



3

DEPARTMENT OF
PUBLIC WORKS

OFFICE OF THE DIRECTOR

CITY OF SACRAMENTO
CALIFORNIA

CITY HALL
ROOM 207
915 I STREET
SACRAMENTO, CA
95814-2673

July 18, 1989

916-449-5283

Budget and Finance/Transportation
and Community Development Committee
Sacramento, California

Honorable Members in Session:

SUBJECT: ANIMAL CONTROL SHELTER REPLACEMENT

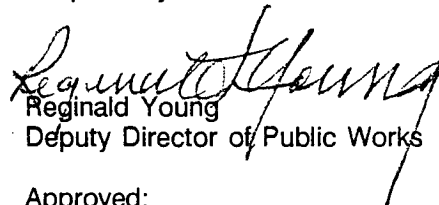
SUMMARY

This report recommends that the Budget and Finance and the Transportation and Community Development Committees jointly review and approve the attached City Council report for action by the full City Council on July 25, 1989, concerning the construction of a replacement Animal Control Shelter in its current Front Street location.

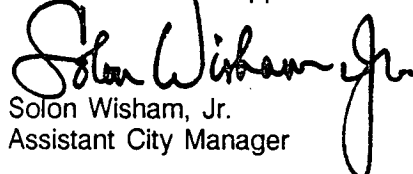
RECOMMENDATION

It is recommended that the Joint Committees review and approve, for full City Council action, the attached report, and its associated resolution concerning the siting and construction of an Animal Control Shelter replacement.

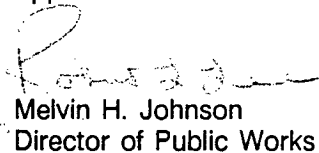
Respectfully submitted,


Reginald Young
Deputy Director of Public Works

Recommendation Approved:


Solon Wisham, Jr.
Assistant City Manager

Approved:


Melvin H. Johnson
Director of Public Works

July 18, 1989
District 2

Contact Person: Reginald Young, Deputy Director of Public Works
449-5283



3

DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO
CALIFORNIA

CITY HALL
ROOM 207
915 I STREET
SACRAMENTO, CA
95814-2673

OFFICE OF THE DIRECTOR

July 25, 1989

916-449-5283

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: ANIMAL CONTROL SHELTER REPLACEMENT

SUMMARY

This report contains a survey and evaluation of several potential replacement Animal Control Shelter sites. The report recommends that the City Council approve a resolution that initiates a process to transfer ownership of one parcel of property from the Sacramento Housing and Redevelopment Agency (SHRA) to the City. In addition, the report recommends that the City Manager be authorized to negotiate a Consultant Services Agreement with the firm of Takata & Sugioka Architects to design an Animal Control replacement facility.

BACKGROUND

A. General

The Sacramento City Animal Control Shelter, located at 2127 Front Street, was built in 1938 and encompasses 5,300 square feet designated for kenneling functions; 800 square feet designated for administrative functions. In 1938 the facility was a model animal shelter for a City of 102,958 inhabitants that needed to kennel approximately 60 animals per day. However, there have been only minor modifications to the shelter since 1938. Thus, on February 4, 1974, after the City requested an evaluation, the Humane Society of the United States reported to the City Council "that the City's Animal Control Shelter was in need of physical improvements."

Since 1974, various City Councils have grappled with the City Animal Shelter's needs; however, the physical plant is still deficient when compared to modern kenneling standards and future needs; but more significantly, it is woefully inadequate for the number of animals impounded. The current facility can minimally accommodate an average of 150 animals each day, although it needs to accommodate more than 200 animals each day to meet current demands.

Among the several avenues explored by City staff and the City Council were (1) having the Sacramento Society for the Prevention of Cruelty to Animals (SPCA) operate a City kennel; and (2) the consolidation of all City/County animal control services. In either of the above cases, the City would have had to construct a new facility. If the SPCA were to operate a kennel for the City, it would have required that we construct an additional wing at the SPCA's Florin-Perkins Road facility. The City/County consolidation concept would have had the County provide consolidated animal control services from two facilities. One new facility, to be constructed by the City, would have been located north of the American River; the other facility would be the County's current kennel south of the American River.

The City was unable to conclude either of the aforementioned agreements. Thus on February 2, 1988, the City Council instructed City staff to immediately begin the process of planning for a new City Animal Control Shelter.

B. Site Search

On February 5, 1988, the City Manager directed staff to undertake a survey of potential sites for a City Animal Control Shelter. The survey was to investigate City-owned lands that might have the characteristics which would allow for the construction of the Animal Control Shelter. Criteria for site selection were developed by City staff, i.e. Facility Management, Planning, and Public Works. The initial site selection factors were (1) City ownership of land; (2) proper land use classification; (3) proximity to the centroid of animal control service; (4) adequate size to accommodate future growth; and (5) access to the freeway system.

Eight locations were initially identified and assessed as proposed Animal Control Shelter sites. Two of the sites were considered appropriate for the location of the replacement shelter. The reasons for rejecting the other sites are included in Appendix I to this report, "Animal Control Shelter Site Survey." Staff analysis indicated that the City-owned Colfax Corporation Yard at 2225 Colfax and the current site at 2127 Front Street were the sites that best met the site selection criteria for use as an Animal Control Shelter. The Colfax site was the preferred site because it did not require construction around an operating shelter.

At a community meeting held at the Woodlake Park Clubhouse on October 13, 1988, citizens informed City staff that the community did not support the construction of a shelter at the Colfax Yard. After the October 13, 1988, meeting, and adhering to the requests of the citizens, staff added two more factors to the site selection criteria. These new factors were (1) sites on park lands; and (2) sites in public ownership. The new factors resulted in the identification of four more potential sites. A second assessment of all sites indicates that the best site is the Front Street location, where the current animal shelter is located.

C. Front Street Site

The proposed Front Street Animal Shelter site consists of 2.5 acres owned by the City, including an adjacent parcel south of the property owned by SHRA. To the north of the property are City Sumps 1, 1A and their associated drainage/sewer line easements. Immediately west of the property is the California Vehicle Foundation's Towe Ford Museum (City-owned property) and the City's Pioneer Reservoir. There are no residents in this area of Front Street and the nearest houses are separated from the site by Interstate 5 on the east. However, the Docks Area Development Revised Master Plan does recommend that all of the City-owned property on the east side of the 2100 block of Front Street, and SHRA parcel on the southeast corner of Front and V Streets, be limited to commercial/office development, although they are designated to be a light industrial (M-1) zone. The aforementioned properties currently encompass 11 parcels (Figure 1), which would be converted into two parcels to accommodate Sumps 1, 1A and the new replacement Animal Control Shelter (Figure 2).

The proposed (approximately 15,000 square foot) Animal Control Shelter must be designed and subsequently constructed such that the current shelter will remain in operation during construction of the new facility. Also the facility must not have permanent structures constructed over the several sewer line easements on the properties. Facility Management has designed a shelter layout that complies with the aforementioned requests and still allows for future growth (Figure 2).

An environmental assessment indicates that this site complies with the requirements of CEQA.

FINANCIAL

The 1989-93 Capital Improvement Program (CIP) PNGA06 allocates \$1,991,000 for replacement of the Animal Control Shelter.

The Facility Management Division has recently revised the cost estimate for the replacement Animal Control Shelter from \$1,991,000 to \$2,915,620. This increase of \$924,620 is primarily due to:

- | | | |
|----|--|------------------|
| 1. | Costs associated with phasing construction in order to keep the existing facility operational. | \$200,000 |
| 2. | Inflation, since the original cost estimate in September 1987. | \$145,000 |
| 3. | Addition of a general project contingency (above and beyond the construction contingency of \$164,000). This contingency is available for unanticipated expenditures for tenant improvements, design, environmental review, off-site improvements, or any other costs associated with the project. | \$200,000 |
| 4. | Increased project staff expenditures. This is primarily the addition of indirect costs omitted from the previous estimate. The previous estimate was prepared prior to the City establishing a policy that indirect costs will be applied to general fund capital projects. This policy enables the City to get a true cost of the expenditures for general fund projects. | <u>\$345,000</u> |
| | | \$890,000 |

Page 4
City Council
July 25, 1989

Since the size of the debt issue for this project will increase, the annual debt service will also increase from the current estimate of \$200,000 per year to approximately \$300,000-\$350,000. The precise debt payment requirement will be determined by the structure of the debt issue for the City's 1989 Certificate of Participation. It is anticipated, at this time, that the annual debt payment will begin in the 1990-91 budget year.

After completion of the facility, there will be sufficient space to add officers and kennel attendants to increase service levels; however, no additional staff will be needed by the Animal Control Division to operate the new facility.

POLICY CONSIDERATIONS

This report requires that the City Council continue animal control operation in the 2100 block of Front Street.

MBE/WBE

In an effort to obtain a qualified architect to design the shelter, Facility Management did a direct mailing to 35 firms and advertised for possible shelter designers in the "Sacramento Bee." Facility Management received six responses to its solicitations. Four MBE firms were among the responders; one of these firms, Takata & Sugioka Architects, has been selected as the designer if the City Council approves the recommended actions.

RECOMMENDATION

It is recommended that the City Council adopt the attached resolution approving a transfer of property from SHRA to the City. The resolution also authorizes the City Manager to negotiate an agreement with Takata & Sugioka Architects.

Respectfully submitted,

Reginald Young
Deputy Director of Public Works

Recommendation Approved:

Approved:

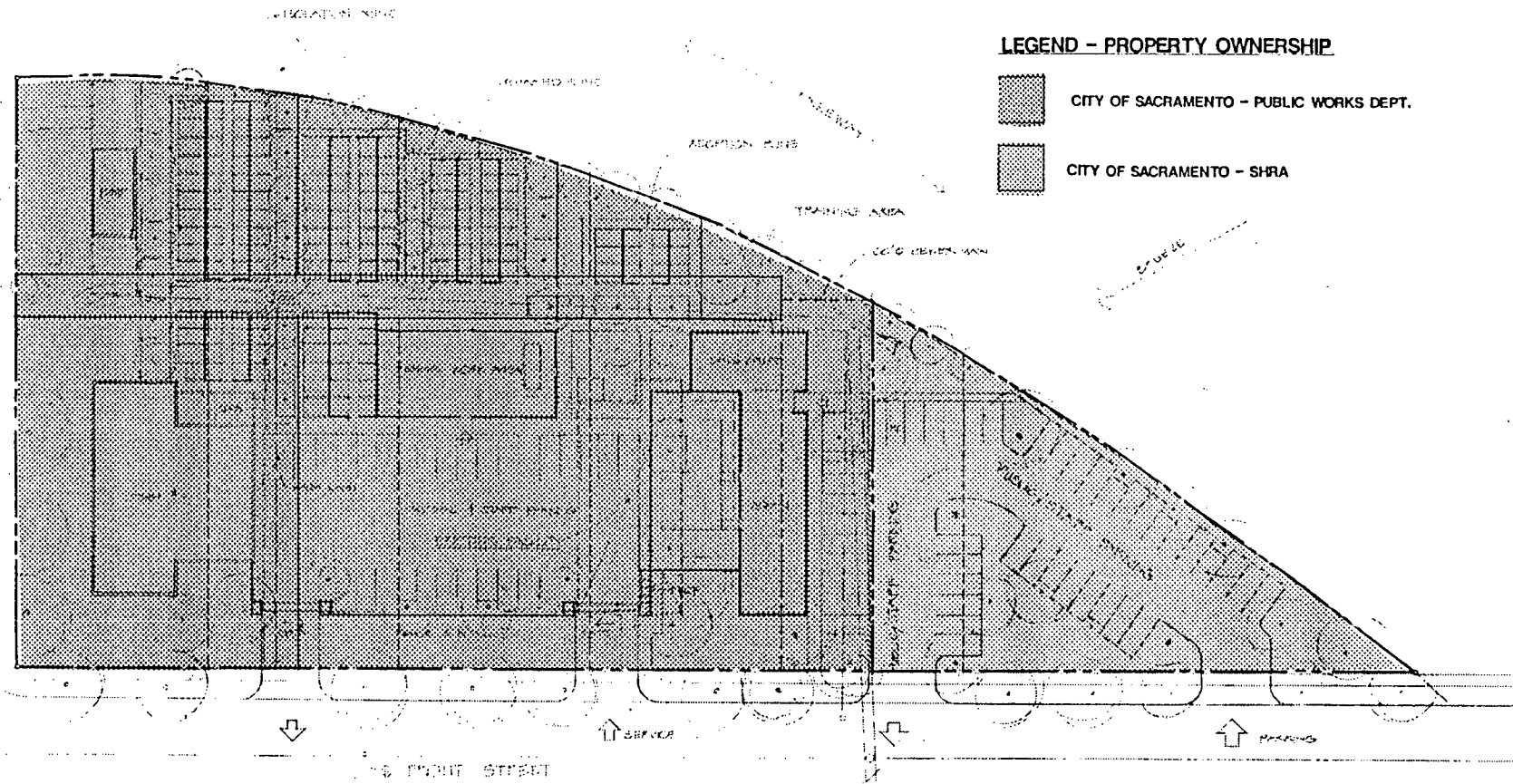
Walter J. Slipe
City Manager

Melvin H. Johnson
Director of Public Works

July 25, 1989
District 2

Contact Person:
Reginald Young, Deputy Director of Public Works
449-5283

3



LEGEND - PROPERTY OWNERSHIP

CITY OF SACRAMENTO - PUBLIC WORKS DEPT.

CITY OF SACRAMENTO - SHRA



TAKATA & SUGIOKA ARCHITECTS
 3000 FREEMONT BLVD. SUITE 200
 SACRAMENTO, CALIF. 95811
 TELEPHONE (916) 431-0071

CONSULTANT
FIGURE 1

CONSULTANT

REVISIONS
 1. 1/10/81

DATE
 1. 1/10/81

PROJECT TITLE
 ANIMAL CONTROL FACILITY
 FOR
 THE CITY OF SACRAMENTO, CA

SHEET TITLE
 SCHEMATIC PHASE
 SITE DEVELOPMENT
 PLAN

DRAWN BY: RT
 JOB NO: 785

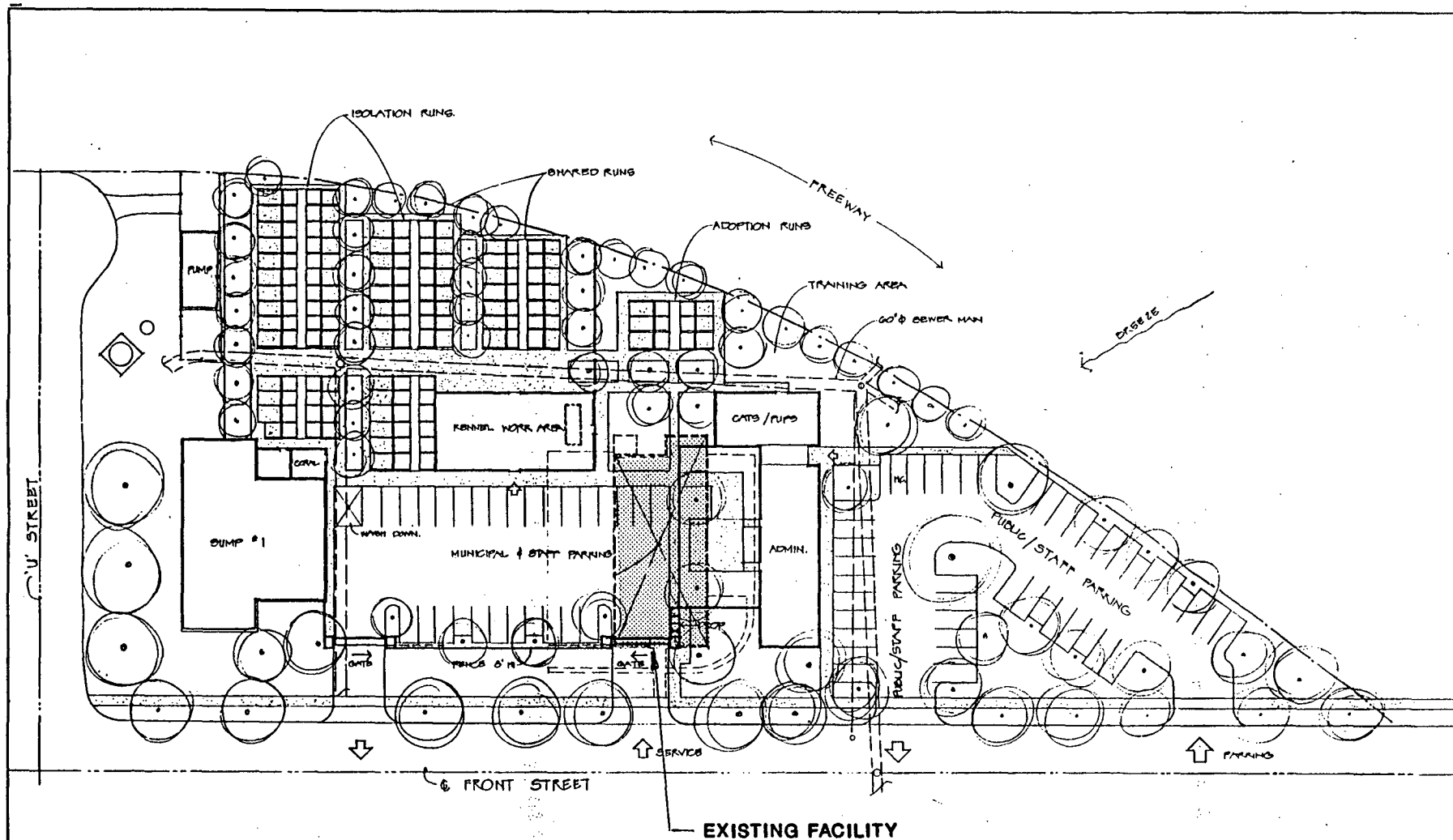
SHEET NO
1



ANIMAL CONTROL FACILITY

SCALE: 1" = 20'-0"

3



**TAKATA &
SUGIOKA
ARCHITECTS**
4001 H STREET, SUITE 200
SACRAMENTO, CALIF. 95822
TEL: 916.441.2001

SCALE: 1" = 20'-0"

FIGURE 2

CONSULTANT:

REVISIONS:
NO. DATE COMMENTS

1. 11/11/07
2. 11/11/07

PROJECT TITLE:
**ANIMAL CONTROL
FACILITY**
FOR
THE CITY OF
SACRAMENTO, CA

SHEET TITLE:
**SCHEMATIC PHASE
SITE DEVELOPMENT
PLAN**

DRAWN BY: RT
CHECKED BY: JDS

SHEET NO. 1

1



ANIMAL CONTROL FACILITY

SCALE: 1" = 20'-0"

YEAR 2007 SCHEME

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

RESOLUTION AUTHORIZING A PROCESS TO REPLACE THE CITY'S ANIMAL CONTROL SHELTER

WHEREAS the City Council, by its vote on February 2, 1988, directed staff to design and construct a replacement of the Animal Control Shelter.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF SACRAMENTO THAT:

1. The City Council authorizes the City Manger to execute those agreements necessary to have the Sacramento Housing and Redevelopment Agency (SHRA) transfer ownership of parcel 009-00164-016 from SHRA to the City of Sacramento.
2. The City Council authorizes the City Manager to negotiate an Animal Control Shelter Architectural and Engineering Agreement with Takata & Sugioka Architects and return the Agreement to City Council for approval.
3. The City Council authorizes the City Manager to take those actions necessary to design and construct a replacement Animal Control Shelter on the east side of the 2100 and 2200 blocks of Front Street.

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

RESOLUTION NO.

ADOPTED BY THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO

ON DATE OF _____

TRANSFER OF CERTAIN REAL PROPERTY WITHIN THE DOCKS
REDEVELOPMENT AREA TO THE CITY OF SACRAMENTO

BE IT RESOLVED BY THE REDEVELOPMENT AGENCY OF THE CITY
OF SACRAMENTO:

Section 1. The Redevelopment Agency hereby approves the transfer of Agency-owned land, commonly described as Assessor's Parcel No. 09-164-16 in the Docks Redevelopment Area to the City of Sacramento.

Section 2. The Redevelopment Agency authorizes the Executive Director to execute a grant deed transferring the subject site to the City of Sacramento.

CHAIR

ATTEST:

SECRETARY

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

**ANIMAL CONTROL SHELTER
SITE SURVEY**

**CITY OF SACRAMENTO
DEPARTMENT OF PUBLIC WORKS
JUNE 1989**

TABLE OF CONTENTS

| | <u>Page</u> |
|---|-------------|
| INTRODUCTION | 1 |
| Survey Background | 1 |
| Criteria for Site Selection | 1 |
| City Ownership of Land | 1 |
| Land Use Classification | 1 |
| Proximity to Centroid of Services | 2 |
| Size | 2 |
| Freeway Access | 2 |
| Site Identification | 2 |
| DESCRIPTION OF SITES | 3 |
| Post Criteria Change Additions | 4 |
| Assessments of Sites | 4 |
| Zone District Abbreviations and Definitions | 5 |
| Potential Animal Control Shelter Sites | 6 |
| Proximity to Centroid of Services | 7 |
| Site Distance from Service Centroid | 7 |
| Size Adequacy | 8 |
| Access to Freeway | 8 |
| Distance to Freeway Access | 8 |
| SITE EVALUATION | 9 |
| Introduction | 9 |
| Scoring Criteria | 9 |
| Summary of Evaluation | 10 |
| Conclusions | 11 |

INTRODUCTION

Survey Background

On February 2, 1989, City staff was authorized to take those actions necessary to site and construct a replacement Animal Control Shelter. The siting necessitated a survey of lands within the City that would be compatible with the successful location of an Animal Control Shelter. The location and construction of a replacement Animal Control Shelter is required since the current shelter is inadequate for present and future needs.

Criteria for Site Selection

Site selection criteria was developed by City staff, i.e. Facility Management, Planning and Public Works. The initial selection factors were: (1) City ownership of land; (2) proper land use classification; (3) proximity to the centroid of animal control service; (4) adequate size to accommodate future growth; and (5) access to the freeway system. These factors were augmented after October 13, 1988 (see "Land Use Classification" below).

City Ownership of Land

Critical to the Animal Control Shelter replacement was the cost of the replacement facilities. Early in the facility replacement planning process, it was determined that land applicable to the project would cost \$100,000 per acre and above. Since the replacement shelter's cost would be adversely impacted by purchasing land, the facility should be sited on City-owned property.

Land Use Classification

After consulting with the City's Planning staff, it was determined that land use compatibility was perhaps the most critical factor to successfully siting an Animal Control Shelter. It was decided that only land zoned for industrial or heavy commercial uses would be considered. Thus, we proposed to avoid conflicts with residential areas, parks, and open space land uses. Land use designations were taken from the Sacramento General Plan Update (SGPU).

After completing the review and participating in a public hearing on October 13, 1988, at the Woodlake Park Clubhouse, it was decided to modify the planning and zoning classification criterion. The change was made to allow consideration of lands designated as parks and to examine the purchase of land. This action accommodated the request of citizens that wanted to include several park sites in the staffs assessment.

Proximity to Centroid of Services

The City has developed the concept of a single Animal Control Shelter within the City to replace our existing facility. Therefore, distance from the centroid of animal control services is an important operational and economical consideration. The current centroid of animal control services is near Sacramento City College, at approximately the Union Pacific Railroad site. Previous studies (Space Needs Study – Phase II) have indicated that the further away the Animal Control Shelter is located from the service centroid, the more costly the operation.

Size

Size criterion was established by Facility Management. Two and one-half acres was determined to be the optimum size for a replacement Animal Control Shelter site. The County Veterinarian, Facility Management, Animal Control, and Humane Society of the United States personnel thoroughly reviewed past and present animal impoundment data and projected animal population increases to establish the design criteria and size of present and future facilities. A replacement shelter of 15,000 square feet was defined. It is projected that a 2.5-acre site is large enough to allow for immediate construction of a shelter that will fulfill the City's needs for the next ten years. The site also will be large enough to accommodate a projected facility demand growth through the year 2007.

Freeway Access

The public's utilization of the shelter is necessary to the recovery of animals and/or obtaining volunteers to work at the facility. Animal Control Shelter studies conducted by Alameda County's Tri-Cities (Fremont, Newark and Union City) indicate access to a shelter is perceived as adjacency to freeway on/off ramps. Thus, reasonable access to the City's freeway system was desired to facilitate the public's utilization of the shelter. Attempts were also made to avoid sites that required lengthy travel on two-lane residential roadways.

Site Identification

The search for potential sites was conducted by personnel from the Real Estate Section of Public Works' Engineering Division. This group rigorously reviewed City-owned lands of the needed size, both vacant and occupied. The group also provided the assessor's parcel maps of identified sites so that site land use could be determined by Planning; subsequently, Public Works staff (Administration/Animal Control) drove to all of the sites for a windshield survey and site evaluation. Thus, each potential site was assessed for its consistency with the previously developed site/selection criteria.

DESCRIPTION OF SITES

City Landfill (Site No. 1)

Site No. 1 is located in the central City at the southwest corner of 28th and A Streets. The site is bound by the Southern Pacific Railroad on the south, an industrial gravel operation on the north, an active landfill on the east, and a bio-mass shredder/compost operations on the west. The site encompasses 32 acres (see Figure 1).

Bannon Street (Site No. 2)

Site No. 2 is located in the central City area of the City of Sacramento, north of the central business district. The site is bounded by Bannon and North B Streets on the north, the City of Sacramento's Water Treatment Plant on the south, the Bannon Street Mission on the west, and the Southern Pacific Railroad yard on the east. The site encompasses approximately 1.6 acres (see Figure 1).

Interstate 5 at Freeport Boulevard (Site No. 3)

Site No. 3 is located in the southernmost part of the City. The site is bound by I-5 on the northeast, Freeport Boulevard on the west, and the GTE Data Center is directly south of the site. The site encompasses 9 acres (See Figure 1).

Florin Road at Freeport Boulevard (Site No. 4)

Site No. 4 is in South Sacramento with the property located on the southeast corner of Florin Road and Freeport Boulevard; the land is currently leased to the Willow Rancho Little League. It is bound by commercial property on the north and west, but has single-family residences on the east and south. The site encompasses 6.4 acres (see Figure 1).

Robla Reservoir (Site No. 5)

Site No. 5 is in the North Sacramento Area on the northwest corner of Bell Avenue and Rio Linda Boulevard. The site is part of a 10-acre parcel on which the City has constructed the five-million-gallon Robla Reservoir. The City retains 8 acres of unused property on the site (see Figure 1).

Colfax Corporation Yard (Site No. 6)

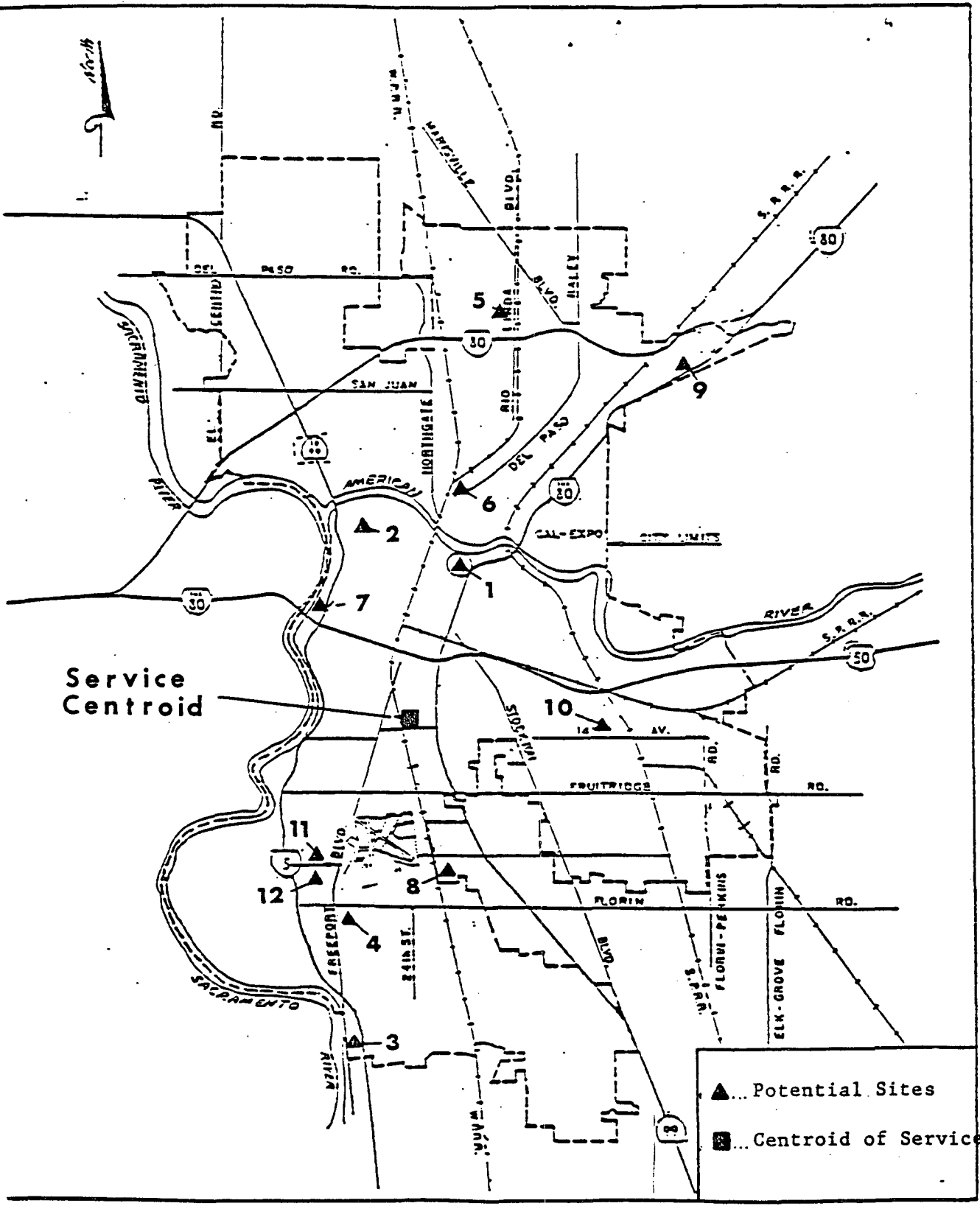
Site No. 6 is located in North Sacramento. The site is bound by the Western Pacific Railroad and open space on the west and north, Arden Way on the south, and Colfax Street on the east. The site can provide 5 acres (see Figure 1).

Front Street Site (Site No. 7)

Site No. 7 is in the central City near the waterfront. It is bound by City Sumps 1, 1A on the south, vacant land on the north, Freeway I-5 on the east, and the Towe Ford Museum/Pioneer Reservoir on the west. The site can encompass 2.5 acres (see Figure 1).

24th Street (Site No. 8)

Site No. 8 is located in South Sacramento at 24th Street and 47th Avenue. This site has single-family residences on the south and east, the Executive Airport to the west, and vacant land to the north. The land encompasses 3.6 acres (see Figure 1).



LEGEND

1. City Landfill
2. Bannon St.
3. I-5/Freeport
4. Florin/Freeport
5. Robla Reservoir
6. Colfax Yard
7. 2700 Front St.
8. 24th St.
9. Del Paso Park
10. San Joaquin
11. Blair Ave.
12. Thiery St.

- ▲... Potential Sites
- ... Centroid of Service

ANIMAL CONTROL SHELTER SITES

FIGURE 1

Post Criteria Change Additions

Del Paso Park (Site No. 9)

Site No. 9 is located in North Sacramento on Longview in Del Paso Park and adjacent to the properties used by the Senior Gleaners. The site is a park (Del Paso Park) and encompasses 8 acres (see Figure 1).

San Joaquin Avenue (Site No. 10)

Site No. 10 is located in the east Broadway area. The site is bounded by industrial uses on the north, vacant land on the east, industrial uses on the west and south. The site encompasses 9 acres.

Blair Avenue (Site No. 11)

Site No. 11 is located in South Sacramento on Blair Avenue between Belleauwood Lane and Freeport Boulevard. The property has industrial uses on all sides. It comprises 2.5 acres of privately owned property (see Figure 1).

Thiery Street (Site No. 12)

Site No. 12 is located in South Sacramento, adjacent to the Blair Avenue property on Thiery Street at Belleauwood Lane, and is approximately 2 acres.

Assessments of Sites

City-owned

Sites No. 1 through No. 10 are all properties owned by the City. The Blair Avenue Site (No. 11) and the Thiery Street Site (No. 12) are privately owned. The sales price of the privately owned sites, No. 11 and No. 12, was determined to be \$4.50/square foot (Flowers' personal communication) or \$196,020 per acre. The necessary 2.5-acre site, if purchased from private owners, would add \$490,050 to the cost of a replacement shelter.

Land Use Compatibility

This criterion compares the proposed animal shelter to the existing land use plan designations of the area in which the facility is to be located. The animal shelter site should be designated as either light industrial or heavy industrial on the General Plan Land Use Map, and it is to be a consistent use. Table 1 delineates the land use zone abbreviations and descriptions which identifies properties in this survey.

TABLE 1

Zone District Abbreviations and Definitions

| Abbreviation | Zone Type and Description |
|----------------------|---|
| <u>Industrial</u> | |
| M-1; M-1 (S) | <u>Light Industrial Zone:</u> This zone permits most fabricating activities, with the exception of heavy manufacturing and the processing of raw materials. In addition, regulations for the M-1 (S) zone are designed to promote more attractive and uncrowded developments. |
| M-2; M-2 (S) | <u>Heavy Industrial Zone:</u> This zone permits the manufacture or treatment of goods from raw materials. Like the M-1 (S) zone, the M-2 (S) zone has certain regulations designed to obtain industrial park developments that are in keeping with the modern concept of attractive, landscaped industrial plants. |
| R-1 | <u>Standard Single Family Zone:</u> This is a low density residential zone composed of single family, detached residences on lots a minimum of 52 feet by 100 feet in size. This zone may also include recreational, religious and educational facilities as the basic elements of a balanced neighborhood. Such areas should be clearly defined and without encroachment by uses not performing a neighborhood function. Minimum lot dimensions are 52 feet by 100 feet interior, 62 feet by 100 feet corner. |
| R-3 | <u>Multi-Family Zone:</u> This is a multi-family residential zone intended for more traditional types of apartments. This zone is located outside the central City serving as a buffer along major streets and shopping centers. Minimum land area per unit is 1,500 square feet. |
| <u>Overlay Zones</u> | |
| EA-1 | <u>EA Executive Airport Overlay Zones:</u> The EA designation appearing after a land use classification on the official zoning map shall mean that the property so classified is subject to the requirements and restrictions set forth in this section, in addition to those of the underlying zone. In the event of a conflict between a provision in this Section 30 and a provision contained in another section of the Zoning Ordinance, the most restrictive provision shall apply. The EA-1 overlay zone includes that area located within Approach Zone 1 or AZ-1 of the 1982 Executive Airport Comprehensive Land Use Plan. Due to its immediate proximity to airport runways, this is the most restrictive EA overlay zone. |
| PC | <u>American River Parkway Corridor:</u> The PC designation may be applied to all area where development might have an impact upon the preservation or enhancement of the scenic, recreational, fishery or wildlife value of the American River Parkway. |

Table 2 identifies the current land use classification for each of the 12 sites.

Source of the above information is from the "City of Sacramento Zoning Ordinance," Revised April 1987.

Eight of the sites comply with the previously delineated land use criteria for the project; the following do not:

Sites No. 3 (I-5/Freeport Boulevard), No. 4 (Florin Road/Freeport Boulevard), No. 8 (24th Street/47th Avenue), and No. 9 (Del Paso Park/Longview Avenue) are zoned R-1 and, thus, are not in conformance with established criteria.

Additionally, Site No. 1 (City Landfill) has a PC (Park) overlay (solid waste/open space). The use of Site No. 1 could create an incompatibility with proposed park uses after closure of the landfill.

Site No. 5 (Robla Reservoir) will be incompatible with proposed residential uses after a planned zoning change in the area (Van Duyn's personal communication).

Site No. 6 (Colfax Yard) is zoned M-1, but there are approximately ten houses within 1,000 feet of the site. The houses are non-conforming uses as they are also in an area zoned M-1 (Gee's personal communication).

Site No. 7 (Front Street) is zoned M-1, but the 1987 Docks Area Development Master Plan proposes that the east side of 2100 block of Front Street be utilized as a commercial/office area. However, the zoning remains M-1.

Site No. 8 (24th Street/4th Avenue) is located in the Executive Airport's runway approach zones. A majority of the City-owned land is an EA-1 overlay. EA-1 allows no buildings or structures and, further, does not allow any more than ten persons per acre at any length of time.

TABLE 2 **Potential Animal Control Shelter Sites**

Size and Zoning

| <u>ORIGINAL</u> | | | | |
|-----------------|---|----------------------|---------|--|
| | Site | Parcel No. | Acreage | Zoning |
| 1. | City Landfill (28th and A Streets) | 3-001-0001 | 32.0 | M-2; PC |
| 2. | Bannon Street (North B and Bannon Streets) | 1-006-0015 | 1.6 | M-2 |
| 3. | Interstate 5 and Freeport Boulevard (City Limits - Southeast Corner) | 52-001-0062 | 9.0 | R-1 |
| 4. | Florin Road & Freeport (Willow Rancho Little League) | 47-002-0021 | 6.4 | R-1 |
| 5. | Robla Reservoir (Rio Linda and Bell) | 237-007-0013 | 8.0 | A |
| 6. | Colfax Corporation Yard (Colfax, Traction, Arden) | 275-0072-001 -002 | 5.0 | M-1 |
| 7. | Front Street (Site of Current Facility) | 9-0102-7,8,9,10 | 2.5 | M-1 (Commercial/ Office/Docks Area Plan Proposal) |

| | Site | Parcel No. | Acreage | Zoning |
|-----|---|------------------|---------|----------------|
| 8. | 24th Street/47th Avenue (Airport Runway Approximate) | 36-081-01 -05 | 3.6 | R-3; R-1; EA-1 |
| 9. | Del Paso Park at Longview (Adjacent to Senior Gleaners) | 254-011-270 | 8.0 | R-1 |
| 10. | San Joaquin Avenue (City-Owned Land Being Used for Recreational Purposes) | 15-101-10 | 9.0 | M-1 |
| 11. | Blair Avenue (Private Property in Southwest Part of City Across from Executive Airport) | 35-091-12 | 2.5 | M-1 |
| 12. | Thiery Street (Same as 11 Above) | 35-092-UNK | 2.0 | M-1 |

Proximity to Centroid of Services

The distance from the animal control service centroid to the potential shelter sites is shown on Table 3. Operational and energy efficiency can result from having a facility near the majority of calls for animal control services.

TABLE 3 Site Distance from Service Centroid

| Site | Mileage to Centroid of Services (a)(b) |
|------|--|
| 1 | 3.5 |
| 2 | 7.0 |
| 3 | 5.2 |
| 4 | 3.7 |
| 5 | 12.6 (c) |
| 6 | 6.2 |
| 7 | 4.2 |
| 8 | 2.6 |
| 9 | 17.6 (c) |
| 10 | 3.7 |
| 11 | 2.7 |
| 12 | 2.8 |

- (a) See Figure 1 for location of the City Animal Control services centroid.
- (b) Based on most feasible routes.
- (c) Significantly further from centroid.
- Mean distance.

Two of the sites are significantly further from the centroid of service than the other ten. Sites No. 5 (Robla Reservoir) and No. 9 (Del Paso Park), if selected, could have an impact on shelter operating cost because of their distance from the service centroid.

Size Adequacy

The replacement Animal Control Shelter's size criteria is 2.5 acres, 10 of the 12 survey sites are large enough to permit construction of a 15,000 square foot shelter and its future expansion. Two of the Sites (No. 2, Bannon Street; No. 12, Thierry Street) are too small. Table 2 shows the size of each site.

Access to Freeway

An Animal Control Shelter should be readily accessible to the public who should be involved in recovering and adopting animals. Freeway access is believed to influence citizens visiting the shelter.

Table 4 shows the nearest freeway ingress and egress to the various sites and the time it takes to reach each site from the freeway.

TABLE 4 Distance to Freeway Access

| Site | Distance to Freeway | Time to Freeway (a) |
|------|---|---------------------|
| 1 | 30th/H Streets (Off) 29th/H Streets (On) | 10 Minutes |
| 2 | I-5/Richards Boulevard | 20 Minutes |
| 3 | Meadowview/I-5 (On/Off) | 7 Minutes |
| 4 | Florin Road/I-5 | 6 Minutes |
| 5 | Norwood Avenue/I-880 | 7 Minutes |
| 6 | Arden Way/Business 80 | 15 Minutes |
| 7 | 2nd Street/Broadway | 4 Minutes |
| 8 | 47th Avenue/Highway 99 | 10 Minutes |
| 9 | Watt/Business 80 | 10 Minutes |
| 10 | 65th Avenue/Highway 50 | 10 Minutes |
| 11 | 43rd Avenue/I-5 (On/Off) | 8 Minutes |
| 12 | 43rd Avenue/I-5 (On/Off) | 9 Minutes |

(a) At 30 miles per hour during heavy commuter traffic (8 a.m. - 9 a.m.).

Only Site No. 2 (Bannon Street) and Site No. 6 (Colfax Corporation Yard) have significantly different freeway access times. At all other sites, freeway access is within the ten-minute time frame that the Tri-Cities' study deemed acceptable by citizens as adequate freeway access.

SITE EVALUATION

Introduction

The information presented herein summarizes the results of staff evaluations of 12 potential replacement Animal Control Shelter sites. The text delineated the rational for the evaluations; the Summary of Evaluations Matrix provides a graphic compendium of the evaluations described in the text. The quantification of evaluation criteria is used as a method of showing the relative comparison of sites to each other.

Scoring Criteria

The scoring used for the site evaluations was as follows:

| <u>Score</u> | <u>Decision</u> |
|--------------|--|
| 0 | Policy decision(s) impact or meets none of the criteria. |
| 1 | Meets none of the criteria, but can be mitigated with reasonable effort. |
| 2 | Meets substantial part of the criteria. |
| 3 | Meets criteria. |

Summary of Evaluation

| CRITERIA | 1 LANDFILL | 2 BANNON STREET | 3 1-5 & FREEPORT BLVD. | 4 FLORIN ROAD & FREEPORT BLVD. | 5 ROBLA RESER- VOIR | 6 COLFAX STREET | 7 FRONT STREET | 8 24TH STREET | 9 DEL PASO PARK | 10 SAN JOAQUIN AVENUE | 11 BLAIR AVENUE | 12 THIERY STREET | |
|---------------------------|---------------|-----------------------|---------------------------------|--|------------------------------|-----------------------|----------------------|---------------------|-----------------------|--------------------------------|-----------------------|------------------------|--|
| 1. City Owner- ship | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 0 | 0 | |
| 2. Land Use | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 2 | 3 | 3 | |
| 3. Service Centroid | 3 | 2 | 1 | 2 | 0 | 2 | 3 | 3 | 0 | 3 | 3 | 3 | |
| 4. Size | 3 | 1 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 0 | |
| 5. Freeway Access | 3 | 0 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | |
| TOTALS | -(a) | 9 | 10 | -(b) | -(c) | 13 | 14 | -(d) | 9 | -(e) | 12 | 9 | |

(a) Incompatible with park use policy decision.

(b) The City has recently authorized the sale of this property.

(c) Incompatible with zoning changes to accommodate residential development.

(d) Airport approach runway, zoning, overlay prevents utilization.

(e) Partially used for little league, recreational uses could be adversely impacted.

W

Conclusions

This survey reveals that there are several City-owned properties suitable for the construction of an Animal Control Shelter. However, the two sites most compatible with the established criteria are: (1) 2225 Colfax Corporation Yard and (2) 2100 Front Street.

It has been demonstrated that the construction of a shelter at the City Corporation Yard on Colfax could initiate substantial public controversy. The construction of a shelter on Front Street is less likely to have citizen opposition because there are no residences in the area.

Other potential sites were rejected for the following reasons:

Site No. 1 – City landfill is now deemed to be a future park site.

Site No. 2 – Bannon Street is too small without the purchase of additional land and/or obtaining land from the adjacent Sacramento River Water Treatment Plant. Proposed future expansion of the Bannon Street Mission could be adversely impacted and traffic conflicts at Richards Boulevard on ramp could discourage citizens using the facilities.

Site No. 3 – I-5/Freeport Boulevard is zoned for residential uses. This site is also a significant distance from the centroid of services.

Site No. 4 – Florin Road/Freeport Boulevard is zoned residential. The City has recently authorized the sale of this property.

Site No. 5 – Robla Reservoir Site, the proposed residential development around this property makes it incompatible with an animal shelter.

Site No. 8 – 24th Street property classification overlay places this site in the airport's most restrictive zone because of airport runway approach.

Site No. 9 – Del Paso Park zoning is incompatible with specified land use and the site is a significant distance from the service centroid.

Site No. 10 – San Joaquin Avenue property is adjacent to current little league recreational users.

Site No. 11 – Blair Avenue site is privately owned and could add approximately \$500,000 (25%) to the cost of a shelter.

Site No. 12 – Thiery Street is too small and also privately owned.

The Front Street site would not adversely affect residential neighborhoods. It has several amenities that enhance its feasibility as a prime site. Adequate sewer capacity is readily accessible to facilitate the control of odors, the freeway berm on the east can be used to absorb barking sounds. A proposed earth berm and plantings or other visual screenings on Front Street would also mitigate sound and harmonize with area facilities. An attractive, efficient and humane Animal Control Shelter compatible with the area can be constructed in the 2100-2200 blocks of Front Street.