

LOCATION

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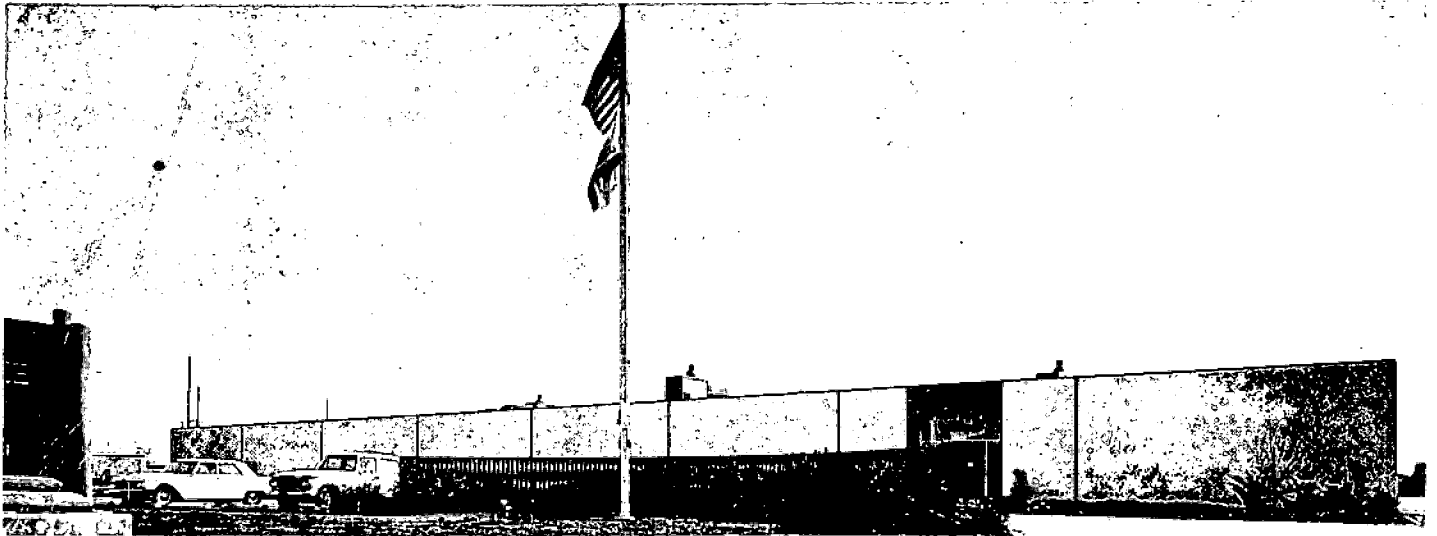
In CALIFORNIA "Golden STATE" USA
 In SACRAMENTO "Capital City, Heart of California"
 On Meadowview Road, a four-lane thoroughfare
 Trans Continental "Interstate 5", is about 1/4 mile west
 Highway 99, and 50 are about 3/4 mile east
 Close to Sacramento Executive Airport
 Close to Western Pacific Railroad and Spur Siding (at 47th Avenue)
 Close to Port of Sacramento, "Sea Route to the Pacific"
 On routes of Sacramento Regional Transit Buslines
 Favorable Tax rates, "California Proposition 13 Law"
 Favorable Electric rates with Sacramento Municipal Elec. Dept.
 Favorable Employment Market, 770,000 County population
 Mild climate year-round, daily average temp. of 73.2° F.
 Plentiful housing and modest cost of living

NOW LEASING

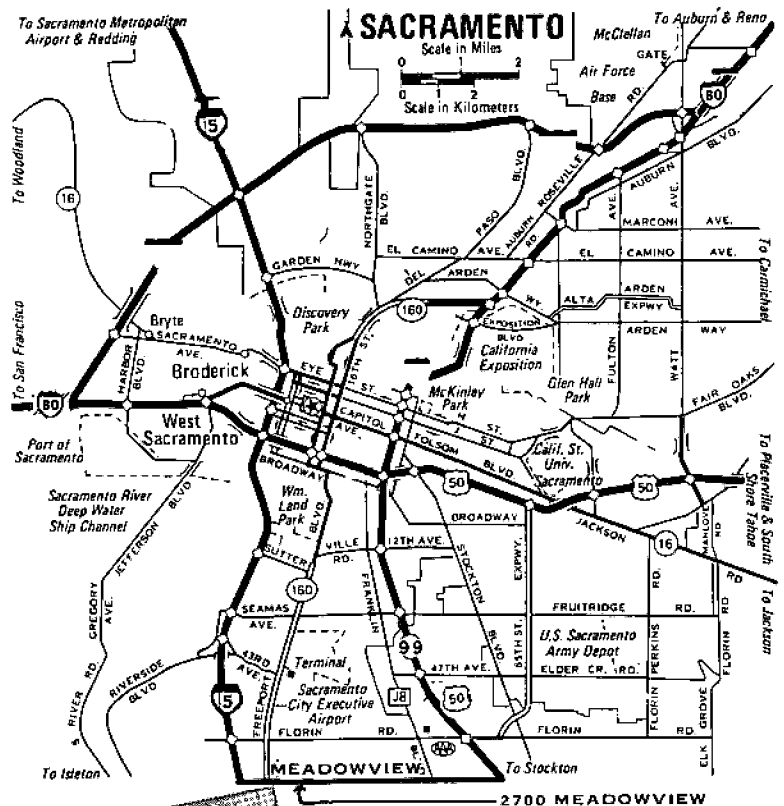
LOW COST OFFICE SPACE

2700 Meadowview Road

South SACRAMENTO



- BASE RENT 35¢ PER SQUARE FOOT. 57,000 SQUARE FOOT BUILDING.
- EASY FREEWAY ACCESS, BETWEEN HWY. 99 AND INTERSTATE 5. (NO DOWNTOWN TRAFFIC JAMS, YET CAPITOL MALL IS ONLY A 12-MINUTE DRIVE).
- TOTAL SECURITY BUILDING.
- CHAIN LINK FENCING
- NINE FOOT AND TWELVE FOOT CEILINGS.
- AIR-CONDITIONED COMFORT.
- AMPLE, FREE PARKING ON ALL SIDES.
- CUSTOM REMODELLING OF LEASED AREA MAY BE NEGOTIATED.
- IDEAL FOR:
OFFICES, MERCHANDISE MART,
RECREATION CENTER, SHOPPING
CENTER, WHOLESALE OUTLET



LOT SIZE: 4 ACRES (300 X 592 FEET)

BUILDING: ONE STORY, TOTAL SECURITY BUILDING 57,000 SQUARE FEET GROSS. LAND AVAILABLE TO CONSTRUCT SUBSTANTIAL ADDITIONAL IMPROVEMENTS. (±2 ACRES, 150 X 592).

PARKING: 268 VEHICLES, ON SITE PAVED PARKING AREA. DIRECT ACCESS FROM PARKING

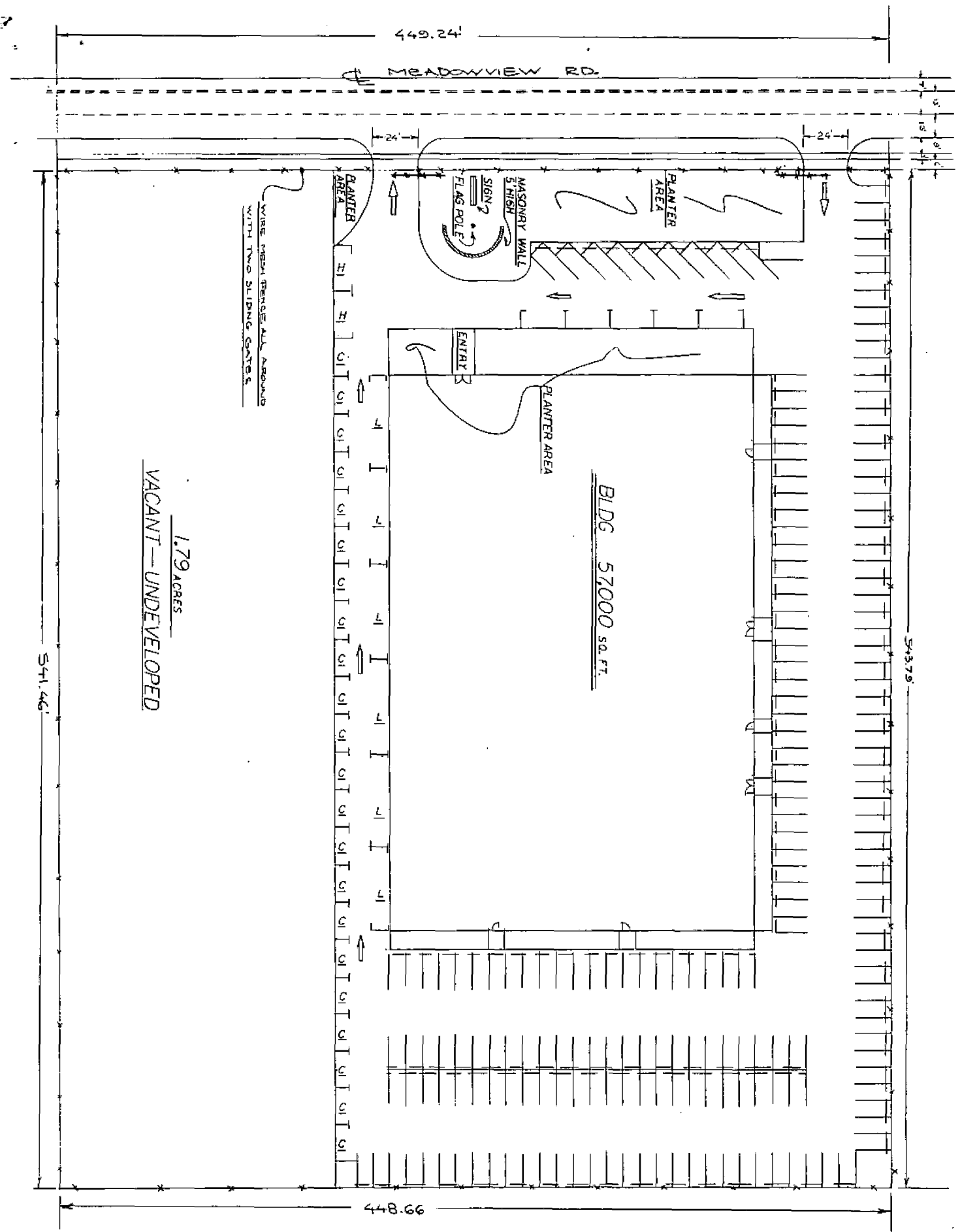
CONSTRUCTION: TO BUILDING. 6 FT. CHAIN LINK FENCING WITH 2 STRAND BARBED WIRE TOP STRANDS. POURED IN PLACE CONCRETE SPREAD FOOTING. HEAVY LOAD DESIGNED CONCRETE FLOOR, UNDER FLOOR DUCT SYSTEM. TILT-UP CONCRETE WALLS, WOOD-PANELIZED ROOF DECK, INSULATED BUILT-UP ROOF, ACOUSTICAL CEILING, VINYL FLOOR COVERING, GYPSUM BOARD AND PLASTERED WALLS. THE MECHANICAL SYSTEM CONSISTS OF 14 TEN-TON GAS FIRED, ROOF MOUNTED INDIVIDUALLY CONTROLLED HEATING & COOLING UNITS. THE ELECTRICAL SYSTEM PROVIDES FOR HIGH LEVEL OF LIGHTING. POWER PANELS FOR 440-220-110.

OWNERS WILL CONSIDER REMODELING TO SUIT TENANTS WITH COSTS AMORTIZED OVER THE LIFE OF THE LEASE

TO INSPECT, CONTACT:
JOSEPH MOHAMED SR.
JOSEPH MOHAMED ENTERPRISES
4405 COLLEGE OAK DRIVE
SACRAMENTO, CA 95841
(916) 485-7866

BROKER COOPERATION INVITED.

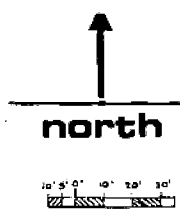
OR



VACANT—UNDEVELOPED
1.79 ACRES

BLDG 57000 SQ. FT.

WIRE MESH FENCE ALL AROUND WITH TWO SLIDING GATES.



2700 MEADOWVIEW RD.
SACRAMENTO, CA.

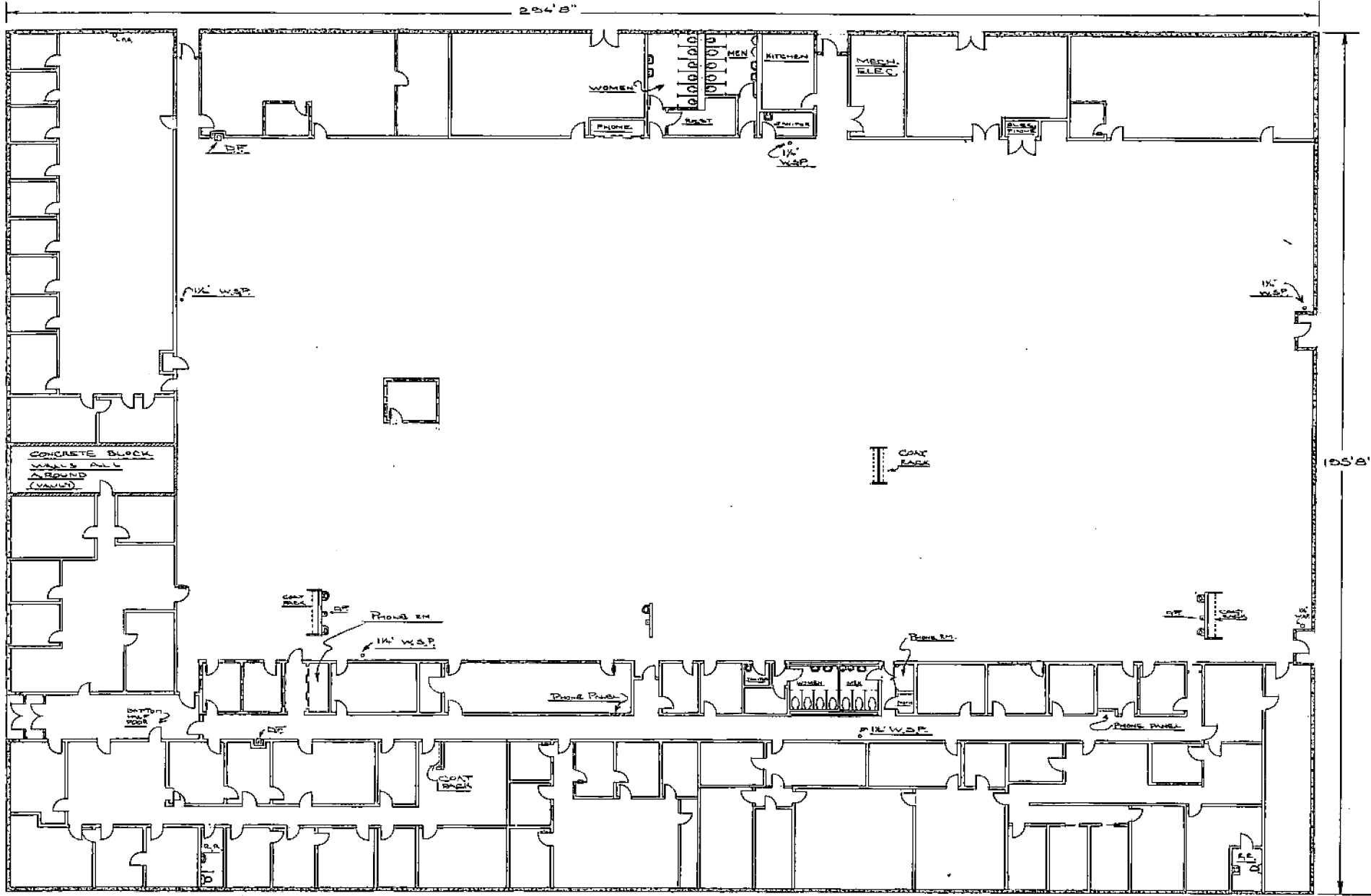
LOT 5.59 AC NET
BLDG 57,000 SQ. FT.

PARKING

REGULAR	207
COMPACT	22
HANDICAPPED	2
LOADING	6
TOTAL	237

.....site plan.....

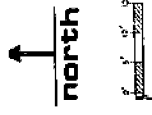
JOSEPH MONNED ENTERPRISES
4405 COLLEGE OAK, SAC 95841
BY LEE PENNACKER 11-19-80

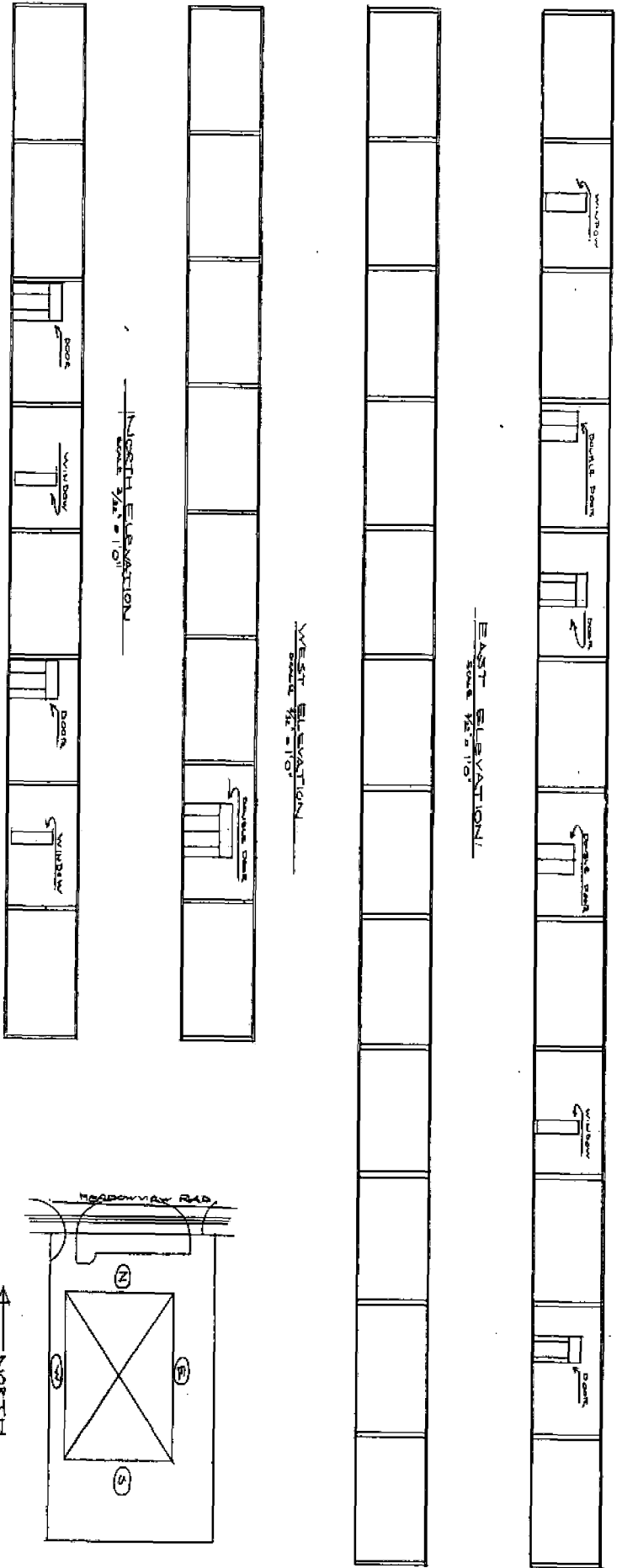


..... floor plan

Joseph Manned Enterprises
 4705 COLLEGE CANY, SACramento
 BY LES A. PENNINGER 11-13-80

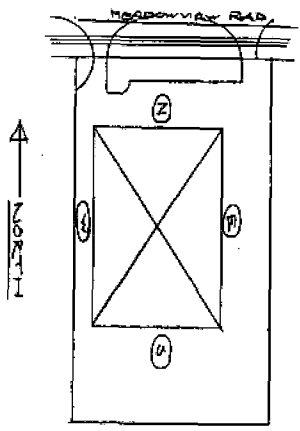
**2700 MEADOWVIEW ROAD
 SACRAMENTO, CA.**





-----elevations-----
 JOSEPH MOHAMED ENTERPRISES
 4402 COLLEGE OAK SAS, CA 95841
 BY LEE A. RENNARVER 11-19-80

2700 MEADOWVIEW RD.
SACRAMENTO, CA.



A COMMUNITY PLAN FOR

28

MEADOWVIEW

City Planning Commission

Sacramento California

The Meadowview Plan is another in a series of 20 Community Plans for the developed portions of the City. These studies are intended to provide a more precise projection and evaluation of development in each community than exists in the General Plan.

The Meadowview Community is bounded by Florin Road on the north, proposed Route 148 Freeway to the south, Western Pacific Railroad on the east, and Freeport Boulevard on the west.

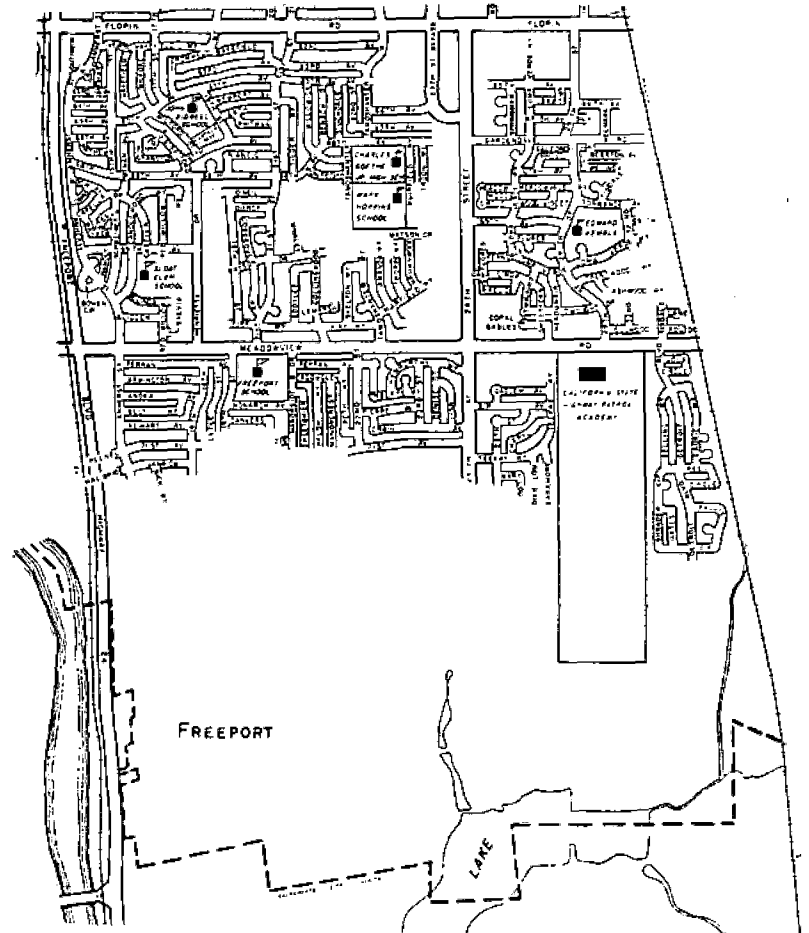
ITS CHARACTER

The Meadowview area is predominantly a residential community with all new housing (10 years or less) and required shopping center facilities.

Approximately 60% of the land area is undeveloped at this time. The California State Highway Patrol Academy and State Office of Civil Defense occupy a 239 acre parcel south of Meadowview Road west of the Western Pacific Railroad.

ITS FUTURE

This area, unlike previous communities studied, does not have a list of deficiencies. The housing section of the report indicates that there are only three deteriorating and no dilapidated units in the area. The remainder of this report is an analysis of its development to date, and an explanation of projections for land use, circulation, and public facilities which appear in the plan section of the report.



The Meadowview Community is a relatively new area (its first subdivision was recorded in 1954) and is an example of a community developed under current planning concepts. These concepts were utilized primarily to establish an integrated land use pattern, an efficient circulation system, and to provide for necessary public facilities as the basic elements of a planned neighborhood unit. The remainder of this report discusses some of the features of this concept.

All subdivisions were designed to fit within the framework of established major streets and their extensions. A curvilinear street pattern is used for the design of collector and local access streets. This pattern helps eliminate the monotony of a grid street pattern and discourages the use of local access streets for through traffic. This same concept will be utilized as the remainder of the area develops.

Existing residential areas are served by neighborhood shopping centers located at selected intersections of major streets approximately one mile apart. The establishment of existing integrated shopping center sites and the projection of future sites as shown in the plan will help eliminate a tendency toward strip development that has occurred in the past along major thoroughfares in other areas. The size of an integrated shopping center is determined by applying an estimated floor space requirement to the number of people within an assumed service area. Some of the advantages of an integrated shopping center are:

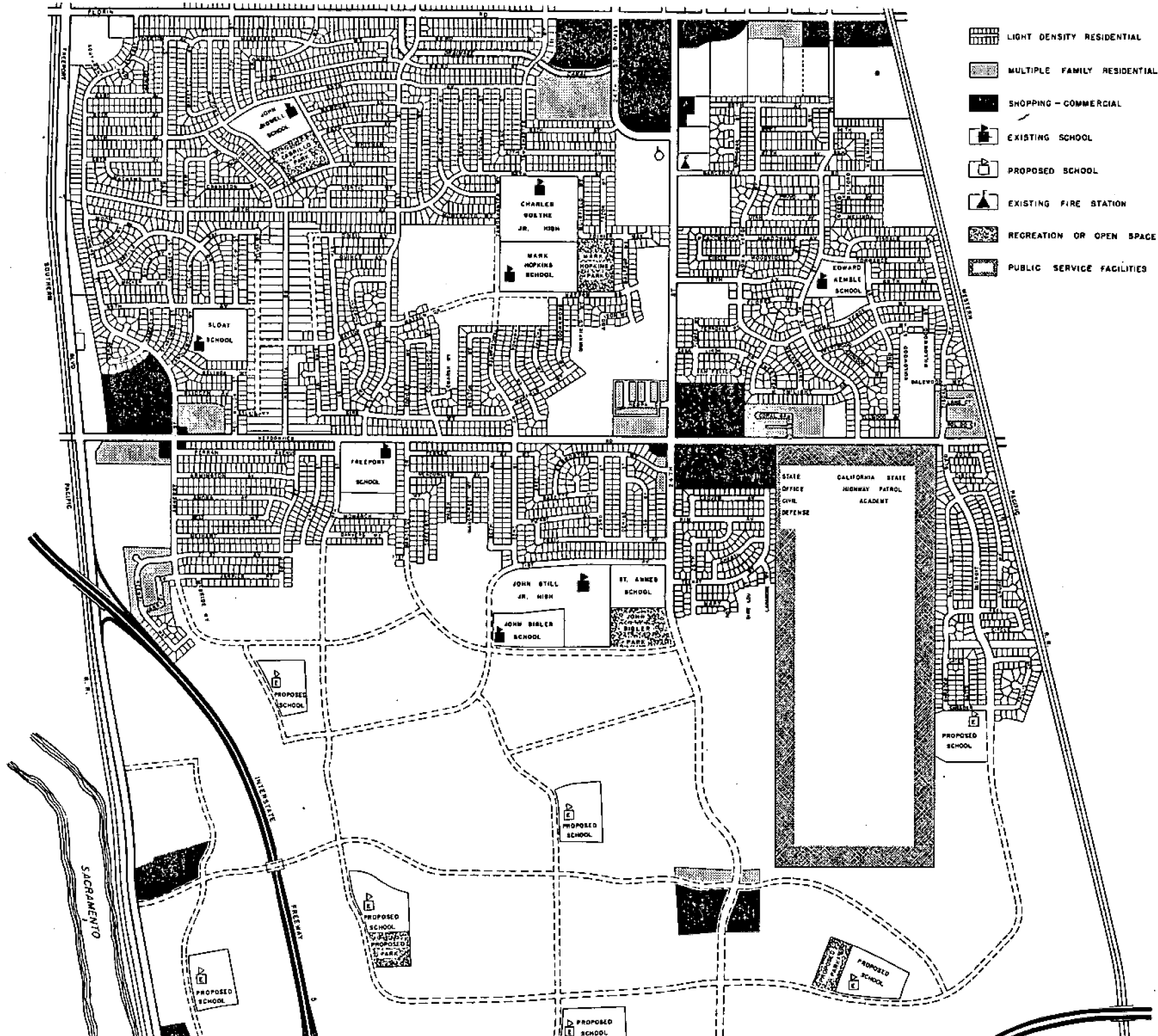
- 1: Shopping facilities are located as a group development adjacent to common parking facilities thereby allowing the customer ready access to a variety of establishments.
- 2: The general appearance of modern shopping centers can be more readily integrated into the environment of the area through landscaping, architectural continuity, and maintenance as one comprehensive development as opposed to splintered ownerships and development of strip commercial areas.
- 3: Access to the adjacent major streets can be more effectively controlled.
- 4: Complementary retail sales and service stores are more effectively distributed for the convenience of the consumer.
- 5: Site design can be controlled to complement adjacent properties rather than detract from the residential characteristics of abutting neighborhoods.

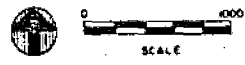
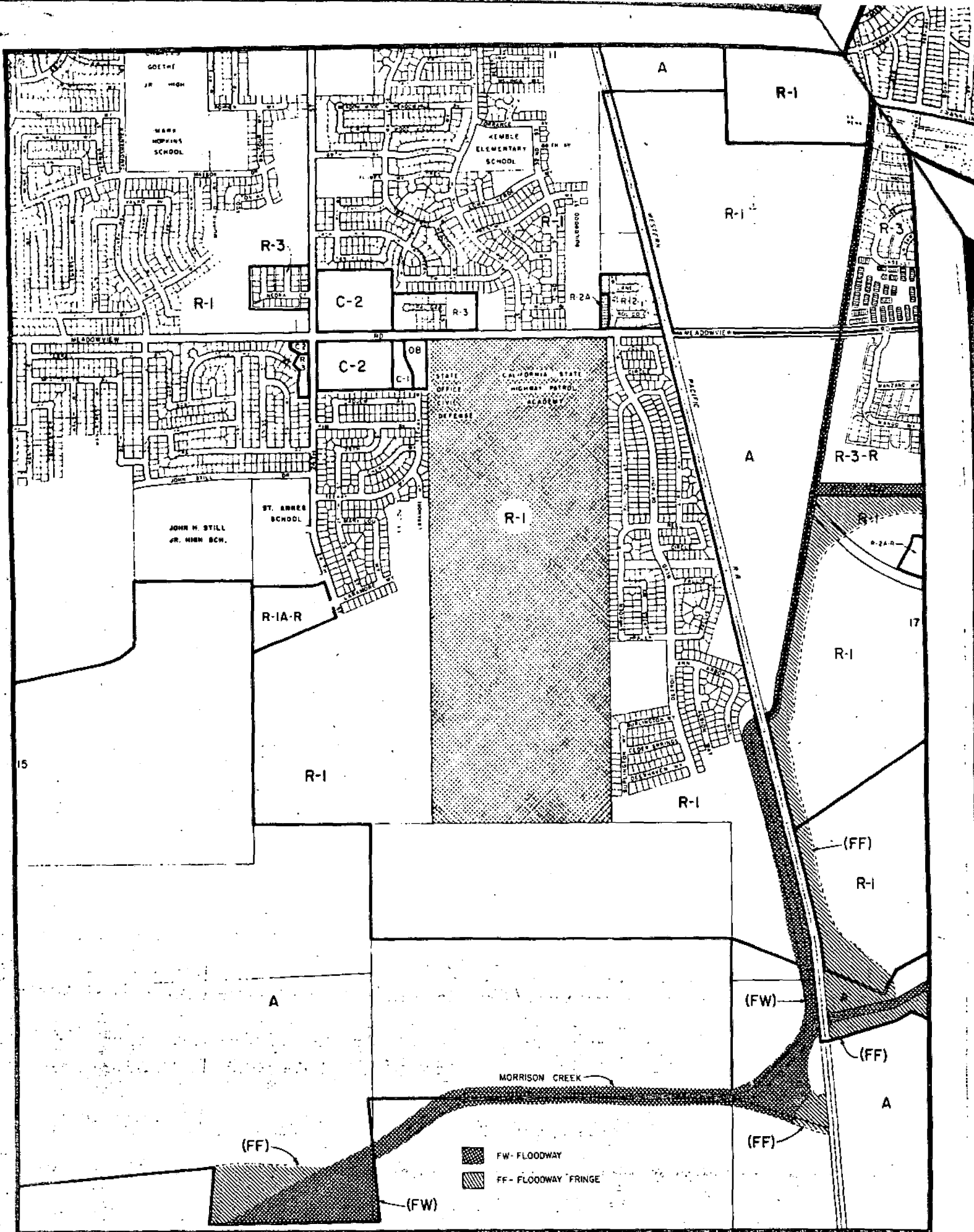
Multiple family developments are located on major streets and as a buffer adjacent to shopping center developments. Offices and other non-retail uses are located either adjacent to or within shopping centers or on other street corners adjacent to the center.

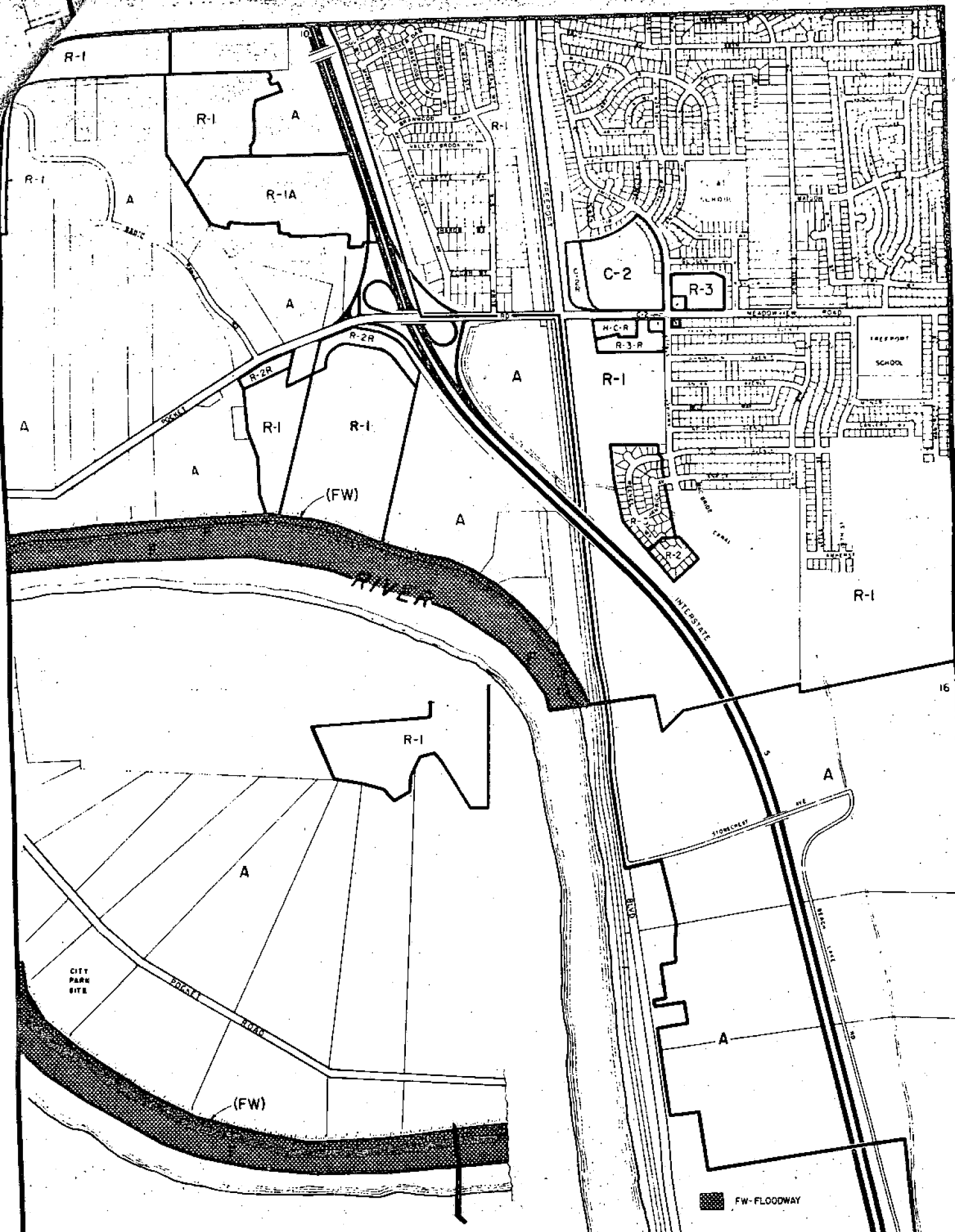
The concept of locating public neighborhood recreation facilities adjacent to school sites has been emphasized in this community as evidenced by Cabrillo Park adjacent to John Bidwell School and Mark Hopkins Park adjacent to the Mark Hopkins School. The Plan indicates how this policy is to be applied to the development of the balance of the community. The principal advantage of this approach is in the joint use of sites by both the school district and the recreation department thereby increasing the useable area of both properties and allowing for a reduction in total required site area. In addition, neighborhoods are generally developed with the elementary school as a focal point which is also an appropriate location for a neighborhood park facility.

On the south side of Meadowview Road, back-up lots were developed with frontage on two streets. There are two distinct disadvantages to this design. One is the unsightly appearance of fences and lack of maintenance to property between the fences and the major street right-of-way. The second is the added cost of providing for street improvements on both the front and rear of each lot when not required. As a result of these factors, both here and at other similar locations on major streets, the City in recent years has refused to approve back up lot design. Instead, it has recommended the fronting of lots on the major street either directly or on an adjacent limited access frontage road.

MEADOWVIEW COMMUNITY PLAN









CITY OF SACRAMENTO

OFFICE OF THE CITY CLERK

915 I STREET

CITY HALL ROOM 203

SACRAMENTO, CALIFORNIA 95814

TELEPHONE (916) 449-5426

LORRAINE MAGANA
CITY CLERK

MEMORANDUM

TO: MARTY VAN DUYN, CITY PLANNING DIRECTOR

FROM: LORRAINE MAGANA, CITY CLERK *LM*

SUBJECT: REFERRAL OF ITEM NO. 28, COUNCIL AGENDA OF FEBRUARY 10, 1981

DATE: FEBRUARY 10, 1981

Pursuant to Council action, the following matter was referred to you for review of "C-1" zoning:

Appeal of Planning Commission's denial of a request to
Rezone 6+ acres from "C-1" and "OB" to "C-2".
Loc: 2700 Meadowview Road (P-9256)

sj