowview Road can be expected.

- (MM) Consider construction of a noise barrier along Interstate 5.

#### Public Facilities and Services

- (I) There would be a cumulative impact due to extension of necessary public facilities and services.
- (MM) Provide necessary services to meet projected demand.

#### Schools

- (I) Increased enrollments will result in the need for additional classroom space. Current fiscal situation makes it difficult for District to provide space.
- (MM) The City and School District together should develop a program to aid in providing adequate school facilities.

#### Hazardous Materials

- (I) Development of high technology industry in Delta Shores Village will result in the transportation, storage, and disposal of hazardous materials.
- (MM) City should adopt a city-wide hazardous materials management program and/or ordinances.

#### Energy

- (I) Development in accordance with Community Plan would result in long-term impacts on energy consumption.
- (MM) New development should comply with existing City energy conservation ordinances.

#### UNAVOIDABLE SIGNIFICANT IMPACTS

The unavoidable impacts that would occur as a result of implementing the Community Plan are listed below. The list includes both impacts that would be reduced through the incorporation of mitigation measures (but not to a "less than significant" level) and changes which could not be reversed within the life of the subsequent development that will occur, due either to the nature of the impact or the probable infeasibility of the mitigation measure(s), such as some of the traffic mitigation measures listed above. Approval of the proposed Community Plan with these unavoidable significant impacts will require that a Statement of Overriding Consideration be adopted.

Unavoidable Significant Impacts

- Traffic generated by future development would add to existing traffic volumes experienced on the local and regional road system and would require an expansion of that system.
- Increased traffic volumes would result in an increase in noise levels on Interstate 5 north of the River Bend interchange.
- Expansion of public facilities and services, including construction of a fire station, extension of water and energy facilities, redesign of sewage and drainage facilities, and the need for new school facilities.
- Development in the planning area would result in increased energy consumption from the construction, operation, and maintenance of new facilities.

BENEFICIAL IMPACTS

The EIR recognizes that under the "No Development" or "Buildout of Current Community Plans" alternatives, "the policies of the Plan that are designed to eliminate many of the existing community problems, such as physical deterioration, blight, and crime, would not be implemented". The following Beneficial Impacts have been identified.

Land Use

- Promotion of the policies of the 1974 General Plan. The majority of future development would be concentrated in the south while elsewhere infill and reuse would focus on building-out already established land uses.
- Promotion of policies consistent with the aims articulated by the City's 1982 Growth Policy Conclusions and Recommendations:

Residential Density

"In conformance with the City's growth policies, residential densities would be increased slightly with Community Plan implementation though development within predominantly low density single family neighborhoods would continue at prevailing densities, and higher density development would occur either (1) where higher densities previously have been designated (such as for multiple family areas) or (2) in the southern portion of the planning area,

separated from low density residential development by gradually decreasing densities. Thus, city-wide planning objectives can be achieved without resulting in significant adverse impacts on existing residents of the community."

#### Revitalization

Community Plan policies focus on revitalizing existing commercial areas so that they are improved physically and are economically viable. The extent to which Plan implementation is successful in achieving these aims will determine the benefit to businesses and the community as a whole.

#### Population, Employment, and Housing

- Creation of a significant number of new jobs (approximately 21,400):

"In conformance with city-wide policy to accommodate new industrial development and in recognition of community concerns about the locally high rate of unemployment, the Community Plan emphasizes the development of employment-generating industrial uses. These uses primarily would be concentrated in the Delta Shores Village and Jensen Field areas."

- Expansion of opportunities to create some affordable and/or multiple-family housing in appropriate areas of the community.

#### RECOMMENDATION

Staff recommends that the City Council take the following actions:

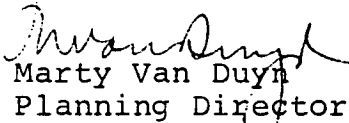
1. Determine that the Final EIR is adequate.
2. Certify that the EIR has been prepared in compliance with State CEQA Guidelines and that the City Planning Commission has considered the information contained in the EIR.
3. Determine that the most of the project's potential significant impacts have been mitigated to less than significant level by including mitigation measures identified in the Final EIR into the Community Plan's goals, objectives, policies and actions; and that other impacts identified

April 10, 1984

as unavoidable significant impacts are acceptable because mitigation measures have been developed in order to reduce these impacts to the extent feasible, and, on balancing the benefits to be realized by approval of the project against the remaining environmental risks, certain economic, social and other considerations as identified in the attached Resolution, outweigh the impacts and support approval of the project.

4. Recommend that the City Council adopt the attached resolution for the Final EIR on the Airport Meadowview Community Plan, including Statement of Overriding Consideration.

Respectfully submitted,

  
Marty Van Duyn  
Planning Director

MVD:KM:lr

M-675



COUNTY OF SACRAMENTO  
DEPARTMENT OF AIRPORTS  
6968 AIRPORT BOULEVARD  
SACRAMENTO, CALIFORNIA 95837  
(916) 929-5411

CITY PLANNING DEPARTMENT

FEB 21 1984

February 15, 1984

DIRECTOR OF AIRPORTS  
George W. McLaughlin

RECEIVED

Mr. Cliff Carstens  
City Planning Department  
927 Tenth Street, Suite 300  
Sacramento, CA 95814

SUBJECT: FINAL EIR FOR AIRPORT MEADOWVIEW COMMUNITY PLAN  
(M-675)

Dear Mr. Carstens:

By correspondence dated January 26, 1984, Mr. Art Gee of your staff responded to the Department of Airports comments regarding the Airport Meadowview Community Plan. Both issues presented in the Department's comments involve changes in airport related "designations" that have been the subject of internal department discussion. The community plan update process merely presented an opportunity to express Department views on these issues in what seemed to be a timely manner. For the present, any progress toward achieving the proposed airport revisions recommended by the Department of Airports has been deferred, however, because the City planning Department's response to these comments are incorporated into the Final EIR, several clarifications may be in order.

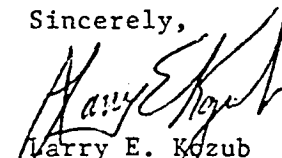
1. It is acknowledged that the City Council must review and accept any plan specifically identifying a use for the 14 acre "Future Aviation or Non-Aviation Development" parcel at the east airport. No attempt to usurp this authority was intended. An Executive Airport Master Plan revision hearing is the appropriate forum for any subsequent proposal.
2. The Department of Airports did not oppose the Airport Little League relocation to the subject 14 acre site. In fact, the Department of Airports offered this area as one of the alternatives for relocation. The Airport Little League representatives opposed this site. With respect to safety, the east airport site is preferable to the Airport Little League's current location within the runway clear zone and approach zone.
3. The Department of Airports' comment stated that the 14 acre site is inappropriate for "additional airport Fixed Base Operators (FBO)" not "inappropriate for aviation related uses" as expressed in the City Planning Department response. Our internal analysis, which is not substantiated by formal study, indicates other types of aviation related development may be appropriate and beneficial.

Mr. Cliff Carstens  
February 15, 1984  
Page 2

4. The suggestion of a specific Airport Zone is based, in part, on proposed State legislation which would immunize cities and counties against "nuisance" law suits for airports so designated with published noise contours. The Department of Airports feels this is still a recommendation worth pursuing.

Thank you for the opportunity to comment on these issues of mutual interest.

Sincerely,



Larry E. Kozub  
Airport Planner

LEK:sam

cc: Sam Miller, County Planning Director  
Marty Van Duyn, City Planning Director  
Art Gee, Principal City Planner





## RESOLUTION No. 84-295

Adopted by The Sacramento City Council on date of

APPROVED  
BY THE CITY COUNCIL

RESOLUTION ADOPTING THE FINAL ENVIRONMENTAL IM-  
PACT REPORT FOR THE AIRPORT MEADOWVIEW COMMUNITY  
PLAN (M-6 75)

APR 11 1984  
OFFICE OF THE  
CITY CLERK

WHEREAS, the City has had two noticed public hearings on the document entitled "Final Environmental Impact Report -- Airport Meadowview Community Plan", by the City Planning Commission on February 16, 1984, and City Council on April 10, 1984;

WHEREAS, the City Council and the City Planning Commission have considered the documentary and oral evidence submitted at public hearings;

WHEREAS, the City Council has received and reviewed the City Planning Commission's recommendation on environmental effects of the Airport Meadowview Community Plan;

NOW, THEREFORE, BE IT RESOLVED by the City Council that the Council hereby determines and certifies:

1. That the Final Environmental Impact Report is adequate.
2. That the document has been prepared in compliance with the provisions of the California Environmental Quality Act, the State CEQA Guidelines, and the City Environmental Procedures, and that the decision-making body has reviewed and considered the information contained in the Final EIR.
3. That although certain unavoidable significant impacts have been identified, most of the project's potential significant impacts have been mitigated to a less than significant level by including mitigation measures identified in the Final EIR into the Community Plan's goals, objectives, policies and actions; and that other impacts identified as unavoidable significant impacts are acceptable because mitigation measures have been developed in order to reduce these impacts to the extent feasible, and, on balancing the benefits to be realized by approval of the project against the remaining environmental impacts, that the following economic, social and other considerations outweigh the impacts and support approval of the Community Plan:

- a. Promotion of policies consistent with the policies of the 1974 General Plan and 1982 Growth Policy, including infill, reuse and revitalization, and increased residential densities where appropriate.
  - b. Creation of approximately 21,400 jobs within the community (in addition to construction jobs), which presently has a high unemployment rate.
  - c. Diversification of the City's economic base, by designating an area for high technology industry.
4. That the alternative "No Development" is the only scenario which will reduce significant and unavoidable impacts on transportation, noise, public facilities and services, schools, and energy to less than significant levels, except for the unacceptable level of service at the intersection of Meadowview Road and Amherst Street which would remain; and that this alternative is not feasible because:
- a. The 1974 General Plan and 1982 Growth Policy designates the area for urbanization; including infill, reuse, and high technology industry, in order to conserve land in other undeveloped areas of the City which are of agricultural use.
  - b. The area has some existing municipal services.
  - c. There is a need for housing near a future major employment center (Delta Shores Village), which could create up to 17,600 new jobs and expand the opportunity to create some affordable and multiple family housing.
5. That the alternative "Buildout of Current Community Plans" will also have significant and unavoidable impacts on transportation, noise, public facilities and services, schools and energy, but would not create the beneficial impacts of:
- a. Consistency with the City's 1974 General Plan and 1982 Growth Policy.
  - b. Creation of approximately 21,400 jobs.
  - c. Diversification of the City's economic base.

The alternative "Buildout of Current Community Plans" is not feasible because some of the significant and unavoidable impacts can be mitigated but would not have any social, economic or housing opportunities as provided for in the proposed Community Plan.

6. That the proposed Community Plan will be developed over an extended period of time and some individual projects will be subject to further environmental review, providing an opportunity to require mitigation measures to reduce potential specific or cumulative impacts.

---

MAYOR

---

CITY CLERK

(M-675)

April 10, 1984

City Council  
Sacramento, California

Members in Session:

SUBJECT: 1983 Airport Meadowview Community Plan (M-675)

Attachment C

### SUMMARY

This report describes the background of and process used for Community Plan update. The "Key Facts and Issues" and "Major Recommendations" of each of the five elements of the Plan are also highlighted.

### BACKGROUND

The 1983 Airport Meadowview Community Plan updates the policies and land use designations of two previous community plans adopted in 1965. Since 1965, the Airport and the Meadowview community areas have been consolidated, Citywide policies have been modified, and conditions within the community area have changed. In addition to calling for infill, reuse and increased densities citywide, the City Council has selected the south portion of the community for the location of focused efforts to attract high technology firms. The recently approved residential projects in the south area and the Delta Shores Village project reflect these residential and industrial policy decisions.

This community plan update was started in May of 1982. The approach used in arriving at this published version of the draft Community Plan was one of periodic interaction and discussion between City staff and community residents as the plan formulation proceeded through its many stages. First, statistical data and other information about the community area was gathered and presented to the community during several neighborhood workshops. Concerns and issues voiced by residents were noted, and further research then conducted. These results, along with draft goals and objectives, were then presented to the community. After additional input, further research was done and an action plan was developed. A preliminary draft plan was then distributed and discussed at several more community meetings.

Up to this point the general meetings were open to any interested citizens and there was no formal advisory committee. After the completion of a preliminary draft plan, Council persons Kastanis and Robie formed a task force of nineteen interested residents to review the preliminary draft. Each of the elements of the preliminary draft was restructured, refined, and presented to the review committee during five sessions in order to evaluate the elements in more detail. After the review committee completed the sequence of meetings, planning staff incorporated additional information and refined the plan to present form. An environmental impact report was then done in order to assess potential impacts of the proposed community plan and possible alternatives to the plan. It should be noted that the draft community plan discusses the Delta Shores Village project as it was conceptually approved by the Planning Commission. The draft EIR, which was prepared at a later stage, discusses the project in its final form after City Council approved the final MRD ordinance and the final Delta Shores Village project. For this reason, there are some differences in numbers and discussion between the two documents. The attached "Addendum" to the Community Plan (Attachment D) details the necessary changes to be made to the Community Plan, so that consistency with the final Delta Shores Village Project is obtained.

As a result of this substantial community input, staff feels that the concerns of residents are well-represented in the Plan. The recommended policies and actions represent the best effort of the Planning Department to accurately assess issues and come up with realistic and feasible approaches to dealing with the issues and providing positive direction for improving the Airport Meadowview community as it evolves and grows..

#### DRAFT PLAN HIGHLIGHTS

The draft community plan contains five major elements, and the issues and concerns of community residents and planning staff were categorized and discussed in the appropriate element:

1. Population and Housing
2. Land Use
3. Transportation
4. Neighborhood Environment
5. Public Facilities and Services

The Appendices provide background materials and expanded information about several concerns that were felt to be important, but not usually treated at length in a community plan. Each element contains a "Conclusions" section that lists conclusions about the major concerns discussed in the element. This is followed by "Goals", "Objectives", and "Recommended Policies and Actions" sections which present the proposed approach to dealing with each of the concerns discussed in the element. A strong emphasis was made on developing recommendations that were realistic, feasible, and not heavily dependent on increasingly scarce City resources and funds. Citizen involvement is strongly encouraged, and it is hoped that this plan will act as a catalyst for community-supported improvement and revitalization.

The key issues and recommendations of each element are as follows:

#### POPULATION AND HOUSING

##### Key Facts and Issues

- Expected 50% increase from existing levels in population size and number of dwelling units
- Community concern about condition, type, and quality of existing and future residential development

##### Major Recommendations

- Accommodate increases in population by incorporating policies for reuse (rehabilitation), infill, and increased residential densities where appropriate
- Adopt Residential Design Guidelines and Density Standards to encourage a more attractive, diverse housing stock and enhance housing values
- Initiate discussion with groups such as the Building Industry Association (BIA) about needed housing types

- Community concern about perceived concentration of public high density housing in the community
- Evidence of physical deterioration and deferred property maintenance contributes to a poor image for the community, especially in the Woodbine and Meadowview neighborhoods
- Notify SHRA and HUD of concerns and encourage interaction between citizens and these agencies
- Focus code enforcement in the areas with higher incidence of problems as indicated by Neighborhood Survey results
- Include landlord/tenant information in the recommended Citizen's Handbook
- Encourage formation of a tools and labor exchange and/or information program

### LAND USE

#### Key Facts and Issues

- One-third of community plan area currently vacant, but several projects recently approved for over half of this vacant land
- Need for more diverse, higher quality housing stock, including higher density multiple family rental opportunities in appropriate areas  
(The Planning Commission recommended deletion of this "Residential 1-4" designated area, replacing it with a "Residential 4-8" designation).
- Vacant, blighted and declining commercial areas due to excessive amount of commercial land and other factors

#### Major Recommendations

- Incorporate the Village Meadows, Sunnyside Meadows and Delta Shores Village projects as approved
- Establish the Woodbine neighborhood as a Designated Infill Area
- See Recommendations listed under Population and Housing section
- Provide for an area of very low density residential (1 - 4 du/acre) south of the Job Corps  
\*\*\*\* This recommendation is still under consideration and subject to further discussion and revision
- Rezone vacant residential parcels greater than 5 acres to R-1A or apply an R-suffix, so that the City will have review authority of future projects
- Reduce (rezone) amount of vacant commercially zoned land
- Establish Special Planning Districts (SPDs) SPD Zones, Design Review District and Merchant Associations to address commercial deterioration and safety

- Lack of employment base in community
- Incorporate the Delta Shores Village high tech/office project
- Establish additional lands for office use in the area of 24th Street and Florin Road
- Support formation of the Delta Shores-assisted Economic Development Corporation; and encourage community job training efforts and local hiring policies
- Need for additional positive direction in underutilized or vacant areas, particularly the old Jensen Field airstrip in Freeport Manor, and the lands south of the Job Corps and east of Delta Shores
- In the Freeport Manor neighborhood, rezone industrial areas from M-1 to M-R, to encourage a higher standard of development
- Executive Airport noise, safety and land use concerns
- Incorporate the Executive Airport Comprehensive Land Use Plan (CLUP) policies and standards

## TRANSPORTATION

### Key Facts and Issues

- Circulation network will be needed to serve the vacant south area as it develops, including Arterial 148 and one or two new I-5 interchanges
- Areas within the Woodbine target area lack adequate street improvements
- Traffic control is a major concern of residents -- undulations are particularly controversial and there is strong desire for a traffic signal at the intersection of Meadowview and Amherst

### Major Recommendations

- Ensure that future streets meet City standards, designate an alignment of Arterial 148, and designate two I-5 interchanges
- Continue use of CDBG funds to upgrade substandard streets in the Woodbine area
- Improve resident notification and input regarding changes or additions to the traffic control system and maintain safe traffic flows as the community develops
- Investigate moving up the priority of the Meadowview/Amherst traffic signal (included in the 1984 CIP/Budget)



- Additions and improvements to alternative modes of transit will be necessary, especially as the employment base increases
- Amend the Bikeways Master Plan to include additional routes
- Explore financing for and support expansion of bus service and a future Light Rail Transit line
- Require and/or encourage private TSM programs and developer contributions to public and alternative transit

### NEIGHBORHOOD ENVIRONMENT

#### Key Facts and Issues

- Need to improve community- and City wide perceptions about community image and encourage citizen pride and involvement
- Deterioration, inadequate property maintenance and blight are found throughout the community, especially in the Woodbine and Meadowview areas

(This project is proceeding, with some improvements, to the fence scheduled to begin in the summer of 1984).

- Commercial areas perceived as blighted and unsafe

#### Major Recommendations

- Assist in formation of Citizen Groups to monitor Plan implementation, to foster community pride and involvement, and to provide services and activities beyond City-provided levels
- Provide a Citizen Handbook in order to improve City and citizen efficiency and effectiveness
- Focus code enforcement and nuisance abatement in areas showing most deterioration, continuing to use CDBG funds where possible for these purposes
- Require front yard landscaping and maintenance conditions in new residential subdivisions greater than 20 acres in size
- Investigate further use of Emergency Jobs Bill funding, along with other sources, to improve the appearance of Meadowview Road fencing
- Encourage property owners and Merchant Associations to improve commercial areas and make use of the Police Department Commercial Security Program

## PUBLIC SERVICES AND FACILITIES

### Key Facts and Issues

- Growth will necessitate extension and improvements to water, sewer, drainage and utility services
- Growth will necessitate increases in school and park facilities, and police and fire protection facilities
- Potential use of hazardous materials in high tech developments is a concern
- Lack of street lights in some areas is a resident concern

### Major Recommendations

- Continue drainage improvement study and ensure that future utility services meet City standards
- Explore funding sources for additional school facilities
- Incorporate the recommendations of the Recreation Master Plan when it is adopted and encourage provision of private recreation facilities in new projects
- Ensure that police and fire protection services are expanded to the developing areas, including a new fire station in the south area
- Develop City policies and standards to adequately address the issue of hazardous materials
- Assist in the formation of Assessment Districts for street light installation

### NEXT STEPS

The last section of the Plan regroups the recommended implementation actions found in each element and identifies the department or group responsible for implementation. The responsibilities of the City Council include adoption of the community plan and land use plan map, certification of the Final EIR, adoption of appropriate specific plans, ordinances and rezonings to implement the plan, and assistance with formation of Merchant Association(s) and Citizen Group(s) in order to encourage efficient use of existing City resources and to develop criteria for the recommended SPD Zones, Design Review Districts, Residential Design Guidelines and Density Standards. The Plan strongly encourages resident and citizen group involvement.



## CITY OF SACRAMENTO

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April 10, 1984

City Council  
Sacramento, California

Members in Session:

Attachment D

SUBJECT: Addendum to the Draft Airport Meadowview Community Plan  
(M-675)

### SUMMARY

After printing and release of the Draft Airport Meadowview Community Plan in August and November of 1983, respectively, new or changed information, city policies, and/or staff position have necessitated refinement of the draft document. This addendum details the recommended changes to the Community Plan and land use map, including the revisions, and recommendations made by the Planning Commission at hearings held on February 16 and 23, 1984.

### BACKGROUND INFORMATION

The suggested changes can be classified into six "reason for change" categories. Each of the listed changes will be keyed by number to the following categories:

#### 1. Delta Shores Village (DSV)

The Draft Community Plan uses numbers for the Delta Shores project as it was recommended for approval by the Planning Commission, in July of 1983. The project, given final approval by City Council on September 28, 1983, was different as detailed below. The EIR on the Airport Meadowview Community Plan uses the "final" project numbers, but the Draft Community Plan must be revised for consistency.

The PUD consists of the following:

Attachment D

	<u>NET ACRES</u>	<u>TOTAL GROSS BUILDING SQUARE FEET</u>
MRD Total	320	4,181,800
MRD East	257	896,600 (OB) + 2,718,200 (non-OB)
MRD West	63	570,000 (OB)
SC East	22	239,580
SC West	8	87,120
HC East	12	130,680
Residential		
10 du/acre	113	1,130 du
12 du/acre	29	348 du
18 du/acre	34	612 du
West CTC Buffer	27	0
School Site	8	---
Fire Station Site	1.4	---
Eastside SMUD Substations	2	0
Interchange, Roads and Open Space	119.5	
TOTAL GROSS	695.9 Acres	

## 2. Environmental Impact Report (EIR)

The EIR process has identified mitigation measures that will be necessary to reduce significant impacts to a less than significant level, or to the extent feasible. These mitigation measures should be incorporated into the Final Community Plan's goals, objectives, policies, and actions before final approval by City Council.

### 3. New or Modified City Policies and/or Information (City)

Since printing of the Draft Plan, other documents have been released, new City policies or standards have been established, and information either has become newly-available or has been modified. Examples include:

- a. Adoption of the Infill Incentive Program and Ordinance, including a procedure by which to establish "Designated Infill Areas" via the Community Plan update process.
- b. Planning Commission approval of revised Residential Density Standards, in conjunction with review of the North Sacramento Community Plan.
- c. Release of the Draft Recreation Master Plan.
- d. Approval of the Library Master Plan.
- e. New information regarding the 1984 CDBG Program, the Meadowview Economic Development Corporation, and the Meadowview Road Fence Design Project.
- f. Consideration of withholding tax benefits of landlords owning substandard rental housing.

### 4. Staff-Initiated Changes or Alternatives (Staff)

Since release of the Draft Plan, further research and/or refinements of planning strategies call for some changes. Also, more specific information about possible alternatives to some land uses is presented. Alternative land uses are suggested for:

- a. The "Residential 1-4 du/acre" area at the south portion of the Job Corps site. Alternatives would be designation as "Residential 4-8" or "Residential 7-15".
- b. Areas for which a different land use designation and/or zoning was recommended by the Planning Commission. (The final "alternatives" will reflect City Council actions).

Other staff-initiated changes include:

- c. Use of the term "Special Planning District (SPD)" rather than "Special Planning Area (SPA)", in order to be consistent with other community plans and to be less confusing when SPD Zones are created.

- d. Recommend that vacant residential parcels greater than 5 acres in size be rezoned from R-1 to either R-1R or R-1A, depending on desired residential density, in order to obtain review authority over future residential development. The R-zone suffix would be amended to expand review authority from existing levels, and the R-1A zone requires a Special Permit, thus ensuring Planning Commission review and offering opportunities to upgrade housing quality in the community.
- e. Establishing timeframes in the "Next Steps" section for implementation of identified policies and actions.


5. Changes to the Proposed Land Use Plan Map (Map)

Due many of the above changes, the proposed land use plan map requires revision. The legend will read as follows:

~~Residential 1-4~~ (Planning Commission recommended deletion of this category)


Residential 4-8  
Residential 7-15  
Residential 11-21  
Residential 11-29  
Office  
Commercial  
Mixed Use  
Special Planning District  
Industrial  
High-Tech Industrial  
Public/Quasi-PUBLIC  
Parks  
Agriculture/Open Space


 Proposed School

 Existing School

★ Library

U Utility

 Proposed Fire Station

 Existing Fire Station

T Proposed Transit Center

\* Potential Interchange

The map will also be cleaned up to eliminate the problems caused by slippage of the graphic materials used (the "slipped-zip" phenomenon).

6. Review Process (Review)

Through the review process, several changes were recommended for the following reasons:

- a. Typographical errors.
- b. Clarification or re-wording necessary.
- c. Consistency with other agencies necessary.

#### SUGGESTED CHANGES OR ALTERNATIVES

By page sequence, the suggested changes or alternatives are as follows:

1. Page ii (Staff, 4d)

Change Special Planning Area to Special Planning District.

2. Page 5 (DSV, 1)

Revise numbers in paragraph "B" to reflect 2,090 dwelling units over 176 acres for Delta Shores, rather than 1,961 units over 168.4 acres.

3. Page 5 (Review, 6b)

The number "866" under paragraph "D" should be changed to "859" total units.

4. Page 15 (City, 3a)

Add a sentence to Policy/Action #1: "Establish a portion of the Woodbine neighborhood as a Designated Infill Area".

5. Page 15 (Staff, 4)

Add a sentence to Policy/Action #2: "Compile this information into a comprehensive packet available to property owners, developers, architects, and interested citizens".

6. Page 15 (EIR, 2)

Add a Policy/Action #8: "Develop programs on a community-wide and city-wide basis to assist in the provision of housing affordable to future employees in the community".

7. Page 17 (City, 3a)

Include on this map the boundaries of the Designated Infill Area, as per Exhibit 4 of the Zone Change Report.

8. Page 18 (DSV, 1; City, 3; Staff, 4)

- Revise Table 4 to include the final Delta Shores acreage figures, so that the table is consistent with Exhibit C-22 of the Draft EIR.

- Revise Table 4 to reflect the new residential density categories as detailed in the revised Appendix D.
- Change SPA to SPD (Special Planning District).

9. Page 19 (DSV, 1)

Revise the numbers in the last paragraph to reflect the revised Delta Shores Village project.

10. Page 27 (Staff, 4c)

- Change references to Special Planning Areas (SPAs) to Special Planning Districts (SPDs).
- Delete the word "Overlay" from references to the Special Planning District Zone. Rather than an overlay zone, it is recommended that a specially-tailored SPD Zone be developed and applied to the District, replacing previous zoning.

11. Page 28 (Staff, 4c)

Revise language to delete sentence "the existing C-2 zoning will remain", to change SPA to SPD, and to delete the word "overlay" from references to the SPD Zone.

12. Page 29 (City, 3e)

Include language in the third paragraph under "Merchants Association" to discuss the fact that the southeast corner of Meadowview Road and 24th Street has been added to the SHRA commercial revitalization list, has been allocated \$10,000 in the 1984 CDBG budget for a market study, and could potentially be funded for an economic development coordinator in the 1985 CDBG budget.

13. Page 30 (DSV, 1)

Revise language in paragraph 3 "Delta Shores" to reflect the final project approved on September 28, 1983.

14. Page 30-31 (City, 3a)

Add under paragraph 4 "Innappropriate or Inefficient Land Uses" the establishment of a portion of the Woodbine neighborhood as a Designated Infill Area and discuss the available infill incentive options.

15. Page 31 (Review, 6c)

In order to reflect the contents of the ALUC plan (Executive Airport CLUP) in the community plan, amend the discussion of Jensen Field to include the following paragraph at the end of the first paragraph:



"The entire Jensen Field area is within the Executive Airport Overflight Zone (EA-4). Due to adopted EA-4 standards, the following uses will not be allowed in this industrial area: petroleum refining, rubber and plastic manufacturing, stadiums, arenas, auditoriums, and amphitheaters."

16. Page 31 (Review, 6b)

The standards to be met and ensured by the R-review will be incorporated into the Airport Meadowview Community Plan and will read as follows:

- a) All uses shall be conducted wholly within a completely enclosed building or within an area enclosed and screened on all sides by a fence or wall at least six feet in height. Chain link fences shall be planted with evergreen vines so that screening is provided within a reasonable period of time, or shall incorporate durable slats into the chain link fabric in order to provide screening.
- b) A minimum five foot landscaped front and street side setback shall be provided. The area between the setback line and the property line shall be developed and maintained as open landscaped and green area, preferably within a raised planter.

17. Page 32 (Staff, Alternative 3a)

Under the discussion "Not Enough High Quality Homes", further define the recommended land use for the southern portion of the Job Corps site. Rather than the "Residential 1-4 du/acre" currently shown on the proposed land use plan map, consider designation as "Residential 4-8" or "Residential 7-15". Refer to Draft EIR pages C-10, D-42 through D-45, D-49 for a discussion of this issue.

18. Page 33 (Staff, Alternative 4a and 4b)

Under the discussion "Development in the Southeast", further define the recommended land use(s) for this southeast portion of the community plan area above the future Arterial 148.

- Consider deletion of the "Residential 1-4 du/acre" designation and replacement with "Residential 4-8" or "Residential 7-15".  
(The Planning Commission recommended for this alternative).

19. Page 35 (Review, 6b)

For clarification purposes, revise Policy/Action #1a to read as follows: "New residential development within existing developed areas of the community should be compatible in density and design with surrounding areas."

20. Page 36 (City, 3a; Staff, Alternative 4a; Staff 4d)

Under "Residential Land Use Actions", make the following revisions:

- #2b. Delete the existing action, and insert "Establish a portion of the Woodbine neighborhood as a Designated Infill Area."
- #2f. Add the following sentence: "As an alternative, consider designation of this area for "Residential 4-8" or "Residential 7-15". (The Planning Commission recommended designation as "Residential 4-8).
- #2h. Revise to read as follows: "Apply an "R" Review Zone suffix or rezone to R-1A existing vacant residential parcels over 5 acres in size.

21. Page 37 (City, 3b; Staff, 4c; Staff Alternative 4b)

Under "Retail Commercial Development Actions", make the following revisions

- #4a. The last part of this action should read: ". . . and the northeast corner of Meadowview Road and 24th Street for "Residential 11-21" with compatible (R-2B) zoning."
- #4b, 4c, 4d, 4e. Change Special Planning Areas (SPAs) to Special Planning Districts (SPDs). Delete references to an "overlay" zone.
- #4f. The word "not" should be added to this sentence so that the action reads: "To the maximum extent possible, encourage new commercial development within Delta Shores to consist of uses that will not compete with uses in existing commercial development in the Airport Meadowview community."

22. Page 38 (EIR, 2; DSV, 1)

- Add the following action in order to incorporate an EIR-identified mitigation measure:
  - "d. Expand and monitor the Delta Shores Village Jobs Program Partnership to meet specific job training and placement needs of employers who will locate in the community."
- #6b. Change "250" to "320".
- #6c. Delete the word "industrial" from this sentence.

23. Page 41 ( City, 3; Review, 6)

Due to modification of City information and timing considerations regarding the Delta Shores circulation pattern, Map 9 requires revision so that it will look like the pattern as presented in the proposed Land Use Plan Map.

24. Page 45 (Review, 6a; City, 3e)

Revise map as follows: Take the "A" off the first Assessment District title (1983 construction). Correct the boundaries of Assessment District #3A. Add in the boundaries of the 1984 CDBG funded Assessment District 4.

25. Page 47 (DSV, 1; City, 3c; Review, 6b)

Add a sentence to the end of the last paragraph: "Also, the Bikeways Master Plan should be amended to include extension of the 24th Street bikeway south to the proposed urban forest to be established in the Regional Sanitation Bufferlands area."

The map on page 49 should be revised to include this recommended addition.

26. Page 56 (Review, 6b; EIR, 2)

The Western Pacific Railroad (the tracks that form the eastern boundary of the community plan area) has recently been acquired by Union Pacific, and references throughout the Plan to "Western" Pacific should be changed to "Union" Pacific.

Add the following sentence to the end of paragraph 3 under "Railroads": "Construction of a noise barrier along Interstate 5 should be considered."

27. Page 58 (EIR, 2)

Add the following EIR-identified mitigation measures as Policy/Action #11 under "Streets":

- "i. To mitigate potentially significant adverse impacts on the future Airport Meadowview circulation pattern, ensure that the following street improvements, or equally effective measures, are taken as the need arises, in order to ensure a safe and efficient roadway system within the community:
  - a. Implementation of Transportation Systems Management (TSM) measures would reduce the number of vehicle trips.
  - b. In order to accommodate projected traffic at key intersections, the following improvements should be made:
    - 1. The Freeport Boulevard/Meadowview Road intersection will require three through lanes on all approaches: shared right turn lanes, dual lefts on both Freeport Boulevard approaches, and single lefts on both Meadowview approaches.

2. The Florin Road/Freeport Boulevard intersection will require three through lanes on all approaches: shared right turn lanes on the Freeport Boulevard approaches, separate right turn lanes on both Florin Road approaches, dual left turn lanes on both Freeport Boulevard approaches, and single left turn lanes on both Florin Road approaches.
  3. The Freeport Boulevard/Blair Road intersection will require the addition of a separate right turn lane on the eastbound Blair approach.
  4. The Florin Road/24th Street intersection will require three through lanes including shared right turn lanes and single left turn lanes on all approaches.
  5. The 24th Street/Meadowview Road intersection will require three through lanes on both Meadowview Road approaches. Additionally, dual left turn lanes on both Meadowview Road approaches, shared right turn lane on the westbound Meadowview Road approach, a single left turn lane and a separate right turn lane on the eastbound Meadowview Road approach, dual approach lanes on both 24th Street approaches, a separate right turn lane and a single left turn lane on the southbound approach, and dual left turn lanes and a separate right turn lane on the northbound approach will be required.
- c. Florin Road requires widening to six lanes along its entire length through the Airport Meadowview community. Current development makes widening of this street extremely costly if not infeasible.
  - d. Meadowview Road requires widening to six lanes along its entire length through the Airport Meadowview community. Current development makes widening of this street extremely costly if not infeasible.
  - e. Twenty-fourth (24th) Street requires widening to six lanes from Meadowview Road southbound to its intersection with the Delta Shores Village access road. Current residential development, a school, and a park, again, make widening of this street extremely costly if not infeasible.
  - f. Interstate 5 requires a third northbound lane from the River Bend interchange to its current three lane configuration.
  - g. The River Bend interchange serving Delta Shores Village will require two lanes for northbound on and southbound off movement.

h. A second Interstate 5 interchange should be constructed.

i. The access to Arterial 148 and the Delta Shores Village internal road should be designed to allow and encourage the orientation of Interstate 5 traffic to the second interchange.

28. Page 60 (EIR, 2)

Add the following EIR-identified mitigation measure as Policy/Action #7b under "Railroads":

"7b. Consider construction of a noise barrier along Interstate 5."

29. Page 77 (City, 3e)

Add the following entry to the list of activities under "CDBG Programs" 3b: "Meadowview Road Fence Improvement Project"

Add the following sentence to action 4c under "Public Facilities and Services": "Contribute to the extent possible toward the implementation of the Meadowview Road Fence Improvement Project."

30. Page 79 (Review, 6c)

Previous storm drainage design criteria is approximately 60 percent of City standards, not 50 percent.

31. Page 86 (DSV, 1)

Table 10, "Estimated School Enrollment Generation" will be updated to reflect the Delta Shores Village project approved on September 28, 1983, with a total of 2090 dwelling units.

32. Page 87 (City, 3; DSV, 1)

Revise the third paragraph to read as follows: "The approved Delta Shores Village project includes a reserved 8-acre elementary school site. This site will be kept in reserve for four years from the date of the project approval (thus, September 28, 1987), and four 1-year extensions for this reservation will be granted if the school district so requests. The school district indicates that the Delta Shores school site will be kept in reserve until expansion needs are determined and/or funding for purchase is obtained."

33. Page 87 (City, 3)

Add the following to the end of the second paragraph under "Parks, Recreation and Open Space -- Sites and Programs": "The City has recently amended the Fiscal Year 1983-84 City Capital Improvement Budget to appropriate monies for the development of the Mayfair Gardens park site. Citizen and private sector efforts are also contributing to the improvement effort."

34. Page 88 (City, 3c)

Map 24 will be updated to depict:

- 1) school sites recommended to be acquired or recognized via the Recreation Master Plan Update process as serving neighborhood park needs (preliminary recommendations include Goethe as a community park, Huntington and Sloat as neighborhood parks);
- 2) the Mayfair Gardens park site;
- 3) Argonaut Park shown as a community park;
- 4) Future park sites identified by the Recreation Master Plan (expansion of Meadowview Park westward to a community-size park; provision of a school park adjacent to a future elementary school south of the Job Corps site).
- 5) the proposed Urban Forest to be located in the Regional Sanitation Bufferlands, which could fulfill regional park needs;
- 6) the Sacramento River Parkway recreation area, which could fulfill regional park needs.

35. Page 91 (City, 3c; Review 6c)

In the middle of the "Parks Need Assessment" paragraph, change "Susan B. Anthony" to "Meadowview".

36. Page 98-99 (EIR,2; Review 6c)

Under "C. RECOMMENDED POLICIES AND ACTIONS" make the following revision

Add the following EIR-identified mitigation measure: "Ensure that necessary public facilities and services are provided to meet projected demands".

Add the following EIR-identified mitigation measure: "New development should comply with existing City energy conservation ordinances".

Add the following clause to the beginning of Policy/Action #4:  
"The City should adopt a city-wide hazardous materials management program and/or ordinance to ensure that . . . "

Add the following EIR-identified mitigation measure: "The City and School District together should develop a program to aid in providing adequate school facilities."

Delete recommendations #6 and #7 and insert the following recommendation:  
"Incorporate the recommendations and policies of the Recreation Master Plan when it is completed and adopted. The preliminary recommendations pertaining to park site acreage include:

- a) development of a neighborhood school park adjacent to the future elementary school site which is designated below the Job Corps site in the southeast area of the community; and
- b) expansion of Meadowview Park westward and development of appropriate acreage and facilities so that the status changes from a neighborhood park to a community park, as defined by the Recreation Master Plan."

37. Pages 100-109 (Staff, 4e)

- The "Next Steps" section will be revised to ensure that all additions, deletions, rewordings, etc. in the previous Policy and Action sections are incorporated.
- Timeframes for implementation will be established as follows:
  - less than 1 year
  - 1-5 years
  - greater than 5 years

38. Pages A-3 (City, 3)

Delete the word "Proposed" from the title, as these standards have been adopted.

39. Page A-7 (City, 3b)

Revise the "Recommended Density Guidelines" to be consistent with those recently approved in conjunction with the North Sacramento Community Plan:

<u>Density Ranges *</u>	<u>Housing Types</u>	<u>Consistent Zones **</u>
Agricultural-maximum 1 unit per 5 acres	Single family	A
Rural estate-between 1 unit per 4 acres and 1 unit per half acre ***	Single family	R-E(1/4, 1/2, 1/1, 1/.5)***
4-8 units per acre	Single family detached, clustered, zero lot line, patio; halfplex; duplex	R-1, R-1-A
7-15 units per acre	Single family detached, clustered, zero lot line, patio; halfplex; duplex; townhouse; condominium	R-1-A, R-2, R-1 (will need to be combined with other zones to achieve minimum density)
11-21 units per acre	Halfplex, duplex, townhouse, condominium, garden apartment	R-1-A, R-2, R-2-A, R-2-B
11-29 units per acre	Halfplex, duplex, townhouse, condominium, garden apartment, apartment	R-1-A, R-2, R-2-A, R-2-B, R-3
29 + units per acre	Apartment	R-3-A, R-4, R-5

\* All densities use net acreage.

\*\* Overall density of a project cannot exceed the maximum of the density range even though an individual zone may in the Zoning ordinance permit a higher maximum yield.

\*\*\* This zone is presently being considered for adoption.

Elimination of the "average minimum density" found used in South Natomas and originally proposed for North Sacramento and Airport-Meadowview is suggested in an effort to reduce confusion and misinterpretation.

40. Page A-13 through A-14 (City, 3b; Staff, 4c; Map, 5)

Revise the "Proposed Land Uses" definitions and terminology to be consistent with the revised residential density categories; use the term Special Planning District (SPD) rather than Special Planning Area (SPA); and have the categories as listed under #5 on page 4 of this report (the revised legend for the proposed land use plan map).

41. Changes to the Proposed Land Use Plan Map

- Show and/or Name Park Sites: "Meadowview", not "John Still" Park  
Argonaut Park  
Willow Rancho Little League  
Mayfair Gardens  
Kemble Park  
Anthony Park
- Name the "Regional Sanitation Bufferlands" on the map
- Consider designation of a recreation node as per the Sacramento River Parkway Plan in the area north of Freeport.
- Use a different graphic pattern to distinguish "parks" from "open space"
- Use the legend as detailed under #5 on page 4 of this report
- Take the "commercial" designation off the northeast Indian Lane/Florin Road area (Furrow's site) and leave this area in its present designation: "industrial"
- Take the southernmost two parcels currently shown in the Florin/24th SPD (as shown in exhibit 12 of the Zone Change report) out of the SPD designation, and place in "office" designation, or the land use designation consistent with the zoning classification approved by the City Council.
- Due to recent rezoning, designate the northwest corner of Ventura Street/47th Avenue "Residential 11-29"
- Designate to northeast corner of 24th Street/47th Avenue as "Public/Quasi-Public"
- To reflect existing land use, designate a small area on the east side of 29th Street, south of Florin Road, for "Residential 11-29"
- Show the street connection from Amherst Street through the future Steamboat Bend subdivision to the Delta Shores Village project.
- Use a different graphic pattern to distinguish "industrial" from "high tech industrial"
- Show the Designated Infill Area boundary
- Possibly re-designate the areas for which Alternatives are suggested (#4a on page 3 of this staff report, or areas for which the Planning Commission and/or City Council have revised the originally-proposed designations).



- Add a scale, date and source to the final map
- Change map to say "Union Pacific" rather than "Western Pacific"
- Re-do portions of the map to eliminate the problems caused by slippage of the graphics materials used, and to better represent the street system.

COUNCILPERSON SUGGESTION

It has been suggested that the need for a community center within the Airport Meadowview community be more explicitly identified and discussed within the Neighborhood Environment and/or Public Facilities and Services element(s) and recommendations.

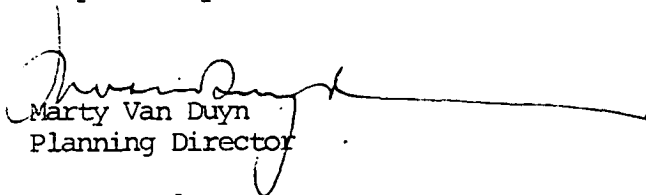
ENVIRONMENTAL DETERMINATION

Due to timing considerations, many of the above changes (such as incorporation of the final Delta Shores Village numbers) were considered in the Environmental Impact Report on the community plan. The nature or extent of the remaining recommended changes are not of the magnitude that would require any further environmental analysis.

RECOMMENDATION

Staff recommends that the City Council approve incorporation of some or all of the above-listed changes and the Planning Commission recommended alternatives into the Draft Airport Meadowview Community Plan.

Respectfully submitted,

  
Marty Van Duyn  
Planning Director

MVD:KLM:slm

M-675

## RESOLUTION No.

Adopted by The Sacramento City Council on date of

RESOLUTION ADOPTING THE AIRPORT MEADOWVIEW  
COMMUNITY PLAN (M-675)

WHEREAS, the presently adopted Community Plans now encompassed within the Airport Meadowview community area are now 19 years old and thus outdated;

WHEREAS, the Council directed the preparation of an updated Airport Meadowview Community Plan in early 1982;

WHEREAS, the Council has received a draft Airport Meadowview Community Plan transmitted after Planning Commission consideration of oral and written evidence at public hearings and after recommending adoption by the Council;

WHEREAS, the Council has held public hearings on the Airport Meadowview Community Plan, and determined that implementation will have a beneficial effect upon the Community and City-at-Large;

NOW, THEREFORE, BE IT RESOLVED that the Sacramento City Council finds:

1. THAT replacement of existing community plans in the project area by the new Airport Meadowview Community Plan will mitigate many adverse impacts potentially arising from continuance of now obsolete land use and development policies; and specifically, the new Plan will guide:
  - a. Population growth, housing development, and commercial revitalization in a manner that will conserve the existing housing stock, improve neighborhood and commercial stability, and promote higher quality future residential development to serve a range of housing needs;
  - b. The location of high technology industry in this area of the City is consistent with the adopted City 1982 Growth Policy, creating up to 17,600 additional permanent jobs in a community experiencing high unemployment, and conserving land in other undeveloped areas of the City which are of agricultural use; and

2. THAT the Council hereby adopts that certain document entitled "Airport Meadowview Community Plan" for the following reasons:
- a. It will revise and update the existing Community Plans for the area adopted in 1965, and the Sacramento City General Plan adopted in 1974;
  - b. It will provide specific policies for long-range physical development of Airport Meadowview in a coordinated and well thought out manner and can be used as a guide in reaching future land use and general development decisions;
  - c. It will provide standards and criteria for compatible land use patterns and mixtures;
  - d. It will encourage a variety of housing densities, types, and designs which are consistent with the housing needs of Airport Meadowview and of the region;
  - e. It will establish a circulation system which will provide for safe and efficient movement of people and goods in and through Airport Meadowview, and protect residential neighborhoods from excessive traffic; and
  - f. It will encourage maintenance of an adequate level of public facilities and services to serve Airport Meadowview.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK



## CITY OF SACRAMENTO

### CITY PLANNING DEPARTMENT

927 TENTH STREET  
SUITE 300

SACRAMENTO, CA 95814  
TELEPHONE (916) 449-5604

MARTY VAN DUYN  
PLANNING DIRECTOR

April 10, 1984

City Council  
Sacramento, California

Attachment F

Members in Session:

SUBJECT: Proposed Zoning Changes for Consistency with Proposed  
Land Uses of the Airport Meadowview Community Plan  
(M-675)

#### SUMMARY

This report details the proposed zoning changes to be made in order to implement the land use designations and policies of the Airport Meadowview Community Plan. There are eleven areas being recommended for land use designation/zoning changes, and one area being recommended as a Designated Infill Area. The Zoning Change Index Map keys each area by number to the appropriate Zone Change Exhibit and discussion. Of the eleven areas, opposition by property owners has been expressed in four (area 3, 8, 9, 12). These areas are discussed in more detail, with supplemental information and exhibits incorporated into the Area Reports.

#### RECOMMENDATION

Staff recommends that the Council receive public testimony on each of the zone change areas and adopt the proposed zoning changes for the various parcels identified in this Zone Change Report.

Respectfully submitted,

  
Marty Van Duyn  
Planning Director

MVD:KLM:slm



## CITY OF SACRAMENTO

CITY PLANNING DEPARTMENT  
927 TENTH STREET  
SUITE 300  
SACRAMENTO, CA 95814  
TELEPHONE (916) 449-5604

MARTY VAN DUYN  
PLANNING DIRECTOR

February 21, 1984

### MEMORANDUM

TO: Official Record M-675  
FROM: Art Gee  
SUBJECT: Abstention By Commissioners Ishmael and Holloway on  
Airport Meadowview Community Plan and Related Matters

On the advice of the City Attorney's Office, Commissioners Ishmael and Holloway abstained from participation on the following areas of discussion:

#### Goals, Objective, Recommended Actions & Policies

Page 35 - Objective #7  
Page 36 - Recommended Action 2d,4a,4f,5a,6b

#### Next Step

Page 100 & 101 - 1 (d,i,k,o,p,q)  
Page 102 - 2  
Page 106 - 5

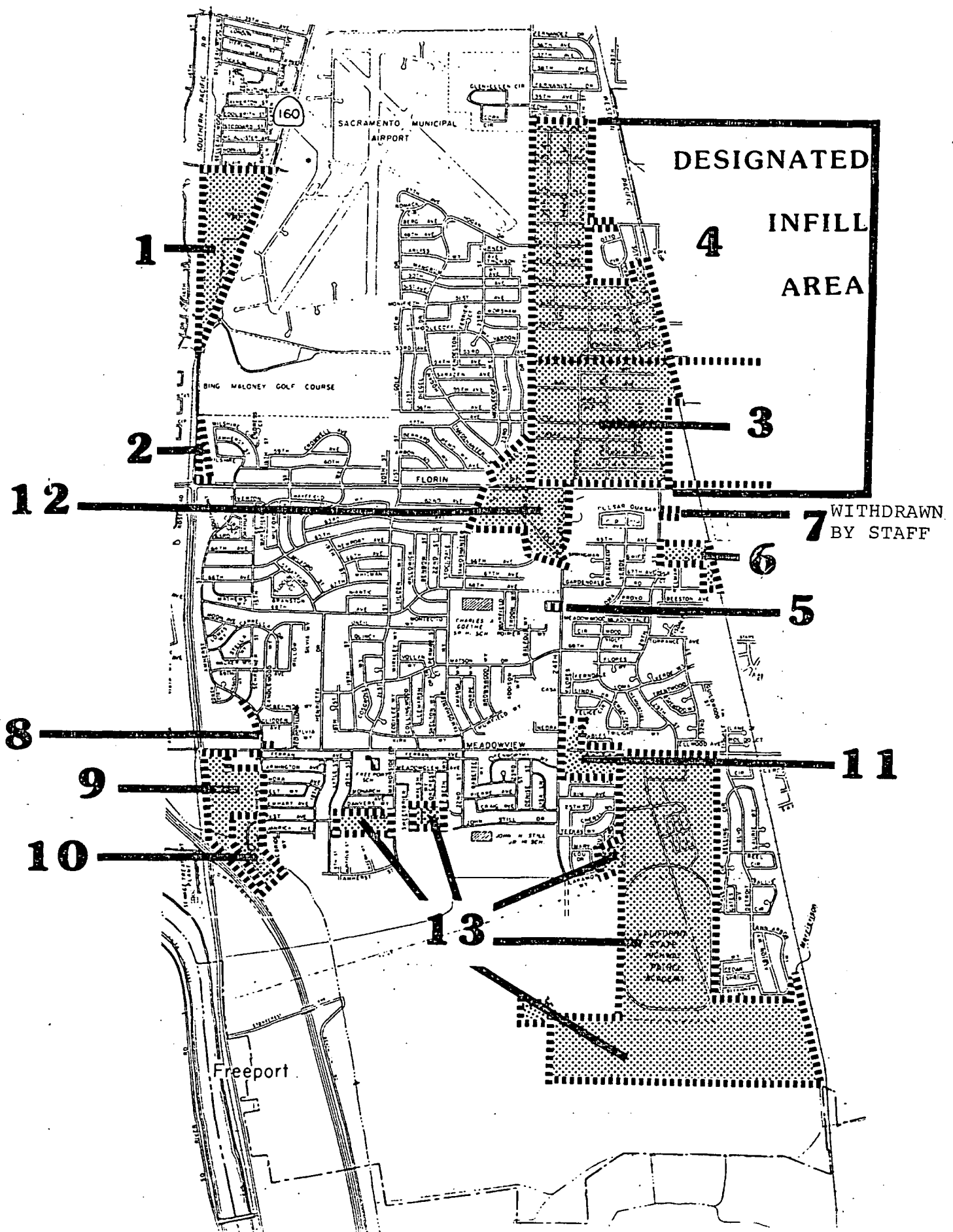
#### Addendum

Page 10 - Page 27,g  
Page 11 - Page 87, schools

#### Zoning

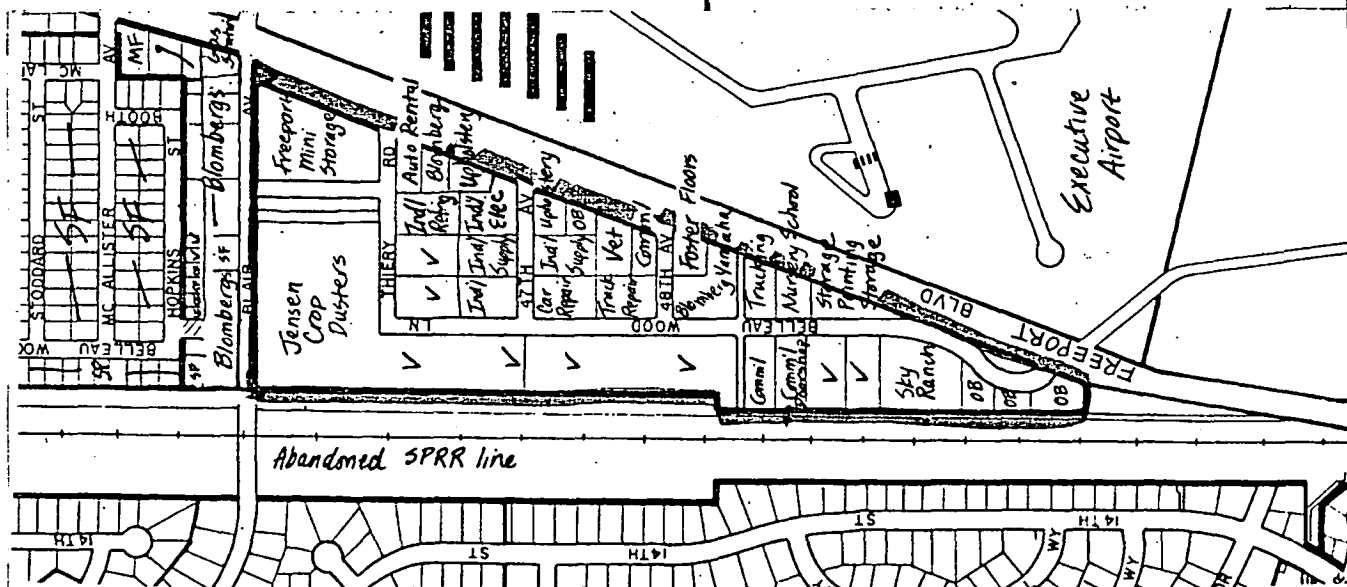
Areas 8,9,11

# ZONING CHANGE INDEX MAP



**M-1  
EA-4**

### EXISTING ZONING



### PROPOSED ZONING

**M-1R  
EA-4**



### AREA ONE

EXISTING PLAN DESIGNATION: HEAVY COMMERCIAL OR INDUSTRIAL

PROPOSED PLAN DESIGNATION: INDUSTRIAL

### PROPERTY OWNER REQUESTS

No opposition to the proposed M-1R zoning was stated.

### PURPOSE OF CHANGE

This area contains a relatively large amount of vacant land. Recent office developments in the southern portion indicate an upgrading trend. In order to provide direction for improvement, to ensure that new development is compatible with residential neighborhoods to the north and east, and to provide an attractive area for new light industrial development, the plan recommends a rezoning from M-1 to M-1R, with standards for review as stated by a) and b) of the preceding page of the Area 1 staff report.

**APNs:** 035-091-02,06,07,09,10;  
035-092-01,03,10,12,13,14,16,17,18;  
035-101-04; 035-102-01,02,07,08,09,10,11;  
035-103-06,07; 035-111-10,13,14;  
035-112-01,02,20,22,26,27,28,29

### PLANNING COMMISSION ACTION

Recommend rezoning the area outlined above and identified by the APNs at left from M-1 to M-1R, with the standards for review as stated in a) and b) of page 1 of the Area 1 staff report.

April 10, 1984

SUBJECT: AREA 1

ISSUE:

The original staff recommendation was to rezone the area from M-1 to M-1S. Several property owners with existing developments in this area were concerned about the effect of the M-1S standards, particularly the feasibility of the requirement for a 25-foot landscaped front and street side setback. Generally, however, there was support for an effort to improve the area. There was also a question about the potential for developing additional access ways from the frontage road to Freeport Boulevard.

The Commission directed staff to investigate lot depths, explore the possibility of applying an R-review to existing developed parcels and/or parcels less than two acres in size, and to develop standards to incorporate into the community plan, with which future development would need to be consistent.

Attachment A notes the size of the five vacant parcels in the area. Only one, the old Jensen Field airstrip, is greater than two acres in size. After consideration of lot sizes and the objectives being pursued in this area, staff modified the recommendation so that the area outlined in the attached map and identified by Assessor's Parcel Number (APN) would be rezoned from M-1 to M-1R, rather than M-1S.

The standards to be met and ensured by the R-review will be incorporated into the Airport Meadowview Community Plan and will read as follows:

- a) All uses shall be conducted wholly within a completely enclosed building or within an area enclosed and screened on all sides by a fence or wall at least six feet in height. Chain link fences shall be planted with evergreen vines so that screening is provided within a reasonable period of time, or shall incorporate durable slats into the chain link fabric in order to provide screening.
- b) A minimum five foot landscaped front and street side setback shall be provided. The area between the setback line and the property line shall be developed and maintained as open landscaped and green area, preferably within a raised planter.

Freeport Boulevard is a State Highway, and the City Traffic Engineer indicates that permission to develop additional access from the frontage road onto Freeport Blvd. would be extremely difficult to obtain.

VOTE OF THE COMMISSION

The Commission voted 7 ayes, with 2 abstentions, to recommend the revised staff recommendation.

RECOMMENDATION

Staff recommends that the Council rezone the identified parcels to M-1R, with standards for review as stated in a) and b) above.



235 feet

7.78 -  
acres

THIERY RD  
3/4 3/4  
acre acre

200'

47TH AV

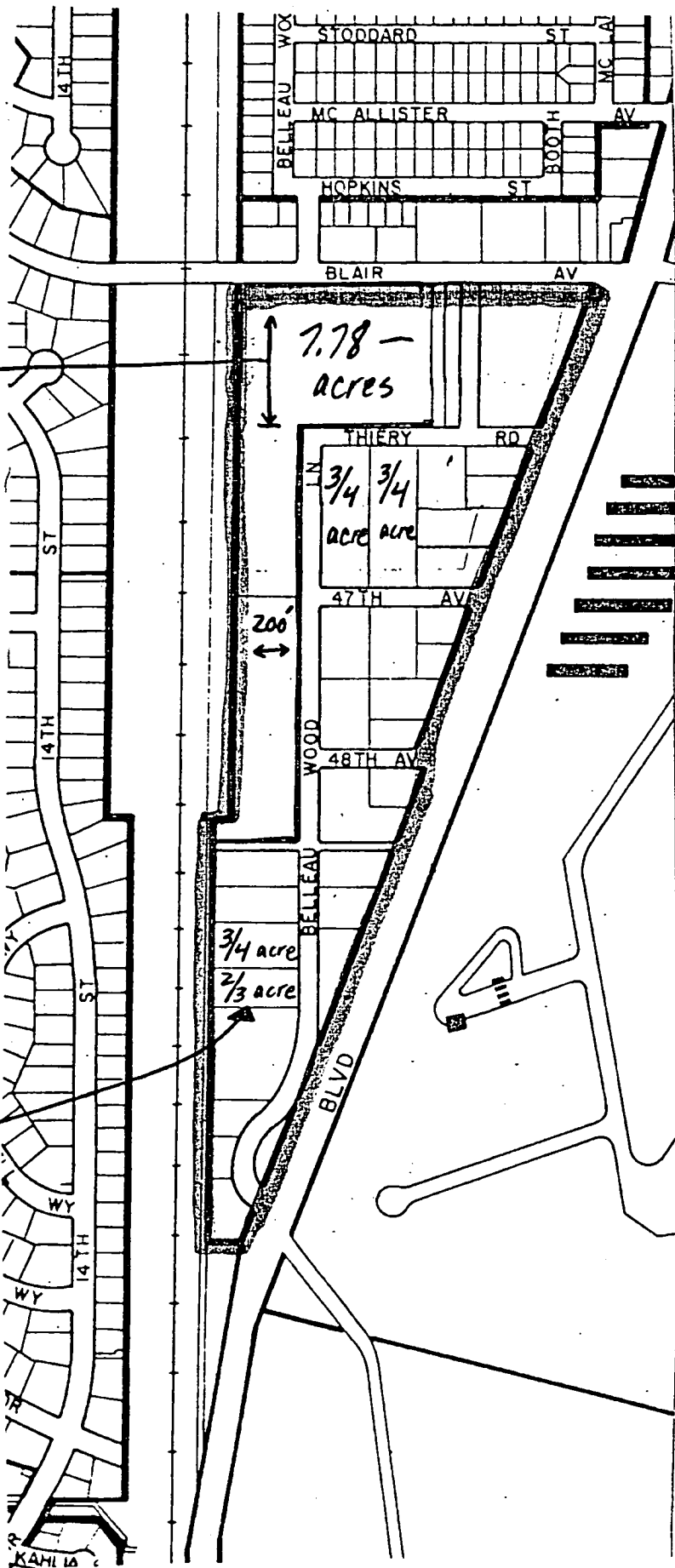
48TH AV

3/4 acre

2/3 acre

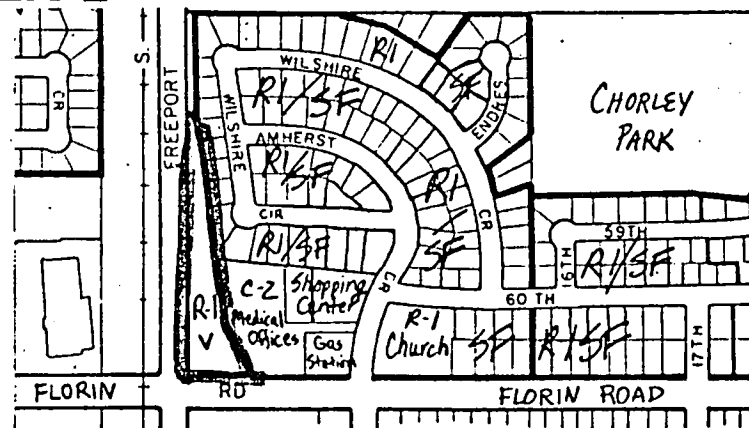
BELLEAU BLVD

Lot depths are  
approximately 255 feet.



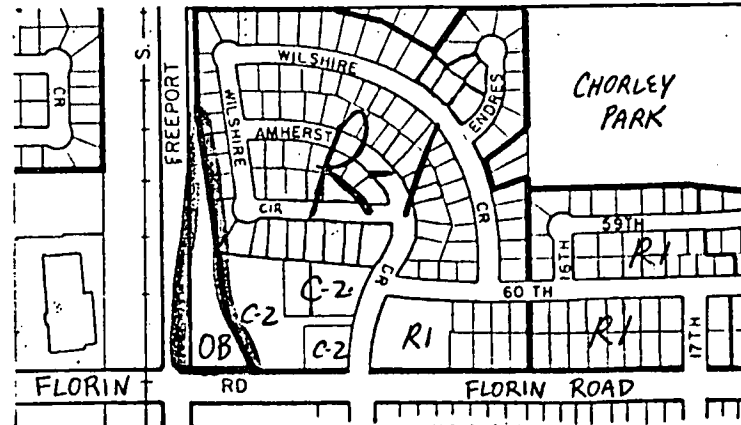
**R-1  
EA-2**

**EXISTING ZONING**



**PROPOSED ZONING**

**OB  
EA-2**



**AREA TWO**

EXISTING PLAN DESIGNATION: LIGHT DENSITY RESIDENTIAL

PROPOSED PLAN DESIGNATION: OFFICE

**PROPERTY OWNER REQUESTS**

No opposition to the proposed OB zoning was stated.

**PURPOSE OF CHANGE**

This vacant parcel, due to site configuration, access, and the nature of adjacent development (medical offices and shopping center), is more suitable for office use than for residential development. The community plan (page 38) contains policies to a) locate office development along major thoroughfares, and b) encourage new, attractive office development in the community. The fact that several of the uses within the recently remodeled adjacent shopping center are office-related (dentist, real estate, insurance, income tax), indicates a demand for additional office space in the area. The owners of the adjacent medical offices also own this vacant parcel.

APNs: 035-010-38

**PLANNING COMMISSION ACTION**

Recommend rezoning parcel 035-010-38 from R-1 to OB.

### EXISTING ZONING

### PROPOSED ZONING

SEE ATTACHED

#### AREA THREE

EXISTING PLAN Light Density Resid.  
DESIGNATION: Multiple Family Resid.  
Shopping-Commercial  
PROPOSED PLAN Residential 11-29  
DESIGNATION: Mixed Use/Office  
Commercial

#### PROPERTY OWNER REQUESTS

Please refer to attached "Existing Land Use" map. Property owners Poncioni and Fluallen desire retention of R-1 zoning rather than the proposed R-2A zoning. Blue Lake Enterprises, Komoorian and Chinn desire retention of C-2, R-3 and R-1 rather than rezoning to R-2A or OB.

#### PURPOSE OF CHANGE

- Reduce vacant commercial acreage in community.
- Provide opportunity for some higher residential density developments in order to expand the range of housing opportunities in the Airport Meadowview community and encourage more efficient land use.
- Provide opportunity for office and/or mixed use development
- Place parcels in one zone rather than having split zoning
- Place the convalescent hospital in the proper zone (H) so that it is no longer in nonconforming use status.
- Discourage strip commercial development.

APNs: SEE ATTACHED

#### PLANNING COMMISSION ACTION

Recommend rezoning as per the original staff recommendation, except that the Blue Lake Enterprises, Komoorian and Chinn parcels that are currently zoned C-2 or C-2R are recommended for OB zoning, and the residential parcels owned by these property owners would retain their current R-3 or R-1 zoning.

It should be noted that this area is very controversial, and that the Planning Commission had trouble making a recommendation that was able to get the necessary number of votes.

April 10, 1984

SUBJECT: AREA 3

### ISSUE

Area 3, located north of Florin Road within the Woodbine neighborhood, contains a large amount of vacant land (see attached aerial photo) that is currently zoned C-2, R-1 and R-3. In order to implement community plan policies to improve the business climate and revitalize existing commercial development, some parcels are proposed to be rezoned in order to reduce the oversupply of vacant commercial land and to increase the population base and buying power within the community.

The recommendation submitted to the Planning Commission was to rezone parcels from C-2, R-1 and R-3 to R-O, R-2A and R-2B (see Attachment B).

Several property owners are opposed to the recommended rezonings of Area 3. Attachment A shows existing land uses, and also depicts those parcels where property owners expressed opposition to the recommended rezonings. Two property owners oppose rezoning lands from R-1 to R-2A and R-2B. Three parties representing other parcels opposed rezonings from C-2, C-2R, R-3 and R-1 to R-O and R-2A. After considering many options, the Planning Commission recommended OB zoning for the disputed parcels currently zoned C-2 or C-2R, with the residential properties of Komoorian and Chinn to retain current zoning. The other recommended zone changes within Area 3 are as proposed by the original staff recommendation.

This report discusses the issues of a) rezoning C-2 parcels, and b) R-O zoning. The Planning Commission recommendation (attachment C) and a final Staff recommendation (attachment D) are presented.

### BACKGROUND

#### Rezoning C-2 Parcels

Given the results of the attached Commercial Vacancy Study, staff concludes that there is an excess of commercially-zoned vacant land and vacant and/or underutilized commercial buildings within the Airport Meadowview community. Of a total of 173 acres of commercially-zoned land, 117 are vacant, and the vacancy rate for buildings within the existing commercially developed areas is high (11% to 21%). There is a definite need to revitalize the existing commercial development in the community, especially within the two proposed Special Planning Districts. One of the strategies designed to lessen potential competition and to augment the population base (thus increasing demand for commercial goods and services) is to rezone vacant commercial lands to a use that would bring people, rather than additional commercial uses, to the area.

The Florin Road area currently contains 35 vacant commercial acres and has a vacancy rate of 11% for existing buildings. Also, several structures not counted as "vacant" are only partially used. The Meadowview Road area contains 39.7 vacant commercial acres, and has a vacancy rate of 21% for existing buildings. In addition, the Delta Shores Village project was approved with 42 acres of commercial.

The south side of Florin Road is more of a commercial "strip" than the north side of Florin Road within the Airport Meadowview community. On the south side, three large vacant commercial parcels exist which comprise about 10 acres. Future demand for commercial development should be directed to infilling these sites. The north side of Florin Road, as depicted by the attached aerial photo, contains rather widely-spaced development, with a great deal of vacant acreage. The character of this area is not yet established. To the east of the WPRR tracks, on the north side, is a mobile home park. To the east of the WPRR tracks on the south side, is a high school. These developments do provide a "break" in the strip development that exists along Florin Road in the area outside of this community plan area.

The commercial parcels fronting along the north side of Florin Road are about 100 feet in depth, although common ownership in some cases extends back over 200 feet.

Residential development could be oriented toward the interior of the Woodbine neighborhood, with parking areas and/or buffer wall placed closest to Florin Road.

#### R-O Zoning

Although the Planning Commission is not recommending any R-O zoning for this area, the original staff report did recommend R-O zoning for the large parcel at the northeast corner of Florin Road and 24th Street (see Attachment B). A new alternative, as depicted by Attachment D - "Staff Alternative", also suggests R-O zoning, which would occur on all vacant parcels currently zoned for commercial use.

If the Council wishes to consider an alternative to the Planning Commission Recommendation for OB zoning, and to the Original Staff Recommendation for R-O/R-2A zoning, then staff would recommend R-O zoning for the disputed C-2/C-2R parcels.

Staff feels that R-O zoning would be appropriate because either residential or office, or a mixture of both, would augment the population base and help to support existing commercial development within the community. Allowing this flexibility of use is beneficial because it allows the landowner/developer more options and provides the community with supportive development, perhaps sooner than would occur if only one allowable use category were identified by the zone applied.

VOTE OF THE COMMISSION \*\*The recommendations of the Planning Commission are as detailed below. For a specific list of the voting record on all of the motions which were made and failed, refer to Attachment F.

The Commission, by a vote of 5 ayes, 2 noes, and 2 abstentions, recommended rezonings as depicted by Attachment C. The Komoorian and Chinn parcels currently zoned commercial C-2 or C-2R would be rezoned to OB. There would be no change of zoning for the residential parcels owned by these property owners.

By a vote of 6 ayes, 1 no, and 2 abstentions, the Commission recommended rezoning the Blue Lake Enterprises parcel from C-2 to OB.

By a vote of 7 ayes, with 2 abstentions, the Commission recommended rezoning the other proposed rezonings in Area 3 as per the original staff recommendation, including the Poncioni and Fluallen parcels.

The Vote of the Commission is depicted by Attachment C, and Attachment E identifies the rezonings by Assessor's Parcel Number.

RECOMMENDATION

Staff recommends that the Council adopt one of the following alternatives, with the zones changes for each alternative as identifies by Attachment E:

Attachment B	Original Staff Recommendation
Attachment C	Planning Commission Recommendation
Attachment D	Staff Alternative



[illegible]

## Areas Proposed For Rezoning

## ATTACHMENT B



[illegible]

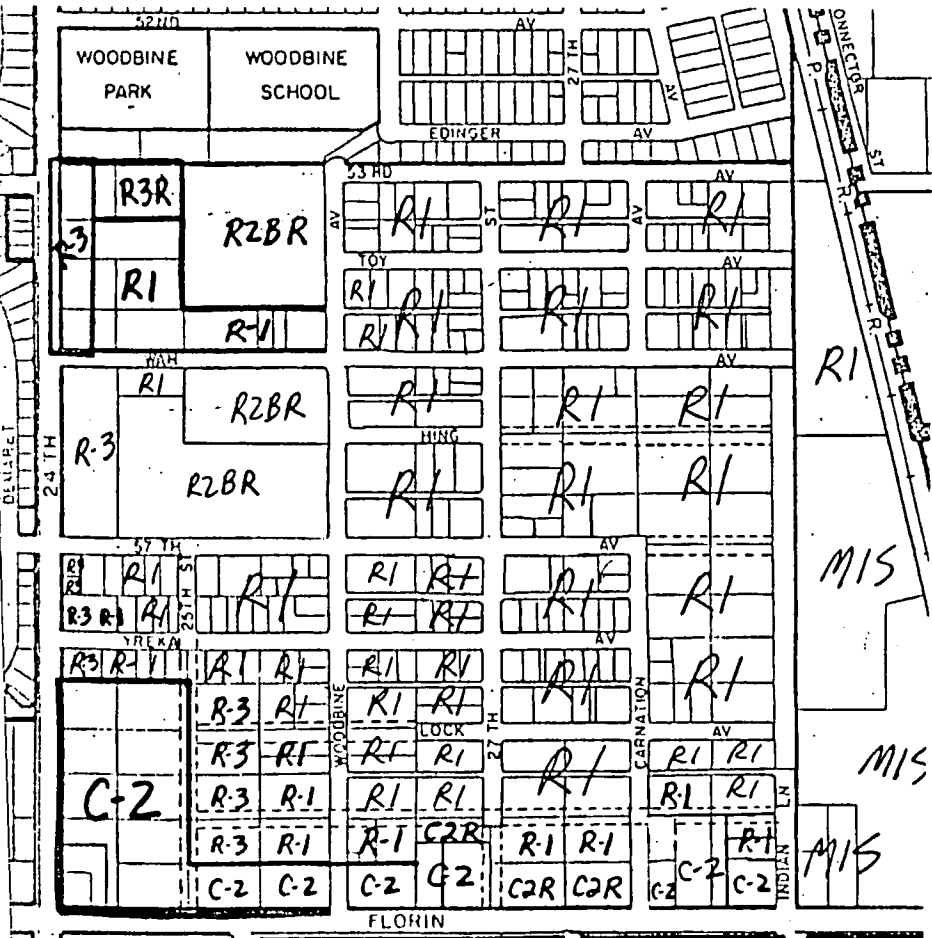
## ATTACHMENT C

1944

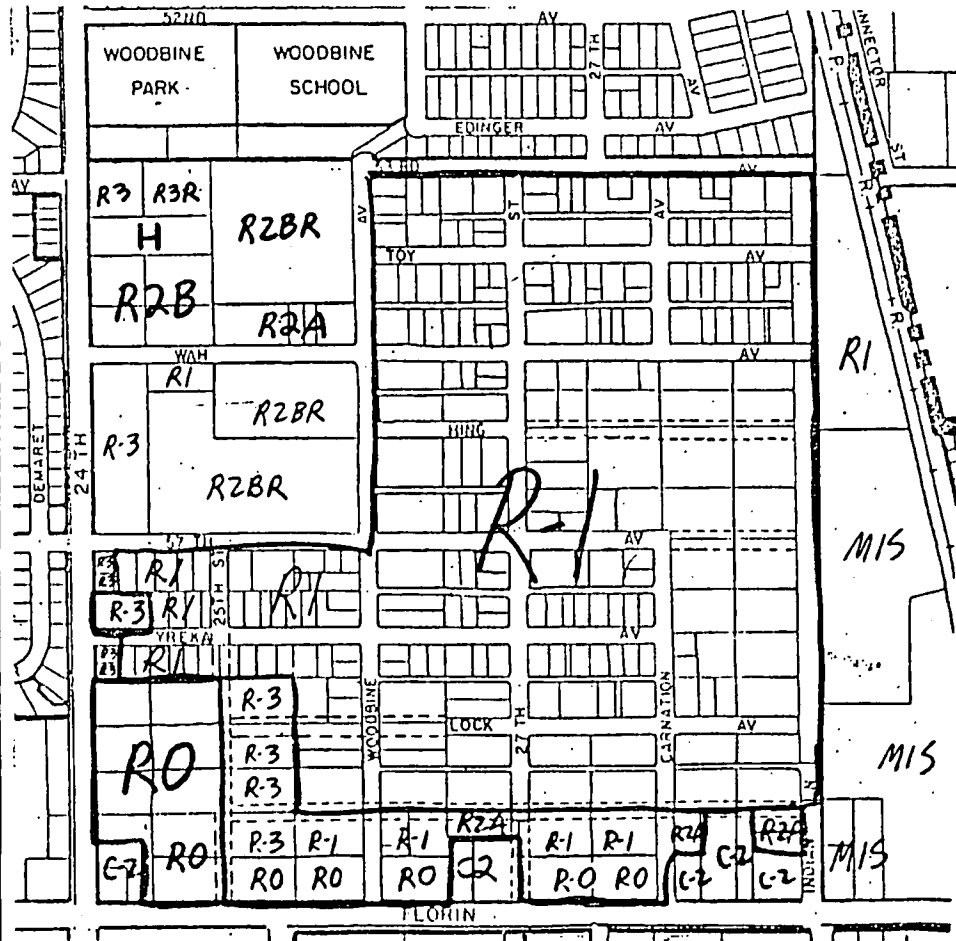
1944

(

## EXISTING ZONING



## PROPOSED ZONING



STAFF ALTERNATIVE

ATTACHMENT D

<b>APNs</b> ORIGINAL STAFF RECOMMENDATION	<b>APNs</b> COMMISSION RECOMMENDATION	<b>APNs</b> STAFF ALTERNATIVE
041-014-09: R3/R1 to H/EA-4 041-014-12,15: R3/R1 to R2B/EA-4 041-014-13,14: R-1 to R2B/EA-4 041-014-03,06,07,08: R-1 to R2A/EA-4 041-051-13: R3/R1 to R3/EA-4 041-052-09,10: C-2 to R-O/EA-4 041-054-04: R-3 to R-2A/EA-4 041-071-01,02,03,04,08,09,10: C-2 to R-O/EA-4 041-072-01,05: R3 to R2A/EA-4 041-073-01,02,03,04: R1/R3/C2 to R2A/EA-4 041-075-02,03,04,05: R1/C2 to R2A 041-082-06: C2R to R2A 041-084-01,02: R1 to R2A 041-084-03,04: C2R to R2A 041-086-24: C2 to R2A 041-086-21,27: R1 to R2A	041-014-09: R3/R1 to H/EA-4 041-014-12, 15: R3/R1 to R2B/EA-4 041-014-13, 14: R1 to R2B/EA-4 041-014-03, 06, 07, 08: R1 to R2A/EA-4 041-051-13: R3/R1 to R3/EA-4 041-052-09, 10: C2 to OB/EA-4 041-071-01, 02, 03, 04, 08, 09, 10: C2 to OB/EA-4 041-073-03, 04: C2 to OB/EA-4 041-075-03: C2 to OB 041-084-03, 04: C2R to OB 041-086-24: C2 to R2A 041-086-21, 27: R1 to R2A	041-014-09: R3/R1 to H/EA-4 041-014-12, 15: R3/R1 to R2B/EA-4 041-014-13, 14: R1 to R2B/EA-4 041-014-03, 06, 07, 08: R1 to R2A/EA-4 041-051-13: R3/R1 to R3/EA-4 041-052-09, 10: C2 to RO/EA-4 041-071-01, 02, 03, 04, 08, 09, 10: C2 to RO/EA-4 041-073-03, 04: C2 to RO/EA-4 041-075-03: C2 to RO 041-084-03, 04: C2R to RO 041-086-24: C2 to R2A 041-086-21, 27: R1 to R2A

**ATTACHMENT E**



# ATTACHMENT F

## CITY PLANNING COMMISSION VOTING RECORD (Actions taken February 23, 1984)

TOPIC: FINAL EIR - DRAFT AIRPORT MEADOWVIEW COMMUNITY PLAN

	YES	NO	MOTION	2ND
Augusta	✓			
Fong	✓			
Holloway	<i>abstain</i>			
Hunter	✓			
Ishmael	<i>abstain</i>			
Larson	✓			
Silva	✓		✓	
Simpson	✓			✓
Goodin	✓			

- ☐ TO APPROVE
- ☐ TO DENY
- ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ TO DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ INTENT TO APPROVE/DENY SUBJECT TO COND. & BASED ON FINDINGS OF FACT DUE
- ☒ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
- ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- ☐ TO RATIFY NEGATIVE DECLARATION
- ☐ TO CONTINUE TO \_\_\_\_\_ MEETING
- OTHER \_\_\_\_\_

TOPIC: DRAFT COMMUNITY PLAN - DRAFT AIRPORT MEADOWVIEW COMMUNITY PLAN

	YES	NO	MOTION	2ND
Augusta	✓			
Fong	✓			✓
Holloway	✓			
Hunter	✓		✓	
Ishmael	✓			
Larson	✓			
Silva	✓			
Simpson	✓			
Goodin	✓			

- ☐ TO APPROVE
- ☐ TO DENY
- ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ TO DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ INTENT TO APPROVE/DENY SUBJECT TO COND. & BASED ON FINDINGS OF FACT DUE
- ☒ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL *as amended*
- ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- ☐ TO RATIFY NEGATIVE DECLARATION
- ☐ TO CONTINUE TO \_\_\_\_\_ MEETING
- OTHER \_\_\_\_\_

TOPIC: RELATED ORDINANCES - DRAFT AIRPORT MEADOWVIEW COMMUNITY PLAN

\*\*\*\*\* WITHDRAWN BY STAFF - NO ACTION NECESSARY BY PLANNING COMMISSION

TOPIC: RECOMMENDED ZONE CHANGES - DRAFT AIRPORT MEADOWVIEW COMMUNITY PLAN

MOTION NO. 1 of 11

	YES	NO	MOTION	2ND
Augusta				✓
Fong				
Holloway				
Hunter				
Ishmael				
Larson				
Silva			✓	
Simpson				
Goodin				

MOTION:

- ☐ TO APPROVE
  - ☐ TO DENY
  - ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
  - ☐ TO DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
  - ☐ INTENT TO APPROVE/DENY SUBJECT TO COND. & BASED ON FINDINGS OF FACT DUE
  - ☐ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
  - ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
  - ☐ TO RATIFY NEGATIVE DECLARATION
  - ☐ TO CONTINUE TO \_\_\_\_\_ MEETING
- OTHER adopt staff rec. as amended  
for areas 1, 3, 8, 9, 12  
no action taken

MOTION NO. 2 of 11

	YES	NO	MOTION	2ND
Augusta		✓		
Fong	✓			
Holloway	<u>abstain</u>			
Hunter		✓		
Ishmael	<u>abstain</u>			
Larson		✓		
Silva		✓		
Simpson	✓			✓
Goodin	✓		✓	

MOTION:

- ☐ TO APPROVE
  - ☐ TO DENY
  - ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
  - ☐ TO DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
  - ☐ INTENT TO APPROVE/DENY SUBJECT TO COND. & BASED ON FINDINGS OF FACT DUE
  - ☒ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
  - ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
  - ☐ TO RATIFY NEGATIVE DECLARATION
  - ☐ TO CONTINUE TO \_\_\_\_\_ MEETING
- X OTHER Blue Lake Enterprises' parcels to R-0,  
Hammorian + Chian's parcels to C-2  
motion did not pass

MOTION NO. 3 of 11

	YES	NO	MOTION	2ND
Augusta	✓			✓
Fong		✓		
Holloway	<i>abstain</i>			
Hunter	✓		✓	
Ishmael	<i>abstain</i>			
Larson		✓		
Silva		✓		
Simson	✓			
Goodin	✓			

MOTION:

- ☐ TO APPROVE
- ☐ TO DENY
- ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ TO DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
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- \* ☒ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
- ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- ☐ TO RATIFY NEGATIVE DECLARATION
- ☐ TO CONTINUE TO \_\_\_\_\_ MEETING
- \* OTHER OB for Blue Lake Enterprises  
parcels, C-2 for Kammerman & Chinn's  
parcels - area 3

MOTION NO. 4 of 11

	YES	NO	MOTION	2ND
Augusta		✓		
Fong	✓		✓	
Holloway	<i>abstain</i>			
Hunter		✓		
Ishmael	<i>abstain</i>			
Larson		✓		
Silva		✓		
Simson	✓			✓
Goodin	✓			

MOTION:

- ☐ TO APPROVE
- ☐ TO DENY
- ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ TO DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ INTENT TO APPROVE/DENY SUBJECT TO COND. & BASED ON FINDINGS OF FACT DUE
- \* ☒ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
- ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- ☐ TO RATIFY NEGATIVE DECLARATION
- ☐ TO CONTINUE TO \_\_\_\_\_ MEETING
- \* OTHER OB for Blue Lake Enterprises  
Kammerman & Chinn's parcels

MOTION NO. 5 of 11

	YES	NO	MOTION	2ND
Augusta	✓			
Fong	✓			
Holloway	<i>abstain</i>			
Hunter	✓		✓	
Ishmael	<i>abstain</i>			
Larson	✓			
Silva	✓			
Simson	✓			✓
Goodin	✓			

MOTION:

- ☐ TO APPROVE
- ☐ TO DENY
- ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ TO DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
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- \* ☒ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
- ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- ☐ TO RATIFY NEGATIVE DECLARATION
- ☐ TO CONTINUE TO \_\_\_\_\_ MEETING
- \* OTHER rec approval of area 12 reprints  
as per attachment A, with SPD boundaries  
OB + R-2B zoning as shown



MOTION NO. 6 of 11

	YES	NO	MOTION	2ND
Augusta	✓			
Fong	✓			
Holloway	<i>abstain</i>			
Hunter	✓			✓
Ishmael	<i>abstain</i>			
Larson	✓			
Silva	✓		✓	
Simson	✓			
Goodin	✓			

MOTION:

- ☐ TO APPROVE
- ☐ TO DENY
- ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ TO DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
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- \* ☒ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
- ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- ☐ TO RATIFY NEGATIVE DECLARATION
- ☐ TO CONTINUE TO \_\_\_\_\_ MEETING
- \* OTHER adopt staff rec. as amended, per areas 1 through 13 incl. area 3)

MOTION NO. 7 of 11

	YES	NO	MOTION	2ND
Augusta	✓			
Fong		✓		
Holloway	<i>abstain</i>			
Hunter	✓			✓
Ishmael	<i>abstain</i>			
Larson		✓		
Silva	✓		✓	
Simson	✓			
Goodin		✓		

MOTION:

- ☐ TO APPROVE
- ☐ TO DENY
- ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ TO DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
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- \* ☒ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
- ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- ☐ TO RATIFY NEGATIVE DECLARATION
- ☐ TO CONTINUE TO \_\_\_\_\_ MEETING
- \* OTHER Blue Lake Enterprises' parcels to OB Komorian + Chinn parcels to R-2A  
motion did not pass

MOTION NO. 8 of 11

	YES	NO	MOTION	2ND
Augusta	✓			
Fong	✓			
Holloway	<i>abstain</i>			
Hunter	✓			
Ishmael	<i>abstain</i>			
Larson		✓		
Silva	✓		✓	
Simson	✓			✓
Goodin	✓			

MOTION:

- ☐ TO APPROVE
- ☐ TO DENY
- ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ TO DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
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- \* ☒ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
- ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- ☐ TO RATIFY NEGATIVE DECLARATION
- ☐ TO CONTINUE TO \_\_\_\_\_ MEETING
- \* OTHER Blue Lake Enterprises' parcels to OB

MOTION NO. 9 of 11

	YES	NO	MOTION	2ND
Augusta	✓			
Fong		✓		
Holloway	<i>abstain</i>			
Hunter	✓		✓	
Ishmael	<i>abstain</i>			
Larson	✓			
Silva	✓			✓
Simson		✓		
Goodin		✓		

- MOTION:
- ☐ TO APPROVE
  - ☐ TO DENY
  - ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
  - ☐ TO DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
  - ☐ INTENT TO APPROVE/DENY SUBJECT TO COND. & BASED ON FINDINGS OF FACT DUE
  - \* ☒ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
  - ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
  - ☐ TO RATIFY NEGATIVE DECLARATION
  - ☐ TO CONTINUE TO \_\_\_\_\_ MEETING
  - \* OTHER as per staff rec. for R-2A on  
Komorian + Chinm parcels

MOTION NO. 10 of 11

	YES	NO	MOTION	2ND
Augusta				
Fong				
Holloway				
Hunter				
Ishmael				
Larson				
Silva				
Simson				✓
Goodin			✓	

MOTION:

- ☐ TO APPROVE
- ☐ TO DENY
- ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ TO DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
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- \* ☒ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
- ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- ☐ TO RATIFY NEGATIVE DECLARATION
- ☐ TO CONTINUE TO \_\_\_\_\_ MEETING
- \* OTHER R-0 for Komorian +  
Chinm parcels  
withdrawn

MOTION NO. 11 of 11

	YES	NO	MOTION	2ND
Augusta	✓			
Fong	✓		✓	
Holloway	<i>abstain</i>			
Hunter	✓			✓
Ishmael	<i>abstain</i>			
Larson		✓		
Silva		✓		
Simson	✓			
Goodin	✓			

MOTION:

- ☐ TO APPROVE
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- ☐ TO RATIFY NEGATIVE DECLARATION
- ☐ TO CONTINUE TO \_\_\_\_\_ MEETING
- \* OTHER OB for Komorian + Chinm parcels  
currently zoned C-2, or C-2-R  
-no change to parcels currently zoned R-1 or R-3



## CITY OF SACRAMENTO

CITY PLANNING DEPARTMENT  
927 TENTH STREET  
SUITE 300  
SACRAMENTO, CA 95814  
TELEPHONE (916) 449-5604

MARTY VAN DUYN  
PLANNING DIRECTOR

February 21, 1984

### MEMORANDUM

TO: Official Record M-675  
FROM: Art. Gee  
SUBJECT: Abstention By Commissioners Ishmael and Holloway on  
Airport Meadowview Community Plan and Related Matters

On the advice of the City Attorney's Office, Commissioners Ishmael and Holloway abstained from participation on the following areas of discussion:

#### Goals, Objective, Recommended Actions & Policies

Page 35 - Objective #7  
Page 36 - Recommended Action 2d,4a,4f,5a,6b

#### Next Step

Page 100 & 101 - 1 (d,i,k,o,p,q)  
Page 102 - 2  
Page 106 - 5

#### Addendum

Page 10 - Page 27,g  
Page 11 - Page 27, schools

#### Zoning

Areas 8,9,11

lg



COUNTY OF CALIFORNIA

24TH STREET

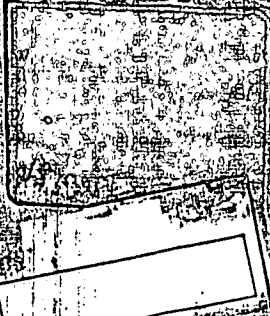
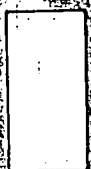
WOODBINE AVENUE

MEXICAN RESTAURANT

CLOSED CARWASH

INDIAN LANE

FURROWS



SUBJECT: Commercial Vacancy Survey

ISSUE

At the Planning Commission meeting of February 16, 1984, it became apparent that clarification about commercial vacancies (land and buildings) was necessary. The following information should be useful when evaluating land use needs in the Airport Meadowview community.

ANALYSIS

Pages 22 and 23 of the Draft Community Plan discuss current shopping places within the community: centers and strips.

Vacant commercial land in the community is shown by the following figures:

---

<u>Florin Road (west to east)</u>	North:	7.6	
		1.4	
		.7	
		.5	
		1.4	
		.6	
	South:	2.4	
		9.7	
		3.0	
		.9	
		6.8	
		<u>35.0</u>	acres
<u>Meadowview Road (west to east)</u>	North:	2.3 (HCR)	
		19.5	
		.4	
		12.4	
	South:	.3	
		.7	
		2.5	
		1.6 (C-1)	
		<u>39.7</u>	acres
<u>Delta Shores Village</u>		42.0	acres
<u>TOTAL VACANT LAND</u>		116.7	acres

---

Existing commercial development in the community is shown by the following table. Vacant buildings and vacant leasable stores within centers are noted.

	<u>TOTAL STORES</u>	<u>VACANCIES</u>	<u>TOTAL ACREAGE</u>	<u>VACANCY RATE</u>
<u>Florin Road (west to east)</u>				
Medical Offices	21	0	1.5	0%
Florin Amerst Center	11	2	3.0	18%
NW Florin/24th (Jumbo)	18	3*	7.4	17%
NE Florin/24th (vacant gas station)	1	1	.2	100%
SW Florin/24th (Alpine Village)	25	3	9.0	12%
SE Florin/24th (Safeway)	10	2	5.2	20%
NW Florin/27th	3	0	.6	0%
Florin-Carnation to Indian	4	0	1.2	0%
Florin/Indian (Furrows)	3	0	10.1	0%
South Florin (25th to WPRR)	13	1	9.0	8%
	109	12	47.2	11%
<u>Meadowview Road (west to east)</u>				
NW Meadowview/Amherst (vacant gas station)	1	1	.3	100%
SE Meadowview/Amherst (7-11)	1	0	.2	0%
NE Meadowview/24th (mini-mart, laundromat, cleaners)	3	0	.3	0%
SE Meadowview/24th (vacant Buyrite)	14	3	8.0	21%
	19	4	8.8	21%
TOTAL EXISTING COMMERCIAL (including vacant and partially utilized stores)	128	16	56.0	12.5%

\* Also, half of the large building used for offices is vacant.

The following chart provides a summary of the commercial situation in the Airport Meadowview community:

---

	<u>EXISTING DEVELOPMENT*</u>	<u>VACANT LAND</u>
Florin Road	47.2 acres	35.0 acres
Meadowview Road	8.8 acres	39.7 acres
Delta Shores Village	0 acres	42.0 acres
TOTAL	56 acres	116.7 acres

---

\* Including vacant and partially utilized stores.

---



# Blue Lake Enterprises

PHONE (916) 334-0400

4777 AUBURN BOULEVARD, SACRAMENTO, CALIF. 95841

February 14, 1984

Sacramento City Planning Division  
927 Tenth Street, Suite 300  
Sacramento, CA 95814

Attn: City Planner

Re: Proposed Rezoning  
Parcels: 041-052-09,10  
041-071-01,02,03,04,08,09,10

Dear Sir:

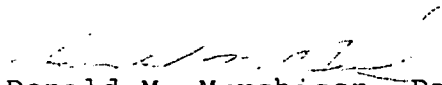
This letter is written to protest the proposed zoning changes being considered by the Planning Commission for the above referenced parcels.

We purchased these parcels with the intent to erect a shopping center in the future. While we do not have any leases signed or sales pending, we have represented the property as C-2 and have continuing negotiations with clients who desire C-2 zoning. A zoning change from C-2 to R-0 would render this land useless to us for our purposes.

We request you reconsider rezoning these parcels and allow them to remain in a C-2 classification.

Your thoughtful consideration in this matter will be appreciated.

Sincerely,

  
Donald M. Murchison, Partner  
BLUE LAKE ENTERPRISES

DMM/eh

OFFICE OF THE CITY CLERK

FEB 21 1984

RECEIVED

LAW OFFICES

WILKE, FLEURY, HOFFELT, COULD & BIRNEY

A PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS

SUITE 1100

555 CAPITOL MALL

SACRAMENTO, CALIFORNIA 95814

TELEPHONE

(916) 441-2430

SHERMAN C. WILKE  
GORDON A. FLEURY  
RICHARD H. HOFFELT\*  
WILLIAM A. GOULD, JR.\*  
PHILIP R. BIRNEY\*  
THOMAS G. REDMON\*  
SCOTT L. GASSAWAY  
DONALD REX HECKMAN II\*  
ALAN G. PERKINS  
THOMAS E. BONE  
BRADLEY N. WEBB  
ERNEST JAMES KRTIL  
BENJAMIN G. DAVIDIAN  
CRAIG E. MODLIN  
BRUCE A. KIMZEY  
ANITA S. MARMADUKE  
MARK H. VAN BRUSSEL  
PAUL R. BEHRENS  
SHAWN E. HANSON  
\* PROFESSIONAL CORPORATIONS

CITY PLANNING DEPARTMENT

February 16, 1984

FEB 16 1984

RECEIVED

City Planning Commission  
City Council  
City Hall  
Sacramento, CA 95814

Re: Opposition to proposed Airport Meadowview  
Community Plan, Environmental Impact Report,  
and Rezonings, and Request for Continuance and  
Special Notice

Honorable Members of the Commission and Council:

I represent Arika Komoorian who owns parcels of  
real property, described as Assessor's Parcel Nos. 041-073-01,  
02, 03, and 04, and 041-075-02, 03, and 04.

Planning Staff has proposed to you that certain of  
said parcels be rezoned from the C-2, R-3, and R-1 to R-2A  
classification. The parcels are unimproved and front on the  
north side of Florin Road on either side of Woodbine.

The purpose of this letter is to express the objections  
of my client to the proposed rezoning and reasons for said  
objections. The character of Florin Road from Tamoshanter to  
and past Stockton Boulevard is, and for many years has been,  
commercial in nature. The corridor of commercial activity and

City Planning Commission  
February 15, 1984  
Page Two

use is thus very well established. Although this long corridor is currently zoned Commercial, only my client's few parcels and a few others are being proposed for change to residential use.

The impact upon the reclassification will be disastrous for my client and is entirely discriminatory in nature as hereinafter discussed. It is incomprehensible that anyone would develop low density residential housing upon my client's parcels in view of the busy and commercial nature of the entire corridor. Thus, the effect of the proposed rezoning would be to totally frustrate any development upon my client's property to her significant loss. Any attempt at residential construction upon these parcels would, at best, result in a slum condition, a condition which the City of Sacramento must not permit to occur.

My client acquired the real property in the mid-1950's and particularly acquired the northerly-most parcels to assure that ultimately an orderly commercial development could be accomplished with adequate parking and other accoutrements required by good land use planning.

The proposed zoning reclassification would result in a discriminatory and unlawful "spot zoning." Spot zoning would occur here because my client's small parcels would be restricted and given less rights than the surrounding property, thereby creating an "island" in the middle of the larger corridor

devoted to commercial use.

Since my client's property is valueless for residential use and commercial use of the property would not at all adversely affect any adjacent residential property, the rezoning classification should not be entertained by the City of Sacramento. To reclassify the zoning would be to needlessly injure my client without any compensating benefit to the public. We would urge you, therefore, not to unfairly discriminate against my client by entertaining the proposed rezoning. The City of Sacramento simply cannot create a business district as it has done and now, entirely within that business district create an "island" restricted to residential purposes. There is absolutely no rational reason for such a reclassification.

Also, your ordinance must not arbitrarily impose greater restrictions on certain classifications or uses of property than upon others similarly situated. The proposed reclassification would do exactly that in the case of my client's real property. In this regard, my client's real property stands in precisely the same relationship as the surrounding properties which would receive preferential treatment under the proposed reclassification, i. e., those other commercially zoned real properties which are not proposed for change. Moreover,

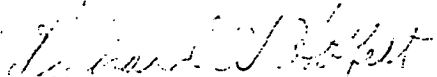
City Planning Commission  
February 15, 1984  
Page Four

my client submits that the reclassification is arbitrary and not based upon any distinction, natural, intrinsic or constitutional, which suggests a reason for, and justifies, the particular classification proposed.

Arika Komoorian, therefore, respectfully requests that the proposed zoning reclassification not be entertained and further requests that, if the City of Sacramento does intend to cause the rezoning, that the hearing scheduled for February 16, 1984, before the City Planning Commission be continued to permit Ms. Komoorian to explore the problems raised and attempt to work out a solution with Planning Staff. In support of this request, Ms. Komoorian received notice of the February 16 hearing by letter, postmarked February 6, 1984, and has, therefore, had no adequate or reasonable time to attempt to resolve the problems which are raised by instant proposal.

I further request written notice of any and all hearings set in connection with this matter, as well as written notice of any and all action taken.

Respectfully submitted,



RICHARD H. HOFFELT, INC.

RHH/pr

cc: Arika Komoorian

Dennis and Arlene Chinn  
812 Roundtree Court  
Sacramento, CA 95831  
(916) 393-3177

February 16, 1984

Hand Delivered

City Planning Commission  
City of Sacramento  
927 Tenth Street  
Sacramento, CA 95814

Re: Airport Meadowview. EIR,  
Community Plan Draft, and  
Rezoning...  
as applied to lots bordered  
by Florin Road, Sam Avenue,  
27th Street & Carnation.

Dear Commissioners,

The above referenced parcel represents approximately half of the land under mutual ownership. The other "half" is the contiguous block to the immediate north (see enclosed map). We mention this so that you are aware that the Proposed Rezoning addresses only the southern portion of the larger parcel and ignores the northern side. We shall also discuss only the south "half" of the property

This letter will present our views on the Airport Meadowview Community Plan Draft, the Draft Environmental Impact Report, and the Rezoning as best as possibly, however, it will be incomplete due to the time constraint imposed by the short notice given us. From notice to this hearing only ten days passed. Prior to this time, not one notice was given that the Draft, et al were even contemplated...even though the Draft was published over 7 months ago in August of 1983. One can only guess as to how long it was in the writing. It is unfortunate that the property owners who's interest will be most affected were not notified of the proposed plans until the very last minute (i.e.) ten days ago.

We presume that the Zoning Change Map that was mailed to us on February 7, 1984 was based on the Community Plan Draft and the Draft Environmental Impact Report of October 1983. The Zone Change Map proposes that the land under our ownership be changed from C-2R & R-1 to R2A. We do not agree with that proposal. Our suggestion is that the C-2R & R-1 zoning be changed to all C-2 in accordance with the 1965 General Plan which heretofore has been followed for properties along Florin Road. Properties on all

sides of the subject land (excepting the north side, which we own) is zoned and DEVELOPED for C-2 usage already.

It appears that the reasoning behind the proposed downzoning from C-2R to R2A is because of a perceived excess of commercially zoned vacant land in the area. How valid can such an argument be? Just a few months back 42 acres of agriculturally zoned land located in the proposed Delta Shores Project was approved for rezoning to C-2. Delta Shores as you may know is less than one mile from our property...a two to three minute drive. Our land area presently zoned C-2R comprises 1 1/4 acres surrounded by existing commercial developments. Delta Shores is presently vacant land out in the boonies. Over 23,000 cars a day, each containing at least one potential customer, pass along Florin Road in front of our lot. Delta Shore has no streets yet.

To get an idea of how much commercial area 42 acres of C-2 is one needs to look at Appendix B, Pg. A-3 in the Draft Community Plan (Green covered). 42 acres of C-2 will support a REGIONAL SHOPPING CENTER. Sunrise Mall, Florin Mall, and Alta Arden Mall are examples of regional shopping centers. Surely the outlook for commercial space must be very good for Delta Shores to obtain that much agricultural land rezoned to C-2!

The existing commercial vacancy rate in the Florin Road / 24th Street area we are told by the Draft Plan is 5%. This is a low rate as compared to the 25.6% vacancy rate for office space in the Highway 50 corridor. (Vacancy rates were supplied by Planning Department reports).

The outlook is very good for commercial property, the Planning Department estimates that the number of dwelling unit along with the number of people in the area will grow 50% within ten to fifteen years. Only 1.8% of the total land area is presently devoted to commercial use; if all homes are completed as zoned there would be a shortage of commercial property along Florin. The number of vacant lots in the Florin Road Commercial Strip are down to a mere handful as contrasted to the acres and acres of vacant land in that same strip just a few years back. Any person who has driven Florin Road during different periods over the last 5 to 10 years can attest to that rapid commercial development. Even today, homeowners in the area, during community workshops, have stated that they feel the Meadowview area has "inadequate commercial facilities".

All of the 4 1/2 to 5 miles of Commercial frontage along Florin Road from I-5 to Stockton Boulevard is now filled with businesses of all types. The last remaining area with any decent sized C-2 lots are the handful remaining near 24th and Florin Road. The Planning Draft proposes to eliminate and downzone those very same lots just as they are about to come to commercial fruition. Preposterous. If that is allowed to occur Delta Shore will have nearly a monopoly on new commercial construction. The new kid on the block will take home all the marbles. The old kids will be allowed to build offices and apartments. Too bad

there is no foreseeable demand for vacant residential and office land for at least the next decade. With vacancy rates for offices soaring and approaching the 25% mark in some areas it will take a rich speculator indeed to build many offices at 24th and Florin. Vacant residentially zoned land abounds in this area. Even the 50% population growth expected will not eliminate all the land presently vacant and already zoned for residential use.

The Community Plan Draft proposes to make our present viable commercial land into lots that will accommodate essentially duplex density type residences. This residential use is proposed despite the fact that the Environmental Impact Report states that Florin Road is one of the noisiest streets in the area. They estimate that the EXISTING DECIBEL LEVEL of Florin Road in front of our lot to be 70 Ldn @ 100 feet from the source. 70 Ldn is the approximate sound level one hears 100' away from FREIGHT CARS, or closer to home, 3' away from a running GARBAGE DISPOSAL UNIT. It is certainly louder than a VACUUM CLEANER if you are standing 10' away. (Data from Pg. 5-4, EIR Draft).

The report also states, "During the nighttime, exterior background noises are generally lower than the daytime levels. However most household noise also decreases at night and exterior noises become very noticeable. Further most people are sleeping at night and are very sensitive to noise intrusion." It further states that "Residential use (in areas with a 70 Ldn) SHOULD BE DISCOURAGED. AND IF PERMITTED, NOISE REDUCTION MEASURES MUST BE TAKEN."

How does the Community Plan Draft react to the EIR noise study? By merely saying at the beginning of the Draft that: "The plan is not a detailed, through discussion of every subject a community plan can address. For example, THERE IS NO DISCUSSION OF NOISE, flooding or agricultural preservation."

Why did they make the study to begin with if their only intent is to ignore adverse findings. I am sure the decibel sound study cost the taxpayers thousands of dollars to make...shouldn't it have been put to constructive use? In any event, the noise does not go away by just ignoring it.

Florin Road is not suitable for residential usage because of the deadening noise level and the present and future overabundance of vacant R zoning in the area. It also is unsuitable because the traffic speed and density of cars on the street would make it dangerous for children playing near or around their living quarters. Florin Road does not make a good front yard. Nor does it make a pleasing restful site for living.

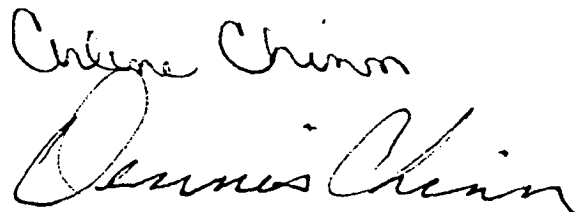
Zoning should serve the health and welfare of the community. The proposed zone change would serve neither of those goals. The health of persons living in residential units facing Florin would be compromised by fast traffic, and the daily and nightly bombardment of noise and carbon monoxide from 23,000 passing cars



& trucks a day. The welfare of the community will not be enhanced since an R2 zoning would make it economically unfeasible to develop the land. It would merely lay fallow for years to come. The property tax base will suffer and the empty lot would be a detriment to the surrounding commercial uses.

We end by asking the Planning Commission to consider our comments and not allow the proposed discriminatory zoning to proceed further. As you may be aware, blueprints for the commercial development of this lot has already been submitted to Mr. Art Gee. They were made in anticipation of development. The proposed zone change to R-2 would make these plans useless. An approval of our architectural plans will give Florin Road and the Meadowview area another commercial shot in the arm.

Yours truly,

The block contains two handwritten signatures in cursive. The top signature is 'Arlene Chinn' and the bottom signature is 'Dennis Chinn'. Both are written in dark ink.

Dennis and Arlene Chinn

P.S. Please note our new mailing address above.

Please send further notices to the new address. Thank you.

14 PHOENIX TERRACE, SAN FRANCISCO, CALIFORNIA 94133

CITY PLANNING DEPARTMENT

FEB 15 1984

RECEIVED

February 15, 1984

HAND DELIVERED

The Honorable City Planning  
Commission, City of Sacramento  
927 Tenth Street  
Sacramento, CA 95814

Re: Public Hearing on Airport  
Meadowview Community Plan  
(to be held February 16)

Gentlemen:

An attractive shopping complex has been planned for quite some time for two commercial frontage lots on the north side of Florin Road, between 27th Street and Carnation. Beside the plans I am submitting, the sewer and storm drains have been installed, and water main design have been completed, ready for taking bids.

On February 7, 1984, my clients Mr. Dennis Chinn and the other owners of the land were notified for the first time that a hearing would be held on February 16 on the Proposed Airport Meadowview Community Plan, which modifies the zoning of certain empty lots along the Florin Road Commercial Strip.

The owners of the land want me to present to your staff, the amount of planning and drawings completed to date for the intended project. Also to appear at the hearing to answer any questions you may have about the project aside from the drawings.

It would be a big disappointment to my clients if at this late date, they cannot proceed, after paying taxes on C-2 zoning for years. Up to this time we have worked and planned under the zoning rules and guidelines as set forth under the 1965 General Plan. I have a copy of that plan, and the zoning limits for C-2 zoning extends up to Sam Avenue from Florin Road.

For tax economy reasons, the rear two lots facing Sam Avenue were kept at R-1 zoning. They felt they could easily re-zone to C-2 up to Sam Avenue just as the adjoining properties have successfully done, from time to time. Our final plans may necessitate that C-2 zoning be extended to Sam Avenue as allowed under the 1965 General Plan.

Presently, it appears that the Proposed Airport Meadowview Community Plan intends to down-zone some C-2 lots facing Florin Road without regard to suitability. If the new zoning is not compatible and economically feasible for use or sale, the land could become useless, and could remain empty for years or even decades.

The development and growth of Florin Road has been quite successful, and within the next few years should fill all frontage land, if not disrupted by changes to the 1965 General Plan. (As in any business area, however, pace could be slowed by a poor economy.)

As stated in the August 1983 Airport Meadowview Community Plan Draft, at page 23, the entire Florin Commercial Strip has only a 6% vacancy rate, and the subject site area has a 5% vacancy rate. This is surprising low considering the fact that the economy is just coming out of the worse recession since that of the 1929 Great Depression. Lots on Florin Road that have not been built upon are getting fewer and fewer. One can now count the empty lots on one's fingers. The once prevalent land gaps are closing, and our new shopping complex will close another 470 foot gap, between 27th Street and Carnation.

The design of the new complex will be attractive and different, and will essentially serve small neighborhood businesses. It should be an asset to the immediate surroundings and will provide local job opportunities. It is my hope that the development of the lots will not be hurt or delayed by the Proposed Airport Meadowview Plan.

I will be happy to meet with your able staff to discuss scheduling of the project, if you would withhold any re-zoning of the four lots involved until all details are worked out to mutual agreement, and to the benefit of the community.

I shall be happy to appear at the February 16th Hearing and answer any questions you may have regarding the design of the project.

Because of the short notice given to some property owners, I cannot guess what their re-actions are to the intended changes, I do feel that in some cases, it would be hard to evaluate and make adjustments for any economic loss that may result.

We sincerely hope that we could proceed with our plans for the shopping complex as permitted under the 1965 General Plan. The Plan that has helped to develop Florin Road to the degree it has had to date.

Very truly yours,



Francis Lai Chinn, Architect  
Calif. Lic. C-380

Enclosures CITY PLANNING DEPARTMENT

FEB 15 1984

2

RECEIVED

February 16, 1984

The Honorable City Planning Commission  
City of Sacramento  
927 10th Street  
Sacramento, California

RE: Down-Zoning of C-2  
Lots along Florin

Dear Sir!

I was surprised and shocked to know by short notice that a recommendation is being made to down-zone all empty C-2 lots along Florin Road to multi-residential use, which is absolutely insane.

We own 2 lots between Carnation and 27th on Florin, and was told by my Project Architect that we cannot build the shopping complex if the down-zoning occurs.

There does not seem to be any good planning logic or fairness in this proposal. Florin Road between 24th St. and the W.P.R.R. tracks have been zoned commercial for years since 1965. It is filling up, and as it is about to be filled up, someone wants to change the zoning, at our expense!

I am definitely against the change, as I feel our property rights have been violated.

I am not in a position to judge the merits of the entire Airport Meadowview Community Plan, but if it is the objective to rob the property owners along Florin to favor the Meadowview area, justice is blind.

Finally, I want to ask all you gentlemen why is it necessary to disturb the Florin commercial strip just because you wish to develop area south of Florin. Their project must succeed by its own merits.

Khan Chinn  
840 Senior Way  
Sacramento, California 95831  
916 427-1711



2/16/84

William



I am opposed to the new

opening plan.

I have an interest in the

different position - but here, we

cutting, parcel # 641-014-03-00,  
(2537 was 000)

Many spent my life buying

and buying to own property so

I could live and be in place

or, you come along and try

to tell me what I can do

with it.

Should I sell, then you

can tell me what I can do

with it. Until that

time I feel I should

have the right to do  
whatever I want with it.  
I thought this was a free  
country!

Yours truly  
Mrs Amelia E. Flaall  
2032 Wak Ave  
San Antonio

CITY PLANNING DEPARTMENT

FEB 17 1984

RECEIVED

Agreement, City  
Feb 9, 1984

City Planning Commission

Attn: Kelly Moley a/c of the

in regards to zoning property  
on the Whittier Ave.

My sister and I own 4

acres on Whittier Ave. between 2nd

St. and Whittier Ave, which zone

about to zone from R1 to R2B

and R2A.

Our family has owned,

paid taxes on and owned this

land for over 50 years

We do not want this

property rezoned. The most

family housing around us

has not done anything for the

area.

Reopening would, not the year

longer market if we were to

sell this property. We have had

hard to keep this property and

would like to get the best deal

possible if we decided to sell,

without being restricted by zoning.  
As to rezoning the property  
along 24<sup>th</sup> St. and Florin Road,  
you still have parcels inter-  
mixed with different zoning.

There are properties on the  
South East and Southwest corner  
of 24<sup>th</sup> St and Florin Rd., which  
have been vacated because of  
the environment in this area.

Get the crime problem in  
this area solved, then maybe  
business will move back in  
and be able to survive.

Just jamming more people  
in an area will do the neighbor-  
hood no good.

Sincerely,

N. Pincione  
2455 Utah Ave  
Sacramento, Calif  
95822



**EXISTING ZONING**

**PROPOSED ZONING**

**SEE ATTACHED**

**AREA FOUR**

**EXISTING PLAN** LIGHT DENSITY RESID.  
**DESIGNATION:** MULTIPLE FAMILY RESID

**PROPOSED PLAN** VARIOUS RESIDENTIAL  
**DESIGNATION:** DENSITY DESIGNATIONS  
and INFILL AREA

**PROPERTY OWNER REQUESTS**

No opposition to the proposed  
designation was stated.

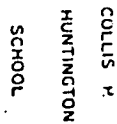
**PURPOSE OF CHANGE**

The Infill Incentive Program adopted by City Council on October 4, 1983 included a provision whereby "infill areas" could be designated as a part of the community plan update process. Areas with a concentration of vacant lots and with economic and site constraints are most appropriate for designation as infill areas. Within a designated Infill Area, lots meeting certain size standards (see attached Ordinance) are eligible for a density bonus of up to 25%, or flexible development standards, as outlined in the Infill Incentive Program.

**PLANNING COMMISSION  
ACTION**

Recommend designation as a  
Designated Infill Area.

**AREA**



# ORDINANCE NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

AN ORDINANCE AMENDING SECTION 9 OF THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF SACRAMENTO, ORDINANCE NO. 2550, FOURTH SERIES, AND ADDING SECTION 40.202(h) TO THE SUBDIVISION REGULATIONS OF THE CITY OF SACRAMENTO, CHAPTER 40 OF THE CITY CODE, RELATING TO INFILL DEVELOPMENT REGULATIONS (M83-010)

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

## Section 1

Section 9 of the Comprehensive Zoning Ordinance of the City of Sacramento, Ordinance No. 2550, Fourth Series, is amended to read as follows:

### SECTION 9: DEEP LOT AND INFILL DEVELOPMENT REGULATIONS

#### A. DEEP LOT REGULATIONS:

1. Purpose. Within the urbanized area of the City, there are a number of deep lots which only support one residential structure. In order to encourage the full development potential of these lots, the following regulations are adopted.
2. Deep Lot Defined. A Deep Lot is a single parcel in the R-1 or R-2 zone which is at least 160 feet deep and presently supports at least one dwelling unit. A Deep Lot may also be classified as an Infill Lot if it meets the Infill Site definition as set forth in Section 9-B-2.
3. Subdivision Preferred. Deep lot development is permitted only where further subdivision of the subject parcel is not possible due to special circumstances, which include physical site constraints. Where appropriate, the City may require an irrevocable offer of dedication for future streets as a condition of approval.
4. Development Regulations.
  - a. Lot Area R-1 Zone. There shall be a minimum of 5,200 square feet of lot area for each dwelling unit. A remaining fraction of 2,600 square feet or more shall permit one additional dwelling unit.

b. Lot Area R-2 Zone. There shall be a minimum of 5,200 square feet of lot area for the first two dwelling units. For each additional 5,200 square feet of lot area, one additional dwelling unit may be erected. A remaining fraction of 2,600 square feet or more shall permit one additional dwelling unit.

c. Lot Area Variation/Dwelling Unit Density. Notwithstanding the provisions of Section 9-A-5, a deep lot for which a reduction in the minimum lot area specified in Sections 9-A-4-a and 9-A-4-b is sought shall require a special permit issued by the Planning Commission. The Planning Commission shall have the authority to approve the special permit when such action is warranted by the shape, size and location of the parcel; or the location of the buildings proposed or existing on the property at the time of the application; provided that the density shall not materially and adversely affect the public welfare or be injurious to property and improvements in the neighborhood.

A deep lot which also meets the definition of an infill site shall be governed by the provisions of subsection B of this Section 9.

d. Driveways and Parking Areas. All access driveways and parking areas shall be constructed and available for use prior to occupancy of any dwelling unit within the development. All access driveways and parking areas shall be storm drained in accordance with the requirements of the City Engineer. All private access driveways and parking areas shall be constructed of a minimum of three inches of portland cement paving or shall be surfaced with hard durable plant mix asphaltic paving at least two inches thick after compaction, over four inches of aggregate base rock. If asphaltic surfacing is used, there shall be a header curbing of concrete at least six inches in width or a three foot wide raised concrete sidewalk. All materials shall comply with standard specifications adopted by the City of Sacramento. The following shall be the minimum widths of private access driveways:

- (1) Serving one to three dwelling units - 10 feet.
- (2) Serving four to seven dwelling units - 15 feet.
- (3) Serving eight or more dwelling units - 20 feet.

e. Sewer and Water Installation. Installation of sewer and water service to and on the property must meet special requirements established for this particular type of development by the City Plumbing and City Sewer and Water Divisions.

f. Size and Type of Dwelling Unit. Unless otherwise approved by the Planning Director or Planning Commission, all dwelling units shall consist of either detached single family dwellings or duplex units, or both. A review of preliminary plans by the Planning Department shall be made to determine the appropriate combination or types of units. No dwelling unit to be erected under the terms of this permit shall contain less than seven hundred (700) square feet of



gross floor area. Notwithstanding the preceding, the Planning Director or Planning Commission may waive the minimum seven hundred (700) square feet per dwelling unit requirement upon a determination that adequate living space will be provided for the proposed occupancy.

g. Must Remain One Parcel. The property on which the development is constructed shall remain as one unsubdivided parcel.

5. Planning Director's Permit Required. All Deep Lot developments shall be required to obtain a Planning Director's Permit. Within one year from issuance of the Planning Director's Permit, a building permit must be obtained and construction commenced for the additional dwelling unit(s). If a building permit is not obtained or construction started within said one-year period, the Planning Director's Permit shall be null and void. No renewal of such permit may be granted. A new application must be submitted. A Planning Director's Permit granted for a Deep Lot development is not transferable and shall be null and void if, prior to construction of the project, there is a change in ownership of the land for which said permit has been issued.

B. INFILL SITE REGULATIONS:

1. Purpose. The Infill Site regulations are intended to encourage the development of Infill Sites which would normally not occur due to economic or physical site constraints by offering owners of such property more flexible alternative regulations to be applied at their option.
2. Infill Site Defined. An Infill Site is a residentially zoned vacant lot which meets all of the following criteria:
  - a. The lot is surrounded on at least three sides by development consistent with that planned for the surrounding property according to the applicable Community Plan or is contained within an infill area designated for infill development in the General Plan or applicable Community Plan. An infill area is an area which is surrounded on at least three sides by development consistent with that planned for the surrounding property according to the applicable Community Plan and for which development would not normally occur because of economic or physical site constraints.
  - b. The lot meets the size standards set forth in subparagraph (1) below or the Planning Commission has determined pursuant to subparagraph (2) below that the size standards may be exceeded:
    - (1) For lots zoned R-1 and R-2 the lot shall be no more than five (5) acres. For lots zoned R-1A through R-5 (except for R-2) the lot shall be no more than two (2) acres.
    - (2) The Planning Commission may grant a special permit pursuant to Section 15 of this Ordinance to exceed the size standards in subparagraph (1) above.

c. The lot has City sewer, water and drainage services or is within a proposed or existing assesment district for such services. Such services must be capable of serving the proposed development.

3. Infill Site Regulations. Except as specifically provided below, development of designated Infill Sites must comply with all regulations within this Ordinance.

a. Density Bonus. Notwithstanding the minimum lot area per dwelling unit provisions of Section 3-B and 3-C of this Ordinance, the Planning Commission may allow up to a maximum 25% density increase above that which is currently allowed under Section 3 of this Ordinance for any residential development, subject to issuance of a special permit.

b. Minimum Yard Requirements. The Planning Commission may increase or decrease minimum yard requirements set forth in Sections 3-B and 3-C of this Ordinance, subject to issuance of a special permit.

## Section 2

Section 40.202(h) is hereby added to the Subdivision Regulations, Chapter 40 of the City Code of the City of Sacramento, to read as follows:

(h) To review and make recommendations for reasonable modifications or waivers of the requirements of these regulations as they apply to the development of designated infill sites.

PASSED FOR PUBLICATION:

DATE ENACTED:

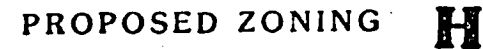
DATE EFFECTIVE:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

## EXISTING ZONING



EXISTING PLAN  
DESIGNATION: LIGHT DENSITY RESID.

PROPOSED PLAN  
DESIGNATION: RESIDENTIAL 4-8

### PROPERTY OWNER REQUESTS

No opposition to the proposed H zoning was stated.

### PURPOSE OF CHANGE

Place this major medical care facility in the proper zone so that it is no longer in nonconforming use status.

**APNs:** 047- 014-09

## PLANNING COMMISSION ACTION

Recommend rezoning from R-1  
to H.





AREA 7 PROPOSED REZONING HAS BEEN  
WITHDRAWN BY STAFF AND COMMISSION

A hand-drawn map of a city block, likely in Chicago, showing various lots and buildings. The map is oriented with North at the top. The streets shown are W. 1st St. (top), W. 2nd St. (middle), W. 3rd St. (bottom), and W. 4th St. (right). The lots are labeled with their addresses and names. The lots are arranged in a grid pattern. The lots are labeled as follows:

- Top row (W. 1st St.):
  - Lot 1: 1000, Car Wash, Restaurant
  - Lot 2: 1001, Car Wash, Restaurant
  - Lot 3: 1002, Car Wash, Restaurant
  - Lot 4: 1003, Car Wash, Restaurant
  - Lot 5: 1004, Car Wash, Restaurant
  - Lot 6: 1005, Car Wash, Restaurant
  - Lot 7: 1006, Car Wash, Restaurant
  - Lot 8: 1007, Car Wash, Restaurant
  - Lot 9: 1008, Car Wash, Restaurant
  - Lot 10: 1009, Car Wash, Restaurant
  - Lot 11: 1010, Car Wash, Restaurant
  - Lot 12: 1011, Car Wash, Restaurant
  - Lot 13: 1012, Car Wash, Restaurant
  - Lot 14: 1013, Car Wash, Restaurant
  - Lot 15: 1014, Car Wash, Restaurant
  - Lot 16: 1015, Car Wash, Restaurant
  - Lot 17: 1016, Car Wash, Restaurant
  - Lot 18: 1017, Car Wash, Restaurant
  - Lot 19: 1018, Car Wash, Restaurant
  - Lot 20: 1019, Car Wash, Restaurant
  - Lot 21: 1020, Car Wash, Restaurant
  - Lot 22: 1021, Car Wash, Restaurant
  - Lot 23: 1022, Car Wash, Restaurant
  - Lot 24: 1023, Car Wash, Restaurant
  - Lot 25: 1024, Car Wash, Restaurant
  - Lot 26: 1025, Car Wash, Restaurant
  - Lot 27: 1026, Car Wash, Restaurant
  - Lot 28: 1027, Car Wash, Restaurant
  - Lot 29: 1028, Car Wash, Restaurant
  - Lot 30: 1029, Car Wash, Restaurant
  - Lot 31: 1030, Car Wash, Restaurant
  - Lot 32: 1031, Car Wash, Restaurant
  - Lot 33: 1032, Car Wash, Restaurant
  - Lot 34: 1033, Car Wash, Restaurant
  - Lot 35: 1034, Car Wash, Restaurant
  - Lot 36: 1035, Car Wash, Restaurant
  - Lot 37: 1036, Car Wash, Restaurant
  - Lot 38: 1037, Car Wash, Restaurant
  - Lot 39: 1038, Car Wash, Restaurant
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  - Lot 41: 1040, Car Wash, Restaurant
  - Lot 42: 1041, Car Wash, Restaurant
  - Lot 43: 1042, Car Wash, Restaurant
  - Lot 44: 1043, Car Wash, Restaurant
  - Lot 45: 1044, Car Wash, Restaurant
  - Lot 46: 1045, Car Wash, Restaurant
  - Lot 47: 1046, Car Wash, Restaurant
  - Lot 48: 1047, Car Wash, Restaurant
  - Lot 49: 1048, Car Wash, Restaurant
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  - Lot 100: 1099, Car Wash, Restaurant
  - Lot 101: 1100, Car Wash, Restaurant
  - Lot 102: 1101, Car Wash, Restaurant
  - Lot 103: 1102, Car Wash, Restaurant
  - Lot 104: 1103, Car Wash, Restaurant
  - Lot 105: 1104, Car Wash, Restaurant
  - Lot 106: 1105, Car Wash, Restaurant
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  - Lot 109: 1108, Car Wash, Restaurant
  - Lot 110: 1109, Car Wash, Restaurant
  - Lot 111: 1110, Car Wash, Restaurant
  - Lot 112: 1111, Car Wash, Restaurant
  - Lot 113: 1112, Car Wash, Restaurant
  - Lot 114: 1113, Car Wash, Restaurant
  - Lot 115: 1114, Car Wash, Restaurant
  - Lot 116: 1115, Car Wash, Restaurant
  - Lot 117: 1116, Car Wash, Restaurant
  - Lot 118: 1117, Car Wash, Restaurant
  - Lot 119: 1118, Car Wash, Restaurant
  - Lot 120: 1119, Car Wash, Restaurant
  - Lot 121: 1120, Car Wash, Restaurant
  - Lot 122: 1121, Car Wash, Restaurant
  - Lot 123: 1122, Car Wash, Restaurant
  - Lot 124: 1123, Car Wash, Restaurant
  - Lot 125: 1124, Car Wash, Restaurant
  - Lot 126: 1125, Car Wash, Restaurant
  - Lot 127: 1126, Car Wash, Restaurant
  - Lot 128: 1127, Car Wash, Restaurant
  - Lot 129: 1128, Car Wash, Restaurant
  - Lot 130: 1129, Car Wash, Restaurant
  - Lot 131: 1130, Car Wash, Restaurant
  - Lot 132: 1131, Car Wash, Restaurant
  - Lot 133: 1132, Car Wash, Restaurant
  - Lot 134: 1133, Car Wash, Restaurant
  - Lot 135: 1134, Car Wash, Restaurant
  - Lot 136: 1135, Car Wash, Restaurant
  - Lot 137: 1136, Car Wash, Restaurant
  - Lot 138: 1137, Car Wash, Restaurant
  - Lot 139: 1138, Car Wash, Restaurant
  - Lot 140: 1139, Car Wash, Restaurant
  - Lot 141: 1140, Car Wash, Restaurant
  - Lot 142: 1141, Car Wash, Restaurant
  - Lot 143: 1142, Car Wash, Restaurant
  - Lot 144: 1143, Car Wash, Restaurant
  - Lot 145: 1144, Car Wash, Restaurant
  - Lot 146: 1145, Car Wash, Restaurant
  - Lot 147: 1146, Car Wash, Restaurant
  - Lot 148: 1147, Car Wash, Restaurant
  - Lot 149: 1148, Car Wash, Restaurant
  - Lot 150: 1149, Car Wash, Restaurant
  - Lot 151: 1150, Car Wash, Restaurant
  - Lot 152: 1151, Car Wash, Restaurant
  - Lot 153: 1152, Car Wash, Restaurant
  - Lot 154: 1153, Car Wash, Restaurant
  - Lot 155: 1154, Car Wash, Restaurant
  - Lot 156: 1155, Car Wash, Restaurant
  - Lot 157: 1156, Car Wash, Restaurant
  - Lot 158: 1157, Car Wash, Restaurant
  - Lot 159: 1158, Car Wash, Restaurant
  - Lot 160: 1159, Car Wash, Restaurant
  - Lot 161: 1160, Car Wash, Restaurant
  - Lot 162: 1161, Car Wash, Restaurant
  - Lot 163: 1162, Car Wash, Restaurant
  - Lot 164: 1163, Car Wash, Restaurant
  - Lot 165: 1164, Car Wash, Restaurant
  - Lot 166: 1165, Car Wash, Restaurant
  - Lot 167: 1166, Car Wash, Restaurant
  - Lot 168: 1167, Car Wash, Restaurant
  - Lot 169: 1168, Car Wash, Restaurant
  - Lot 170: 1169, Car Wash, Restaurant
  - Lot 171: 1170, Car Wash, Restaurant
  - Lot 172: 1171, Car Wash, Restaurant
  - Lot 173: 1172, Car Wash, Restaurant
  - Lot 174: 1173, Car Wash, Restaurant
  - Lot 175: 1174, Car Wash, Restaurant
  - Lot 176: 1175, Car Wash, Restaurant
  - Lot 177: 1176, Car Wash, Restaurant
  - Lot 178: 1177, Car Wash, Restaurant
  - Lot 179: 1178, Car Wash, Restaurant
  - Lot 180: 1179, Car Wash, Restaurant
  - Lot 181: 1180, Car Wash, Restaurant
  - Lot 182: 1181, Car Wash, Restaurant
  - Lot 183: 1182, Car Wash, Restaurant
  - Lot 184: 1183, Car Wash, Restaurant
  - Lot 185: 1

[illegible]

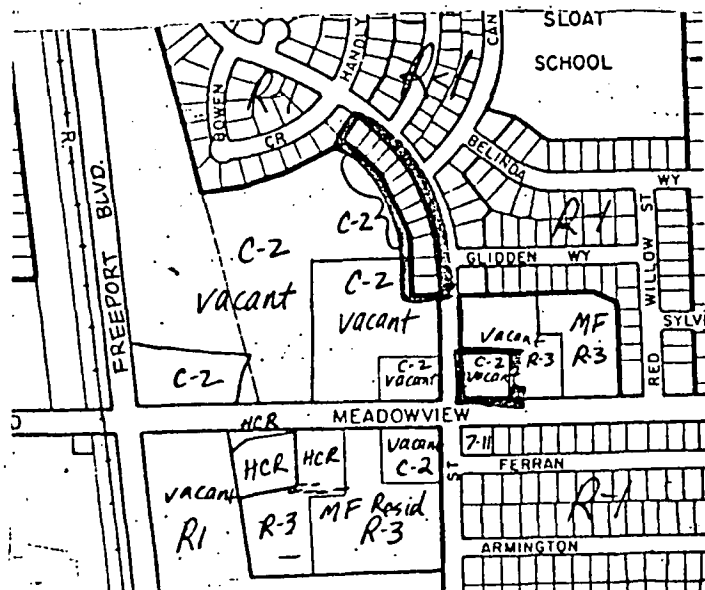
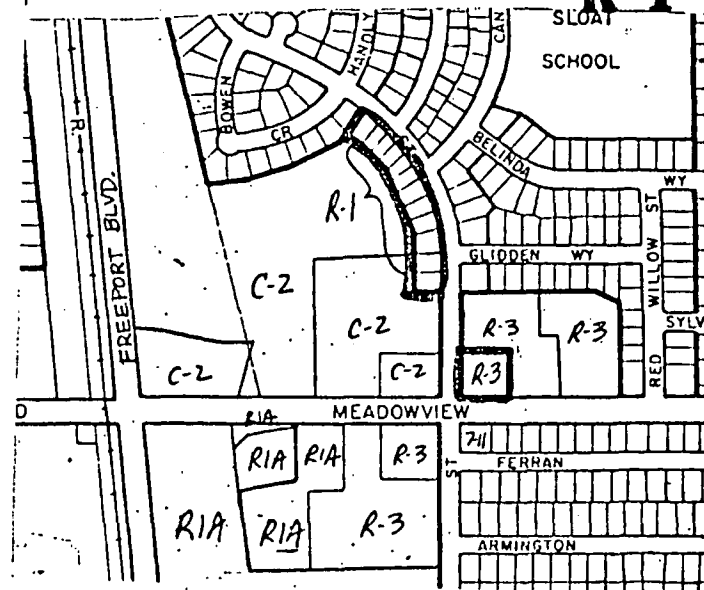
The property owner does not intend to file a final map, therefore no new assessor's parcel will be created. The owner intends to make use of the entire parcel.

The vacant C-2 parcel was split in August of 1982. (Tentative approval will expire in August of 1984.) The owners (U-Haul) intended to sell off the westerly lot. In order to reduce the amount of vacant commercial land in the community, and to provide an opportunity for some higher density residential development to expand the range of housing opportunities, the plan recommends designation of the newly created parcel at the west as Residential 11-29, with R2A zoning. The rezoning, however, cannot occur until a final map is recorded and an Assessor's Parcel Number assigned. A legal description of this parcel is attached.

**APNs:** 049-360-10: C-2 to R-2A

Due to the policy not to place two zoning classifications on one parcel, and in light of the owner's intention to make use of the entire parcel, staff withdrew the proposed rezoning.

Planning Commission also recommended deletion of this parcel from the proposed rezonings.

**C-2****EXISTING ZONING****PROPOSED ZONING****R-1 / R-3****AREA EIGHT**

**EXISTING PLAN DESIGNATION:** SHOPPING-COMMERCIAL

**PROPOSED PLAN DESIGNATION:** RESIDENTIAL 7-15  
RESIDENTIAL 11-29

**PROPERTY OWNER REQUESTS**

The property owner of parcels 048-172-01 through -12 requests retention of C-2 zoning or adding an R-review requirement to the existing C-2 zoning so that review of buffering aspects could occur with evaluation of a development application.

**PURPOSE OF CHANGE**

- Reduce vacant commercial acreage in community
- Discourage pattern of small commercial lots
- Buffer the existing residential area from the impacts of commercial development (lights, signs, traffic, noise, hours of operation)

**APNs:** 048-172-01 thru -12: C-2 to R-1  
048-250-06: C-2 to R-3

**PLANNING COMMISSION ACTION**

Recommend designation of APNs 048-172-01 through -12 for "Residential 7-15" and rezoning of these parcels from C-2 to R-1.

Recommend rezoning parcel number 048-250-06 from C-2 to R-3.

April 10, 1984

SUBJECT: AREA 8

ISSUE:

The property owner of parcels 048-172-01 through -12 requested retention of C-2 zoning for the 12 lots. The owner's representative indicated that there would be no objection to an R-site plan review requirement.

BACKGROUND

These lots are typical 60 $\pm$  by 110 $\pm$  foot single-family parcels. The parcels are separated from the predominately single-family residential area to the east by Amherst Street, which is a local collector street. After considering the activities (uses, hours of operation, lighting, signage, noise, pedestrian and auto traffic) generally associated with commercial uses, low density residential development is the most compatible use of these lots.

The Planning Commission concurred with the staff evaluation that the existing pattern of small commercial lots (which is actually a single-family residential configuration) is inappropriate, and that commercial development of any or all of these lots would be inappropriate, in view of the existing low-density residential character of the area.

The Planning Commission directed staff to evaluate the feasibility of a slightly higher residential density. The area is currently designated by the Draft Plan for the 4-8 du/acre residential range. The area could be designated for the next-higher range of 7-15 du/acre and retain the R-1 zone, which is still a consistent zone, until the owner re-adjusts the lot configurations to accommodate a different housing type of higher density.

If and when the property owner wishes to develop a commercial use on these parcels (most likely in conjunction with the other adjacent C-2 lot in common ownership), a lot consolidation and rezoning could be applied for, and an adequate means of buffering for the residential area to the east would be developed at that time.

VOTE OF THE COMMISSION

The Commission voted 7 ayes, with 2 abstentions, to recommend the staff recommendation.

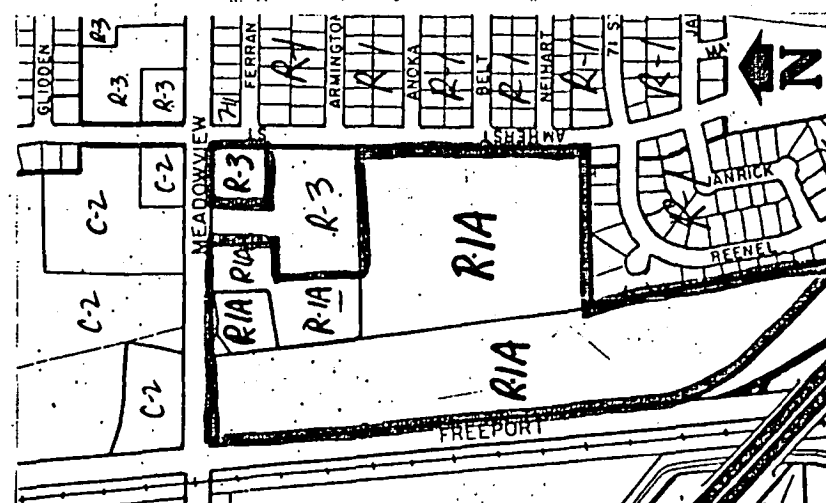
RECOMMENDATION

Staff recommends that the Council designate Assessor's Parcel Numbers 048-172-01 through -12 for "Residential 7-15", and rezone these parcels from C-2 to R-1.

## EXISTING ZONING C-2, HCR, R-3, R-1



## PROPOSED ZONING R-3, R-1A



### AREA NINE

EXISTING PLAN DESIGNATION: LIGHT DENSITY RESID  
MULTIPLE FAMILY RESID  
SHOPPING-COMMERCIAL

PROPOSED PLAN DESIGNATION: RESIDENTIAL 7-15  
RESIDENTIAL 11-29

### PROPERTY OWNER REQUESTS

Mr. Crabtree, the owner of parcels 47, 64, 66 and 68, requested retention of current HCR zoning and rezoning from R-1 to R-2B, rather than R-1A.

Mr. Saathoff, of Fortunes Limited, requested retention of C-2 zoning rather than the proposed R-3 zone.

### PURPOSE OF CHANGE

- Reduce vacant commercial acreage in community
- Encourage slightly higher residential densities
- Make parcels have one zone rather than split zoning
- Rezone vacant residential parcels greater than 5 acres in size from R-1 to R-1A (or apply R-review suffix) so that the City can obtain review authority and attempt to encourage higher quality new residential development in the community.

### APNs:

052-010-38:	C-2 to R-3
052-010-47, 67, 68:	HCR TO R-1A
052-010-65:	HCR/R-3 to R-1A
052-010-64, 66:	R-1 to R-1A

### PLANNING COMMISSION ACTION

Recommend rezonings as detailed at left for the identified Assessor's Parcel Numbers.

April 10, 1984

SUBJECT: AREA 9

### ISSUE

The owner of four parcels (052-010-47,64,66,68) requests that parcels 47 and 68 retain HCR zoning and that parcels 64 and 66 be rezoned from R-1 to R-2B, rather than to the recommended R-1A. The owner of parcel 052-101-38 desires retention of C-2 zoning rather than the recommended R-3 zoning. The Commission directed staff to provide information on HC zoning in the area, and allowable densities under the R-1A, R-2A, R-2B and R-3 zones; and to make a staff recommendation on the most appropriate, feasible land use for the site.

### ANALYSIS

Parcels 47 and 68, currently zoned HCR, total about 1 acre, with approximately 225 feet of frontage along Meadowview Road. Parcels 64 and 66, currently zoned R-1, total 22.48 acres, with approximately 160 feet of frontage along Meadowview, and 807 feet of frontage along Amherst Street to the east. Freeport Boulevard is a State Highway and permission to develop access would be extremely difficult to obtain.

Directly to the west of this area, south of Meadowview/Pocket Road and to the west of the S.P.R.R. tracks, 33 acres of land is zoned HC. Recently, one project consisting of a one-acre gas station site has been proposed within this area. Approximately 12 acres of C-2 land exist directly north of the proposed rezoning, at the northwest corner of Meadowview Road and Freeport Boulevard.

Maximum allowable residential densities are as follows:

R-1	8 du/acre
R-1A	15.0 du/acre
R-2A	17.4 du/acre
R-2B	21.8 du/acre
R-3	29.0 du/acre

Due to substantial citizen concerns about higher density/apartment development in this area, and the lower density nature of the adjacent residential neighborhoods, staff feels that the R-1A zone is most appropriate. Housing developed in this zone is primarily owner-occupied, and an allowable density of 15 units per acre should allow a developer sufficient developable lots. However, if the Council wishes to apply a higher density, staff recommends the R-2A zone with an R-review applied, so that the City can review future development of these vacant residential parcels.

Due to the existing 7-11 store in the neighborhood, the existing vacant commercial land in the vicinity, and the commercial revitalization policies of the Community Plan, staff feels that parcel 052-010-38 should be rezoned from C-2 to R-3.

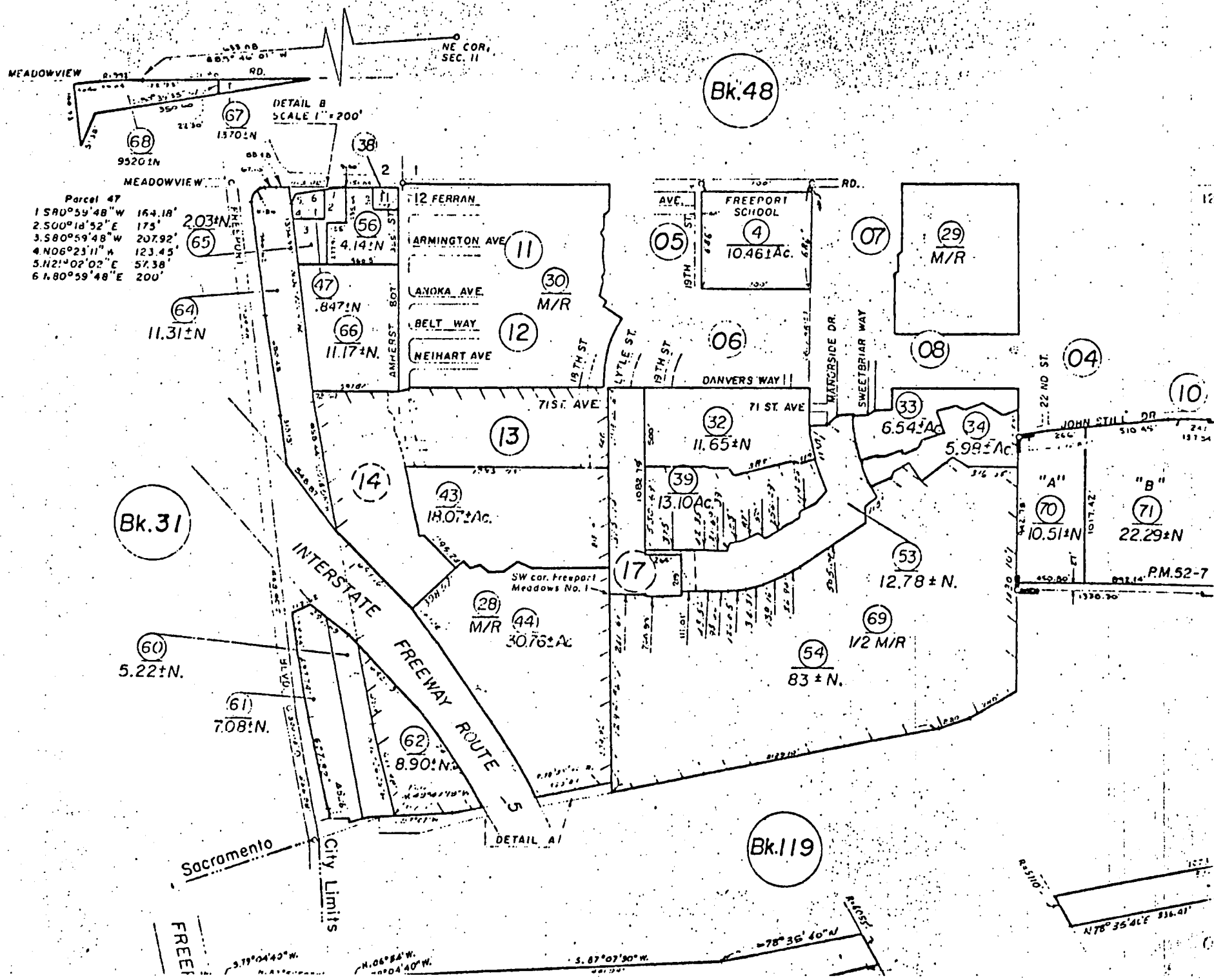
### VOTE OF THE COMMISSION

The Commission voted 7 ayes, with 2 abstentions, to recommend the staff recommendation, with the parcels identified to be rezoned from C-2, HCR and R-1 to R-1A and R-3.

### RECOMMENDATION

Staff recommends that the Council adopt the rezonings as detailed in the attached Area 9 Zone Change staff report.

M.





FORTUNES LIMITED  
6322 Mission Gorge Road  
San Diego, CA 92120  
(619) 283-7255

March 23, 1984

Sacramento City Planning Division  
927 Tenth Street, 3rd Floor  
Sacramento, CA 95814

Re: 1983 Airport Meadowview  
Community Plan


Dear City Planners:

We own parcel # 052-010-38 which is the Southwest corner of Meadowview Avenue and Amherst Street. We object to the change in zoning of our parcel to R-3 when there is no buyer or developer ready to build on it. We are now negotiating a sale that would result in building a convenience type store with other small retail spaces. This cannot be done if the zoning is changed.

We propose that the zone change remain "as is", until someone is ready to build on this lot. We are willing to change to zoning R-3 if there is someone ready to buy and build out the parcel. It doesn't make any sense to us to change the zoning just for the sake of a zone change. Let's get a developer to build-out the property, and then change the zoning.

Awaiting your reply.

Very truly yours,

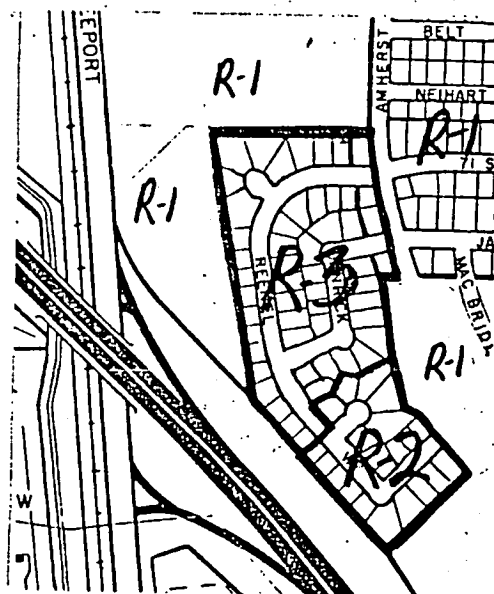
  
M. A. Saathoff,  
General Partner  
FORTUNES LIMITED

MAS:sk

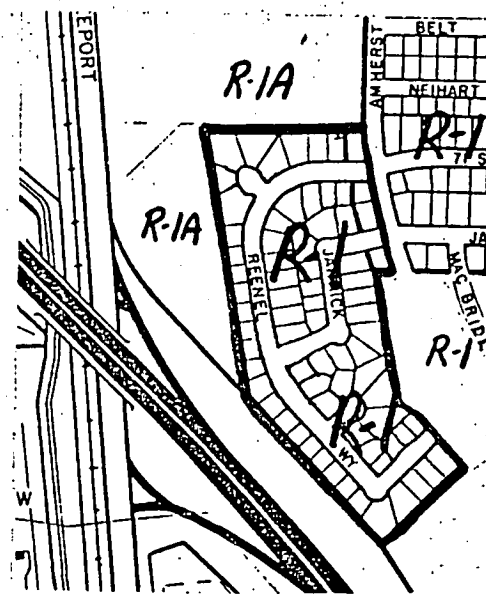
MAR 28 1984

RECEIVED

## R-3 / R-2 EXISTING ZONING



## PROPOSED ZONING R-1



### AREA TEN

EXISTING PLAN DESIGNATION: MULTIPLE FAMILY RESID.  
LIGHT DENSITY RESID.

PROPOSED PLAN DESIGNATION: RESIDENTIAL 4-8

### PROPERTY OWNER REQUESTS

No opposition to the proposed rezonings was stated.

### PURPOSE OF CHANGE

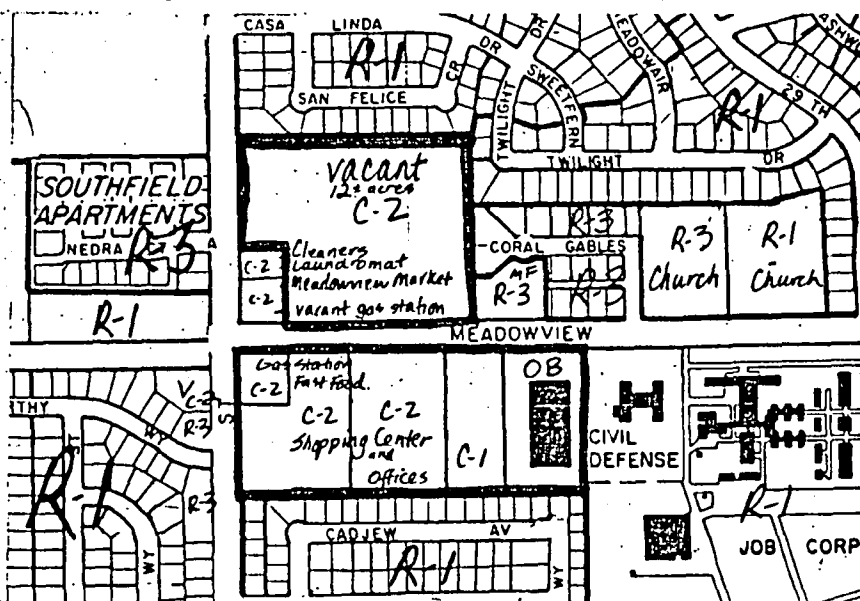
Rezone so that the zoning is consistent with the pattern of existing development.

APNs: 052-141-01 thru -21: R-3 to R-1  
052-141-22 thru -31: R-2 to R-1  
052-142-01 thru -18: R-3 to R-1  
052-143-01 thru -10: R-2 to R-1  
052-143-11 thru -20: R-3 to R-1

### PLANNING COMMISSION ACTION

Recommend rezoning of the parcels identified at left from R-2 and R-3 to R-1.

## C-2, C-1, OB EXISTING ZONING



### AREA ELEVEN

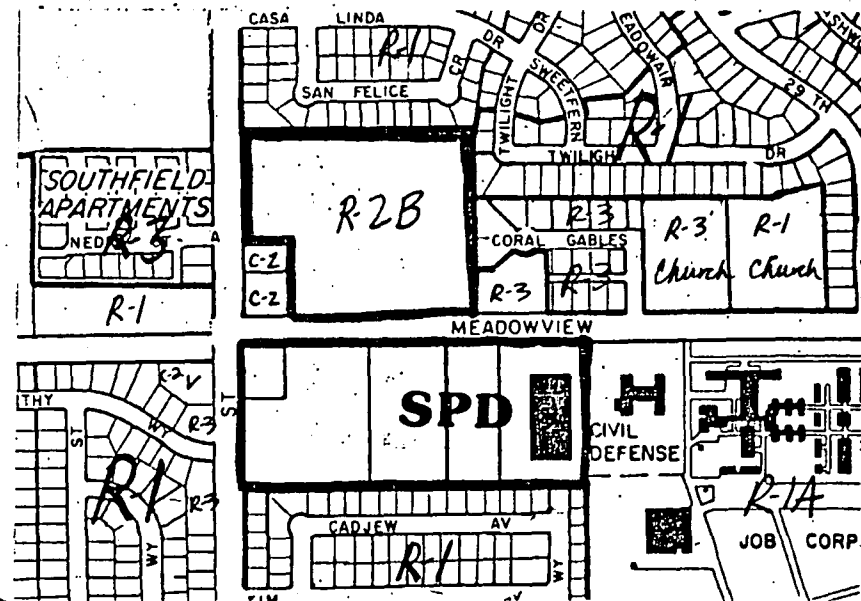
EXISTING PLAN  
DESIGNATION: SHOPPING-COMMERCIAL

PROPOSED PLAN  
DESIGNATION: SPECIAL PLANNING DIST  
RESIDENTIAL 11-21

#### PROPERTY OWNER REQUESTS

No opposition to the proposed SPD designation or to the proposed R-2B zoning was stated.

## SPD Zone PROPOSED ZONING R-2B



### PURPOSE OF CHANGE

- Reduce vacant commercial acreage in community.
- Provide opportunity for some higher residential density developments in order to expand the range of housing opportunities in the Airport Meadowview community and encourage more efficient land use.
- Designate Special Planning District (SPD) and apply an implementing Special Planning District (SPD) zone in areas needing revitalization, where existing zoning categories would not adequately regulate the types and standards of development (see p.37 rec.#4d of the Plan).

#### APNs:

049-050-11: C-2 to R2B      053-010-27: OB to SPD  
053-010-26: C-1 to SPD      053-010-41,43,44: C-2 to SPD

\*\*\*Implementing SPD zone developed after SPD designation is adopted.

### PLANNING COMMISSION ACTION

Recommend designation of the parcels outlined above and identified at left as a Special Planning District (SPD).

Recommend rezoning parcel number 049-050-11 from C-2 to R-2B.

A specially-tailored SPD zone is to be developed as an implementation measure after Community Plan adoption.

## EXISTING ZONING

## PROPOSED ZONING

SEE ATTACHED

### AREA TWELVE

EXISTING PLAN DESIGNATION: SHOPPING-COMMERCIAL

PROPOSED PLAN DESIGNATION: SPECIAL PLANNING DISTRICT OFFICE RESIDENTIAL 11-21

#### PROPERTY OWNER REQUESTS

The representative for the County parcel wanted at first to retain C-2 zoning, but expressed no opposition to the proposed OB zoning.

Mr. Edwards expressed opposition to the proposed SPD designation and SPD zoning.

### PURPOSE OF CHANGE

- Provide areas within the community for office development.
- Provide an opportunity for some higher density residential.
- Designate Special Planning District (SPD) and apply an implementing Special Planning District (SPD) zone in areas needing revitalization, where existing zoning categories would not adequately regulate the types and standards of development (see p.37 rec.#4d of the Plan).

APNs: 047-013-07,10: C-2 to OB

047-013-11: C-2 to R-2B

035-334-02,18,24,25,29,30 (NW corner): C-2 to SPD/EA-4

047-012-10,12,14,17,20,23,24,25,27,28 (SW): C-2 to SPD/EA-4

047-013-04,05 (SE corner): C-2 to SPD (-04 also EA-4)

\*\*\*Implementing SPD zone developed after SPD designation is adopted.\*\*\*

### PLANNING COMMISSION ACTION

Recommend boundaries for SPD as depicted by Attachment A and including the Assessor's Parcel Numbers at left.

Recommend rezoning parcel 047-013-07 from C-2 to OB, parcel 047-013-10 from C-2 to OB, parcel 047 013-11 from C-2 to R-2B.

April 10, 1984

SUBJECT: AREA 12

### ISSUE

The parcels proposed for a zoning change within Area 12 (the area of Florin Road and 24th Street) are currently zoned C-2. The three corners of the intersection are the location of 3 shopping centers, and the two southernmost parcels are vacant. The three existing shopping centers contain many vacant and underutilized buildings (see the Commercial Vacancy Study attached to the Area 3 report) and are in need of revitalization measures.

Two measures designed to enhance the business situation in the community are a) rezoning excess, vacant commercial parcels to a zone (office and/or residential) which will increase the population base and buying power within the Airport Meadowview community, and b) establishment of Special Planning Districts. At the City Planning Commission hearing, some property owners were concerned about issues related to the recommended Special Planning District (SPD) zone. Most property owners who spoke desired the retention of C-2 zoning.

The original staff recommendation was to rezone the two southernmost parcels of Area 12 from C-2 to R-O (see Attachment B). Some commissioners had concerns about the R-O zone, apparently because it was originally developed for use in the Central City, and did not clearly indicate whether residential or office use was most-desired. The Commission directed staff to provide some additional information on the SPD zone, and to consider alternatives to the R-O zone.

The action taken by the Planning Commission is shown by Attachment A, and includes the designation of the SPD and rezonings from C-2 to OB and R-2B.

The discussion below reviews SPD zoning and discusses alternative zonings for the two vacant southernmost parcels in Area 12.

### BACKGROUND

#### SPD Zoning

Many possible variations exist for the structure, criteria, and procedural requirements of the proposed SPD zone. A copy of the County's "SPA Special Planning Area Land Use Zone" is attached as an informational item. A discussion about Special Planning District objectives is found on pages 26 through 29 of the Draft Plan. The "Commercial Zoning" report discusses symptoms and problems of declining commercial areas, and strategies to revitalize these areas. Designation of Special Planning Districts within the Airport Meadowview community will focus attention on these areas, provide flexibility of use, provide technical assistance with physical improvements, and may provide a basis for designation as an SHRA Commercial Revitalization Area, which would provide further professional assistance, funding, and eligibility for other assistance programs. (The Area 11 SPD has already been added to the SHRA commercial revitalization list, and has been funded for a market study in 1984.)

At this time, it is envisioned that planning staff, property owners, merchants, and other interested parties would all have input in developing the standards and procedural requirements of the SPD Zone. Allowing flexibility of use (for example, considering uses normally found in C-4 or even M-1 zones, rather than the C-2 zone) should be of benefit to the property owner/merchant. Physical upgrading of the areas will benefit the community as a whole. This can be achieved by requiring a development to come into conformance with the adopted standards of a specially-tailored SPD Zone. The issue of when Planning Commission and/or Design Review Board review will be required will need to be resolved when the zone is developed. At the very least, improvements should be triggered when a) increased intensity of use over C-2 levels is allowed; or b) a development or area receives some sort of economic subsidy, for example a low-interest loan or other governmental assistance.

### R-O Zoning

Although the Planning Commission is not recommending any R-O zoning for this area, the original staff report did recommend R-O zoning for the two southernmost parcels (see Attachment B).

If the Council desires to consider an alternative to the Planning Commission recommendation of R-2B and OB zoning, staff feels that R-O zoning would be appropriate. Staff feels that either residential or office, or a mixture of both, would augment the population base and help to support existing commercial development within the community. Providing a signal for flexibility, rather than a clear direction for just one land use category, is beneficial because it allows the landowner/developer more options and provides the community with supportive development, perhaps sooner than would occur if only one allowable use category were identified by the zone applied.

### VOTE OF THE COMMISSION

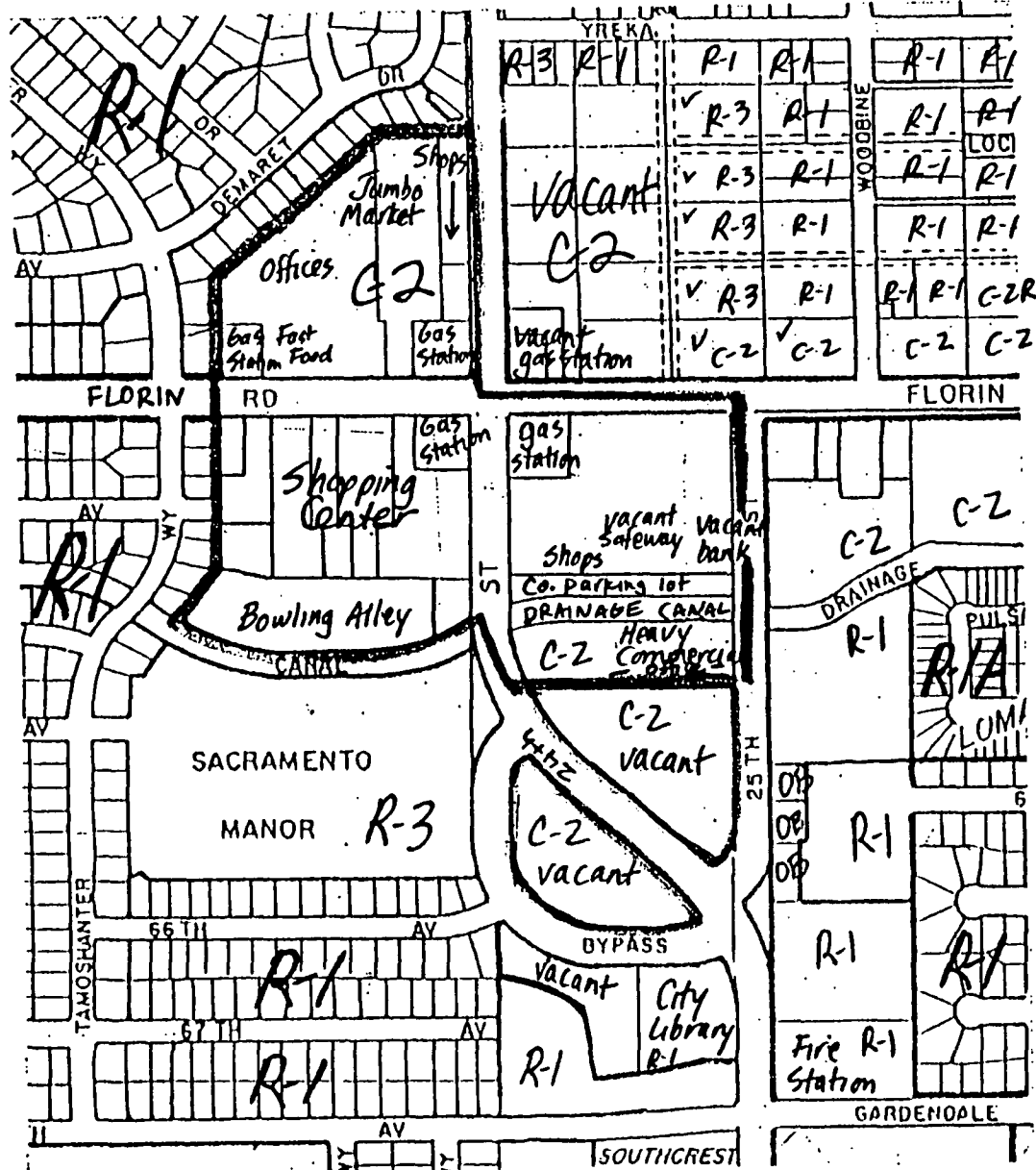
The Commission voted 7 ayes, with 2 abstentions, to recommend designation of a Special Planning District as depicted by Attachment A, and including the Assessor's Parcel Numbers identified on the Area 12 staff report sheet. Rezoning depicted by Attachment A were also recommended. The County-owned parcel (047-013-07), being used for a Multi-Service Center and Health and Welfare offices, would be rezoned from C-2 to OB, which is more consistent with the existing uses on the site. The southernmost vacant two parcels (047-013-10, 047-013-11) would be rezoned to OB (parcel #10) and to R-2B (parcel #11).

### RECOMMENDATION

Staff recommends designation of the Special Planning District as shown by Attachment A of the Area 12 staff report, and the rezonings as recommended by the Planning Commission, as detailed above.

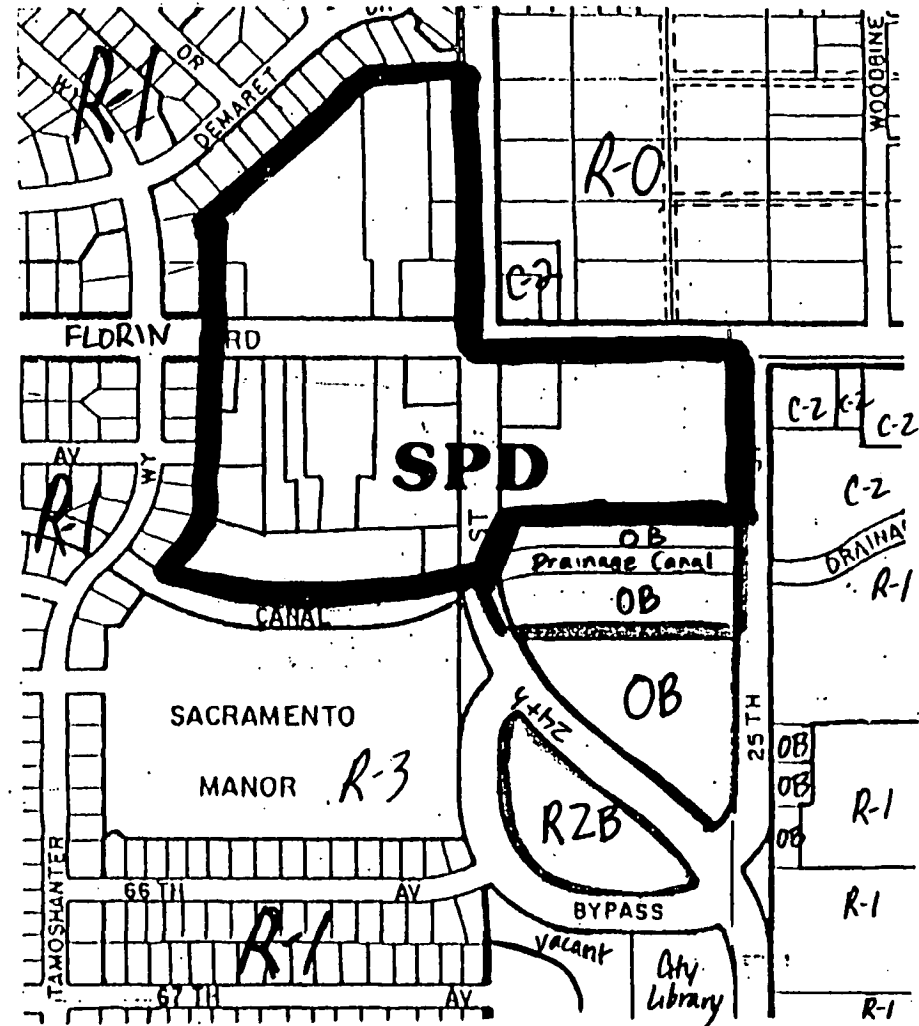
As an alternative to the Planning Commission recommended rezonings, staff recommends R-O zoning for the two parcels being recommended for OB and R-2B zoning.

# EXISTING ZONING



**C-2 EA-4**

# ATTACHMENT A PROPOSED ZONING



**OB  
R-2B EA-4  
SPD Zone**

**STAFF/PLANNING COMMISSION RECOMMENDATION**

2000

2000

2000

2000

2000

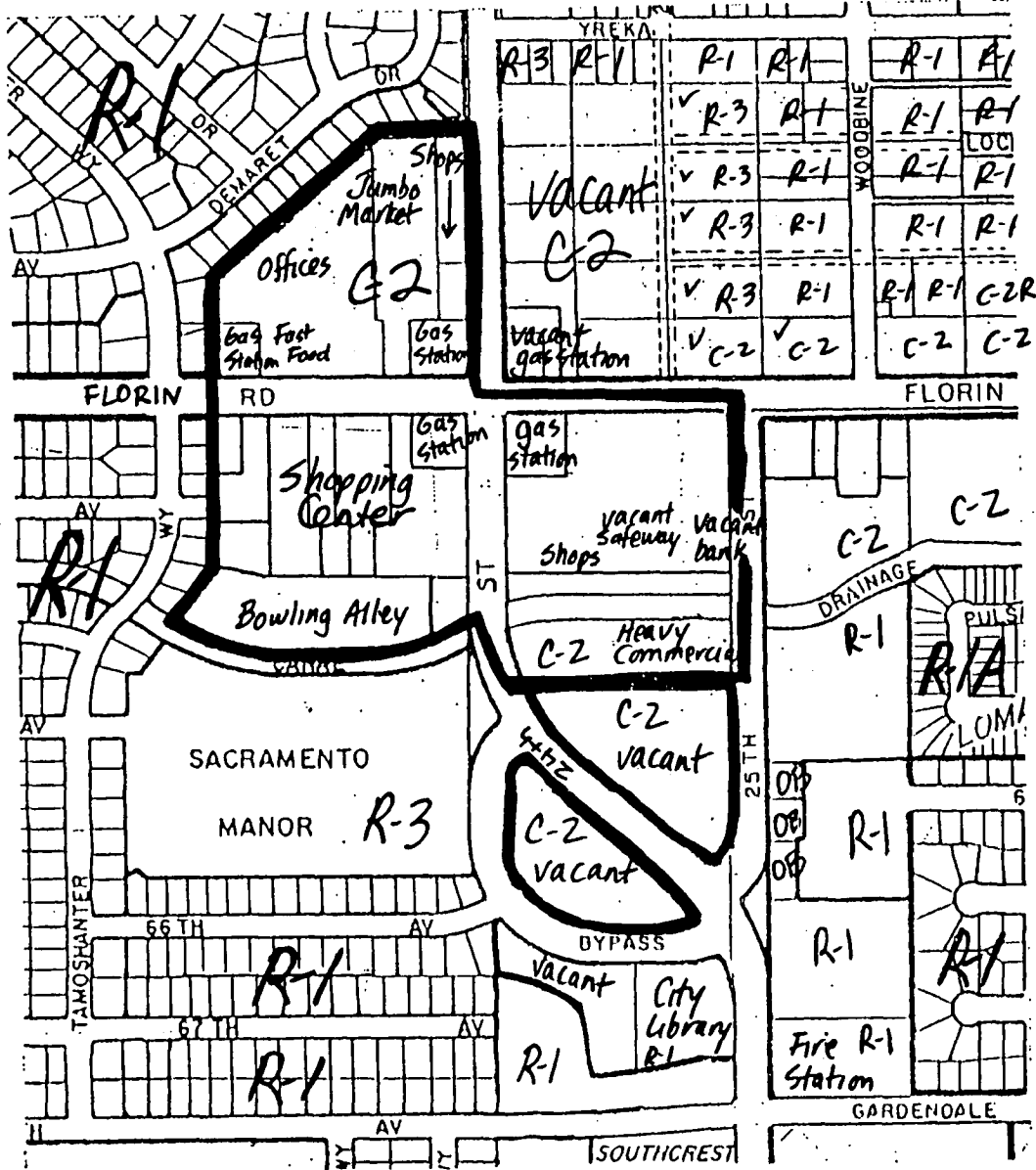
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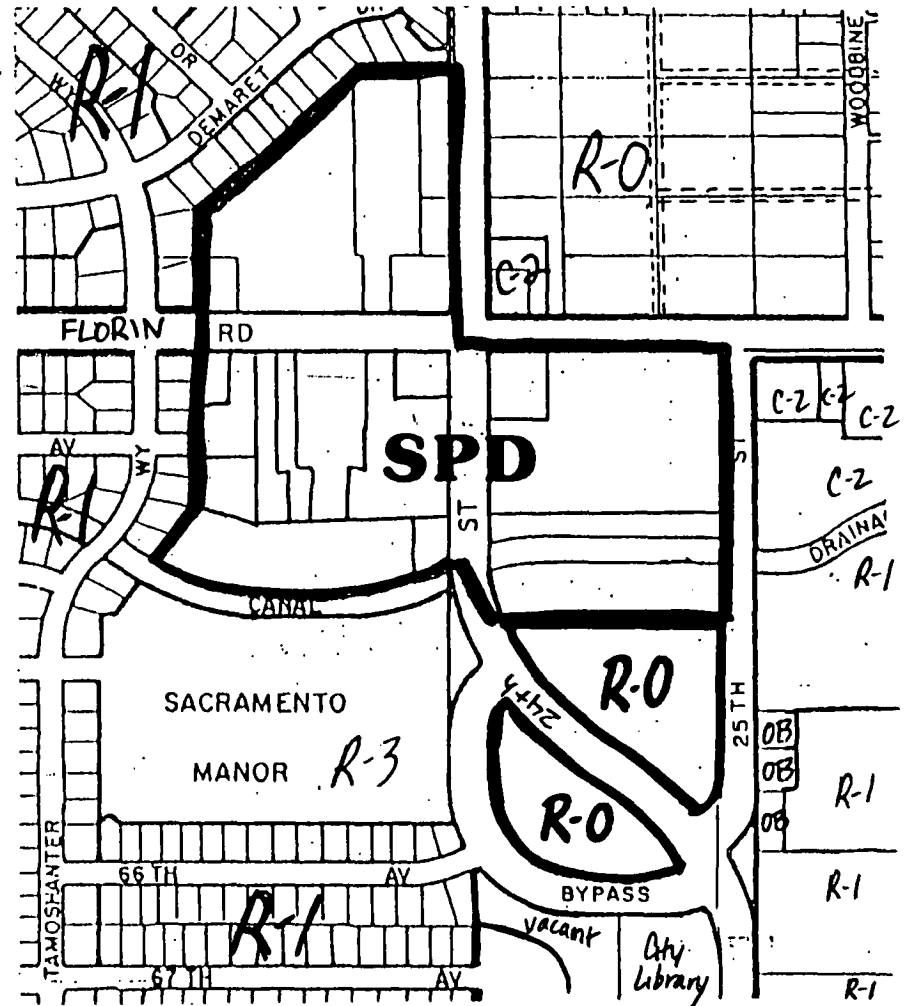
## EXISTING ZONING



**C-2 EA-4**

# ATTACHMENT B

## PROPOSED ZONING



**R-O EA-4**  
**SPD Zone**

## ORIGINAL STAFF RECOMMENDATION

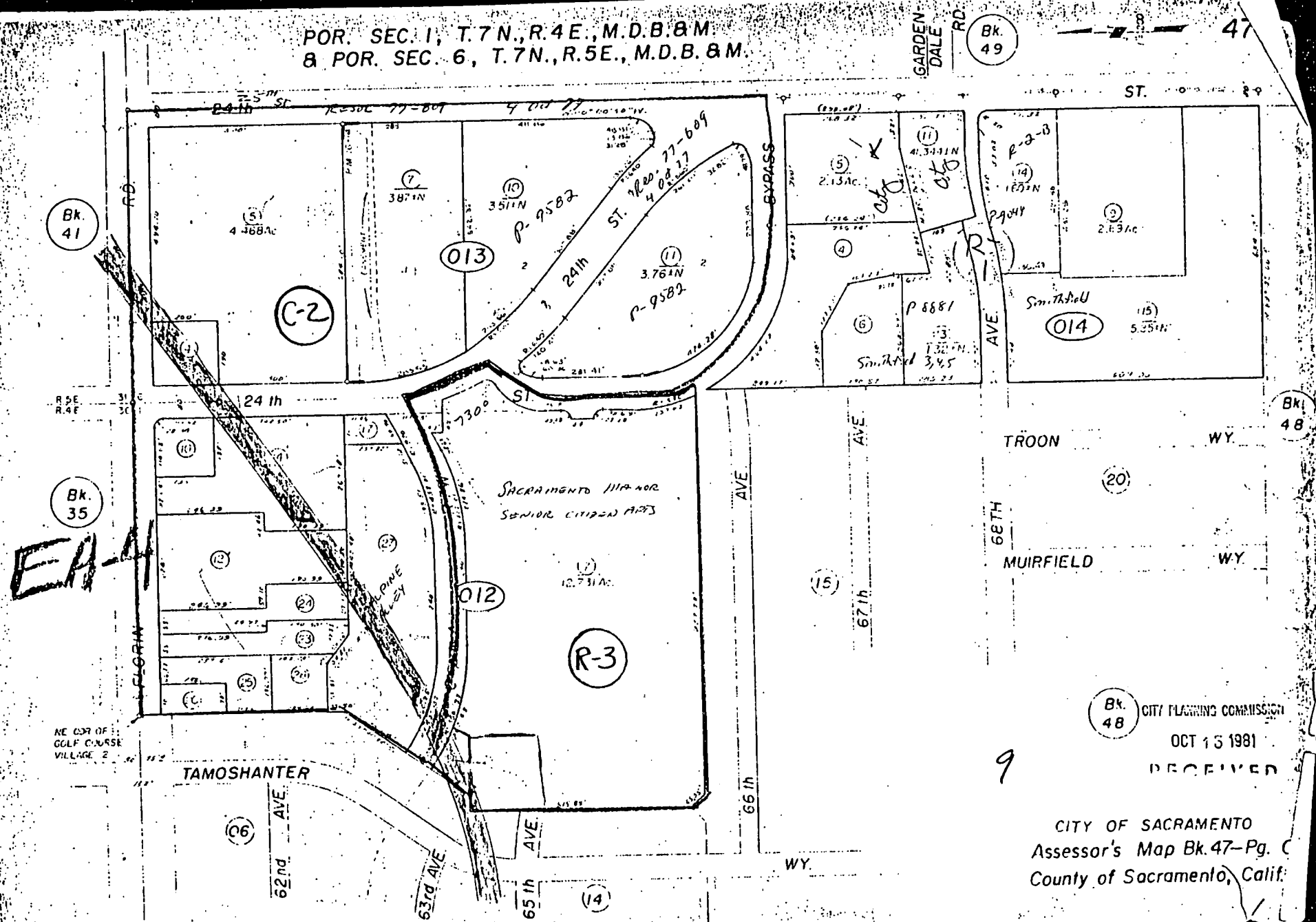
# ATTACHMENT C

POR. SEC. 1, T.7N., R.4E., M.D.B. & M.  
 & POR. SEC. 6, T.7N., R.5E., M.D.B. & M.

GARDEN  
DALE  
RD.

Bk.  
49

47



Bk.  
48  
CITY PLANNING COMMISSION  
OCT 13 1981  
RECEIVED

CITY OF SACRAMENTO  
Assessor's Map Bk.47-Pg. C  
County of Sacramento, Calif.

## SPA SPECIAL PLANNING AREA LAND USE ZONE

235-90. PURPOSE. The purpose of this Article is to establish a procedure whereby the Board or the Commission may initiate proceedings to regulate property in areas throughout the County area that have unique environmental, historic, architectural, or other features which require special conditions not provided through the application of standard zone regulations. It is recognized that in certain circumstances it may be desirable to provide for a greater range or mixture of uses in an area than would be permitted in the standard land use zones of this Code. It is the purpose of this Article to provide the method for the County to guide the development of such areas so as to preserve such unique characteristics or provide for a broader mixture of land uses when appropriate.

235-91. DESIGNATION. The abbreviation SPA appearing on a comprehensive zone plan incorporated in Title I, Chapter 1, Article 4 of this Code indicates that the property so classified is subject to the provisions of this Article and an ordinance adopted pursuant to this Article.

235-92. INITIATION OF ZONE. The Board or the Commission may initiate proceedings to place parcels within the SPA Land Use Zone, provided that said Board or Commission has made the findings set forth in Section 235-95.

235-93. MANDATORY CONTENTS OF SPA ORDINANCE. An SPA Zone shall be established by ordinance, and provisions shall be included in each SPA Ordinance for the following matters:

- (1) A list of permitted uses.
- (2) Performance and development requirements relating to yards, lot area, intensity of development on each lot, parking, landscaping, and signs.
- (3) Other design standards appropriate for the specific site and development.
- (4) Legal description of property covered by the ordinance.
- (5) Reasons for establishment of an SPA Land Use Zone on the particular property.

235-94. ADDITIONAL PERMISSIVE CONTENTS OF SPA ORDINANCE. The following provisions are permissive and are not intended to be an exclusive list of the provisions which may be included in an SPA Ordinance.

(1) Procedure for review of proposed development. The procedures may include:

- (a) Types of projects that require review.
- (b) Documents required from developers.
- (c) Hearing procedures, if any.

(2) Regulations relating to nonconforming lots, uses, structures, and signs.

(3) Time phasing and sequence of development of projects.

235-95. FINDINGS. The Planning Commission shall not favorably recommend an SPA Ordinance unless the Commission first finds that:

- (a) The area included within the SPA Zone has one or more unusual environmental, historical, architectural, or other specified significant features which justify the adoption of the SPA Zone.
- (b) The said unusual features cannot adequately be protected by the adoption of any other land use zone.

235-96. APPLICATION FOR AMENDMENT TO THE SPA LAND USE ZONE. The procedures amending an SPA Land Use Zone adopted pursuant to this Article shall be the same as for any amendment to the Zoning Code, as set forth in Title I, Chapter 15, Article 2 including an application therefore pursuant to the provisions of Section 115-12.

235-97. SIGNS. Signs and permitted advertising devices may be erected in the Special Planning Area subject to the development standards of Title III, Chapter 35. Where specific conditions of the SPA are less or more restrictive than the development standards, the conditions shall apply.

### EXISTING ZONING

### PROPOSED ZONING

SEE ATTACHED

**AREA THIRTEEN** MF Residential  
Public/Quasi-Public  
**EXISTING PLAN** Light Density Resid.  
**DESIGNATION:** Shopping-Commercial

**PROPOSED PLAN**  
**DESIGNATION:** Residential 4-8  
Residential 7-15

#### PROPERTY OWNER REQUESTS

No opposition to the proposed rezoning from R-1 to R-1R and R-1A was stated.

### PURPOSE OF CHANGE

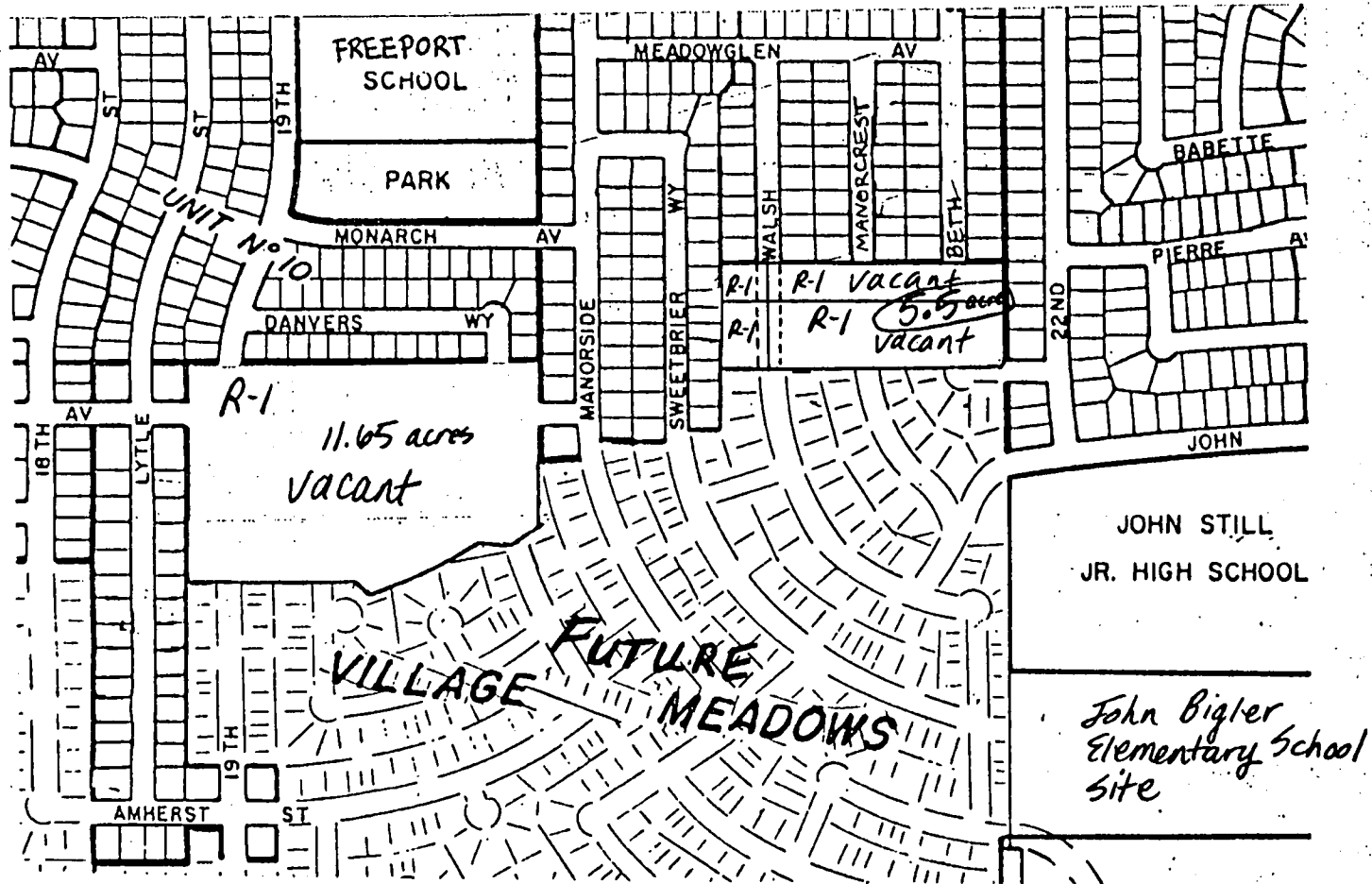
The Plan recommends that vacant residential parcels greater than 5 acres in size be rezoned from R-1 to R-1A (or apply R-review suffix) so that the City can obtain review authority and attempt to encourage higher quality new residential development in the Airport Meadowview community.

**APNs:** 052-010-32,37,47,55,56,58: R-1 to R-1R  
052-085-20,21: R-1 to R-1R  
053-010-29,48,49,51,53: R-1 to R-1A

### PLANNING COMMISSION ACTION

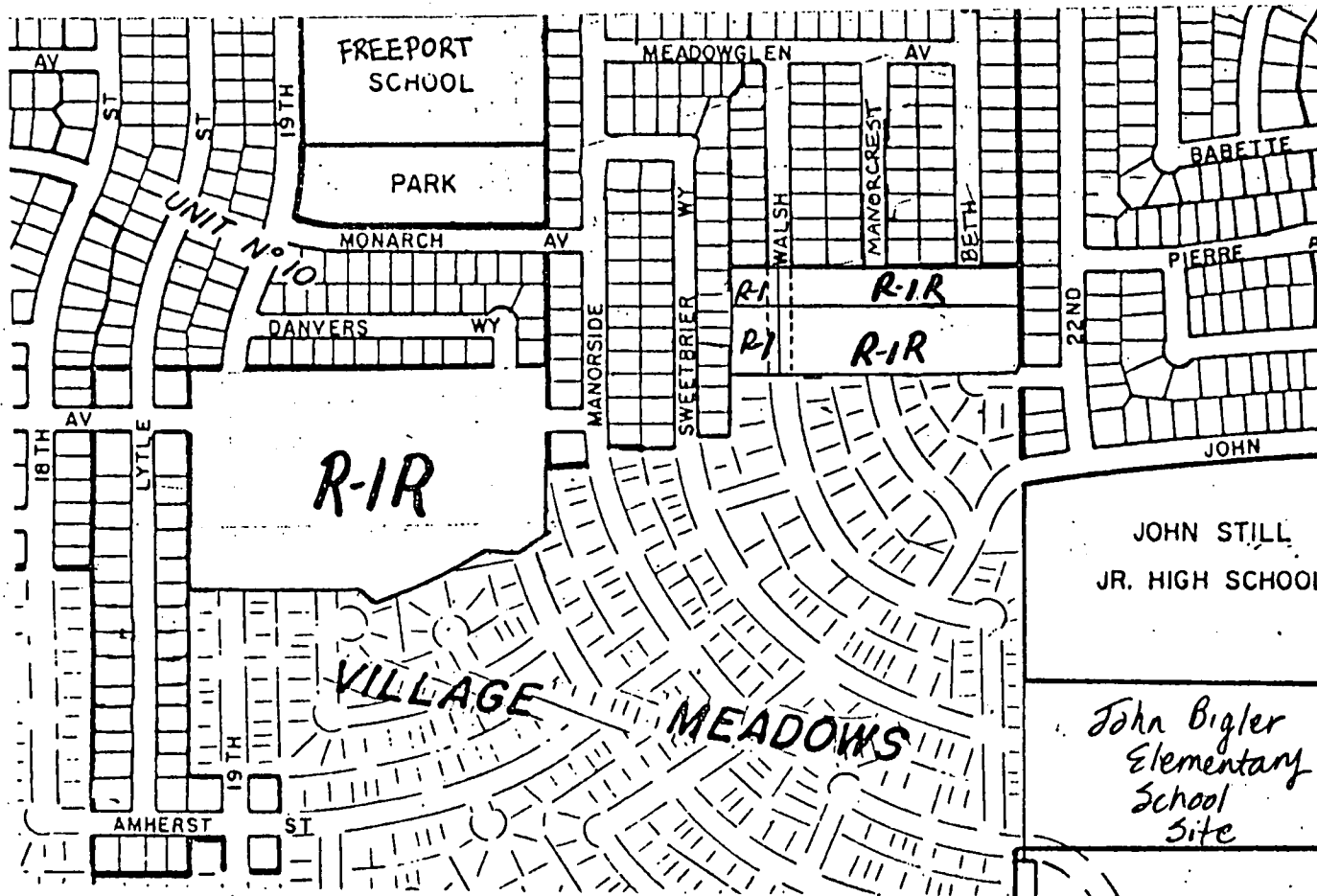
Recommend rezoning the parcels identified at left as detailed at left.

# EXISTING ZONING



**R-1**

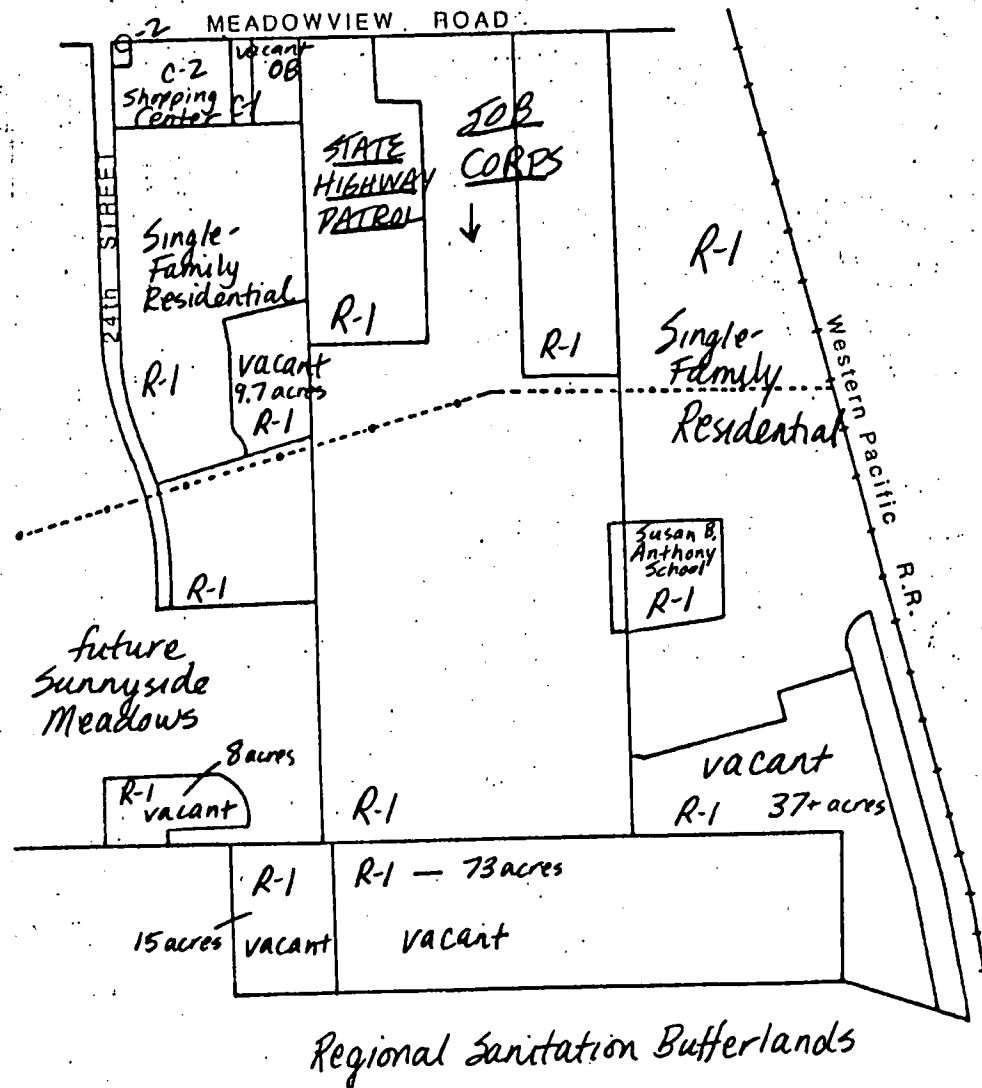
# PROPOSED ZONING



**R-1R**

# EXISTING ZONING

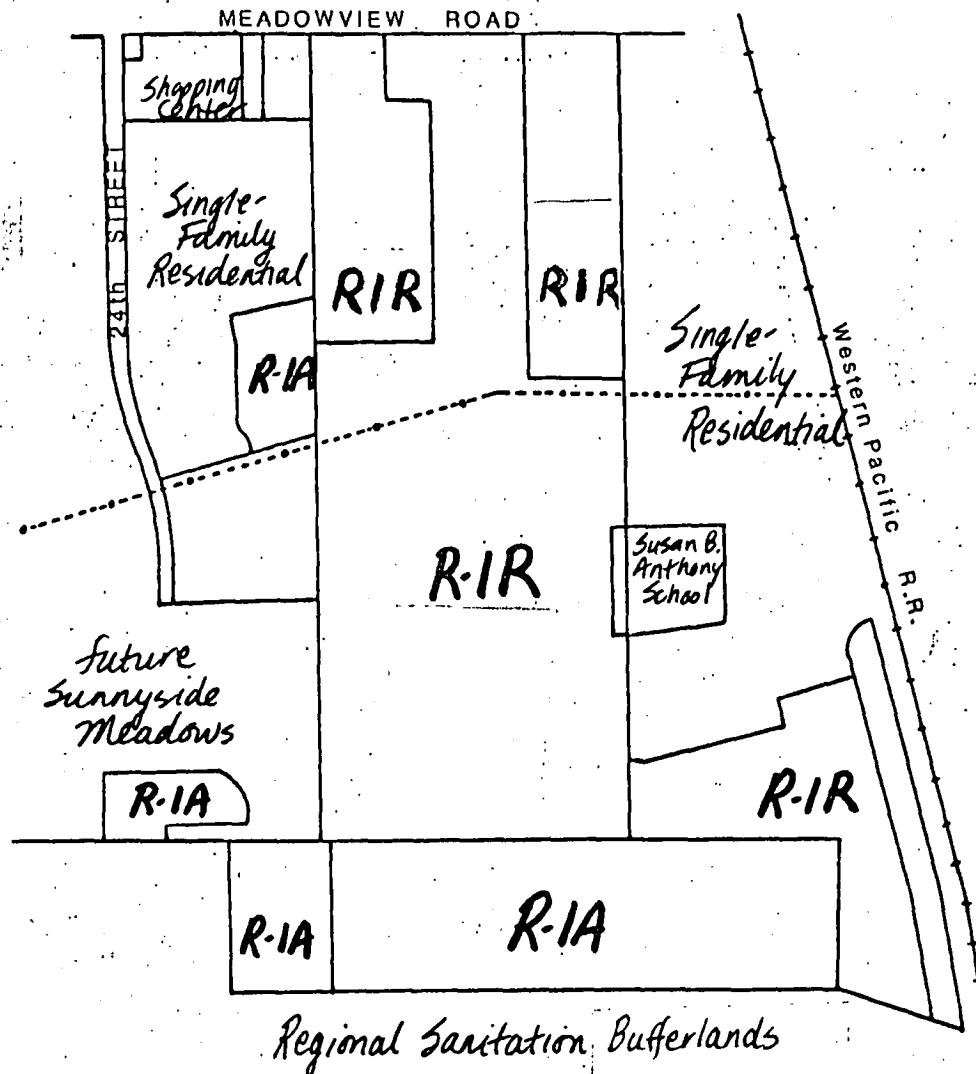
**R-1**





# PROPOSED ZONING

**R-1A**  
**R-1R**



# ORDINANCE NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

ORDINANCE AMENDING CERTAIN DISTRICTS IN AIRPORT-  
MEADOWVIEW ESTABLISHED BY THE COMPREHENSIVE  
ZONING ORDINANCE, NO. 2550, FOURTH SERIES, AS  
AMENDED AND DESCRIBED IN SECTION 1. (M-675)

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

## SECTION 1.

The attached exhibit describes Airport-Meadowview properties and their current zoning as established by Ordinance No. 2550, Fourth Series. The exhibit further designates the zones for which the properties are to be placed pursuant to this amendment.

## SECTION 2.

The City Clerk of the City of Sacramento is hereby directed to amend the maps which are a part of said Ordinance No. 2550, Fourth Series, to conform to the provisions of this ordinance.

## SECTION 3.

Rezoning of the property described in the attached exhibit(s) by the adoption of this ordinance shall be deemed to be in compliance with the procedures for the rezoning of property described in Ordinance No. 2550, Fourth Series, as said premises have been affected by recent court decisions.

PASSED FOR PUBLICATION:

PASSED:

EFFECTIVE:

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ATTEST:

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attachments  
M-675

Attachment G

Final  
Environmental  
Impact  
Report

15

Airport  
Meadowview  
Community  
Plan

Prepared By

City of  
Sacramento

Department of  
Community  
Development

Planning  
Division

Technical Assistance From:

Nichols • Berman  
Environmental Consultant  
San Francisco, California

Omni-Means, Ltd.  
Traffic Consultant  
Sacramento, California

February  
1984

M • 675

SCH No. 83072505

# Final Environmental Impact Report

## Airport Meadowview Community Plan

Prepared By

**City of  
Sacramento**

**Department of  
Community  
Development**

**Planning  
Division**

### Technical Assistance From:

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Sacramento, California

February  
1984

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SCH No. 83072505



## CITY OF SACRAMENTO

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MARTY VAN DUYN  
PLANNING DIRECTOR

February 3, 1984

SUBJECT: Final EIR for the Airport Meadowview Community Plan (M-675)

### Interested Persons:

The City Planning Division is forwarding this document for a seven-day review period to persons who commented on the Draft EIR as indicated on the enclosed Final EIR distribution list. Commentators should determine if the responses sufficiently address their comments.

The Final EIR consists of an addendum containing comments on the Draft EIR and responses by the City to these comments. Where possible, written comments have been paraphrased, and similar comments have been consolidated. Copies of all letters are included in Section IV of this addendum. Comments and responses are grouped by topic as found in the Draft EIR.

Comments on the Final EIR and/or on the merits of the project should be received by the Planning Division no later than February 14, 1984, to be considered by staff.

The Sacramento City Planning Commission will consider the Final EIR and the Draft Airport Meadowview Community Plan at a Special Meeting on February 16, 1984, starting at 5:30 p.m. in the First Floor Meeting Room of the Redevelopment Agency, 630 "I" Street, Sacramento, California.

A copy of this document has been forwarded for public review to the following libraries:

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Belle Coolidge - 5681 Freeport Boulevard  
Carmichael Regional - 5605 Marconi Avenue  
Sacramento State University Library - Science Tech  
Cosumnes College Library - 8401 Center Parkway

In addition, a copy may be reviewed or obtained at the City Planning Division.

If you have any questions regarding this Final EIR, please contact me at (916) 449-5381, or Clif Carstens at (916) 449-5604.

Sincerely,

*Kathy Molloy*  
Kathy Molloy  
Assistant Planner

KM:lg

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## **I. PURPOSE AND FORMAT OF THE FINAL EIR**

Under California Environmental Quality Act (CEQA) Guidelines, the City of Sacramento is required, after completion of a Draft Environmental Impact Report (EIR), to consult with and obtain comments from public agencies having jurisdiction by law with respect to the proposed project, and to provide the applicant and general public with opportunities to comment on the Draft EIR. The City also is required to respond to significant environmental points raised in the review and consultation process. This Final EIR has been prepared to respond to the public agency and general public comments received on the Airport Meadowview Community Plan EIR circulated for review between November 3, 1983 and December 19, 1983. It responds to both written comments received by the City and oral testimony presented at the Draft EIR public hearing held on December 8, 1983.

The Final EIR has been prepared in the form of an attachment or addendum to the Draft EIR. This document and the Draft EIR, herein incorporated by reference, constitute the Final EIR. The following sections of this Final EIR include:

1. City (lead agency) responses to significant environmental points raised in the Draft EIR review process.
2. Copies of all written comments received on the Draft EIR.

The responses to significant comments made by public agencies, interested groups, and members of the public are organized by subject area in the order found in the Draft EIR. Wherever possible, written comments have been paraphrased, and similar comments have been consolidated, to allow combined responses. All letters of comments on the Draft EIR are included in Section III. At the December 8, 1983 public hearing there were no comments from members of the public or the Planning Commission in regards to the Draft EIR.



## **II. RESPONSES TO COMMENTS ON THE DRAFT EIR**

### **B. SUMMARY OF FINDINGS**

COMMENT: On page B-7 in the Summary Description and Impacts of Proposed Project and Alternatives under the No Development Alternative it states for parks that "Existing park deficiencies would need to be corrected". Presently there is no average deficiency. It is not until 1990 that there will be a deficiency of ten acres. (G. Erling Linggi, City of Sacramento, Department of Community Services)

RESPONSE: It is understood that at the present time there is enough park acreage within the Airport Meadowview Community, but that there are problems with the distribution of the acreage and with facility development at the park sites. Therefore, under the No Development Alternative for parks in the summary it should state that there would be the need for facility development at existing park sites.

A revised summary is included as Section III at the end of this document.

COMMENT: In the Summary Description (page B-7) for the Buildout of Current Community Plans Alternative for parks it is stated that "Likely to result in need for parklands in excess of proposed project". It seems that only 28 additional acres will be needed in this area. (G. Erling Linggi)

RESPONSE: The summary has been revised to state that the impact of buildout of current community plans on parks would be similar as proposed project.

COMMENT: The Executive Airport was placed in R-1 zoning many years ago. This is obviously an inappropriate designation and should be changed to a new "Airport Zone" with approved uses defined in accordance with the Executive Airport Master Plan. (Larry E. Kozub)

RESPONSE: The Executive Airport Master Plan designates the 14-acre parcel adjacent to 24th Street as "Future Aviation or Non-Aviation Development". However, Department of Community Development records indicate that when the Sacramento City Council adopted the Executive Airport Master Plan on March 27, 1979, they abstained from endorsing the master plan recommended land use classification for this site. The Council acted to retain authority to review any development proposals, aviation or non-aviation, for this site. The first paragraph on page VII-45 of the Executive Airport Master Plan reflects the City Council's action and documents the City's review authority over development of this site. Therefore, the County of Sacramento Department of Airports may submit a formal request for Council approval of non-aviation related development of the subject site at any point in the future. This site was previously proposed as an alternative location for the Airport Little League. At that time, the Department of Airports opposed this concept due to safety considerations. Therefore, the Department of Community Development questions the suitability of allowing office/industrial park development at this location.

The lease agreement between the City and County authorizing County operation of Executive Airport states that the purpose of the lease is to allow the County to use and operate this property as "the primary general aviation airport for the Sacramento Metropolitan Area". It is the City Attorney's opinion that non-aviation related development of the subject 14-acre parcel would violate the terms of the lease. Therefore, the existing lease would have to be amended if the Council agrees to endorse non-aviation development of a portion of Executive Airport property. It is uncertain whether the Council will agree to consider amending the lease in such a manner.

The Draft EIR comment indicates that the County Department of Airports has concluded that the subject site is inappropriate for aviation-related uses. Section 17, page 10, of the lease states that in the event that the City and County agree that any part of Executive Airport is not needed for airport purposes, the City may take possession thereof for municipal uses. Given that this site is not

- Expansion of Meadowview Park westward and development of appropriate acreage and facilities so that the status changes from a neighborhood park to a community park, as defined by the Recreation Master Plan.

COMMENT: Page C-14 indicates noise limits of the California Department of Aeronautics. This should now read California Department of Transportation. (Richard G. Dyer, State of California Department of Transportation, Division of Aeronautics)

RESPONSE: Comment acknowledged.

COMMENT: Page C-15 includes a reference to noise levels of 65 dBA when the maps use 65 LDN or 65 dB CNEL. Both the LDN and CNEL scales incorporate measurements taken in dBA, but after they apply the penalty weightings for evening and night hour events, the data are no longer in dBA. The references to dBA should be corrected to read dB LDN or dB CNEL as appropriate. This comment applies to similar references throughout the report. (Richard G. Dyer)

RESPONSE: It is correct that although both the LDN and CNEL scales incorporate measurements taken in DBA, after they apply the penalty weightings for evening and night hour events, the data are no longer in dBA. The references to dBA on page C-15 and Exhibits G-2 and G-3 should be revised to read dB LDN.

COMMENT: Approximately 14 acres of airport property located in the northeast quadrant of the airport adjacent to 24th Street and Fullertown is designated as "future aviation or non-aviation development" on the Executive Airport Master Plan. Staff analysis within the Department of Airports has concluded that the subject acreage is inappropriate for additional airport Fixed Base Operators (FBO). Preliminary studies have shown, however, that the area has high potential for an income producing professional office or industrial park. An appropriate initial step would be the designation of the area as an airport office/industrial park reserve on the Airport Meadowview Community Land Use Plan. (Larry E. Kozub, County of Sacramento, Department of Airports)

COMMENT: The Executive Airport was placed in R-1 zoning many years ago. This is obviously an inappropriate designation and should be changed to a new "Airport Zone" with approved uses defined in accordance with the Executive Airport Master Plan. (Larry E. Kozub)

RESPONSE: The Executive Airport Master Plan designates the 14-acre parcel adjacent to 24th Street as "Future Aviation or Non-Aviation Development". However, Department of Community Development records indicate that when the Sacramento City Council adopted the Executive Airport Master Plan on March 27, 1979, they abstained from endorsing the master plan recommended land use classification for this site. The Council acted to retain authority to review any development proposals, aviation or non-aviation, for this site. The first paragraph on page VII-45 of the Executive Airport Master Plan reflects the City Council's action and documents the City's review authority over development of this site. Therefore, the County of Sacramento Department of Airports may submit a formal request for Council approval of non-aviation related development of the subject site at any point in the future. This site was previously proposed as an alternative location for the Airport Little League. At that time, the Department of Airports opposed this concept due to safety considerations. Therefore, the Department of Community Development questions the suitability of allowing office/industrial park development at this location.

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The Draft EIR comment indicates that the County Department of Airports has concluded that the subject site is inappropriate for aviation-related uses. Section 17, page 10, of the lease states that in the event that the City and County agree that any part of Executive Airport is not needed for airport purposes, the City may take possession thereof for municipal uses. Given that this site is not

needed for aviation-related development, the Department of Community Development believes it is appropriate for the City to consider regaining use of the site.

Although Executive Airport is zoned as R-1, Section 2-H-9 of the City's Comprehensive Zoning Ordinance provides that development of Executive Airport property is allowed, subject to the Planning Director's review, as long as the project conforms with the adopted Executive Airport Master Plan and all related agreements. This provision allows for maximum flexibility in development of the Airport according to the adopted Master Plan. Therefore, the Department of Community Development does not concur with the opinion that a new airport zoning designation is needed.

D. POPULATION, HOUSING, AND EMPLOYMENT

COMMENT: There seem to be some inconsistencies in projected employment numbers related to a) Delta Shores Village figures, and b) community-wide figures. Clarification and/or revisions should be provided so that the summary chart, Exhibit D-14, and the text of Section D are consistent. (City of Sacramento, City Planning Department)

RESPONSE: It is estimated that the number of future new jobs with the buildout of vacant non-residential lands not including Delta Shores Village would be 3,766 (see Exhibit D-14). The number of new jobs at Delta Shores Village is estimated at 17,620 (see page D-27). The total number of new jobs in the Airport Meadowview Community, therefore, is estimated at 21,386. The summary table (Exhibit B-3) should be revised to state that the number of new jobs generated in the community would be approximately 21,400. The second paragraph on page D-27 should also be revised to reflect this number of new jobs.



E. TRANSPORTATION

COMMENT: Based on a review of this document, the staff is unable to find where consideration was given to the impacts to be caused to vehicular or train traffic by virtue of the Western Pacific Railroad tracks and operations being in the area. There are three railroad-highway grade crossings -- 47th Avenue, Florin Road and Meadowview Road -- in the area.

In view of the existing train traffic and the proposed vehicular traffic, coupled with the accident history at the Florin Road and Meadowview Road grade crossings, it is the staff's opinion that consideration should be given to the separation of grades for these two grade crossings. Separation of grades would then mitigate the increased accident potential and safety hazards associated with the project. (William L. Oliver, State of California Public Utilities Commission)

RESPONSE: Discussions with the Chief Dispatchers Office, Western Pacific Railroad in January, 1984, indicated that eight to ten trains operate in the Airport Meadowview area on an average daily basis. The average closure time at each of the at-grade crossings at 47th Avenue, Florin Road, and Meadowview Road is four minutes.

It is correct that as traffic increases on the local street system, safety problems could increase due to increased vehicular/train conflict exposure. Also, potentially significant congestion may occur at times depending upon the time of train activity. The City should monitor conditions at the three at-grade crossings and if problems arise in the future, consideration should be given to the construction of grade separated crossings at either or both Florin Road and Meadowview Road.

COMMENT: The proposed Community Plan traffic flow diagram on page E-19 shows 5,571 afternoon peak hour trips on the westbound to northbound on-ramp at Delta Shores Village. It is unlikely that the interchange ramps and the free-way mainline can carry these trips. In order to maintain an acceptable level of service on the interstate route, four lanes north and south of Delta Shores Village may be required. Please note that projected level of service E is not an acceptable level. In addition, the plan should identify impacts to State highways outside of

the plan area boundaries. (R. Rogers, State of California Department of Transportation, District 3)

**RESPONSE:** The 5,571 PM peak hour trips attributed to the northbound Interstate 5 (I-5) ramp are based upon the one interchange alternative. A second interchange was recommended as a mitigation measure which would lessen the northbound PM peak hour ramp volume at the Riverbend interchange to 4,200 (see Exhibit E-22). Additionally, it is recommended in the EIR to realign the access to Arterial 148 and the Delta Shores Village internal road to encourage an even larger diversion of traffic to the second interchange.

It is acknowledged that the volume of peak hour traffic using I-5 with origins and destinations in Delta Shores Village, combined with through traffic, may marginally require the widening of I-5 to four lanes in each direction north of the Riverbend interchange.

The traffic generated at buildout of the Airport Meadowview Community Plan, including Delta Shores Village, may add as much as 51,000 average daily traffic (ADT) on I-5, north of the area and 2,000 ADT south of the area on I-5.

**COMMENT:** In addition to the mitigation measures listed on pages E-26 and E-27, improvements to Route 160 (Freeport Boulevard) should be identified. For example, Route 160 between Freeport and Meadowview Road should be expanded to four lanes to accommodate projected traffic. (R. Rogers)

**RESPONSE:** It is projected that with the buildout of the Community Plan Route 160 north of the connection with the major north-south arterial in the Delta Shores Village development on the west side of I-5 would have an ADT of 36,000 vehicles. Route 160 north of this new connection would require widening to four or six-lanes to accommodate this projected traffic.

**COMMENT:** Any improvements required to State highways as a result of local development should be funded by sources other than Caltrans. We urge the City and/or the developers to coordinate closely with Caltrans when planning improvements to State highways. It should be noted that final approval of the Community Plan EIR does not constitute automatic approval of these improvements.

RESPONSE: Comment acknowledged.

H. PUBLIC SERVICES AND FACILITIES

COMMENT: Page H-26 of the Draft EIR states that "the Airport Meadowview Community Plan does not contain specific reference or recommended policies or actions regarding energy conservation". Planning staff feel that energy conservation provisions are generally more appropriately addressed as statewide and citywide concerns, although there are several components of the Community Plan that relate to energy conservation.

If the energy provisions as discussed in the Community Plan are not sufficient, the Draft EIR should identify specific policies or actions regarding energy conservation which should be included in the Community Plan. (City of Sacramento, Planning Department)

RESPONSE: The purpose of the discussion of energy conservation in the EIR was to determine the consistency of the Airport Meadowview Community Plan with the City's adopted energy conservation measures. As discussed in the EIR (page H-26) there are several aspects of the Community Plan which would result in energy conservation, consistent with adopted City policies. Furthermore, future development in the Airport Meadowview community will be required to comply with City energy conservation policies in effect at the time development occurs.

By implementing the suggested mitigation measure to more fully integrate existing citywide energy conservation policies into the Community Plan readers of the Plan unfamiliar with all portions of the General Plan would be made aware of the policies. Since the City has, however, previously amended the Conservation Element of the General Plan to include policies related to energy conservation and since future development will need to comply with adopted City energy conservation policies the Community Plan as proposed is sufficient in regard to energy conservation. It is, therefore, not mandatory to include additional policies or actions regarding energy conservation into the Community Plan.

## I. GEOLOGY AND SOILS

COMMENT: The map on page I-3 shows that the southwest and southeast corners of the plan area are pockets of land capability class II soils. The southeast corner is proposed for parks and open space, a use that provides a buffer between the agriculture immediately south of the City limits and the proposed residential uses to the north.

The southwest pocket of class II soils is proposed for a mix of residential, commercial and open space uses. Because this southwest area is separated from the rest of the south plan area by Interstate 5, we believe that ideal conditions exist for setting it aside for agricultural use. The highway provides a logical buffer between potentially conflicting land uses, while bounding an area of uniformly good agricultural soils. In addition, a strip of agriculture along the Sacramento River at this point, would provide visual separation between the town of Freeport and the development planned (see Delta Shores Village DEIR, pp. C-20 thru 22).

An alternative plan for this area which protects the good agricultural soils is not without precedent. The Delta Shores Village EIR offered such a possibility, titled the Trumpet Alternative (page B-2). In this alternative, the entire area west of I-5 was set aside for open space uses, including 105 acres of agriculture.

We recommend that the Final EIR consider a plan alternative that protects this southwest pocket of class II soils for agriculture. (Dennis J. O'Bryant, State of California, Department of Conservation)

RESPONSE: As discussed in the Delta Shores Village EIR portions of the area west of I-5 are capable of supporting a variety of crops -- as have been grown historically. The Delta Shores Village EIR also discussed an alternative (the trumpet alternative) which maintained this area in open space and therefore allowing for continued agricultural operations.

On September 28, 1983 the Sacramento City Council approved the proposed Delta Shores Village project (Resolutions 83-751, 83-752, 83-753 and 83-754). This approval included specific development criteria for the area west of Interstate 5,

criteria consistent with the action of the California Transportation Commission (CTC) on October 22, 1982 and April 7, 1983 in adopting conditions of approval for the Riverbend Interchange on I-5. Among these criteria was the granting to the City of an open space easement for agricultural purposes for approximately 27 acres abutting and easterly of the town of Freeport. The remainder of the area west of I-5 can be developed with up to a maximum of 570,000 square feet of office space and 87,120 square feet of retail space.

The previous action of the CTC and the Sacramento City Council, therefore, commits the majority of the land west of I-5 to urban development. In view of the previous actions of the CTC and the City Council it can be stated that the maintenance of the entire area west of I-5 in agricultural use is not a reasonable alternative. Furthermore, such an alternative would not achieve the basic objectives of the proposed project, that is the growth and development of the Airport Meadow-view community.

COMMENT: The Delta Shores Village Draft EIR (page J-4) also discussed the urban/rural land use conflict. The discussion notes that vandalism of farming equipment is just one problem currently affecting agriculture which is close to existing urban development. Under the proposed community plan, this type of problem is used as a justification for the conversion of productive farmlands.

The Final EIR should address the issue of potential urban/agriculture land use conflicts that may exist between farmland south and east of the plan area and the eventual developed community. In addition to describing these impacts, mitigation measures, such as the use of transitional zoning, open space buffers, and artificial and natural barriers should be considered. (Dennis J. O'Bryant)

RESPONSE: It was not the intent of the EIR to use the problems that occur with the extension of urban development into agricultural areas as a justification for the conversion of productive farmlands. What the EIR does state (page I-8) is that the conversion of the planning area to urban uses is consistent with previous City policies, especially the existing General Plan and Community Plans, and the installation of urban infrastructure through the Freeport Sewer and Drainage District in 1965.

Some of the lands east of the Airport Meadowview community are currently zoned Agricultural (A). These lands are, however, designated by the City for future urban use. The 1974 City of Sacramento General Plan shows these lands primarily as future residential use, with some supporting commercial and industrial uses. This area is within the City's South Sacramento Community planning area. This community plan is currently being updated, and it is anticipated that this area will continue to be designated for urban uses.

Since the remaining agricultural area east of the Airport Meadowview plan area is designated for urban use and since much of this area is currently being converted to urban uses it does not appear necessary to develop a buffer area along the eastern boundary of the planning area. It should also be noted that the planning area is bounded on the east by the Western Pacific Railroad. Should some of the area east of the planning area not be converted to urban uses for a number of years the railroad tracks would serve as a buffer between potentially conflicting land uses.

The Airport Meadowview community is bounded on the south by lands owned by the Sacramento Regional Sanitation District. The District has approved a Bufferlands Management Plan for the uses of these lands. One proposal now being considered for these lands is the development of an urban forest.

Some of the land in the southern portion of the Airport Meadowview community is within the bufferlands management area. This area has been designated as open space on the community plan.

With implementation of the Bufferlands Management Plan by the Sanitation District it is believed that an adequate buffer would exist between urban uses within the Airport Meadowview community and future agricultural activities that may occur on the Sanitation District's lands. No additional buffer within the community plan area, therefore, should be necessary.

COMMENT: Our April 6, 1983 comments on the Delta Shores Village Draft EIR included a request that the project's growth inducing impacts on the area between the Delta Shores Village project and the proposed Highway 99-Sheldon Road projects be analyzed in the Final EIR. We recommend that a similar analysis

of the land between the community plan area and the 99-Sheldon Road project be included in this Final EIR. (Dennis J. O'Bryant)

RESPONSE: The growth inducing impacts from implementation of the Airport Meadowview Community Plan will depend largely on the number of future employees who choose to live outside of the City. As of the 1980 census, 93 percent of jobholders in the City of Sacramento work within Sacramento County. Seventy-five percent of jobholders in the City of Sacramento also work within the City.

Assuming a housing demand of 18,110 dwelling units <sup>1/</sup> and assuming the rates discussed above were to remain constant for individuals employed within the Airport Meadowview community, this would result in a demand of 13,582 dwelling units in the City and 3,260 dwelling units in Sacramento County outside of the City. The balance of the dwelling units (1,268) would be needed outside of the City and County.

The ability of Sacramento County to direct this demand to areas designated for urban growth would greatly determine the significance of the impacts resulting from growth induced by the development of jobs in the Airport Meadowview community. One such area designated for growth, and likely to receive much of the housing demand is the Laguna Area. This area is bounded on the south by Elk Grove Boulevard, on the west by the Western Pacific Railroad, on the north by Sheldon Road and on the east by Highway 99. Sacramento County anticipates that more than 12,000 housing units will be developed in this area in the coming years. Tentative maps have already been approved for approximately 2,500 single family units.

In addition to residential growth, industrial development is also planned for the area east of the Airport Meadowview community. Two industrial parks (one is approximately 480 acres, the second is 368 acres) have recently been approved by Sacramento County in the vicinity of Highway 99. Although no specific projects are proposed for each industrial park there does appear to be considerable interest from the development community in these areas.

It is unlikely that the development in the Airport Meadowview community will be the major force behind the residential development in the Laguna Area or the establishment of other industrial parks in the vicinity, such as along Highway 99.



It is true that employment growth in the Airport Meadowview community will create secondary employment opportunities as well as housing demands outside of the community. It appears, however, that development east of the Airport Meadowview community is more in response to the anticipated industrial job growth in the Sacramento region than specifically this community plan.

---

1/ Based upon a total of 21,385 new jobs of which 67 percent of these new workers would be immigrants and 18 percent would be new entrants to the labor force, 1.064 employees per household and a six percent vacancy rate.

$21,385 \times 0.85 \div 1.064 \times 1.06 = 18,109$  dwelling units.

J. HYDROLOGY

COMMENT: On page J-6, mention is made of the City directing a portion of our drainage waters to the Sacramento River and the continuing need to do so in the future. Our position is that the existing diversions more than compensate for the increased flows that will result as remaining lands within the City limits are developed. (J.F. Varozza, City of Sacramento Department of Public Works)

RESPONSE: Comment acknowledged.

Exhibit B-3

Summary Description and Impacts of Proposed Project and Alternatives

<u>Description and Impacts of Proposed Project</u>	<u>Mitigation Measures Necessary to Reduce Impacts to Less Than Significant Level</u>	<u>Description of Alternatives Compared With Proposed Project</u>	
Proposed Airport Meadowview Community Plan updates two previous community plans adopted in 1965. Incorporates citywide policies for infill and increased densities. Area south of Meadowview is focus of efforts to attract high technology industry.		<u>No Development Alternative</u>	<u>Buildout of Current Community Plans</u>
		No additional development would occur in the Airport Meadowview community.	Development would occur in conformance with the existing community plans.
<b>POTENTIALLY SIGNIFICANT ENVIRONMENTAL EFFECTS</b>			
<u>Population, Employment, and Housing</u>			
<u>Employment</u> -- A significant number of new jobs (21,400) would be generated within the community. Special efforts to ensure that local residents obtain their fair share of jobs will be necessary.	Expand and monitor Delta Shores Village Jobs Program Partnership to meet specific job training and placement needs of employers who will locate in community.	Since no additional jobs would be created, impact would not occur.	Number of new jobs created would be minimal.
<u>Housing</u> -- Housing affordability will continue to be a problem, especially for single-wage households. Households earning less than the present median income will have limited housing opportunities.	Implement programs and policies to assist in the provision of housing affordable to future employees in community. Develop programs on a communitywide and citywide basis.	With no additional development, opportunities to provide affordable housing would be lost.	Development would result primarily in single-family detached units unlikely to provide significant number of affordable units.
<u>Transportation</u>			
Project would generate 197,000 additional vehicle trips per day:	Implementation of Transportation Systems Management (TSM) measures would reduce the number of vehicle trips.	No increase in vehicle trips.	Would generate 181,000 additional vehicle trips per day.
Of the seven key intersections in the community, all but one (24th Street and 47th Avenue) would operate at a LOS "E" in the PM peak hour.	Specific intersection improvements, additional turn lanes, additional through lanes, etc. are recommended.	The Meadowview Road/Amherst Street intersection would continue to operate at an unacceptable LOS.	Similar impact as proposed project.

### Summary Description and Impacts of Proposed Project and Alternatives

<u>Description and Impacts of Proposed Project</u>	<u>Mitigation Measures Necessary to Reduce Impacts to Less Than Significant Level</u>	<u>Description of Alternatives Compared With Proposed Project</u>	<u>Buildout of Current Community Plans</u>
With the exception of Arterial 148, the other major streets would operate at unacceptable levels of service.	Florin Road and 24th Street should be expanded to six lanes.	<u>No Development Alternative</u>	Similar impact as proposed project.
Northbound Interstate 5 would operate at LOS "E" at River Bend interchange to its widening to three lanes.	Interstate 5 requires a third northbound lane from the River Bend interchange to its current three-lane configuration.	All roads within community would operate at acceptable levels of service.	Interstate 5 would operate at an acceptable level of service.
The single Interstate 5 interchange at River Bend would operate at an unacceptable level of service (northbound on-ramp in the AM and PM; southbound off-ramp in the PM).	A second Interstate 5 interchange should be constructed.	Interstate 5 would operate at an acceptable level of service.	Single interchange would be sufficient for traffic demands.
<u>Noise</u>		No interchange constructed.	
Along Interstate 5 noise levels are expected to increase by up to 8 dB. Complaints from existing residents along I-5 south of Meadowview Road can be expected.	Consider construction of a noise barrier along Interstate 5.	No significant increase in noise.	Similar impact as proposed project.
<u>Public Facilities and Services</u>			
There would be a cumulative impact due to extension of necessary public facilities and services.	Provide necessary services to meet projected demand.	No demand for additional public services.	Similar impact as proposed project.
<u>Schools</u> - increased enrollments will result in the need for additional classroom space. Current fiscal situation makes it difficult for District to provide space.	The City and School District together should develop a program to aid in providing adequate school facilities.	No increased school enrollment.	Probably result in additional school aged children.
<u>Hazardous Materials</u> -- development of high technology industry in Delta Shores Village will result in hazardous materials. The transportation, storage, and disposal of hazardous materials	City should adopt a citywide hazardous materials management program and/or ordinances.	No involvement of hazardous materials.	No involvement of hazardous materials.

Summary Description and Impacts of Proposed Project and Alternatives

<u>Description and Impacts of Proposed Project</u>	<u>Mitigation Measures Necessary to Reduce Impacts to Less Than Significant Level</u>	<u>Description of Alternatives Compared With Proposed Project</u>	
		<u>No Development Alternative</u>	<u>Buildout of Current Community Plans</u>
<u>Energy</u> -- Development in accordance with Community Plan would result in long-term impacts on energy consumption.	New development should comply with existing City energy conservation ordinances.	No significant increase in energy consumption.	Similar impact as proposed project.

<u>Description and Impacts of Proposed Project</u>	<u>Other Feasible Mitigation Measures</u>	<u>Description of Alternatives Compared With Proposed Project</u>	
		<u>No Development Alternative</u>	<u>Buildout of Current Community Plans</u>
<b>ENVIRONMENTAL EFFECTS CONSIDERED LESS THAN SIGNIFICANT</b>			
<u>Land Use</u>			
Implementation of Community Plan would not conflict with adopted policies of 1974 General Plan.	None required.	Not consistent with 1974 General Plan.	Generally do not promote policies of 1974 General Plan.
<u>Community Plan policies generally consistent with the aims articulated by the City's 1982 Growth Policy Conclusions and Recommendations.</u>	None required.	<u>Not consistent with Growth Policy Conclusions and Recommendations.</u>	Similar impact as no development alternative.
<u>Population, Employment and Housing</u>			
<u>Population</u> -- population expected to grow from 30,100 (1980) to 46,300 in 1995.	None required.	No population growth would occur.	Population growth would be approximately 27,000 people.
<u>Employment</u> -- employment expected to grow from an estimated 4,300 jobs in 1982 to 23,000 at buildout for a net increase of 18,700 jobs.	A Jobs Program Partnership would help ensure that local residents get a fair share of future jobs.	Minimal increase in employment.	Significantly reduced employment growth.
<u>Housing</u> -- housing units expected to increase from 9,900 (1980) to 15,600 in 1995, an increase of 5,900 units.	Efforts should be taken to help balance jobs and housing affordability.	No increase in housing units.	Approximately 11,000 new units could be developed.

## Summary Description and Impacts of Proposed Project and Alternatives

<u>Description and Impacts of Proposed Project</u>	<u>Other Feasible Mitigation Measures</u>	<u>Description of Alternatives Compared With Proposed Project</u>	
		<u>No Development Alternative</u>	<u>Buildout of Current Community Plans</u>
Eighty-five (85) acres set aside for large-lot residential generally would not provide housing type required by future residents and employees.	Large-lot residential area should be redesignated for medium density residential.	No large-lot residential would be developed.	Similar as no development alternative.
<u>Air Quality</u>			
<u>Direct Impacts</u> -- residential and commercial land uses would be a minor source of direct emissions.	None required.	No increase in air emissions.	Similar impact as proposed project.
<u>Indirect Impacts</u> -- the State and Federal 1-hour and 8-hour standards for CO are not exceeded in 1987 or in the year 2000.	None required.	No increase in air emissions.	Similar impact as proposed project.
<u>Noise</u>			
New residential development along Florin Road, Meadowview Road, 24th Street, I-5, and the Western Pacific RR would be exposed to noise levels above 60 dB.	Residential development proposed in areas exposed to noise levels greater than 60 dB should have an acoustical report prepared.	No new residential development would be exposed to high noise levels.	Single family development likely would continue to be exposed to high noise levels.
<u>Public Facilities and Services</u>			
<u>Water</u> -- Undeveloped south area will require construction of a new water distribution system.	City should program the timely extension of water distribution system.	No additional water distribution lines needed.	Similar impact as proposed project.
<u>Sewage</u> -- some infill developments and increased densities may be constrained by condition of sewer lines.	City should evaluate condition of existing sewer lines.	Existing lines probably adequate.	Similar impact as proposed project.
Development in south area will require modifications to existing sewer lines.	City should require that revised sewer facilities in south area are adequate to accommodate buildout.	Previously completed sewer lines in the undeveloped south area will go unused.	Previously completed sewer facilities may be adequate.
<u>Police</u> -- new development will result in increased demand for police services.	City should anticipate funding needs for additional police services.	No increased demand.	Similar impact as proposed project.

## Summary Description and Impacts of Proposed Project and Alternatives

<u>Description and Impacts of Proposed Project</u>	<u>Other Feasible Mitigation Measures</u>	<u>Description of Alternatives Compared With Proposed Project</u>	
<u>No Development Alternative</u>		<u>Buildout of Current Community Plans</u>	
<u>Fire</u> -- development in south area would require construction of a new fire station.	City should anticipate funding needs to operate new fire station.	No additional fire station needed.	Similar impact as proposed project.
<u>Energy</u> -- would require additional 69 KV lines, distribution lines, and neighborhood substations. Would increase demand for electricity and natural gas facilities.	Work together with SMUD and PG&E to ensure timely extension of electrical and natural gas facilities.	No additional energy demands.	Would require additional energy facilities. Demand, however, would be less than proposed project.
<u>Parks</u> -- twenty-eight (28) acres of additional parkland will be needed by 1995.	Proposed Recreation Master Plan should be incorporated into Community Plan.	No additional park acreage needed, however, there would be the need for for facility development at existing parks.	Similar impact as proposed project.
<u>Geology and Soils</u>			
Potentially expansive soils can have impacts on future development.	Standard geotechnical engineering methods should be used to mitigate impacts of expansive soils.	No impact since there would be no additional development.	Similar impact as proposed project.
Direct loss of agricultural land.	No mitigation available. (Not considered significant since area has been designated for urban development since 1965 when Freeport Sewer and Drainage District was established.)	Lands potentially could remain in agricultural production.	Similar impact as proposed project.
<u>Hydrology</u>			
Infill and increased densities would aggravate existing drainage problems.	Priority should be given to improvement of the existing drainage network.	Existing drainage problems would remain.	Similar impact as no development alternative.
Development would contribute to cumulative impact of areawide urbanization on downstream flooding.	City should continue to cooperate with Corps of Engineers on Morrison Creek Stream Group project.	Reduced impact on downstream flooding.	Similar impact as proposed project.
<u>Vegetation and Wildlife</u>			
Development in south area will result in alteration and loss of existing agricultural areas and wildlife habitat.	Contiguous landscaped areas using native shrubbery and trees would provide wildlife benefits.	Existing vegetation and wildlife habitat would remain.	Similar impact as proposed project.

### **III. COMMENTS RECEIVED ON THE DRAFT EIR**





# Public Utilities Commission

STATE OF CALIFORNIA

ADDITIONAL COMMUNICATIONS  
TO THE COMMISSION  
CALIFORNIA STATE BUILDING  
SAN FRANCISCO, CALIFORNIA 94102  
TELEPHONE (415) 372-8536

T. S. Joe

STATE OF CALIFORNIA--OFFICE OF THE GOVERNOR

## OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET  
SACRAMENTO, CA 95814

GEORGE DEUKMEHAN, Governor



CITY PLANNING DEPARTMENT

December 19, 1983

DEC 22 1983

RECEIVED

December 12, 1983

FILE NO. 183-34/EIR

CITY PLANNING DEPARTMENT

DEC 13 1983

RECEIVED

Cliff Carstens, Senior Planner  
Sacramento City Planning Department  
927 Tenth Street - Suite 300  
Sacramento, CA 95814

Kathy Molloy/Cliff Carstens  
City of Sacramento-Planning  
927 10th Street, Suite 300  
Sacramento, CA 95814

Dear Mr. Carstens:

This is in response to the Draft Environmental Impact Report (EIR) for Airport Meadowview Community Plan (M-675), SCH83072505.

Based on a review of this document, the staff is unable to find where consideration was given to the impacts to be caused to vehicular or train traffic by virtue of the Western Pacific Railroad tracks and operations being in the area. There are three railroad-highway grade crossings, 47th Avenue (4-133.9), Florin Road (4-132.9), and Meadowview Road (4-131.8). All three grade crossings have warning devices consisting of Standard No. 9-A, automatic gate-type signals with cantilever (General Order 75-C) and two of these, the Florin Road and Meadowview Road crossings have had accidents this year. In addition, these two grade crossings have had six accidents within the last 5 years which is above the Statewide average. It should also be noted that the railroad operates approximately twelve trains through this area.

In view of the existing train traffic and the proposed vehicular traffic, coupled with the accident history at the Florin Road and Meadowview Road grade crossings, it is the staff's opinion that consideration should be given to the separation of grades for these two grade crossings. Separation of grades would then mitigate the increased accident potential and safety hazards associated with the project.

We appreciate having had the opportunity to review this matter.

Sincerely yours,

*William L. Oliver* (as)

WILLIAM L. OLIVER, Principal  
Railroad Operations and Safety Branch  
Transportation Division

Office of Planning & Research  
1400 Tenth Street - Rm. 121  
Sacramento, CA 95814

Subject: SCH 83072505, Environmental Impact Report on the Airport Meadowview Community Plan Update (M-675)

Dear Ms. Molloy and Mr. Carstens:

The State Clearinghouse submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is closed and the comments of the individual agency(ies) is(are) attached. If you would like to discuss their concerns and recommendations, please contact the staff from the appropriate agency(ies).

When preparing the final EIR, you must include all comments and responses (CEQA Guidelines, Section 15146). The certified EIR must be considered in the decision-making process for the project. In addition, we urge you to respond directly to the commenting agency(ies) by writing to them, including the State Clearinghouse number on all correspondence.

A 1981 Appellate Court decision in Cleary v. County of Stanislaus (118 Cal. App. 3d 348) clarified requirements for responding to review comments. Specifically, the court indicated that comments must be addressed in detail, giving reasons why the specific comments and suggestions were not accepted. The responses must show factors of overriding significance which required the suggestion or comment to be rejected. Responses to comments must not be conclusory statements but must be supported by empirical or experimental data, scientific authority or explanatory information of any kind. The court further said that the responses must be a good faith, reasoned analysis.

In the event that the project is approved without adequate mitigation of significant effects, the lead agency must make written findings for each significant effect and it must support its actions with a written statement of overriding considerations for each unmitigated significant effect (CEQA Guidelines Section 15088 and 15089).

If the project requires discretionary approval from any state agency, the Notice of Determination must be filed with the Secretary for Resources, as well as with the County Clerk. Please contact Bruce Walters at (916) 445-0613 if you have any questions about the environmental review process.

Sincerely,

*Terry Roberts*  
Terry Roberts  
Manager  
State Clearinghouse

cc: Resources Agency  
attachment

Page 27

## Memorandum

Dr. Gordon F. Snow  
Ms. Kathy Molloy  
Page 2

To : Dr. Gordon F. Snow  
Assistant Secretary of Resources

Date : DEC 1, 1983  
Subject: Airport Meadowview  
Community Plan  
DEIR, SCH#83072505.

Ms. Kathy Molloy  
Planning Division  
Department of Community Development  
City of Sacramento  
Sacramento, CA 95814

From : Department of Conservation—Office of the Director

2. The Delta Shores Village DEIR (p. 3-4) also discussed the urban/rural land-use conflict. The discussion notes that vandalism of farming equipment is just one problem currently affecting agriculture which is close to existing urban development. Under the proposed community plan, this type of problem is used as a justification for the conversion of productive farmlands.

The Final Airport Meadowview EIR should address the issue of potential urban/agriculture land use conflicts that may exist between farmland south and east of the plan area and the eventual developed community. In addition to describing these impacts, mitigation measures, such as the use of transitional zoning, open space buffers, and artificial and natural barriers should be considered.

3. Finally, our April 6, 1983 comments on the Delta Shores Village DEIR included a request that the project's growth inducing impacts on the area between the Delta Shores project and the proposed Highway 99-Sheldon Road projects be analyzed in the Final EIR. We recommend that a similar analysis on the land between the community plan area and the 99-Sheldon Road project be included in this FEIR.

Again, we support the farmland preservation strategy of urban in-fill, as represented by this plan. We look forward to a copy of the Final EIR with your responses. If you have any questions about the comments, please call at (916) 322-5873.

*Dennis J. O'Bryant*  
Dennis J. O'Bryant  
Environmental Program Coordinator

cc: Ken Trott, Division of Land Resource Protection  
Art. Mills, Chief, Division of Land Resource Protection

4541B-2

The Department of Conservation has reviewed the DEIR (Draft Environmental Impact Report) for the Airport Meadowview Community Plan. The Department is charged by the Legislature to map and monitor California's farmlands, and is interested in projects that may displace productive farmland.

The DEIR presents an updated plan for the development of a 5,161-acre area in the southwest portion of Sacramento. The south boundary of the plan area is the city limits line. As the northerly portion of the area -- roughly two-thirds of the total area -- is already largely developed, the proposal may be considered as urban infill. Generally, the Department supports this kind of development proposal, which conserves the state's valuable agricultural lands.

However, we have three comments which could enhance the integrity of the plan as well as preserve the site's good agricultural soils for farming uses.

1. The map on page I-3 of the DEIR shows that the southwest and southeast corners of the plan area are pockets of land capability class II soils. The southeast corner is proposed for parks and open space, a use that provides a buffer between the agriculture immediately south of the city limits and the proposed residential uses to the north.

The southwest pocket of class II soils is proposed for a mix of residential, commercial and open space uses. Because this southwest area is separated from the rest of the south plan area by Interstate 5, we believe that ideal conditions exist for setting it aside for agricultural use. The highway provides a logical buffer between potentially conflicting land uses, while bounding an area of uniformly good agricultural soils. In addition, a strip of agriculture along the Sacramento River at this point, would provide visual separation between the town of Freeport and the development planned (see Delta Shores Village DEIR, pp. C-20 thru 22).

An alternative plan for this area which protects the good agricultural soils is not without precedent. The Delta Shores Village DEIR (February, 1983) offered such a possibility, titled the Trumpet Alternative (p. B-2). In this alternative, the entire area west of I-5 was set aside for open space uses, including 105 acres of agriculture.

We recommend that the Final EIR consider a plan alternative that protects this southwest pocket of class II soils for agriculture.

# Memorandum

Mr. Terry Roberts, Manager  
State Clearinghouse  
1400 Tenth Street  
Sacramento, CA 95814

Date: December 21, 1983  
File: 03-Sac-50/160  
Airport/Meadowview  
Community Plan  
SCH 83072505

## DEPARTMENT OF TRANSPORTATION

District 3 - Environmental Branch

Caltrans, District 3, has reviewed the draft EIR for the Airport Meadowview Community Plan, which encompasses an area between Freeport Boulevard and the Western Pacific Railroad in southwest Sacramento.

The proposed Community Plan traffic flow diagram on page E-19 shows 5,571 afternoon peak hour trips on the westbound to northbound on-ramp at Delta Shores. It is unlikely that the interchange ramps and the freeway mainline can carry these trips. In order to maintain an acceptable level of service on the Interstate route, four lanes north and south of Delta Shores may be required. Please note that projected level of service E is not an acceptable level. In addition, the plan should identify impacts to State highways outside of the plan area boundaries.

In addition to the mitigation measures listed on pages E-26 and E-27, improvements to Route 160 (Freeport Boulevard) should be identified. For example, Route 160 between Freeport and Meadowview Road should be expanded to four lanes to accommodate projected traffic.

Any improvements required to State highways as a result of local development should be funded by sources other than Caltrans. We urge the City and/or the developers to coordinate closely with Caltrans when planning improvements to State highways. It should be noted that final approval of the Community Plan EIR does not constitute automatic approval of these improvements.

If there are any additional questions on these comments, please contact Jeannie Baker, at the above address, or telephone (916) 741-4498.

W. R. GREEN  
District Director of Transportation

*R. Rogers*

By  
R. Rogers  
Deputy District Director  
Planning and Public Transportation

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DEC 22 1983

OFFICE OF PLANNING  
AND RESEARCH

# Memorandum

To: Terry Roberts, Manager  
State Clearinghouse Unit, Room 121  
Office of Resources, Energy, and  
Permit Assistance  
1400 Tenth Street  
Sacramento, CA 95814

Date: December 5, 1983

File:

From: DEPARTMENT OF TRANSPORTATION  
DIVISION OF AERONAUTICS

Subject: Project Review - Airport Meadowview Community Plan - Draft  
Environmental Impact Report - SCH 83072505

The proposal is an update of two previous plans that were adopted in 1965. The purpose of the project is to guide the growth and development in the Airport Meadowview Area, which essentially surrounds the Sacramento Executive Airport.

We have reviewed your report with specific interest in potential noise and safety impacts of the air facility's flight operations upon the proposal, and any impacts the proposal may have upon the air facility's flight operations.

The environmental document uses appropriate methods for analyzing the noise environment in the area. We are also pleased to note that the major policy of the Community Plan in the airport area is to support the recommendations of the Executive Airport Comprehensive Land Use Plan.

It is our view that the report adequately addresses the areas of our interest, however we note a few statements for which minor corrections are appropriate. Page C-14 indicates noise limits of the California Department of Aeronautics. This should now read California Department of Transportation. Page C-15 includes a reference to noise levels of 65 dBA when the maps use 65 dB LDN or 65 dB CNEL. Both the LDN and CNEL scales incorporate measurements taken in dBA, but after they apply the penalty weightings for evening and night hour events, the data is no longer in dBA. The references to dBA should be corrected to read dB LDN or dB CNEL as appropriate. This comment applies to similar references throughout the report.

MARK P. MISAPAGEL, Chief  
Division of Aeronautics  
*Richard G. Dyer*  
Richard G. Dyer  
Airport Environmental Specialist

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OFFICE OF PLANNING  
AND RESEARCH

Page 29

Preliminary studies have shown that although the east airport acreage is undesirable from an FBO perspective, high potential exists for an income producing professional office or industrial park. Such development is consistent with adopted policies of the Executive Airport Master Plan which encourage airport development by the private sector. Such development would also aid in maintaining financial self-sufficiency for the airport. Although additional coordination and site analysis is required before a specific development proposal can be submitted for consideration, an appropriate initial step in the overall planning process is the concurring designation of office land use in the Airport Meadowview Community Plan. Exhibit 2 delineates the recommended airport office/-industrial park reserve as it might appear on the Community Plan.

## 2. Airport Zoning

The Executive Airport was placed in R-1 zoning many years ago. This is obviously an inappropriate designation and should be changed to a new "Airport Zone" with approved uses defined in accordance with the Executive Airport Master Plan. Such rezoning would also reduce city and county staff time commitments for project implementation currently approved in the Master Plan. It is acknowledged that no such zoning designation presently exists within the City of Sacramento Zoning Code, therefore it is requested that the City of Sacramento initiate rezoning hearings on behalf of the Department of Airports.

I am available to provide technical assistance in support of the office/industrial park designation and recommended airport rezoning.

Thank you for this opportunity to comment on this project of mutual interest.

Sincerely,

*Harry E. Gozub*  
Harry E. Gozub  
Airport Planner

LEK:sam  
lek 58

cc: Sam Miller, County Planning  
Al Freitas, County EIS  
Mike Hoffacker, SACOG  
Earl Tucker, Caltrans



DIRECTOR OF AIRPORTS  
George W. McLaughlin

## COUNTY OF SACRAMENTO DEPARTMENT OF AIRPORTS

6968 AIRPORT BOULEVARD  
SACRAMENTO, CALIFORNIA 95837  
(916) 929-5411

December 6, 1983

Mr. Cliff Carstens  
Senior Planner  
City of Sacramento  
Planning Department  
927 Tenth Street, Suite 300  
Sacramento, CA 95814

SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT FOR AIRPORT MEADOWVIEW  
COMMUNITY PLAN (M-675)

Dear Mr. Carstens:

The Sacramento County Department of Airports has reviewed the subject DEIR and finds the off-airport land use recommendations contained therein to be generally consistent with the Executive Airport Comprehensive Land Use Plan (CLUP) as adopted by the regional Airport Land Use Commission on April 15, 1982. There are, however, two on-airport land use issues that the Department of Airports believes should be addressed during the Community Plan hearings because the Executive Airport is within the planning boundaries of the Airport Meadowview Community Plan.

### 1. Airport Office/Industrial Park (New Designation)

Approximately 14 acres of airport property located in the northeast quadrant of the airport adjacent to 24th Street and Fullertown is designated as "future aviation or non-aviation development" on the Executive Airport Master Plan (Attachment 1). Staff analysis within the Department of Airports have concluded that the subject acreage is inappropriate for additional airport Fixed Base Operators (FBO) use for the following reasons:

- Competitive disadvantage for the east area FBO relative to the established west area terminal developments.
- Inefficient aircraft ground access for east-west transition (must cross all three runways).
- Inefficient location for ground based services response (passenger shuttle, aircraft fueling, security patrol, etc).

AIRPORT DATA TABLE		
	DATE	TIME
ARRIVAL AT AIRPORT	10/10/70	10:00
DEPARTURE FROM AIRPORT	10/10/70	11:00
FLIGHT NUMBER	100	
PILOT NAME	JOHN	
COPILOT NAME	JOHN	

These may include energy analyses, loan programs for low and moderate income households, and other retrofit measures. Interested residents should contact these companies for information.

c) Objective #1 on page 98 of the Community Plan:

"Encourage incorporation of water and energy conservation and recycling measures into building design, landscaping, and manufacturing processes; especially within high technology industrial developments."

d) Recommendation i.1) on page 76 of the Community Plan:

"Citizen group participation in the following activities is encouraged: . . . i) Coordination with other organizations and agencies for program of funding assistance, for example: 1. SMUD and PG&E for energy conservation . . ."

If the energy provisions as discussed in the Community Plan are not sufficient, the Draft EIR should identify specific policies or actions regarding energy conservation which should be included in the Community Plan.

## 2. Employment Projections

There seem to be some inconsistencies in projected employment numbers related to a) Delta Shores Village figures, and b) community-wide figures. Clarification and/or revisions should be provided so that the summary chart, Table D-14, and the text of Section D are consistent.

## 3. Typographical Errors

- a) Page D-44, Paragraph 3: Change "Willhaven" to "Willhaggen".
- b) Page E-27, Measure 3: Change "tis" to "its"; and change "lenght" to "length".



## CITY OF SACRAMENTO

CITY PLANNING DEPARTMENT  
927 TENTH STREET  
SUITE 330  
SACRAMENTO, CA 95814  
TELEPHONE (916) 449-5604

MARTY VAN DUYN  
PLANNING DIRECTOR

November 30, 1983

### MEMORANDUM

TO: Sacramento City Planning Commission  
FROM: Planning staff Clif Carstens and Kathy Molloy  
SUBJECT: Preliminary comments on the Draft Environmental Impact Report (EIR) on the proposed Airport Meadowview Community Plan

The following are some initial comments about the Draft EIR:

#### 1. Energy Conservation

Page H-26 of the Draft EIR states that "the Airport Meadowview Community Plan does not contain specific reference or recommended policies or actions regarding energy conservation." Planning staff feel that energy conservation provisions are generally more appropriately addressed as statewide and citywide concerns, although there are several components of the Community Plan that relate to energy conservation. The Draft EIR discusses several measures on pages H-22 and -23 that the City of Sacramento currently apply to projects city-wide.

The 1983 Airport Meadowview Community Plan addresses energy conservation in the following ways:

- a) Appendix J (page A-47 of the Community Plan). This appendix provides a compendium of current City energy provisions. Developers must also meet any Uniform Building Code standards.
- b) "Energy Conservation" discussion on page 81 of the Community Plan:

"Energy conservation is a national concern that is increasing in importance. The City of Sacramento encourages conservation measures in new and existing development (See Appendix J) and all new projects are reviewed for consistency with federal, state and local energy conservation requirements.

Utility companies, such as SMUD and PG&E, often offer programs to make existing housing more energy efficient.

Page 32



CITY OF SACRAMENTO

CITY PLANNING DEPARTMENT

DEC 15 1983

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DEPARTMENT OF COMMUNITY SERVICES  
3520 FIFTH AVENUE  
SACRAMENTO, CALIFORNIA 95817  
TELEPHONE (916) 449-5700

ROBERT P. THOMAS  
DIRECTOR

G. ERLING LINGGI  
ASSISTANT DIRECTOR

CHUCKER RAIL FOUNDRY DIVISION  
CITY DIVISION  
METROPOLITAN ARTS DIVISION  
MUSEUM AND HISTORY DIVISION  
RECREATION DIVISION  
PARKS DIVISION  
ZOO DIVISION

December 14, 1983

MEMO TO: Cliff Carstens, Senior Planner

SUBJECT: Draft Environmental Impact Report - Airport/Meadowview

The following are comments of staff on the above subject:

Page B-7: Under Parks - No development alternatives

It states: "Existing park deficiencies need to be corrected."

Presently, there is no average deficiency. It is not until 1990 that there will be a deficiency of ten acres.

Under - Buildout of Current Plans

It seems that only 28 additional acres will be needed in this area.

Page C-19: Development of adequate recreation facilities. This is not true. Woodbine is developed; Chorley is developed.

The park as identified as South Land Park Hills west of Southern Pacific Railroad tracks. This exit runs in the Meadowview Airport Planning Area; i.e., reference footnote 42, page C-40.

Page C-27: Addition - Recreation Master Plan has identified open space in this area for both a neighborhood and community park.

Page C-31: Is this true? The two school sites should be identified as school parks if land has been eliminated.

Should you have any questions, contact me.

*G. Erling Linggi*

G. ERLING LINGGI, Assistant Director  
Parks and Community Services

GEI:js



CITY OF SACRAMENTO

CITY PLANNING DEPARTMENT

NOV 15 1983

RECEIVED

DEPARTMENT OF PUBLIC WORKS  
915 I STREET  
CITY HALL ROOM 207  
SACRAMENTO, CALIFORNIA 95814  
TELEPHONE (916) 449-5281

J.F. VAROZZA  
DIRECTOR  
M.H. JOHNSON  
Asst. Director

November 14, 1983

MEMORANDUM

TO: Cliff Carstens, Senior Planner

FROM: J. F. Varozza, Director of Public Works

SUBJECT: Comments on Draft Airport Meadowview Community Plan and Environmental Impact Report

The subject draft reports appear in general to be satisfactory. It appears the proposed plan will create traffic problems in existing developed areas that will be extremely costly, if not infeasible, to correct. Listed below are my comments:

I. Draft Community Plan

1. Page 45 - Map appears to be in error. Should check boundaries and Assessment District names (Woodbine A/D No. 3A is shown twice).
2. Page 79 (Item 3) - Previous storm drainage design criteria is approximately 60 percent of City Standards, not 50 percent.

II. Draft Environmental Impact Report

1. Page J-6 (last two paragraphs) - Mention is made of the City directing a portion of our drainage waters to the Sacramento River and the continuing need to do so in the future. Our position is that the existing diversions more than compensate for the increased flows that will result as remaining lands within the City limits are developed.

*J.F. Varozza*

J. F. VAROZZA  
Director of Public Works

JFV/NOL/hna

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## DIVISION OF WATER AND SEWERS

## MEMORANDUM

**Date:** 12/5/83

**To:** Cliff Carstens, Senior Planner, Planning Department

From: Robert C. Bitten, Deputy Director of Public Works

**Subject:** Airport Meadowview Draft Community Plan and EIR

We have reviewed the subject documents and have no comments.

Robert C. Bylden  
Deputy Director of Public Works

CSH/cs

**MOTION:**

- ☒ TO APPROVE
- ☐ TO DENY
- ☐ TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ TO DENY BASED ON FINDINGS OF FACT IN STAFF REPORT
- ☐ INTENT TO APPROVE/DENY SUBJECT TO COND. & BASED ON FINDINGS OF FACT DUE
- ☐ TO RECOMMEND APPROVAL & FORWARD TO CITY COUNCIL
- ☐ TO RECOMMEND APPROVAL SUBJECT TO COND. & FORWARD TO CITY COUNCIL
- ☐ TO RATIFY NEGATIVE DECLARATION
- ☐ TO CONTINUE TO MEETING

OTHER

	YES	NO	MOTION	2ND
Augusta	✓		H	
Fong	Absent			
Holloway	Absent			
Hunter	Absent			
Ishmael	Absent			
Larson	✓			
Silva	✓		✓	
Simpson	✓			✓
Goodin	✓			