



# 12.1

DEVELOPMENT SERVICES  
DEPARTMENT

Planning Division

## CITY OF SACRAMENTO CALIFORNIA

1231 I STREET  
ROOM 300  
SACRAMENTO, CA  
95814-2998

PLANNING  
916-808-5381  
FAX 916-808-5328

**January 7, 2005**

City Council  
Sacramento, California

Honorable Members in Session:

**SUBJECT: WESTLAKE GATES (P04-102)**

Call-Up of Planning Commission denial of an amendment to the Special Permit condition that requires the Westlake Subdivision vehicular gates to remain open between the hours of 7am and 6pm, and to allow the vehicular gates to remain closed 24 hours a day.

- A. **Environmental Determination:** Exempt, per CEQA Section 15301;
- B. **Special Permit Major Modification** to amend the Special Permit condition that requires the Westlake Subdivision vehicular gates to remain open between the hours of 7am and 6pm, and to allow the vehicular gates to remain closed 24 hours a day, in the Westborough Planned Unit Development.

**LOCATION AND COUNCIL DISTRICT:** North of Del Paso Road and west of El Centro Road,  
Westborough Neighborhoods 2-6  
North Natomas Community Plan Area  
Council District 1 (Attachments A and B)

**RECOMMENDATION:** Staff and the Planning Commission recommend that the City Council take the following action:

- Deny the Special Permit Major Modification request to remove the condition requiring the vehicular gates to remain open between the hours of 7am and 6pm.

**CONTACT PERSONS:** Stacia Cosgrove, Associate Planner, 808-7110  
David Kwong, Senior Planner, 808-2691

**FOR COUNCIL MEETING OF:** January 25, 2005 (evening)



## **SUMMARY:**

The applicant is requesting to amend a condition of the October 1999 Special Permit for the Westborough Planned Unit Development (PUD) that requires that the vehicular gates in place at five subdivision tracts be kept open from 7am to 6pm every day. Approval of the Special Permit Major Modification request would allow the vehicular gates to remain closed 24 hours a day. Neighborhoods 2-6 of the Westlake community are gated and subject to this application. Please see Attachment C for the location of these neighborhoods and the existing gates.

Planning Commission and Staff are recommending denial of the Special Permit modification request because removal of the condition is inconsistent with the policies and goals of the North Natomas Community Plan, the Planning Commission's adopted Visions and Values Principles, and because there are no evident circumstances that exist within the Westlake community that necessitate removal of the Special Permit condition.

The project was denied by the Planning Commission on November 18, 2004. The Planning Commission decision was subsequently called-up by Councilmember Tretheway. A number of letters from Westlake residents and petitions in favor of the project are attached to this staff report as Attachments D and E.

## **COMMITTEE/COMMISSION ACTION:**

The Planning Commission denied the project at the November 18, 2004 public hearing by a vote of 4 ayes to 2 noes. (Attachment F- Planning Commission Voting Record)

## **BACKGROUND INFORMATION:**

On September 9, 1999, the Planning Commission supported staff's recommendation to deny the Westborough PUD project (P98-112) entitlements, based upon a number of policy considerations. Most relevant to the current application was the concern by staff that at the heart of the Westborough project was the proposal to gate nearly 200 acres of the project site, comprising six of the site's residential villages. The argument against gated development centered around the idea that walls and gates create physical and social barriers within communities.

After the Planning Commission denied the project entitlements, the applicant, Lennar Communities, appealed those entitlements to the City Council. The applicant subsequently revised the project and offered several compromises to address the Council, staff, and community concerns regarding the vehicular and pedestrian gates: 1) Village 1 was redesigned to eliminate the vehicular gates and eliminate walls on Westlake Parkway (identified on Attachment C as "A" Street West), 2) The Westborough PUD Guidelines were amended to stipulate that no walls would be allowed along the east side of "A" Street East, for future medium density development; and 3) The vehicular gates for Villages 2-6 must remain open between the hours of 7am and 6pm. The reason why the gates were conditioned to remain open during these specified hours was to promote internal and external connectivity and minimize barriers both visually and physically between those villages and the other residential neighborhoods within the Westborough PUD.

The Westborough Planned Unit Development (PUD) subsequently was established on October 26, 1999 with the approval by City Council of a Development Agreement, General Plan and Community Plan Amendments, Rezone, the establishment of a PUD Schematic Plan and PUD Guidelines, and (on appeal) a Tentative Master Parcel Map, Tentative Subdivision Map, and Special Permits. (P98-112)

**Justification for Request-** The Westlake Master Association (applicant) is now requesting to amend the condition that requires the vehicular gates on Villages 2-6 to remain open between 7am and 6pm; by approving the Special Permit Major Modification, the vehicular gates for Neighborhoods 2-6 could remain closed 24 hours a day.

The applicant offers the following justifications for the Special Permit Modification request (Attachment G):

1. The gated community experiences an abnormal and uninvited amount of traffic as a result of NBA (National Basketball Association) players and owners living in the community.
2. Non-Westlake residents and those Westlake residents living outside the gated communities are accessing the lake front through the gated neighborhoods (often through lots or residents' yards) instead of through the main lake entrance primarily during the daytime.
3. Westlake experiences an unusually high amount of business solicitation during the daytime.

Staff Response: Overall, staff does not find the circumstances listed above as a persuasive policy justification for the Special Permit condition to be removed; the reasoning behind the inclusion of the Special Permit condition outweighs the justifications provided by the applicant.

While NBA players and owners living in the Westlake community may generate interest and an unsubstantiated increase in traffic in the area, staff believes that this does not represent an issue to which the response should be to further close off the gated neighborhoods from the surrounding community. In order to address traffic concerns, the City's Development Engineering & Finance Division (in cooperation with the City's Transportation Department) has offered to sit down with the applicant to discuss whether there might be certain intersections or streets which are adversely impacted, where the installation of traffic calming devices might resolve any problems caused by vehicular traffic. As is done in other neighborhoods in the City, traffic counts and speeds in the affected area would be measured to determine if the residential streets are receiving an unusually high volume of traffic, traveling at unsafe speeds and the appropriate traffic calming devices could be discussed to alleviate any problems. This option was offered to the applicant, but the applicant did not communicate any interest in pursuing it by the time of the writing of this staff report.

Similarly, if subdivision design is allowing unsafe public access to the lake, whether by Westlake or non-Westlake residents, that condition should be resolved in some way other than closing the vehicular gates 24 hours a day. If Westlake residents are cutting through their neighbors yards to reach the lake, closing the gates would not resolve this issue because they would already live inside the gates or have code access to the gated portion of the community. Staff encourages the applicant to explore other, perhaps more effective, means of addressing this concern.

Finally, it is difficult to substantiate the amount of business solicitation that occurs within the Westlake community versus in any of the other neighborhoods in the City. Staff does not believe this is a valid justification for removing the Special Permit condition.

### **FINANCIAL CONSIDERATIONS:**

This project has no fiscal considerations.

### **ENVIRONMENTAL CONSIDERATIONS:**

The proposed project is exempt from environmental review pursuant to CEQA Guidelines (CEQA Section 15301). Section 15301 allows for projects such as the current application, characterized as an "Existing Facility," to be categorically exempt from CEQA Guidelines because the proposed project involves negligible or no expansion of an existing use. Altering the hours of operation for the existing vehicular gates involves negligible or no expansion of a use that was existing at the time of the lead agency's determination.

### **POLICY CONSIDERATIONS:**

**North Natomas Community Plan-** The North Natomas Community Plan is based upon the vision of a community that encourages internal and external connectivity, minimizing the barriers between neighborhoods, and facilitating the integration of land uses. Guiding Principles within the Community Plan include, "Connect, don't isolate neighborhoods and activity centers with a well-designed circulation system," and "Provide multiple routes and connections to adjacent developments." (NNCP, p. 38) Providing multiple routes, according to the Community Plan, is dependant upon creating direct, short and simple linkages between neighborhoods and activity centers. Promoting gated barriers does not contribute toward the realization of these goals.

**Visions and Values Policy-** The "Visions and Values Principles" were developed by the Planning Commission, with participation from the Design Review Board and City staff, and adopted by the Planning Commission in 1997 (Attachment H). The goal of the Visions and Values Principles are to articulate the desired design and development principles for neighborhood development, based upon the five core values of Completeness, Identity, Diversity, Quality, and Connectivity. The "Connectivity" principle emphasizes the importance of promoting easy, multi-modal movement within and between neighborhoods through subdivision design and encourages minimizing barriers to that movement. (Attachment H, page 4 and 6)

The Westborough PUD Special Permit was conditioned to require that the vehicular gates remain open during the daytime hours in order to minimize the disruption that gates on subdivisions cause to the physical and social flow between neighborhoods. Neighborhoods 2-6 are surrounded predominantly by other residential uses of varying densities, community and neighborhood parks, and an elementary school site. Staff does not believe that there is a need to further isolate Neighborhoods 2-6 from these land uses.

**Other Gated Communities in the City of Sacramento-** Staff traditionally opposes gating residential subdivisions unless some sort of special circumstance is present, due to the desire to reduce barriers between neighborhoods. The Heritage Park (P00-005) subdivision, located south

of Elkhorn Boulevard and west of Natomas Boulevard in North Natomas, is gated and was specifically designed as an age-restricted development. It is important to note that the design of this community includes front on lots on all of the major streets, throughout the low and medium density development, thereby precluding walls on the major streets. This project was supported by staff.

Gates were approved at Heritage Place/Riverwalk (P96-119), located west of Gateway Oaks Drive and Venture Oaks Way in South Natomas, due to security concerns. The development (173 homes) is surrounded by "hard edges" that restricted subdivision design, including a shopping center with a wall, a drainage canal, and an apartment complex.

There are a number of gated developments in the Pocket Community that were approved in the 1980's. With regards to the North Natomas Community Plan area, staff has consistently been critical of vehicular gates requests for single-family subdivisions. An application was denied in 2001 to gate Westborough Villages 7 & 8, based upon the preponderance of residential gates already present in the Westborough PUD.

This discussion does not include any multi-family residential developments (apartments and condominiums) that more commonly include gates and wrought iron fencing as an added amenity to entice renters or to deter criminal activity. Gated apartment complexes are more common throughout all of the community plan areas.

In staff's opinion, special circumstances do not exist in the Westborough case that lead to the conclusion that the special permit condition should be removed; evaluation of the justification for the request provided by the applicant (discussed below) does not override the present policy considerations and the purpose of the condition to promote community inclusiveness.


**Smart Growth Principles-** In December 2001, Sacramento City Council adopted a set of Smart Growth Principles in order to promote growth that is economically sound, environmentally friendly, and supportive of community livability. The Smart Growth Principles encourage, "Foster(ing) walkable, close-knit neighborhoods through a system of fully connected activity centers, streets, pedestrian paths and bike routes." The proposed project may present an additional barrier to a fully connected street system and would not be in keeping with the City's Smart Growth Principles.

**Strategic Plan Implementation-** The City of Sacramento Strategic Plan directs that, "Development in new growth areas should be consistent with Smart Growth principles and with the tenets of the North Natomas Community Plan." Staff does not support the proposed project because of the project's inconsistency with the North Natomas Community Plan, and does not believe the proposal is consistent with the City's Smart Growth Principles.

## **ESBD CONSIDERATIONS:**

No goods or services are being purchased under this report.

Respectfully submitted and approved:

  
\_\_\_\_\_  
Gary Stonehouse  
Planning Director

RECOMMENDATION APPROVED:

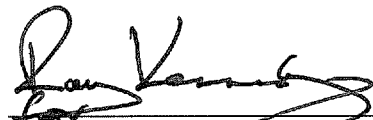
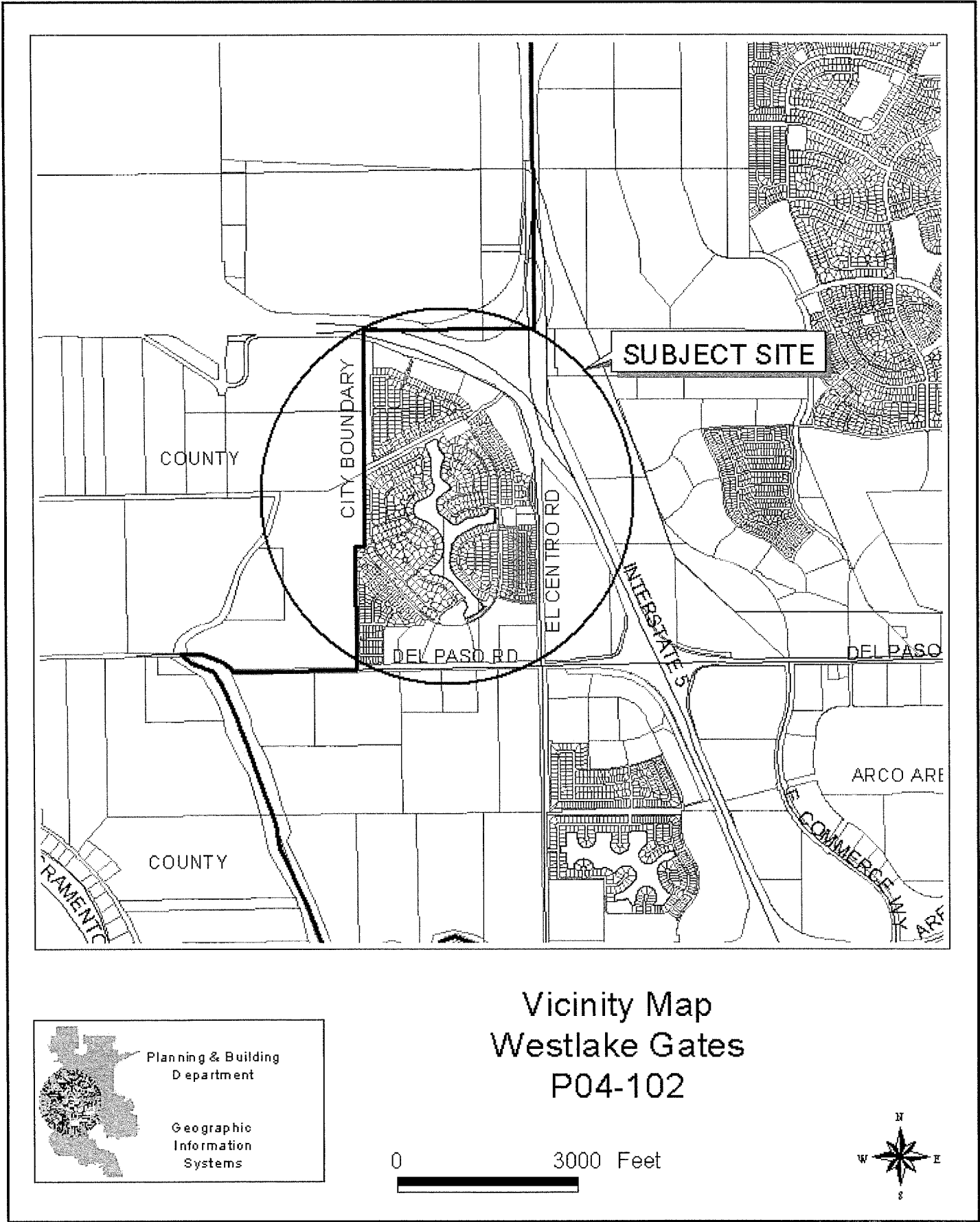
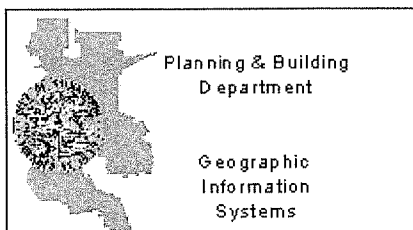
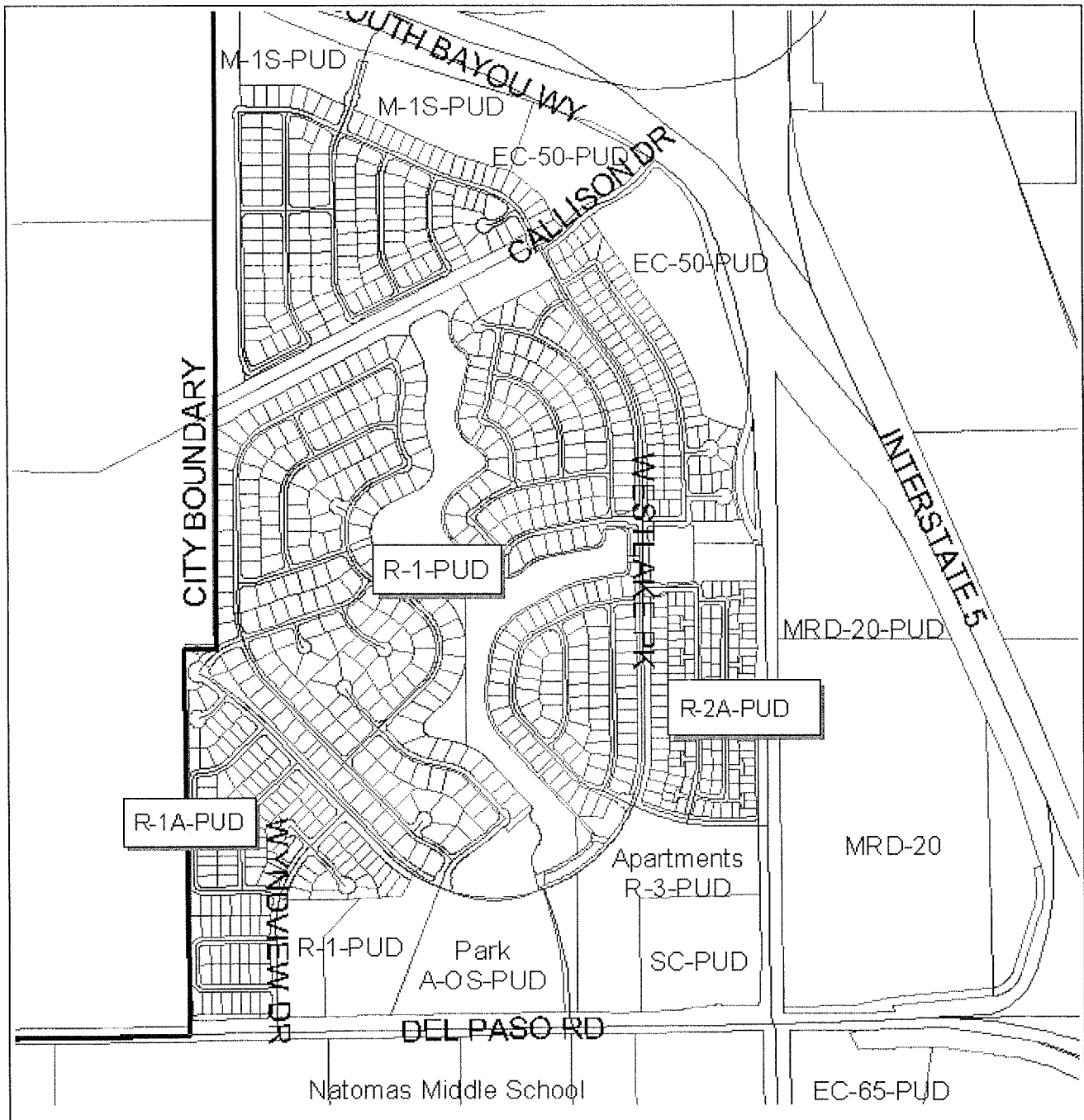
  
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ROBERT P. THOMAS  
City Manager

Table of Contents

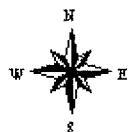
Attachment A- Vicinity Map .....	Pg. 7
Attachment B- Land Use & Zoning Map.....	Pg. 8
Attachment C- Westborough PUD Site Plan.....	Pgs. 9-10
Attachment D- Letters from Westlake Residents .....	Pgs. 11-15
Attachment E- Resident Petitions .....	Pgs. 16-73
Attachment F- Voting Record from Planning Commission Hearing, Nov. 18, 2004 .....	Pg. 74
Attachment G- Justification Letter .....	Pg. 75
Attachment H- Visions and Values Principles .....	Pgs. 76-89
Attachment I- Staff Report to the Planning Commission, November 18,2004 .....	Pgs. 90-98
Resolution Adopting the Notice of Decision and Findings of Fact .....	Pgs.99-100
Exhibit 1- Westborough PUD Site Plan .....	Pg. 101

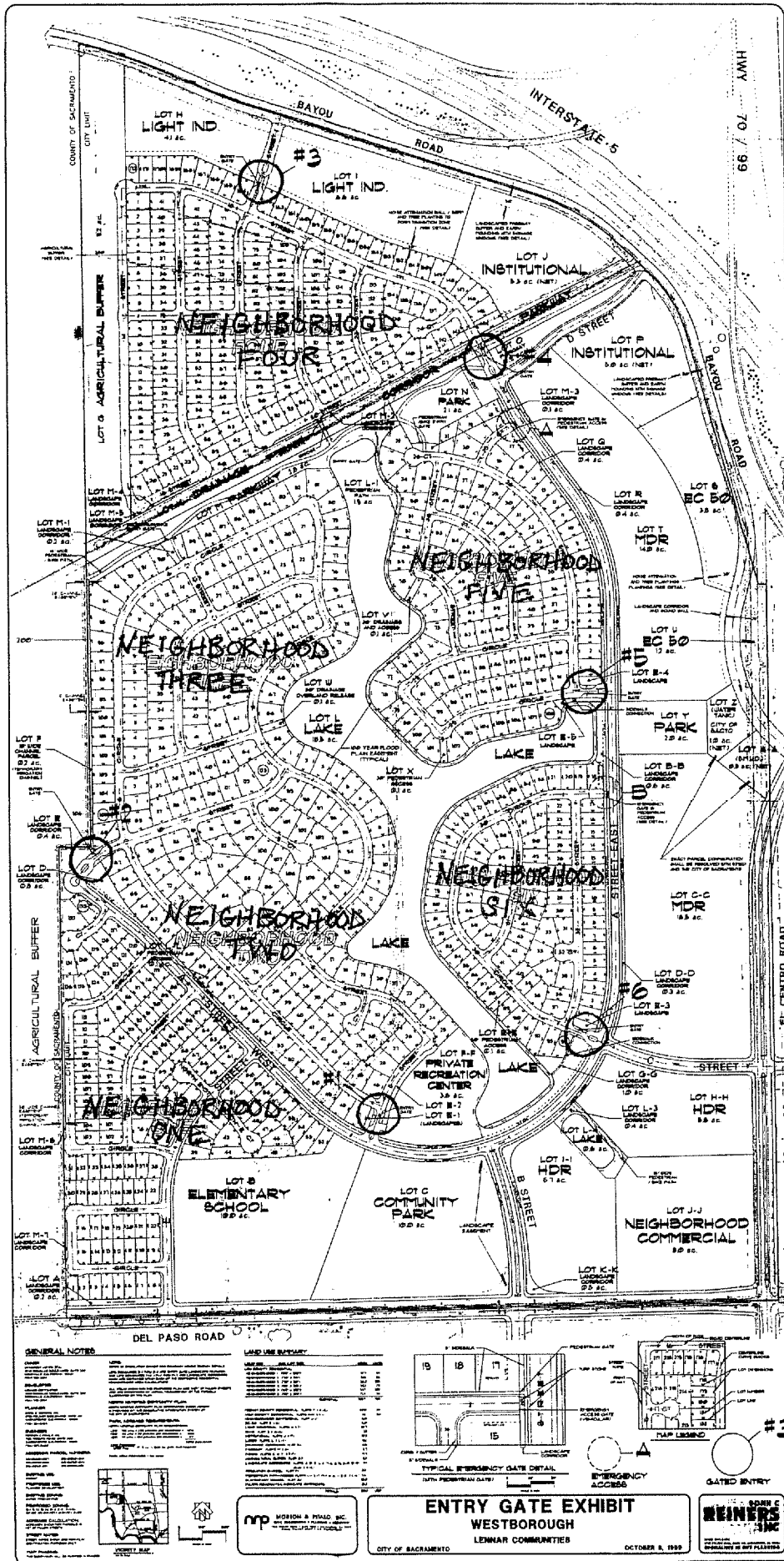




## Land Use & Zoning P04-102 Westlake Gates

0 500 1000 Feet

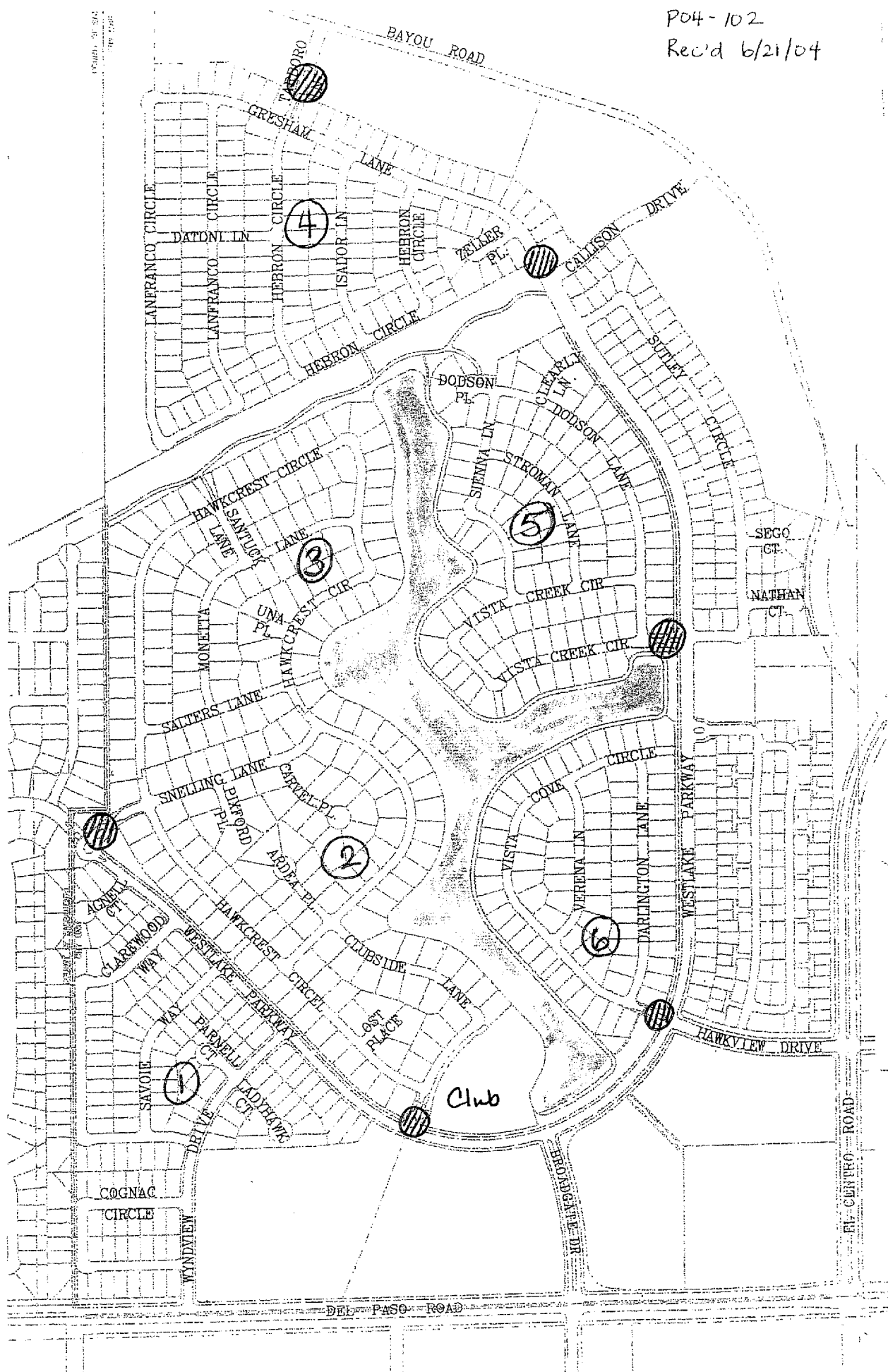




P04-102  
RECEIVED 05/25/2004

Westlake Community  
Sacramento, CA

Rec'd 6/21/04



October 2, 2004

City of Sacramento  
Planning Division  
Attention: Stacia Cosgrove  
1231 I Street Room 300  
Sacramento, Ca. 95814-2998

RE: P040102 (Westlake)

Dear Ms. Cosgrove:

I would like to take a moment and express my opposition and concerns regarding the aforementioned Proposal. Unfortunately, I will be out of town on the 14<sup>th</sup> of October and therefore unable to express them in person.

We were told when we purchased our home, the gates would always remain open during the day between the hours of 7:00 AM to 6:00PM. *I support the gates remaining open for the following reasons:*

➤ **Security Issues:** I simply can't imagine the number of people that would have access to our communities day and NIGHT including but not limited to:

- Landscapers
- All delivery personal
- Housekeepers
- Handyman and other maintenance personnel
- Everyone's personal family and friends.

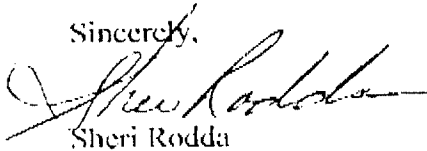
If every home in the Marina community alone had 3 of the above needing entrance the count would be over 500. I understand that they have entrance currently, however when the gates close in the evenings they DO NOT. The fliers going around state security reasons for closing, I seriously wonder if they have thought about the false sense of security this would generate.

➤ *There is currently only one **accessible** gate to our communities.*

The wear and tear on the constant use of the gates would potentially create a nightmare with the increase maintenance that would be necessary, not to mention the inconvenience. When the gate breaks down, *and it will*, we not being able to exit or enter until repaired. This is not acceptable. Research and common sense would dictate that this would be an ongoing problem. The minimum usage at this time, helps mitigate this issue.

I respectfully request that you consider my concerns, prior to making a decision on this proposal. Thank you.

Sincerely,



Sheri Rodda

250 Vista Creek Circle, Sacramento, Ca. 95835

# Westlake Community Awareness

## Did You Think Westlake Was Going To Be A True Gated Community?!

If you thought eventually the gates in our neighborhoods were going to be closed you are not alone. In Sacramento County there are many gated communities. Most of these communities have their gates closed during the day. Why not Westlake? In the community information binder it simply states that the permit restricts hours of operation, requiring that gates be opened for public access from 7:00 a.m. to 6:00 p.m. daily. The buzz around my subdivision is that it is a public safety issue for emergency service calls. However, that makes no sense what so ever.

The police department, fire department and ambulances are all equipped with a special key that will open these gates. In my opinion there is a greater public safety issue at hand. There are many stay at home moms, and many children in these communities. It just doesn't make sense to leave our loved ones at home with out the added security of the gates.

We all have a chance and an obligation to our community to show up to the planning commission meeting on October 14<sup>th</sup> at 5:30 p.m. at 1231 I Street in the first floor hearing room. Keeping these gates closed around the clock is going to add a greater sense of security for your family as well as adding value to our community and our homes.

I will be at the meeting and would like to see you there. If you can't make the meeting please feel free to send me an e-mail with your thoughts on this issue so I can make a greater impact at the meeting.

"None we can do so little: Together we can do so Much"

Helen Keller

If you would like a free, comprehensive market analysis of your home please feel free to call me at (916) 384-1731 and ask for Jon Brodie. Also, call me to hear about my Nordstrom gift card referral program!

## My team of service providers

### Prudential California Realty



**Westlake Resident**  
**Jon Brodie**  
1819 K Street #100  
Sacramento, Ca 95814  
(916) 384-1731  
[jon.brodie@prudential.com](mailto:jon.brodie@prudential.com)

### Countrywide Home Loans



**Rachelle Munoz**  
1817 K Street  
Sacramento, CA 95814  
(916) 325-7650 Ext. 227  
[rachelle\\_munoz@countrywide.com](mailto:rachelle_munoz@countrywide.com)

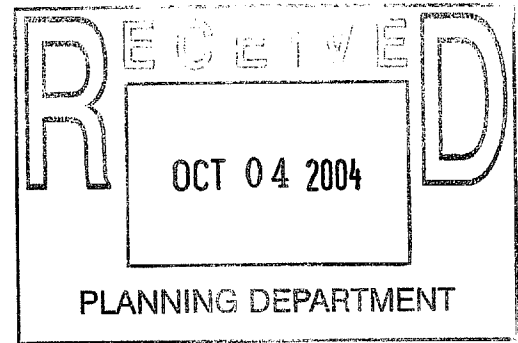
### North American Title Company

**Susie Brink**  
4411 Freeport Blvd.  
Sacramento, CA 95822  
(916) 732-9001

40 Planning Commission

Please see attached letter and notes.

City of Sacramento  
Planning and Building Department  
1231 I Street, Room 300  
Sacramento, California 95814-2998  
Attn: Stacia Cosgrove



Ms. Cosgrove:

This letter is in response to public notice number P040102 regarding a proposal to allow the access gates in the Westlake Subdivision to be kept closed 24 hours per day. We will not be able to attend the meeting on October 14, 2004 regarding this proposal and we wanted to make our position on this issue known to the Planning Commission.

We live in the Westlake Subdivision (i.e., the "Marina" village by U.S. Homes), at 130 Vista Creek Circle, Sacramento, California, 95835. Our community is gated. We fully support the proposal to allow the gates to remain closed 24 hours per day, and we request that the commission approve that proposal.

Despite the fact that there is a no trespass sign posted at the gate to our neighborhood, we are constantly harassed by door-to-door sales people. In addition, people attempt to access the Westlake public lake through our private neighborhood streets. Both of these circumstances increases traffic flow and pose a threat to public safety. So long as the fire department, post office, and police still have unrestricted access, there does not seem to be any legitimate reason to keep the gates open during the day.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert J. Brushia and Monica C. Brushia". To the right of the signature, the date "9-29-04" is handwritten.

Robert J. Brushia and  
Monica C. Brushia

A handwritten signature in black ink, appearing to read "Monica C. Brushia". To the right of the signature, the date "9/30/04" is handwritten.

**From:** "Sue Thompson" <suet@sac.sticare.com>  
**To:** <scosgrove@cityofsacramento.org>  
**Date:** 10/15/04 11:00AM  
**Subject:** P040102 Westlake

To Stacia Cosgrove:

Here is the email I sent to Arwen Wacht on Oct. 8, 2004. I did not know your email address at the time, but I had the address of Arwen Wacht from a related meeting in regard to Candida the high density subdivision replacing our school site.

October 8, 2004

Dear Arwen,

We are homeowners at 5041 Sienna Lane in the Westborough Planned Unit Development. We are writing in regard to the proposed public hearing on October 14 that would allow the Planning and Building Department for the City of Sacramento to consider a modification of the special permit conditions relating to the Westlake Subdivision to allow the gates to be kept closed 24 hours a day.

We are in favor of closing the gates 24/7. The streets are private and we, the homeowners, are maintaining them. It will be a safer atmosphere for our children. It will deter crime. It was not made clear to us, when we purchased our home, that the gates would not be closed 24 hours a day. It is discriminatory. There are a minimum of eight subdivisions in the Greenhaven/Pocket area of Sacramento where the gates are closed 24/7: Coleman Ranch, Oakshore, Westshore, Southshore, Eastshore, Bridgeview, Marina Cove and Cobble Shores.

There are no barriers to connectivity, as to any of the 900+ homeowners in Westlake having pedestrian access to any of the other communities. As to automotive access barriers, it is a waste of time and fuel for our neighbors or anyone else to drive aimlessly through the subdivisions without purpose.

Please vote to modify the condition that allows the gates to be kept closed 24 hours a day.

Suzanne and James Thompson

suet@sac.sticare.com

916-769-8565 Cell

## ATTACHMENT E- Resident Petitions

We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

Date \_\_\_\_\_

Name (Print) \_\_\_\_\_

Address

Signature

11-14-04 DENISE VONHOF 11 UNA PLACE NORWICH J. Vt (hwy)  
11-14-04 KENT VONHOF 5061 Dodson Way ~~11-14-04~~

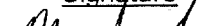
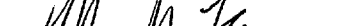

We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

<u>Date</u>	<u>Name (Print)</u>	<u>Address</u>	<u>Signature</u>
16 NOV	ROBERT S. WHITE	3761 CLUBSIDE	[Signature] own
16 NOV	ROBERT S. WHITE	3728 CLUBSIDE	[Signature] rent

We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

<u>Date</u>	<u>Name (Print)</u>	<u>Address</u>	<u>Signature</u>
11-17-04	Rosemary Baker	155 Hawkerest Cir	Rosemary Baker
✓	JAMES BAKER	✓ ✓	James Baker

We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

<u>Date</u>	<u>Name (Print)</u>	<u>Address</u>	<u>Signature</u>
11/9/2004	MINH LA	290 VISTA CREEK CIR	
11/9/04	LISA OHARA	290 VISTA CREEK CIR	
11/17/04	Traci Fujita	361 ANJOU CIR	

# — HEBRON CIRCLE —

We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

<u>Date</u>	<u>Name (Print)</u>	<u>Address</u>	<u>Signature</u>
11/14/04	Michael Skolnik	240 Hebron Circle	Michael Skolnik
11/14/04	Angelina Shorlin	240 Hebron Circle	Angelina Shorlin
11/18/04	Sherry Smith	140 Hebron Circle	Sherry Smith
11/18/04	Akim Ephraim	140 Hebron Circle	Akim Ephraim
11/18/04	HENRY NGUYEN	120 Hebron Cir	Henry Nguyen
11/16/04	LYNNY NGUYEN	12 Hebron Cir	Lynny Nguyen
11/17/04	Christine Nunnally	181 Hebron Cir	Christine Nunnally
11/17/04	Myra McMath	191 Hebron Cir	Myra McMath

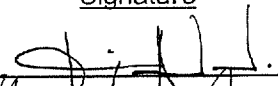
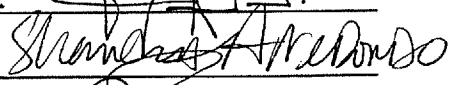
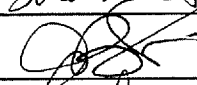
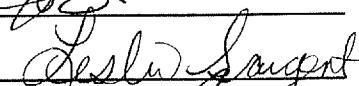
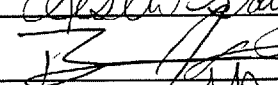


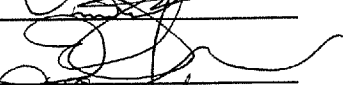

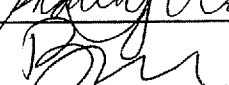

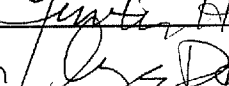

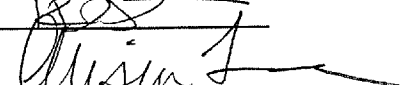
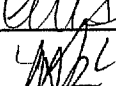
We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

Date	Name (Print)	Address	Signature
12 Nov 04	Steve Fisher	5124 Isador Lane	[Signature]
11-12-04	Pamela Schneider	5135 Isador Lane	Pamela Schneider
Nov 12, 04	Seanine Galvez	5147 Isador Lane	Seanine Galvez
Nov 12, 04	Anthony M. Galvez	5147 ISADOR LANE	Anthony M. Galvez
Nov 17, 04	John Gill	5160 ISADOR LANE	J.R.S.
Nov 12, 04	Allie + Jeff Baker	5117 Isador Lane	[Signature]
11/12/04	Pyra Sandovar	5123 Isador Ln	Pyra Sandovar
11/12/04	Alvin Lopez	400 Lanfranco Circle	Alvin Lopez
11/12/04	KARYN WHITE	380 LANFRANCO CIRCLE	K. White
11/13/04	RAYMOND WHITE	380 LANFRANCO CIRCLE	R. White
11/13/04	Yung-Cheng Lo	300 Lanfranco Circle	Yung-Cheng Lo
11/13/04	Kevin Fat	290 Lanfranco Circle	[Signature]
11/13/04	DONG MENZMER	5116 ISADOR LN	[Signature]
11/13/04	Scott Caldwell	5130 Isador LN	[Signature]
11/14/04	Cornelio Gomez	5111 Isador Ln	[Signature]
11/14/04	Marie Kellner	5129 Isador Lane	Marie Kellner
11/14/04	DAVID McLEAN	5148 ISADOR LANE	[Signature]
11/14/04	Robert Rabon	5154 Isador Lane	[Signature]
11/14/04	WILLIAM BOWEN	181 LANFRANCO CIR	William J. Bowen
11/14/04	Theresa Baker	3849 Gresham Ln	SAR Theresa Baker
11/14/04	Sheri Duenas	231 Lanfranco Cir	[Signature]
11/14/04	KAMAZ GILL	201 Lanfranco Cir	[Signature]
11/14/04	Lisa Wilkins	161 Hebron Cir.	Lisa Wilkins
11/14/04	Julie Barrios	171 Lanfranco Cir.	Julie Barrios

We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

<u>Date</u>	<u>Name (Print)</u>	<u>Address</u>	<u>Signature</u>
11/12/2004	Abel T. Brown	451 LANFRANCO CIR	Abel T. Brown
11/12/2004	MIKE GREEN	431 LANFRANCO CIR	Mike Green
11/12/2004	Elaine Blizzard	391 LanFranco Cir.	Elaine Blizzard
11/12/2004	Long Le + Kim Nguyen	311 LanFranco Cir.	Long Le + Kim Nguyen
11-12-2004	Dwayne + Julie Wood	281 LanFranco Cir	Dwayne + Julie Wood
11-12-2004	Brenda B Mayo	251 LanFranco Cir	Brenda Mayo
11/12/04	STEVEN MOORE	161 LANFRANCO	Steven Moore
11/12/04	Jason Henderson	151 LanFranco Circle	Jason Henderson
11-12-04	Rosemary Silates	131 LANFRANCO Circle	Rosemary Silates
11-12-04	EDGAR MONROE	111 LANFRANCO CIRCLE	Edgar Monroe
11-14-04	William R. Monroe	101 LanFranco Circle	William R. Monroe

We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

Date	Name (Print)	Address	Signature
11/13/04	JESÚS ARREDONDO	3741 GRESHAM LN.	
11	SHANDRA ARREDONDO	11	
11/13/04	JOE BURDENSICI	3705 GRESHAM LN	
11-13-04	Leslie Sargent Leslie Sargent	3711 Gresham Ln	
11-13-04	Brian Sargent	3711 Gresham Ln	
11-13-04	Juan Carlos DAVIS	3729 Gresham Lane	
11-13-04	VINCE GARCES	3735 GRESHAM LN	
11-13-04	Erika Garces	3735 Gresham	
11-13-04	RODNEY WONG	3734 GRESHAM	
11/13/04	ROBERT JOHNSON	3742 GRESHAM	
11/13/04	TIM HIRACCA	3765 GRESHAM LN	
11/13/04	Amy DeAngelis	3747 Gresham Ln	
11/14/04	Ryan DeAngelis	3747 Gresham Ln	
11/14/04	ALSOI TURNER	3837 GRESHAM	
11/14/04	Anthony Ukena	3861 Gresham Way	

We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

# BEL LAGO

Date	Name (Print)	Address	Signature
10/30/04	LANNIS RAYFORD	4818 DARLINGTON LANE	Jarvis Rayford
10/30/04	RON & LISA HAUSER	4800 DARLINGTON LANE	Ronald R. Hauser Lisa R. Hauser
10/30/04	Aram & Karen Sarkisyan	120 Vista Cove Cir	Aram Sarkisyan
10/30/04	Gilbert Antunov	100 Vista Cove Cir	Gilbert Antunov
10/30/04	Moises Lopez	4824 Darlington Ln	Moises Lopez
10/30/04	IAN MOORHEAD	4842 DARLINGTON LN.	I. Moorhead
10/30/04	DOROTHY McGUIRE	4854 DARLINGTON LN.	Dorothy McGuire
10/30/04	FRANK R. McGUIRE	4854 DARLINGTON LN	Frank McGuire
10/30/04	ANTONIO BODAO	4866 DARLINGTON LN Sac CA 95835	Antonio Bodao
10/30/04	Magana Baul	4836 Darlington Ln Sac CA 95835	Magana Baul
10-30-04	SEAN STEWART	4884 Darlington Ln Sac CA 95835	Sean Stewart
10-30-04	ROBERT C. SHARI BALL	3600 VISTA COVE CIR Sac. 95835	Robert C. Shari Ball
10-30-04	George W. MASLO	340 Vista Cove Cir SAC 95835	George W. Maslo
10-30-04	Vera Kuzmenko	300 VISTA COVE CIR 80000 CA 95835 Vera Kuzmenko	Vera Kuzmenko
10-30-04	ATUL SRIVASTAVA	291 VISTA COVE CIR.	Atul Srivastava
10-30-04	Cathy Barkett	220 Vista Cove Cir	Cathy Barkett
10-30-04	Dorothy Peggy McAllister	271 Vista Cove Cir	Peggy McAllister
10-30-04	David Dillman	240 Vista Cove Circle	David Dillman
10-30-04	John Lillish	4827 Verena Lane	John Lillish
10/30/04	John Bartle	211 Vista Cove Cir.	John Bartle
10/30/04	MARCO WONG	190 VISTA COVE CIR	Marco Wong
10/30/04	STEVEN SIMEON	130 "11"	Steven Simeon
10/30/04	JAMES A. McKEOWN	140 VISTA COVE	James A. McKeown

We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

## BEL LAGO

Date	Name (Print)	Address	Signature
10-30-04	Rita Spaur	4812 Darlington Ln.	Rita Spaur
11-7-04	Tom Reavey	170 Vista Cove Circle	Tom Reavey
11/7/04	DAVID W. Fontaine	200 Vista Cove Circle	DAVID W. Fontaine
11/7/04	PAT LEE	230 VISTA COVE CIR.	PAT LEE
11/07/04	ROMAN MITRO	280 VISTA COVE CIRCLE	Roman Mitro
11/7/04	JERRY ENOMOTO	310 VISTA COVE CIRCLE	Jerry Enomoto
11/7/04	TOM BURRITT	370 VISTA COVE CR	TOM BURRITT
11/7/04	ELIZABETH BARKLEY	380 VISTA COVE CR	ELIZABETH BARKLEY
11-8-04	CARLA HANSEN	390 Vista Cove Cr.	Carla Hansen
11-8-04	Bernard Bungey	4890 Darlington Lane	Bernard Bungey
11-8-04	Mark Pedenpe	4860 Darlington Lane	Mark Pedenpe
11-8-04	ANTONIO R. BRISEND	4848 Darlington Lane	Antonio R. Brisend
11-8-04	Marty Kolkun	4867 Darlington Lane	Marty Kolkun
11-13-04	Aimee Barrett	4072 Darlington Ln	Aimee Barrett

We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

BEL LAGO

Date	Name (Print)	Address	Signature
11/14/04	RUDY JUAREZ	4801 DARLINGTON LN	[Signature]
11/16/04	Connie Gonzalez	151 Vista Cove Cir	Connie Gonzalez
		161 Vista Cove Cir	
11/16/04	ENR Capron	171 Vista Cove Cir	[Signature]
		221 Vista Cove	
11/16/04	Dana Hoyer	241 Vista Cove Cir	[Signature]
11/16/04	Barrett Snider	" " " "	[Signature]
11/16/04	Ken Stanley	" " " "	[Signature]
11/16/04	Jamal Kabir	251 Vista Cove Circle	[Signature]
11/16/04	Zhal Kabir	251 Vista Cove Circle	Zhal Kabir
		311 Vista Cove	
		4856 Vista Cove	
11/16/04	NATASHA RUPP	330 VISTA COVE CIRCLE SAC. 95835	Natasha Rupp
		4885 Darlington	
11/16/04	Lisa Casalegno	4879 Darlington Lane 95835	[Signature]
11/16/04	Angelo Theodorou	4879 Darlington Lane 95835	[Signature]
		4867 Darlington	
11/16/04	ALEX COAD	4861 Darlington 95835	Alex Coad
11/16/04	Amley Lavilla	4855 Darlington Ln. 95835	[Signature]
		4849 Darlington	
11/16/04	K. de SILVA	4843 Darlington	[Signature]
		4837 Darlington	
11/16/04	[Signature]	4831 Darlington	Michael Jacobo
11/16/04	David Hansen	4825 Darlington Lane	[Signature]

We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

BEL LAGO

<u>Date</u>	<u>Name (Print)</u>	<u>Address</u>	<u>Signature</u>
11-13-04	Shwood & FRANCES Foy	4839 VERENA LANE	Frances Foy
11/13/04	4832 Verena Lane	Sacto 95835	Bryan & Theresa DelBoggio
11/13/04	4850 Verena Lane	SACTO, CA 95835	Theresa
11/13/04	4855 Darlington	Sacto Ca 95835	DelBoggio

We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

Date	Name (Print)	Address	Signature
10/25/04	SUZANNE S. THOMPSON	5041 SIENNA LN.	[Signature]
10/25/04	JAMES E. THOMPSON	5041 SIENNA LN.	[Signature]
10/29/04	MICHAEL J. THOMPSON	5006 STROMAN LN.	[Signature]
10/29/04	STEPHANIE J. THOMPSON	5006 STROMAN LN.	[Signature]
10/31/04	LISA GIBSON	5023 STROMAN LN.	[Signature]
10/31/04	DAVID GIBSON	5023 STROMAN LN.	[Signature]
10/31/04	Jennifer Duggan	5012 Stroman Lane	[Signature]
10/31/04	Michelle Ellis	180 Vista Creek Circle	[Signature]
10/31/04	MARCY BUTLER	5018 SIENNA LN	[Signature]
10/31/04	Pa Lee	300 Vista Creek Cir	[Signature]
10/31/04	ROY L. NUNLEY	5017 Stroman Ln.	[Signature]
10/31/04	JOSGE VALADEZ	5042 SIENNA LANE	[Signature]
10/31/04	CHARLIE LEO	5049 Sienna Ln	[Signature]
10/31/04	JANE SUN	5049 Sienna Ln	[Signature]
10/31/04	JANINE WALKING	5003 Sienna Lane	[Signature]
10/31/04	ARIEL RIVERA	3131 Dodson Pl	[Signature]

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Date	Name (Print)	Address	Signature
10-23-04	Rong Rong Wu	690 Hawkcrest Cir	R W
10-23-04	Aimee Baroin	1071 Hawkcrest Cir	Aimee Baroin
10-23-04	Al Matar	640 Hawkcrest Cir	Al Matar
10-23-04	DEBRA FLORES	470 HAWKCREST CIR	Debra Flores
10/23/04	Dwayne A. Cole	430 Hawkcrest Cir	Dwayne A Cole
10/23/04	Brenda Drumm Kidd	410 Hawkcrest Cir	Brenda Drumm Kidd
10/23/04	Clyde E. Kidd	410 Hawkcrest Circle	Clyde E. Kidd
10/23/04	Sarika Lal	316 Hawkcrest Circle	Sarika Lal
10-23-04	CONNIE FAULKNER	700 Hawkcrest Circle	Connie Faulkner
10-23-04	Beverly Wang	270 Hawkcrest Cir	Beverly Wang
10-23-04	Yvonne Hwang	251 Hawkcrest Cir	Yvonne Hwang
10-23-04	Lucky White-Spencer	231 Hawkcrest Cir	Lucky White-Spencer
10-23-04	Amit Singh	175 Hawkcrest Circle	Amit Singh
10-23-04	JAMES G. BARON	155 HAWKCREST CIR.	James G. Baron
10-19-04	Sherry Lamm	145 Hawkcrest Cir	Sherry Lamm
10-23-04	D. L. LAMM	145 Hawkcrest Cir	D. L. Lamm
10-23-04	A. Baghdadad	5 OST PL	A. Baghdadad
10-23-04	DAVID LARDNER	12 OST PL	David Lardner
10-23-04	Vishal Patel	6 Ost Pl	Vishal Patel
10-23-04	Guy Spalding	3833 Snelling Ln	Guy Spalding
10-23-04	Amy Ryan	17 Carvel Pl	Amy Ryan
10-23-04	Laila Karajeh	29 CARVEL PL	Laila Karajeh
10-23-04	John Gonzales	30 Carvel Pl	John Gonzales
10-23-04	Luu Su	BAC 3801 Snelling Ln	Luu Su

NAME	ADDRESS	SIGNATURE
SUKHVINDER S. CHEEMA	351 HOWKREST CR.	Sukhvinder Che
Margaret A. Nitto	3744 Clubside Lane.	Margaret A. Nitto
John Salamy/Victoria Rivers	3750 CLUBSIDE LANE	John Salamy
Marty Widengren	15 Ardea Pl	Marty Wid
JUNE Widengren	15 Ardea Pl	June Wid
Petrack Schroeder	21 ARDEA Pl	Petrack Schroeder
Larry Butler	27 Ardea Pl	Larry Butler
Pam Butler	27 Ardea Pl	Pam Butler
DeJana Simpson	821 Hawkcrest Circle	DeJana Simpson
Judy Sakaki	820 Hawkcrest Circle	Judy Sakaki
ROSEMARY LEWIS	5111 MONETTA LANE	Rosemary Lewis
MIKI METZ	5111- MONETTA LN	Miki Metz
Saroj Patel	# 3733 clubside Ln	Saroj Patel
JIM HAZEN	3727 CLUBSIDE LN	James C. Hazen
MARILEE HAZEN	3727 Clubside Ln.	Marilee Hazen
R.G. DITLEVSEN JR	3721 Clubside Ln	R.G. Ditlevsen Jr
Jim May	3704 Clubside Ln	Jim May
CAROLYN Turner	3710 Clubside Ln.	Carolyn Turner
Paul Sam	3704 Clubside Ln.	Paul Sam
Maggie May	3704 Clubside Lane	Maggie May
Toan & Jade Phung	3701 Clubside Lane	Jade Phung
Mike Crawford	3716 Clubside lane	Mike Crawford
Mark & Karen Waldmire	3738 Clubside Lane	Mark & Karen Waldmire
Karrin Waldmire	" " "	Karrin Waldmire
RUPINDER S. BEDI	5081 MONETTA LANE	Rupinder S. Bedi
Grace Barnes	5057 Monetta Lane	Grace Barnes
WILLIAM FONG	5091 MONETTA LANE	William Fong
	590 HAWKREST CIRCLE	William Fong

NAME	ADDRESS	SIGNATURE
Karen Brown	530 Hawkcrest Cir	Karen Brown
Mike Putna	521 HAWKCREST CIR	Mike Putna
JAMES ZANN	511 HAWKCREST CIR	J. Zann
JEFF EICHMAN	490 HAWKCREST "	Jeff Eichman
A. Hein Holly Hein	460 Hawkcrest Cir	A. Hein
Paul Hein	460 Hawkcrest Cir	P. Hein
Prima Patel	451 Hawkcrest Circle	Prima Patel
Jalvera Gaston	441 Hawkcrest Circle	J. Gaston
Glenns Muthur	421 Hawkcrest Circle	G. Muthur
ED MANAVIAN	401 HAWKCREST CIR	Ed Manavia
BEN FRIFS	400 HAWKCREST CIR.	Ben Frifs
Crystal Ekenclay	391 HAWKCREST CIR.	Crystal Ekenclay
J. H. Seals	371 Hawkcrest Cir.	J. H. Seals
Anthony & Michelle Fisher	'360 Hawkcrest Cir	Anthony & Michelle Fisher
JAMES GRAY	350 HAWKCREST CIR	James Gray
BRIAN RABE	341 HAWKCREST CR	Brian Rabe
Anthony Morrow	320 Hawkcrest Cir	Anthony Morrow
MIKE BARTHOLOMEW	300 Hawkcrest Cir.	Mike Bartholomew
Mike Hunt	5000 Monetta Ln	Mike Hunt
DAX PEGSON	3810 SAUTERS LN	Dax Pegson
Phillip Roddy	181 Vista Creek Circle	Phillip Roddy
Kamal Khaira	170 Hawkcrest Circle	Kamal Khaira
Telma G. Miller	5131 Monetta Ln	Telma G. Miller
Fred Fieldhouse	500 HAWKCREST CR	Fred Fieldhouse
DAVID F. CHASOR	5021 MONETTA LN.	David F. Chasor
D. L. LEEGAR	310 Hawkcrest Circle	D. L. LeeGar

NAME	ADDRESS	SIGNATURE
ROBERT HAINES	5040 MONETTA LN	Robert Haines
Glenn Buckley	5041 MONETTA LN.	Glenn Buckley
Fatima Khan	5071 Monetta Ln	Fatima Khan
Vanessa Arnaud	5110 Monetta Ln	Vanessa Arnaud
MARK MONIZ	5030 Monetta Ln.	Mark Moniz
Michael McFarlane	5030 Monetta Lane	Michael McFarlane
ALANA PEREZ	5070 MONETTA LN	Alana Perez
Steve Sheen	5101 Monetta LN	Steve Sheen
Janet Wolcott	600 Hawkcrest Cir	Janet Wolcott
Larry Maas	630 Hawkcrest Cir.	Larry Maas
MANUEL CARPEON	641 Hawkcrest Cir	Manuel Carpeon
JAY VIRBEL	650 Hawkcrest	Jay Virbel
GRANT PETERSEN	8 Una Place	Grant Petersen
Jill Petersen	8 Una Place	Jill Petersen
Denise Vonhof	11 Una Place	Denise Vonhof
Arthi Pankh-Patel	650 Hawkcrest Circle	Arthi Pankh-Patel
RICH OWINGS	7 UNA Pl.	Rich Owings
Bill Faulkender	700 Hawkcrest Circle	William E. Faulkender
Comad Patino	3840 SALTERS LANE	Comad Patino
Jenna Magan	3860 Salters Lane	Jenna Magan
LUKE BARKER	3860 Salters Lane	Luke Barker
Alec Holtham	5031 Monetta Ln	Alec Holtham
SARITA KUMAR	5090 Monetta Lane	Sarita Kumar
Andrea Lacy	5120 Monetta Ln	Andrea Lacy
Lloyd Brockett	5112 monetta Lane	Lloyd Brockett
Jose Ortega	580 Hawkcrest Cir.	Jose Ortega
MAE CONNELLY	580 Hawkcrest Cir.	Mae Connelly
	47. Hawkcrest Cir.	

NAME	ADDRESS	SIGNATURE
Heidi Wilson	5061 Monetta Lane	Heidi Wilson
CATHY A. COX	5061 Monetta Lane	Cathy Cox
ART PHILLIBER	5001 Monetta Ln.	Art Philliber
SHARON PHILLIBER	5001 Monetta Ln	Sharon Philliber
DAVID J. MARTIN	5010 Monetta Ln	David J. Martin
Karla Gillespie	5080 Monetta Lane	Kgillespie
Chas. Gillespie	5080 Monetta Lane	Chas Gillespie
MARJORIE HAINES	5040 MONETTA LANE	Marjorie Haines

فنی

**Date**

Name (Print)

**Address**

**Signature**

11/15/04 / William Arthur 390 Hawkcrest <sup>a fine</sup>

11/15/04 Craig & Cheri Regen 770 Hawkcrest Cir. <sup>Cheri Regen</sup>

11-15-04 JUDY SMERNES 750 HAWKEREST <sup>Judy Smernes</sup>

11-15-04 ANTONY SMERNES 750 HAWKEREST Cir. <sup>Anton Smernes</sup>

11-15-04 Robert Garcia 740 Hawkcrest Cir. <sup>Rob Garcia</sup>

11-15-04 Debra Garcia 740 Hawkcrest Cir. <sup>Debra Garcia</sup>

11-15-04 Ruth Abernathy 721 Hawkcrest Cir. <sup>Ruth Abernathy</sup>

11-15-04 Jewell Brown 751 Hawkcrest Cir. <sup>Jewell Brown</sup>

11-15-04 Chris & Amy Salmon 781 Hawkcrest Cir. <sup>C. Salmon</sup>

We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

- Att: Angela -

<u>Date</u>	<u>Name (Print)</u>	<u>Address</u>	<u>Signature</u>
11-17-04	Kris Bartolomei	4806 Darlington Ln.	Kris Bartolomei
11-17-04	Paul Bartolomei	4806 Darlington Ln.	Paul Bartolomei

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Date	Name (Print)	Address	Signature
11/10/04	Sammy Smith	4873 DARLINGTON AVE 916-419-0676	[Signature]
11/10/04	AVA MARIE SMITH	" 916-419-0676	Ava Marie Smith
11/10/04	EVA MARIE SMITH	" 916-419-0676	Eva Marie Smith

ATTENTION:

ANGELA

FAX: 916-567-6222

We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

Date

Name (Print)

Address

Signature

Date  
11/15/04

Geoff Browne

4757 Swoie Way

A. Jeffrey Bahr

10 Galt Brune 561-6222

We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

Date \_\_\_\_\_

Name (Print)

Address

Signature

11-1404 Cal Bissom 701 Hawkrest Cir LP  
11-14-04 Inger Bissom " Inger Bissom

11-14-04 Inger Bisson " Inger Bisson



We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

DateName (Print)AddressSignature

11-10-04

Sheryl Venegas



241 Vista Creek Cir

Sheryl Venegas

P.S.

I'm going to be out-of-town + unable  
to attend the 11-18-04 meeting at City  
Planning

We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

<u>Date</u>	<u>Name (Print)</u>	<u>Address</u>	<u>Signature</u>
11/11/04	CARMELITO V. DE CHAVEZ	4885 DARLINGTON LN	
11/11/04	DAVID HUTCHINS	4885 DARLINGTON LN	

We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

<u>Date</u>	<u>Name (Print)</u>	<u>Address</u>	<u>Signature</u>
11/10/04	CHIEW-CHUAN LIN	5042 DODSON LN	<i>Chiewchuan Lin</i>
11/10/04	MEI-YUAN LIN	5042 DODSON LN	<i>Mei-Yuan Lin</i>

We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

Date

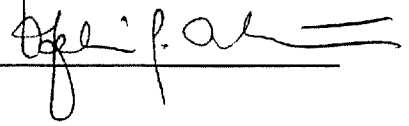
Name (Print)

Address

Signature

11/11/04

Ofelia Alcantara 5728 Clubside Lane



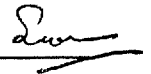
We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

Date

Name (Print)

Address

Signature

11/07/04 LOAN NGUYEN 180 HAWKER ST CONCL 

We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

Date

Name (Print)

Address

Signature

11/9/04 HIEP. NGUYEN 381 HAWKCREST Circle [Signature]

We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

Date

Name (Print)

Address

Signature

10/10/04

Ernest Don Willis

330 Vista Creek circle

*Ernest Willis*

We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

Date

Name (Print)

**Address**  
<http://www.mindgarden.com>

Signature

11-12-04

MART S. ARCIGA

3830 ~~FALCON DRIVE~~  
SALTERS LANE  
SACRAMENTO, CA 95835

Mark S. Orr

We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

Date \_\_\_\_\_

Name (Print)

Address

Signature

110901

Devlin JACKSON

221 LANFRANCO Circle  
95835

Arthur Loh

We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

Date

Name (Print)

Address

Signature

11/12/04	ELSA Mc CHESNEY	810 HAWKCREST	Elsa Mc Chesney
11/12/04	JON Mc CHESNEY	810 HAWKCREST	Jon Mc Chesney



We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

[illegible]

We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

<u>Date</u>	<u>Name (Print)</u>	<u>Address</u>	<u>Signature</u>
11/8/04	Negar Sheibani	420 Hebron Circle	N. Sheibani

We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

<u>Date</u>	<u>Name (Print)</u>	<u>Address</u>	<u>Signature</u>
11-13-04	DAVID CUMMINGS	5200 CLEARLY LANE	
11-13-04	Pat Cunningham	5200 Clearly Ln	

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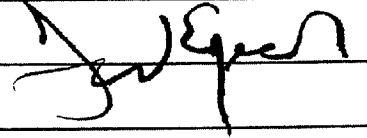
Date

Name (Print)

Address

Signature

12 Nov 04 Dr Donald W. Edgecomb  
165 Hawkcrest Cir  
The Shores



We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

[illegible]

We, the undersigned of Westlake, strongly support the full time closure of the vehicular gates and request that the City of Sacramento Planning Commission amend the Special Permit requiring the gates to remain open from 7am to 6pm everyday.

[illegible]

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Date \_\_\_\_\_

Name (Print)


Address

Signature

21/10/04

Dan Lee

301 Lanfranco Circle  
SAC, CA 95835



11/10/04

Tyng Jing Tsai

301 Lanfranco Circle  
SAC, CA 95835

1961

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<u>Date</u>	<u>Name (Print)</u>	<u>Address</u>	<u>Signature</u>
11-11-04	Jackie Smith	231 Vista Creek	Jackie Smith
11-11-04	Mickey Smith	231 Vista Creek Circle	Mickey Smith

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[illegible]

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Date

Name (Print)

Address

Signature

11-14-04

Angela L. Carter

200 Hawkecrest Circle

Signature  
Angela L. Carter

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<u>Date</u>	<u>Name (Print)</u>	<u>Address</u>	<u>Signature</u>
11/10/04	Elizabeth E. Bellorchio	400 Hebram Circle	E.E. Bellorchio
11/12/04	Michael J. Negre	Sacramento, CA 95835	M. J. Negre

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Signature

11-6-04 Anthony Morrow 300 Hawkcrest Cir Anthony Morrow  
11/15/04 Donna Morrow 320 Hawkcrest Cir Donna Morrow

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Signature

11/14/04 Ernest L. Dent 3807 Gresham Ln. Ernest L. Dent

11/14/04 DOR Etha A. Dent 3807 Gresham Ln. Dorset A. Dent

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<u>Date</u>	<u>Name (Print)</u>	<u>Address</u>	<u>Signature</u>
11/13/04	MARISSA CALCETA	4814 VERENA LN. SACRAMENTO, 95837	Marissa Calceta
11/13/04	LEORA CALCETA	4814 VERENA LN	Leora Calceta

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<u>Date</u>	<u>Name (Print)</u>	<u>Address</u>	<u>Signature</u>
11-11-04	Toni Dodson	310 Vista Creek Circle	Toni Dodson
11-11-04	John Dodson	310 Vista Creek Circle	John Dodson

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[illegible]

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Signature

11/9/04 JEFFREY PHILLIPS 710 HAWKCREST CIRCLE ~~Jeffrey Phillips~~  
11-10-04 Chenoa Phillips 710 Hawkcrest Circle Chenoa Phillips

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Signature

11-10-06 CHIN-CHUNG CHANG 111 Vista Creek Cir. Sate. CA 95835 Chin-Chy Chy

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Signature

11/17/04 Laurie Schram 670 Hawkcrest Circle Laurie Schram

11/12/04 Vance Schram 670 Hawkerest Circle Van Sch

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<u>Date</u>	<u>Name (Print)</u>	<u>Address</u>	<u>Signature</u>
11/14	LAURIE CONNATY	5030 Dodson Lane	LJ Connaty
11/14	Janice Hoberg	5030 Dodson Ln.	Janice Hoberg
11/14	Pete Smith	5030 Dodson Ln.	Pete Smith
11/14	JUSTIN SMITH	5030 Dodson Lane	Justin Smith

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Signature

Signature Karl O. Baper

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<u>Date</u>	<u>Name (Print)</u>	<u>Address</u>	<u>Signature</u>
11/13/04	SANTIAGO T. QUITENIS	250 VISTA COVE CIRCLE	[Signature]
11-13-04	ERLINDA QUITENIS	250 VISTA COVE CIRCLE	Erlinda Quiteri
11-13-04	ERIC QUITENIS	250 VISTA COVE CIRCLE	} By Erlinda Quiteri
11-13-04	RICHARD QUITENIS	250 VISTA COVE CIRCLE	
11-13-04	JENNIFER QUITENIS	250 VISTA COVE CIRCLE	

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Date \_\_\_\_\_


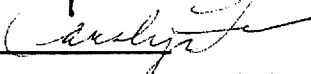
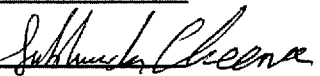
Name (Print)

Address

Signature

11/10/04 TINH NGUYEN 150 Vista Creek Cir Jguzwkhk  
4/11/04 Kim vine Le 150 Vistacreek Jmndwkhk

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<u>Date</u>	<u>Name (Print)</u>	<u>Address</u>	<u>Signature</u>
10-20-04	Ray Hill	290 Hawkcrest Cir.	
10-20-04	Robin Hill	290 Hawkcrest Cir	Robin Hill
11-1-04	CAROLYN TURNER	3710 Clubside Ln.	
11-1-04	Paul Turner	3710 Clubside Ln	Paul Turner
11-01-04	SUKHVINDER S PHEMIA	351 HAWKCREST CR.	

**CITY PLANNING COMMISSION  
HEARING ITEM**

**CPC AGENDA DATE:** November 18, 2004

Item No.	Project No.	Title/Location	Action: Approved/Denied
6.	P04-102	Westlake Gates, located north of Del Paso Road and west of El Centro Road	<del>APPROVED</del> <del>TO APPROVE</del> ACTION
ACTION			DENIED

**VOTE OF THE PLANNING COMMISSION:**

DENY

COMMISSIONER	MOTION 1			MOTION 2			ABSTAIN
	Yes	No	M/S	Yes	No	M/S	
Bacchini	✓		S	✓	✓		
Banes		✓		✓		M	
Boyd		✓		✓		S	
Taylor-Carroll	✓		M		✓		
Vallencia	-	-	-	-	-	-	-
Wasserman		✓		✓			
Woo	-	-	-	-	-	-	-
Yee		✓		✓			

\*\*\*\* List "Proponents" and Opponents" on reverse side of this page\*\*\*\*

Stacia Cosgrove, Associate Planner  
City of Sacramento, North Area Planning Team  
1231 I Street Suite 300  
Sacramento, CA 95814

Dear Ms. Cosgrove,

The residents of Westlake Community respectfully request the approval to change the part time hours gates are closed currently from 6pm to 6am to fulltime (proposed). In short, the residents are convinced this will cut down on the amount of unnecessary and unsolicited traffic within the gated communities. Westlake residents believe this will, in some small way, improve the security and the safety of the neighborhood. Unique factors that contribute to our situation include:

- The gated community experiences an abnormal and uninvited amount of traffic as a result of NBA players and owners living in the community.
- Non Westlake residents and those Westlake residents living outside the gated communities are accessing the lake front through the gated neighborhoods (often through lots or residents' yards) instead of through the main lake entrance primarily during the daytime.
- Westlake experiences an unusually high amount of business solicitation during the daytime.

The residents overwhelmingly support having the gates closed fulltime as opposed to part time. As daylight hours change throughout the year, the gates are often open when it is dark and unregistered vehicles are difficult to identify. The residents of these communities take security very serious as evidenced by the successful implementation of neighborhood watch programs, private patrol service, enhanced safety and security signage and an active Westlake Safety and Security Committee. This is just another measure to improve the situation and hopefully reduce the amount of city resources (police and paramedics) required to service this presently remote part of the city. In addition, there have been no reported adverse impacts or impaired operations caused by the gates to the Sacramento Police and Fire departments.

Please let me know if having a petition signed by all residents has any greater impact in the decision making process. We are fully prepared to act on that, if necessary. If there is any other information I can provide, please call me at the number below. Thanks for your help.

Sincerely,

Guy Wolcott  
Vice President  
Westlake Homeowners Association

# VISIONS AND VALUES

A users guide to Neighborhood and Community Development  
in the City of Sacramento

January 1997



Prepared by:

The Sacramento Planning Commission

The Sacramento Design Review / Preservation Board

Planning and Development Department Staff

For more information contact Art Gee at 264-5945

## SACRAMENTO VISION

**Sacramento provides for quality urban living with its urban forests and riverfronts to a vibrant commercial core and neighborhoods of timeless grace. Sacramento is a community that welcomes cultural and economic diversity and social interaction. The City supports quality design and honors its rich heritage as it forges a progressive future.**

This report was prepared by the City Planning Commission, the Design Review/Preservation Board and the staff of the Department of Planning and Development as a tribute to the fine urban qualities of the City of Sacramento. We believe that the City of Sacramento offers a quality urban environment and experience. These qualities do not exist equally everywhere in the City. They can be improved. But first, they must be identified and understood. The report presents a set of city visions and core values that can be used as a guide to the improvement and expansion of our City. This guide can be used by City leadership, staff, and the populace to make decisions that will affect the future of the City. This guide can be used to evaluate existing neighborhood conditions to assist in making neighborhood improvement plans. The guide will help direct planning efforts by identifying the qualities we want to protect and those we need to create. Finally, the guide can be used to evaluate projects to ensure they fit into our vision of the future.

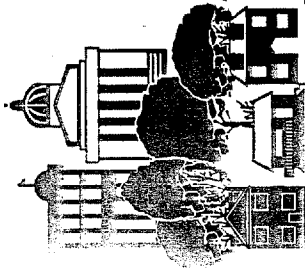
The elements of the City vision are:

- Sustainable Neighborhoods
- Balance & Diversity in our Communities
- A Human Scale to the Built Environment
- Preserved and Enhanced Resources
- A Sustaining Economy

The Core Values for the Development of the City are: Completeness, identity, diversity, quality, and connectiity. Building these traits into our communities and into specific public and private projects will move us closer to our vision.

# SACRAMENTO

*Sacramento provides for quality urban living with its urban forests and riverfronts to a vibrant commercial core and neighborhoods of timeless grace. Sacramento is a community that welcomes cultural and economic diversity and social interaction. The City supports quality design and honors its rich heritage as it forges a progressive future.*



## CITY VISIONS

	SUSTAINABLE NEIGHBORHOODS	BALANCE & DIVERSITY IN OUR COMMUNITIES	A HUMAN SCALE TO THE BUILT ENVIRONMENT	RESOURCES PRESERVED AND ENHANCED	A SUSTAINING ECONOMY
<b>COMPLETENESS</b>	<ul style="list-style-type: none"> <li>◆ Completeness in uses and services</li> </ul>	<ul style="list-style-type: none"> <li>◆ Mixture of uses</li> <li>◆ Infilling</li> <li>◆ Area-wide economic viability</li> </ul>	<ul style="list-style-type: none"> <li>◆ Mixture of uses and activities at street level</li> </ul>	<ul style="list-style-type: none"> <li>◆ Compact growth</li> <li>◆ Mutually supporting land uses</li> <li>◆ Economic viability of preservation</li> <li>◆ Livability</li> </ul>	<ul style="list-style-type: none"> <li>◆ Stable industrial areas</li> <li>◆ Mixture of uses in business areas</li> <li>◆ Emphasis on infill and reuse</li> <li>◆ Opportunities to live and work</li> </ul>
<b>IDENTITY</b>	<ul style="list-style-type: none"> <li>◆ Sense of place and orientation</li> </ul>	<ul style="list-style-type: none"> <li>◆ Sustainable conversions</li> </ul>	<ul style="list-style-type: none"> <li>◆ People gathering places</li> <li>◆ Contextual architecture</li> </ul>	<ul style="list-style-type: none"> <li>◆ Urban, suburban &amp; rural qualities</li> </ul>	<ul style="list-style-type: none"> <li>◆ Reinforcing downtown</li> <li>◆ Cultivating identity and character</li> </ul>
<b>DIVERSITY</b>	<ul style="list-style-type: none"> <li>◆ Housing diversity</li> <li>◆ Income diversity</li> </ul>	<ul style="list-style-type: none"> <li>◆ Business diversity</li> <li>◆ Socio-economic diversity</li> </ul>	<ul style="list-style-type: none"> <li>◆ Street faces with variety</li> </ul>	<ul style="list-style-type: none"> <li>◆ Retention of small unique spaces</li> <li>◆ Retain historic buildings</li> </ul>	<ul style="list-style-type: none"> <li>◆ More diversity of businesses</li> <li>◆ Cultural responsiveness</li> </ul>
<b>QUALITY</b>	<ul style="list-style-type: none"> <li>◆ Livability</li> <li>◆ Urban forest</li> <li>◆ Quality of design</li> </ul>	<ul style="list-style-type: none"> <li>◆ Environmental protection and conservation</li> <li>◆ Access to human services</li> <li>◆ Revenue neutral or positive developments</li> <li>◆ Distribution of high impact uses</li> </ul>	<ul style="list-style-type: none"> <li>◆ Access to open space</li> <li>◆ Urban forest</li> </ul>	<ul style="list-style-type: none"> <li>◆ Prevent deterioration of built environment and land values</li> <li>◆ Maintain open spaces</li> <li>◆ Classic neighborhoods preserved</li> <li>◆ Quality of design</li> </ul>	<ul style="list-style-type: none"> <li>◆ A high quality of life</li> <li>◆ Maintain and improve infrastructure</li> <li>◆ Training programs and schools</li> <li>◆ Safe environment</li> </ul>
<b>CONNECTIVITY</b>	<ul style="list-style-type: none"> <li>◆ Internal &amp; external connectivity</li> <li>◆ Neighborhood transportation system</li> </ul>	<ul style="list-style-type: none"> <li>◆ Transportation choices</li> <li>◆ Street patterns that link</li> </ul>	<ul style="list-style-type: none"> <li>◆ Streets, paths, trails</li> <li>◆ Streets with pedestrian orientation</li> <li>◆ Transportation that is comprehensive</li> <li>◆ Accessible transit facilities</li> </ul>		<ul style="list-style-type: none"> <li>◆ Choices for transportation</li> <li>◆ Planning cooperatively</li> </ul>

## VISION: SUSTAINABLE NEIGHBORHOODS

Community values can be sustained through effective land use, energy efficiency, transportation alternatives and conservation of resources which support identifiable neighborhoods.

The basic elements of safety, community pride, availability of services and housing will determine the "quality of life" within a neighborhood and whether it remains vigorous in the face of change and time.

*Sustainable: The efficient use and integration of renewable resources and land use policies to ensure prosperous social and economic living patterns without exhausting our resources.*

*Neighborhood: Persons living within a particular vicinity or area which is defined by a variety of uses and distinguishing characteristics.*

## VALUES:

### Completeness

- *Completeness in uses and services* - Residents should have good access to basic services within their neighborhood. As much as possible, these services should be within walking distance or reachable by public transit.
- Parking should be reasonably available near commercial enterprises but should not intrude unnecessarily on the peace and comfort of local residents.
- The physical characteristics which provide a sense of continuity such as street and sidewalk patterns, setbacks and tree-lined streets providing for human scale should be preserved and enhanced.
- Community plans and zoning regulations should be flexible enough to anticipate the future as they accommodate the present opportunities for mixed uses, infill projects and other land use alternatives.
- The community should support the young with quality child care and successful schools and the elderly with safe and accessible social support activities.
- Libraries, health/medical facilities, schools, police and fire stations and churches provide opportunities for interaction and understanding. They should be centrally located for maximum community use.

### Identity

- *Sense of Place* - Neighborhoods often have identifiable and distinguishing characteristics. These characteristics should be preserved and enhanced in established neighborhoods while they may need to be created in new neighborhoods to create a sense of place.

Diversity

- *Housing Diversity* - Housing Diversity should be provided in terms of home ownership and renting, and to provide housing opportunities close to work and to transit. The elderly, disabled and infirm will be accommodated within the fabric of the community.
- *Income Diversity* - The City encourages its citizens to appreciate and enjoy our diversity. Recreational, cultural, commercial, religious, and housing opportunities which encourage this aspect of the urban experience should be readily available.

Quality

- *Livability* - Vibrant active street environments promote positive behavior and safety. Residents and visitors should be able to walk well-lighted streets in comfort. Children should be able to play and learn without fear.
- *Urban Forest* - Sacramento's glory is its canopy of trees. Trees will be placed on every street and should be maintained in partnership between residents and the city. New development should preserve unique natural amenities and provide for the establishment of tree-lined streets, neighborhood parks, open-space and greenbelts.
- *Quality of Design* - The design, detailing and materials used to develop new facilities and to alter existing buildings should convey a high level of quality, craftsmanship and permanence.

Connectivity

- *Internal and External Connectivity* - Barriers within and between neighborhoods should be minimized. Pedestrian, bikes and cars should be able to move safely and easily between local destinations, and between home and work. The neighborhood and a responsive local government will work together to solve connectivity problems.
- *Neighborhood Transportation System* - Giving priority to alternative needs of transportation and to the development of light rail and public transit systems will not only result in a transportation system that is efficient and safe and easy to use but also one that will help improve the area's air quality. A finer network of neighborhood streets is preferred to major boulevards.

## VISION: BALANCE AND DIVERSITY IN OUR COMMUNITIES

Communities, no matter their size or place in the city structure (a residential enclave, an industrial park or the Central Business District) need balance and diversity.

*Balance: The harmonious arrangement of elements Too much harmony becomes tedious*

*Diversity: Variety; multiformity Too much diversity becomes chaotic...*  
*"Sustainability implies that the needs of a population and the flow of resources needed to support them are in dynamic balance. Sim Van der Ryn*

## VALUES:

- Completeness
  - *Mixture of Uses* - Communities should provide a full complement of uses - civic facilities, housing (with varied types), parks, schools, shops, work places, etc. - to support the daily lives of its residents.
  - *Infilling* - Infill development maximizes the efficient use of land and avoids the potential intrusion of urban uses on prime agricultural land. Infill uses, by definition, are additions to existing communities and must respect the preexisting uses, patterns, and community aesthetic.
  - *Area Wide Economic Viability* - Projects should be economically feasible for the community as a whole and not adversely impact existing land uses.
- Identity
  - *Sustainable Conversions* - As land use changes occur, converting existing structures to accommodate new uses should be considered first.
- Diversity
  - *Business Diversity* - The community's economy should be as varied as possible and not be dependent on any one segment, such as government. Businesses should provide as many job types and levels as possible.
  - *Socio-economic Diversity* - The socio-economic characteristics of a community are dynamic. Each individual community should support the ethnic groups, cultures, ages, family sizes, life styles and economic needs of the broader community.
- Quality
  - *Environmental Protection and Conservation* - Natural resources should be used responsibly to ensure long term benefits including stability, community health, and efficient maintenance.
  - *Access to Services* - Services should be equitably distributed in all communities and be responsive to specific neighborhood needs.

- *Revenue Neutral or Positive Developments* - Existing development should not be required to subsidize new development. All new development should create a positive fiscal impact on the community.
- *Distribution of High Impact Uses and Facilities* - High impact uses and facilities such as freeway interchanges, "big box stores", drive-through restaurants or social services, should be carefully sited with consideration for each community's concerns.
- Connectivity • *Transportation Choices* - Communities should be serviced by all modes of transportation. Transportation infrastructure should support the needs of residents and users. Communities should be developed at residential or employee densities that support transit.
- *Street Patterns That Link* - Streets (with varied capacity), pedestrian paths, and bike trails should contribute to an accessible system that is fully linked to the frequently used destinations and transportation systems.

## VISION: A HUMAN SCALE TO THE BUILT ENVIRONMENT

You can dream, create, design, and build the most wonderful place in the world, but it requires people to make the dream a reality. Walt Disney

*Human: Humans come in a wide variety of shapes, sizes, abilities, and ages*

*Scale: The proportion which an object relates to another object.*

## VALUES:

- |              |  |
|--------------|--|
| Completeness | <ul style="list-style-type: none"><li>• <i>Mixture of Uses Which Create Interest and Activity at Street Level</i> - To encourage pedestrian activity, create areas within the communities that have a complementary mixture of uses, that are within walking distance of their homes or workplaces, and are connected by safe direct walkways.</li></ul>   |
| Identity     | <ul style="list-style-type: none"><li>• <i>People Gathering Places</i> - Gathering Places are among the most important features of a city They can be places were people want to either interact with others (<i>such as under the Camphor tree at 18th and Capitol or a sidewalk cafe along J Street</i>). These can be quiet places (<i>such as a picnic table along the American River</i>). They can be playful places (<i>the playground at 42nd St. and Folsom or Fairy Tale Town in Land Park</i>).</li><li>• <i>Contextual Architecture</i> - Too often we lack a sense of continuity and history. To increase our awareness of that past and create a sense of true community however, we must recognize, preserve, protect, and integrate cultural and positive historical elements in our neighborhoods. While we want to protect the historical context and patterns we also want to allow and promote creativity through the use of present day designs, technology, and materials.</li></ul> |
| Diversity    | <ul style="list-style-type: none"><li>• <i>Street Faces with Variety</i> - In designing for our neighborhoods we must recognize that there are differing types of spaces, those that are designed to be public (the street, the sidewalk, or a park), to be semiprivate (the entrance alcove of an commercial building, the outdoor cafe, or the interior recreation space of a multifamily housing project) and those to be private (interior space and the backyard). These spaces must be clearly delineated and unambiguous.</li></ul>   |
| Quality      | <ul style="list-style-type: none"><li>• <i>Access to Open Space</i> - A full range of usable open space options - from neighborhood and regional parks to the rivers - should be available and easily accessible to every resident in the community.</li><li>• <i>Urban Forest</i> - Though often taken for granted, our neighborhoods are blessed by their wonderful tree canopy. Future building and landscape activity must respect, protect, and reinforce that invaluable resource. The forest must extended into newly developed areas, into areas undergoing reuse and should be established in barren areas of our city. Additional drought tolerant greenery should be established wherever feasible.</li></ul>   |

Connectivity

- *Streets, Paths, Trails* - Streets (with varied capacity), sidewalks, pedestrian paths, and bike trails should be part of an accessible transportation system that is safe, comfortable, and allows for all citizens to be independent including the elderly and the disabled.
- *Streets with Pedestrian Orientation* - Design of City streets must place the comfort of people over the ease of mobility for the automobile. This can be accomplished in many fashions - signage at eye level, wide sidewalks protected from the flow of traffic, people scaled street lighting, benches, buildings at a scale that does not dwarf and intimidate the pedestrian, pedestrian controlled crosswalks, plenty of shade. We need to think of people first.
- *Comprehensive Transportation* - Development projects must address several modes to create a quality transportation system, including access for pedestrians, bicycles, and modes of transit; the location, amount, and cost of parking; the location, intensity, and design of residential, retail, and employment uses; the location of community facilities, schools, parks, etc.; and the design of streets, intersections, and other public improvements.
- *Accessible Transit Facilities* - Transit should be readily accessible to all residents and workers. Transit facilities should be safe, clean and inviting to travelers. The residential and commercial areas of our community should be designed to support transit and pedestrians.

## **VISION:     PRESERVATION AND ENHANCEMENT OF OUR RESOURCES**

All important resources, be it a single historic ornament, a preservation district or a natural feature, should be identified, retained, and preserved.

*Preservation: To keep safe from harm or injury, to keep up or maintain; protect, save.*

*Resources: A new or reserve source of supply or support. The collective wealth of an area or its means of producing wealth.*

## **VALUES:**

- |              |   |
|--------------|---|
| Completeness | <ul style="list-style-type: none"><li>• <i>Compact Growth</i> - The concepts of planned or compact growth and in-fill development should be fostered as environmentally sound practices since they will preserve resources.</li><li>• <i>Mutually Supportive Land Use</i> - Within each city area a balance of supportive land uses should be retained and strengthened wherever possible.</li><li>• <i>Economic Viability of Preservation</i> - The City of Sacramento should work with owners/applicants to foster the belief in the need for preservation and its long term economic value to the entire region.</li><li>• <i>Livability</i> - Sacramento's unique qualities should be identified, preserved, and enhanced because they contribute greatly to the City's liveability. A few of these special qualities are its human scale, size of blocks, existing building stock, classic neighborhoods, tree lined streets, porches, stoops etc.</li></ul> |
| Identity     | <ul style="list-style-type: none"><li>• <i>Urban, Suburban &amp; Rural Qualities</i> - The distinct differences or characteristics between the urban, suburban and rural character of the city need to be defined and preserved and enhanced.</li></ul>   |
| Diversity    | <ul style="list-style-type: none"><li>• <i>Retention of Small Unique Uses</i> - retention of small unique uses or places is an important component in the preservation of an area or district, and would generally be preferable to demolition, or absorption, into a larger land use pattern.</li><li>• <i>Retain Historic Buildings</i> - Our major historic resources should continue to be an important focus of the city. Identifying and preserving architectural icons and important outdoor spaces is an important goal.</li></ul>  |
| Quality      | <ul style="list-style-type: none"><li>• <i>Prevent Deterioration of Built Environment and Land Values</i> - The adaptive reuse of existing buildings may help prevent deterioration and stabilize neighborhoods. Enhancement of the existing public right of way, including proper maintenance and alley improvements are needed.</li><li>• <i>Maintain Open Spaces</i> - Existing natural features, outdoor spaces and the urban forest should be maintained, not only for aesthetic reasons, but also</li></ul>   |

because these spaces encourage congregation outdoors. This in turn leads to neighborhood spirit and a pride in one's area. New development should include adequate preservation of natural features, establishment of new outdoor spaces and a continuation of the urban forest.

- *Preserve Classic Neighborhoods* - Retaining classic neighborhoods requires understanding their defining features and allowing them to be retained. Neighborhoods should be encouraged to organize and reach agreement about basic services and use of community resources.
- *Quality of Design* - The design, detailing and materials for new developments as well as alterations to existing buildings and their sites should convey a high level of quality, craftsmanship and permanence. Poor quality perpetuates decline.

## VISION: A SUSTAINING ECONOMY

Facilitate stability, diversity and quality in our employment centers through sound land use and design decisions. Our values include:

*Sustaining: To ensure without giving way or yielding - to keep going. To supply with the necessities of life.*

*Economy: The management of the resources of a community with a view to productiveness and avoidance of waste.*

## VALUES:

### Completeness

- *Stable Industrial Areas* - Industrial areas provide important opportunities to diversify the City's employment base, and although they appear on city land use maps, conscious efforts are needed to reinforce their stability. Adequate access and internal/external land use compatibility must be addressed to reach this goal.
- *Mixture of Uses in Business Areas* - A variety of business uses increases efficiency by having supportive use close by, have positive traffic and air quality implications and makes for a more functional and desirable employment center.
- *Emphasis on Infill and Reuse Opportunities* - Infill and reuse opportunities become increasingly important as Sacramento begins it's next phase of urbanization. Infill and reuse strategies needs to be a component of the City's economic and redevelopment planning.
- *Opportunity for People to Live and Work in the City* - Expanding housing opportunities in new growth areas, through reuse or mixed use and infill areas and near major transit services will allow for more people to both live and work in the city. Housing opportunities should involve the number of units, a variety of type and costs.

### Identity

- *Reinforcing the Rebirth of Downtown* - Through policies and actions, establish the downtown as the landmark district filled with the hustle and bustle expected of the regional center for business, government, cultural and entertainment events.
- *Cultivating a City Identity and Character* - Great cities attract people from all over the world by having attractive and distinct images and destinations. Sacramento's rich history, natural resources, including our trees and rivers, diversity of neighborhoods and population and public institutions are foundations for our identity.

Diversity

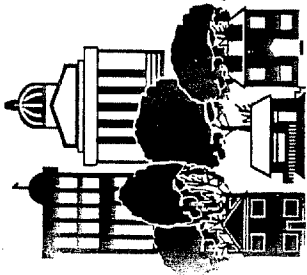
- *Economic Diversity* - Having a diversified economy provides a much needed buffer from the severe impacts associated with an over reliance on one employment sector.
- *Culturally Responsive* - We must create programs that recognize the expanding diversity in our local economy and respond by removing barriers that are identified.

Quality

- *A High Quality of Life* - The quality of life in Sacramento is a key element to retaining business as well as attracting new employers. Quality of life is paramount in every urban design and development decision. Quality of life is defined by how well we protect our natural resources such as air, water and plant life and how well we assemble and maintain our built environment.
- *Training Programs and Schools* - Sacramento must provide adequate resources to create a well educated and trained work force.
- *Safe Environment* - Development which promotes extended hours of activities and site and building designs which allows surveillance of public spaces provide for public safety.

Connectivity

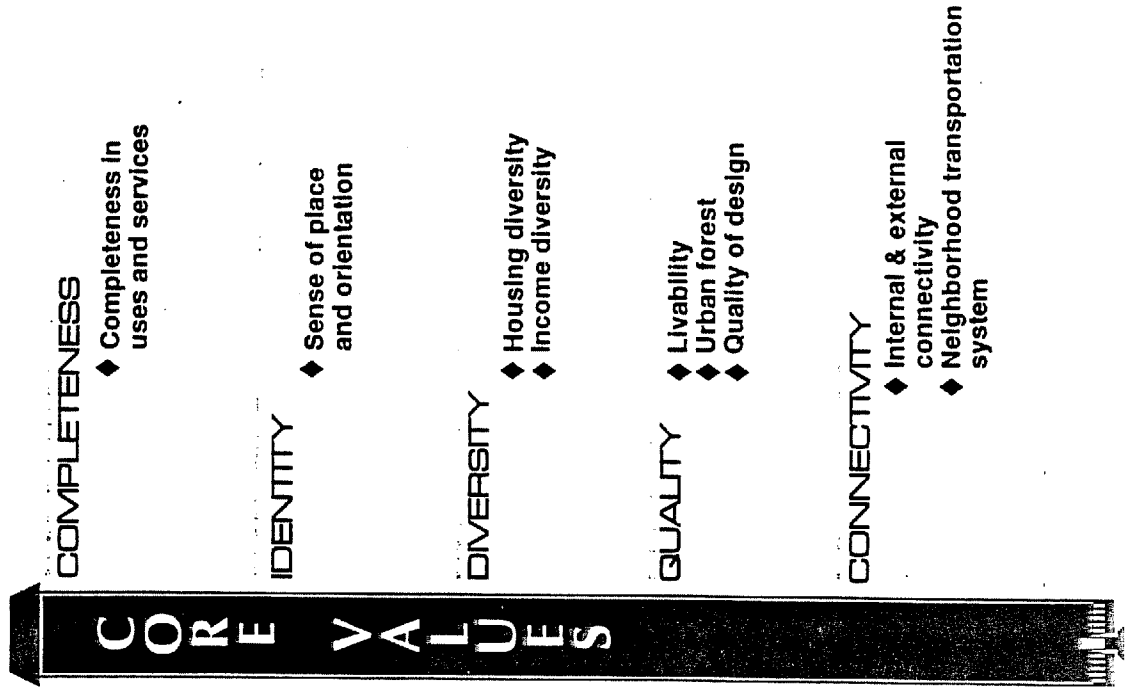
- *Choices for Transportation* - Alternatives to auto trips will help to maintain accessibility and air quality, both important issues to maintaining our quality of life.
- *Planning Cooperatively* - Work with other jurisdictions to develop a regional approach to economic development to support balance and avoid competition. Jobs, housing, tax base, infrastructure, land use issues need cooperative planning.



# VISIONS



## SUSTAINABLE NEIGHBORHOODS



- Does it have schools, parks, libraries, fire station .....
- Does it have room for places to shop ?
- Does it have places to eat ?
- Does it have places to walk and to linger and talk
- Does it have room for services (laundry, real estate, dentist etc.)?
- Does it offer choices for transportation ?
- Do you know when you are entering or leaving?
- Are there landmarks ?
- Are the routes to destination places direct and connected ?
- Are there choices for housing and do they accommodate an income diversity ?
- Are the streets and street system designed for safety of the pedestrians?
- Is the beauty of our urban forest enhanced and expanded ?
- Do the structures exhibit quality and permanence ?
- Is the neighborhood internally and externally connected?

CITY PLANNING COMMISSION  
SACRAMENTO, CALIFORNIA  
MEMBERS IN SESSION

ITEM # 6  
November 18, 2004  
PAGE 1

P04-102 – Westlake Gates

- REQUEST:
- A. **Environmental Determination:** Exempt, per CEQA Section 15301;
  - B. **Special Permit Major Modification** to amend the Special Permit condition that requires the Westlake Subdivision vehicular gates to remain open between the hours of 7am to 6pm, and to allow the vehicular gates to remain closed 24 hours a day, in the Westborough PUD.

LOCATION: North of Del Paso Road, west of El Centro Road,  
Neighborhoods 2-6  
Council District 1

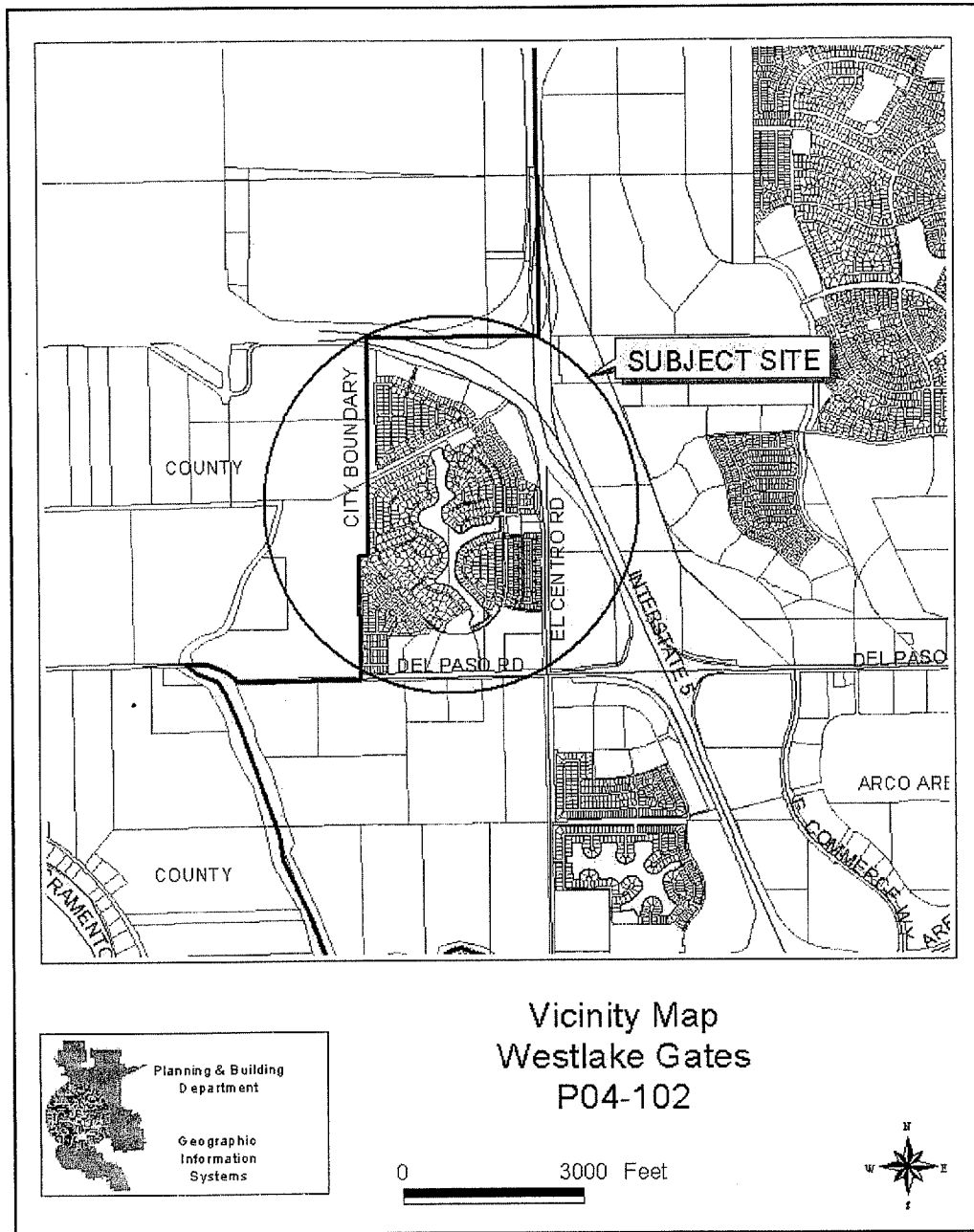
APPLICANT/OWNER:	Westlake Master Association, Contact: Guy Wolcott c/o Vierra Moore 2890 Gateway Oaks Drive, #250 Sacramento, CA 95834 (916) 925-9000
APPLICATION FILED:	May 25, 2004
STAFF CONTACT:	Stacia Cosgrove, Associate Planner, (916) 808-7110 David Kwong, Senior Planner, (916) 808-2691

SUMMARY:

The applicant is requesting to amend a condition of the October 1999 Special Permit for the Westborough Planned Unit Development (PUD) that requires that the vehicular gates in place at five subdivision tracts be kept open from 7am to 6pm everyday. Approval of the Special Permit Major Modification request would allow the vehicular gates to remain closed 24 hours a day.

Neighborhoods 2-6 of the Westlake community are gated and subject to this application. Please see Exhibit 1A for the location of these neighborhoods and the existing gates.

This item was continued from the October 14, 2004 Planning Commission agenda at the written request of the applicant. This item is a hearing item because staff is recommending denial of the Special Permit modification request. Staff is recommending denial because removal of the condition is inconsistent with the policies and goals of the North Natomas Community Plan, the Planning Commission's adopted Visions and Values Principles, and because there are no evident circumstances that exist within the Westlake community that necessitate removal of the Special Permit condition.

**RECOMMENDATION:**

**Staff recommends denial of the project.** This recommendation is based upon its inconsistency with North Natomas Community Plan Policies and inconsistency with the Planning Commission's adopted Visions and Values Principles, promoting internal and external connectivity and minimizing barriers between neighborhoods. Staff finds that circumstances do not exist within the Westborough Community that necessitates the removal of the Special Permit condition.

PROJECT INFORMATION:

General Plan Designation:	Low Density Residential (4-15 du/na)
Community Plan Designation:	Low Density Residential (3-10 du/na)
Existing Land Use of Site:	Single-Family Residential
Existing Zoning of Site:	Standard Single-Family Planned Unit Development (R-1-PUD), Single-Family Alternative Planned Unit Development (R-1A-PUD)

Surrounding Land Use and Zoning:

North: Mini-Storage; M-1S-PUD  
South: Community Park, Elementary School, Multi-family Housing; R-1-PUD, A-OS-PUD, R-3-PUD  
East: Single-Family Residential; R-2A-PUD  
West: Agriculture (County); County Ag-80

Property Dimensions:	Irregular
Property Area:	Approximately 300 Acres
Topography:	Flat

OTHER APPROVALS REQUIRED: No additional approvals are required.

BACKGROUND INFORMATION:

The Westborough Planned Unit Development (PUD) was established on October 26, 1999 with the approval by City Council of a Development Agreement, General Plan and Community Plan Amendments, Rezone, the establishment of a PUD Schematic Plan and PUD Guidelines, and (on appeal) a Tentative Master Parcel Map and Tentative Subdivision Map. (P98-112)

On September 9, 1999, the Planning Commission supported staff's recommendation to deny the Westborough PUD project (P98-112) entitlements, based upon a number of policy considerations. Most relevant to the current application was the concern by staff that at the heart of the Westborough project was the proposal to gate nearly 200 acres of the project site, comprising six of the site's residential villages. The argument against gated development centered around the idea that walls and gates create physical and social barriers within communities.

After the Planning Commission denied the project entitlements, the applicant, Lennar Communities, appealed those entitlements to the City Council. The applicant subsequently revised the project and offered several compromises to address the Council, staff, and

community concerns regarding the vehicular and pedestrian gates: 1) Village 1 was redesigned to eliminate the vehicular gates and eliminate walls on Westlake Parkway (identified on Exhibit 1A as "A" Street West), 2) The Westborough PUD Guidelines were amended to stipulate to no walls would be allowed along the east side of "A" Street East, for future medium density development; and 3) The vehicular gates for Villages 2-6 must remain open between the hours of 7am and 6pm. The reason why the gates were conditioned to remain open during these specified hours was to promote internal and external connectivity and minimize barriers both visually and physically between those villages and the other residential neighborhoods within the Westborough PUD.

The Westlake Master Association (applicant) is now requesting to amend the condition requiring the vehicular gates on Villages 2-6 to remain open between 7am and 6pm; by approving the Special Permit Major Modification, the vehicular gates for Neighborhoods 2-6 could remain closed 24 hours a day.

Other Gated Communities in the City of Sacramento: Staff traditionally opposes gating residential subdivisions unless some sort of special circumstance is present, due to the desire to reduce barriers between neighborhoods. The Heritage Park (P00-005) subdivision, located south of Elkhorn Boulevard and west of Natomas Boulevard in North Natomas, is gated and was specifically designed as an age-restricted development. It is important to note that the design of this community includes front on lots on all of the major streets, throughout the low and medium density development, thereby precluding walls on the major streets. This project was supported by staff.

Gates were approved at Heritage Place/Riverwalk (P96-119), located west of Gateway Oaks Drive and Venture Oaks Way in South Natomas, due to security concerns. The development (173 homes) is surrounded by "hard edges" that restricted subdivision design, including a shopping center with a wall, a drainage canal, and an apartment complex.

There are a number of gated developments in the Pocket Community that were approved in the 1980's. With regards to the North Natomas Community Plan area, staff has consistently been very critical of vehicular gates requests for single-family subdivisions. An application was denied in 2001 to gate Westborough Villages 7 & 8, based upon the preponderance of residential gates already present in the Westborough PUD.

This discussion does not include any multi-family residential developments (apartments and condominiums) that more commonly include gates and wrought iron fencing as an added amenity to entice renters or to deter criminal activity. Gated apartment complexes are more common throughout all of the community plan areas.

In staff's opinion, special circumstances do not exist in the Westborough case that lead to the conclusion that the special permit condition should be removed; evaluation of the justification for the request provided by the applicant (discussed below) does not override the present policy considerations and the purpose of the condition to promote community inclusiveness.

STAFF EVALUATION: Staff has the following comments:

A. Policy Considerations

North Natomas Community Plan: The North Natomas Community Plan is based upon the vision of a community that encourages internal and external connectivity, minimizing the barriers between neighborhoods, and facilitating the integration of land uses. Guiding Principles within the Community Plan include, "Connect, don't isolate neighborhoods and activity centers with a well-designed circulation system," and "Provide multiple routes and connections to adjacent developments." (NNCP, p. 38) Providing multiple routes, according to the Community Plan, is dependant upon creating direct, short and simple linkages between neighborhoods and activity centers. Promoting gated barriers does not contribute toward the realization of these goals.

Visions and Values Policy: The "Visions and Values Principles" were developed by the Planning Commission, with participation from the Design Review Board and City staff, and adopted by the Planning Commission in 1997 (Attachment 4). The goal of the Visions and Values Principles are to articulate the desired design and development principles for neighborhood development, based upon the five core values of Completeness, Identity, Diversity, Quality, and Connectivity. The "Connectivity" principle emphasizes the importance of promoting easy, multi-modal movement within and between neighborhoods through subdivision design and encourages minimizing barriers to that movement. (Attachment 4, page 4 and 6)

The Westborough PUD Special Permit was conditioned to require that the vehicular gates remain open during the daytime hours in order to minimize the disruption that gates on subdivisions cause to the physical and social flow between neighborhoods. Neighborhoods 2-6 are surrounded predominantly by other residential uses of varying densities, community and neighborhood parks, and an elementary school site. Staff does not believe that there is a need to further isolate Neighborhoods 2-6 from these land uses.

B. Justification for Request

The applicant offers the following justifications for the Special Permit Modification request (Exhibit 1B):

1. The gates community experiences an abnormal and uninvited amount of traffic as a result of NBA (National Basketball Association) players and owners living in the community.
2. Non-Westlake residents and those Westlake residents living outside the gated communities are accessing the lake front through the gated neighborhoods (often through lots or residents' yards) instead of through the main lake entrance primarily during the daytime.
3. Westlake experiences an unusually high amount of business solicitation during the daytime.

Staff Response: Overall, staff does not find the circumstances listed above as a persuasive policy justification for the Special Permit condition to be removed; the reasoning behind the inclusion of the Special Permit condition outweighs the justifications provided by the applicant.

While NBA players and owners living in the Westlake community may generate interest and an unsubstantiated increase in traffic in the area, staff believes that this does not represent an issue to which the response should be to further close-off the gated neighborhoods from the surrounding community. In order to address traffic concerns, the City's Development Engineering & Finance Division (in cooperation with the City's Transportation Department) has offered to sit down with the applicant to discuss whether there might be certain intersections or streets which are adversely impacted, where the installation of traffic calming devices might resolve any problems caused by vehicular traffic. As is done in other neighborhoods in the City, traffic counts and speeds in the affected area would be measured to determine if the residential streets are receiving an unusually high level of traffic, traveling at unsafe speeds and the appropriate traffic calming devices could be discussed to alleviate any problems. This option was offered to the applicant, but there was no interest in pursuing it communicated from the applicant by the time of the writing of this staff report.

Similarly, if subdivision design is allowing unsafe public access to the lake, whether by Westlake or non-Westlake residents, that condition should be resolved in some way other than closing the gates 24 hours a day. If Westlake residents are cutting through their neighbors yards to reach the lake, closing the gates would not resolve this issue because they would already live inside the gates or have code access to the gated portion of the community. Staff encourages the applicant to explore other, perhaps more effective, means of addressing this concern.

Finally, it is difficult to substantiate the amount of business solicitation that occurs within the Westlake community versus in any of the other neighborhoods in the City. Staff does not believe this is a valid justification for removing the Special Permit condition.

#### PROJECT REVIEW PROCESS:

##### A. Environmental Determination

The proposed project is exempt from environmental review pursuant to CEQA Guidelines (CEQA Section 15301). Section 15301 allows for projects such as the current application which are characterized as "existing facilities" to be categorically exempt from CEQA Guidelines because the proposed project consists of a minor alteration of an existing facility, involving negligible or no expansion of an existing use.

B. Public/Neighborhood/Business Association Comments

The subject project was routed to the following neighborhood groups: Gardenland-Northgate Neighborhood Association (GNNA), Natomas Chamber of Commerce, Natomas Community Association (NCA), Natomas Crossing Homeowners Association (NC HOA), Natomas Journal, North Natomas Alliance (NNA), North Natomas Community Association (NNCA), North Natomas Study Group (NNSG), River Oaks Community Association (ROCA), Sundance Lake Homeowners Association (SLHA), Walk Sacramento, West Natomas Community Association (WNCA), and Westside Community Association (WCA).

Staff also noticed every property owner north of Del Paso Road and west of El Centro Road of the Planning Commission hearing, totally nearly 1000 notices. Public Notices were posted at each of the gated entrances.

Three response cards to the project routing were received. At the time of the writing of this staff report, several letters from Westlake residents have been received and are listed as Attachment 5. First, the North Natomas Alliance (NNA) responded with the following comments:

"Do they then own the roads for repair and maintenance? Does the Community Association have written agreement from all owners re: consequences of closed community? Trash, fire, police, maintenance."

Staff Response: The roads within the Westborough development are private and are maintained by the Homeowner's Association. The development did not receive Quimby credit for the lake/detention basin. Staff does not know if the Westlake Master Association received written agreements from all property owners about the closing of the gates, but all of the property owners within the gated area and outside the gated area were noticed for the Planning Commission hearing. Were the project to be approved, conditions would be placed on the Special Permit that would allow emergency, service, and utilities access.

The Westside Community Association (WCA) submitted the following comments:

"Public access roads, City lake, City roads. This permit should not be approved. Very strong objection to closing access to public streets regardless of community status (e.g. NBA players)."

Staff Response: Please see response above.

The River Oaks Community Association (ROCA) responded with "No Comment."

No other public comments have been received.

C. Summary of Agency Comments

The project has been reviewed by several City Departments and other agencies. Should the project be approved, several conditions would be added to the project Special Permit related to site access.


PROJECT APPROVAL PROCESS: Of the entitlements below, Planning Commission has the authority to approve or deny A and B. The Planning Commission action may be appealed to the City Council. The appeal must occur within 10 days of the Planning Commission action.

RECOMMENDATION:

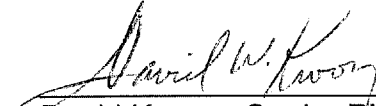
Staff recommends the Planning Commission take the following actions:

- A. Adopt the attached Notice of Decision and Findings of Fact, which finds that the project is Exempt pursuant to CEQA Section 15301;
- B. Adopt the attached Notice of Decision and Findings of Fact to deny the Special Permit Major Modification to amend the Special Permit condition that requires the Westlake Subdivision vehicular gates to remain open between the hours of 7am to 6pm, and to allow the vehicular gates to remain closed 24 hours a day, in the Westborough PUD.

Report Prepared By,

  
Stacia Cosgrove, Associate Planner

Report Reviewed By,

  
David Kwong, Senior Planner

Attachments

Attachment 1	Notice of Decision & Findings of Fact
Exhibit 1A	Westborough PUD Site Plan
Exhibit 1 B	Justification Letter
Attachment 2	Vicinity Map
Attachment 3	Land Use & Zoning Map
Attachment 4	Visions and Values Principles
Attachment 5	Letters from Westlake Residents

**ATTACHMENT 1**  
**NOTICE OF DECISION AND FINDINGS OF FACT FOR**  
**WESTLAKE GATES, LOCATED NORTH OF DEL PASO ROAD AND WEST OF EL**  
**CENTRO ROAD, SACRAMENTO, CALIFORNIA IN THE WESTBOROUGH PLANNED**  
**UNIT DEVELOPMENT.**  
**(P04-102)**

At the regular meeting of November 18, 2004, the City Planning Commission heard and considered evidence in the above entitled matter. Based on verbal and documentary evidence at said hearing, the Planning Commission took the following actions for the location listed above:

- A. Environmental Determination: Exempt per CEQA Section 15301;**
- B. Denied the Special Permit Major Modification to amend the Special Permit condition that requires the Westlake Subdivision vehicular gates to remain open between the hours of 7am to 6pm, and to allow the vehicular gates to remain closed 24 hours a day, in the Westborough PUD.**

These actions were made based upon the following findings of fact and subject to the following conditions:

**FINDINGS OF FACT**

- A. Environmental Determination: The City Planning Commission finds that the project is Exempt pursuant to CEQA Section 15301.
- B. Special Permit Major Modification: The **Special Permit Major Modification** to amend the Special Permit condition that requires the Westlake Subdivision vehicular gates to remain open between the hours of 7am to 6pm, and to allow the vehicular gates to remain closed 24 hours a day, in the Westborough PUD is hereby **denied** based on the following findings of fact:
1. Removal of the Special Permit condition is not based upon sound principles of land use in that it is inconsistent with the guiding principles of the North Natomas Community plan and the Visions and Values Principles;
  2. Removal of the Special Permit condition will be detrimental to the public general welfare.

  
CHAIRPERSON

ATTEST:

  
\_\_\_\_\_  
SECRETARY TO CITY PLANNING COMMISSION

11/18/04  
DATE (P04-102)

Exhibit 1A  
Exhibit 1E

Westborough PUD Slits Plan  
Justification Letter

# RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_

**A RESOLUTION ADOPTING THE NOTICE OF DECISION AND FINDINGS OF FACT FOR DENIAL OF THE SPECIAL PERMIT MAJOR MODIFICATION REQUEST TO REMOVE THE CONDITION FROM THE WESTBOROUGH PLANNED UNIT DEVELOPMENT SPECIAL PERMIT FOR VEHICULAR GATES THAT REQUIRES THE GATES TO REMAIN OPEN BETWEEN THE HOURS OF 7AM AND 6PM.**

(P04-102)

WHEREAS, the City Council conducted a public hearing on January 25, 2005 concerning the above project and based on documentary and oral evidence submitted at the public hearing, the Council hereby adopts the Notice of Decision and Findings of Fact, as set forth herein.

## **NOTICE OF DECISION**

At the regular meeting of January 25, 2005, the City Council heard and considered evidence in the above entitled matter. Based on verbal and documentary evidence at said hearing, the Council took the following actions for the location listed above:

- A. Denied the Special Permit Major Modification to remove the condition from the Westborough Planned Unit Development (PUD) Special Permit for vehicular gates that requires the gates to remain open between the hours of 7am and 6pm.

This action was made based upon the following findings of fact:

- A. Special Permit Major Modification: The **Special Permit Major Modification** to amend the Special Permit condition that requires the Westlake Subdivision vehicular gates to remain open between the hours of 7am to 6pm, and to allow the vehicular gates to remain closed 24 hours a day, in the Westborough PUD is hereby **denied** based on the following findings of fact:
  - 1. Removal of the Special Permit condition is not based upon sound principles of land use in that it is inconsistent with the guiding principles of the North Natomas Community plan and the Visions and Values Principles;
  - 2. Removal of the Special Permit condition will be detrimental to the public general welfare.

---

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

99

NOW, THEREFORE BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT THE NOTICE OF DECISION AND FINDINGS OF FACT AS STATED HEREIN IS APPROVED AND ADOPTED.

\_\_\_\_\_  
MAYOR

ATTEST:

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

(P04-102)

Exhibit 1      Westborough PUD Site Plan

\_\_\_\_\_  
**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

## RECEIVED 05/25/2004

