



CITY OF SACRAMENTO

16

DEPARTMENT OF ENGINEERING  
915 I STREET SACRAMENTO, CALIFORNIA 95814  
CITY HALL ROOM 207 TELEPHONE (916) 449-5281

CITY MANAGER'S OFFICE  
**RECEIVED**  
NOV 2 1982

J.F. VAROZZA  
CITY ENGINEER  
M.H. JOHNSON  
ASSISTANT CITY ENGINEER

November 9, 1982  
**APPROVED**  
BY THE CITY COUNCIL

City Council  
Sacramento, California

NOV - 9 1982

Honorable Members in Session:

OFFICE OF THE  
CITY CLERK

SUBJECT: Resolution Determining the Reasonable Costs and Findings of Fact  
for Sidewalk Repairs

SUMMARY:

Attached is a resolution determining the reasonable costs and findings of fact  
for sidewalk repairs located at the described properties. Approval of the resolution  
is recommended.

BACKGROUND:

On October 26, 1982 the City Council, by resolution, set a public hearing for  
November 9, 1982 to hear and consider protests and affirm or reject the placing of  
costs of sidewalk repairs upon the property involved, as a lien.

FINANCIAL:

There are no fiscal implications in assessing cost of a lien.

RECOMMENDATION:

It is recommended that the cost of repairs be made a lien upon the described  
property by passage of the attached resolution.

Respectfully submitted,

*J.F. Varozza*  
J. F. VAROZZA  
City Engineer

Recommendation Approved:

*Walter J. Slipe*  
Walter J. Slipe City Manager

November 9, 1982  
Various Districts

# RESOLUTION NO. 82-777

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

November 9, 1982

RESOLUTION DETERMINING THE REASONABLE COSTS AND FINDINGS OF FACT FOR SIDEWALK REPAIRS LOCATED AT:

- 3555 3rd Avenue
- Vacant Lot S/W Corner of 2nd Avenue and 36th Street
- 3985 McKinley Boulevard
- 4631 D Street
- 4641 D Street
- 1701 P Street

IN ACCORDANCE WITH SECTION 38 OF THE SACRAMENTO CITY CODE AND PLACING A LIEN ON THE PROPERTY BY THE CITY FOR THE COSTS THEREOF

WHEREAS, heretofore the City Council, by Resolution, set a public hearing for November 9, 1982, in the City Council Chamber to hear and consider all protests, if there be any, and then affirm or reject the placing of the costs of sidewalk repairs upon the hereinafter described real property as a lien, and

WHEREAS, notice of the time and place of said hearing was given in the manner provided by law, and

WHEREAS, the City Council held a hearing thereon and it was established by competent evidence that in each case the work had been performed by private contract.

WHEREAS, the City Council has found the total cost for each such work to be a reasonable cost, and any protests made were overruled;

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

**APPROVED**  
BY THE CITY COUNCIL

1. That the reasonable costs for sidewalk repair was and is the sum set forth opposite the description of each parcel below:

NOV - 9 1982

AMOUNT OF LIEN	DESCRIPTION OF PROPERTY	OFFICE OF THE CITY CLERK
\$ 461.30	3555 3rd Avenue - Lots 9 & 10, Oak Park and South Sacramento, 010-381-19	
311.00	Vacant Lot S/W Corner 2nd Avenue and 36th Street - Lot 8, Oak Park and South Sacramento, 010-381-08	
174.50	3985 McKinley Boulevard - Lot 56, Wright & Kimbrough, Tract No. 39, 004-112-15	

AMOUNT OF  
LIEN

DESCRIPTION OF PROPERTY

\$ 96.35	4631 D Street - Lot 16, Wright & Kimbrough, Tract No. 33, 004-136-12
571.05	4641 D Street - Lot 17, Wright & Kimbrough, Tract No. 33, 004-136-11
1,042.00	1701 P Street - The South 80 feet of the West 40 feet of Lot 8 in the block bounded by 17th, 18th, O & P Streets as shown on the official plat or map of Sacramento, 006-236-17

2. That, as provided in Chapter 38 of the Sacramento City Code, the City of Sacramento is entitled to and hereby attaches a lien upon the above-described real property and such lien, in the amount of the total costs of sidewalk repairs listed in the preceeding paragraph, shall be added to the next succeeding tax bill against the respective property, and shall be collected at the time and in the same manner as general municipal taxes are collected, and shall be subjected to the same penalties and procedure in the case of delinquency.

3. That the owner of the property described herein may pay said lien at the office of the City Engineer, Room 207, City Hall, Sacramento, California, at any time prior to August 15, 1983 and that, in the event of such payment, the lien described in paragraph 2 thereof shall be satisfied and shall not be added to the next succeeding tax bill against the property.

4. That the City Clerk shall transmit a certified copy of this resolution to the Revenues and Collections Officer, the City Engineer, County Auditor and the Director of Finance.

\_\_\_\_\_  
MAYOR

ATTEST:

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



# CITY OF SACRAMENTO

## OFFICE OF THE CITY CLERK

915 I STREET  
CITY HALL ROOM 203

SACRAMENTO, CALIFORNIA 95814  
TELEPHONE (916) 449-5426

LORRAINE MAGANA  
CITY CLERK

January 18, 1983

County Auditor  
700 "H" Street  
Sacramento, CA 95814

Dear Sir:

The Sacramento City Council adopted the attached resolutions relative to determining the reasonable costs and Findings of Fact for sidewalk repairs and demolitions for the addresses shown on the attached certified copies of said resolutions.

If we can be of any further assistance to you, please feel free to call on us.

Sincerely,

Lorraine Magana  
City Clerk

LM/emm

Enclosures: Resolutions # 82-666  
82-777  
82-896  
82-897  
82-898

cc: Revenue Division  
City Engineer  
Finance  
Building Inspections

# RESOLUTION NO. 82-555

Adopted by The Sacramento City Council on date of  
SEP 21 1982

RESOLUTION DETERMINING THE REASONABLE COSTS  
AND FINDINGS OF FACT FOR THE SECURING OF  
THE BUILDINGS AT

631 Eleanor Avenue

IN ACCORDANCE WITH THE CITY BUILDING CODE  
AND PLACING A LIEN ON THE PROPERTY BY THE  
CITY FOR THE COSTS THEREOF

WHEREAS, heretofore the City Council has set a public hearing to determine the costs of securing of the buildings on said premises described below, pursuant to the provisions of the Building Code; and

WHEREAS, a public notice of the time and place of said hearing was given and published for the time and in the manner provided by law; and

WHEREAS, the City Council held a hearing thereon and it was established by competent evidence that in each case the securing work had been performed by private contract awarded to the lowest responsible bidder; and that the total cost for each securing was determined to be the sum of the following: the amount of the private contract; an engineering fee of 12% of the amount of the private contract to defray administrative costs incurred by the City in securing the building; a title search fee of \$ -0- ; and where necessary, other charges which reflect any actual additional costs or portion thereof incurred by the City in securing a building; and

WHEREAS, the City Council has found the total cost for each securing to be a reasonable cost, and any protests made were overruled;

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

1. That the reasonable costs of securing of said buildings was and is the sum set forth below:

ADDRESSES OF BUILDINGS:

631 Eleanor Avenue

OWNER:

Investment Group I

TOTAL COSTS:

\$2,486.51

ASSESSOR'S PARCEL NO.:

263-141-44

LEGAL DESCRIPTION:

All that certain real property situate, lying and being in the County of Sacramento, State of California, more particularly described as follows:

Lots 33 and 34 of Altos Acres, according to the official plat thereof filed in the office of the Recorder of Sacramento County, California on June 1, 1922 in book 16 of Maps, Map No. 55.

EXCEPTING THEREFROM the following: (a) The West 116.3 feet of said Lots, the East line of said West 116.3 feet being parallel to the East line of 6th Street, as said street is shown on said plat. (b) beginning at the Southeast corner of said lot 34, thence from said point of beginning, along the East lines of said lots 33 and 34, North 1° 46' 30" West 165.0 feet; thence parallel to the South line of said lot 34 North 39° 37' 30" West 58.0 feet; thence parallel to the east lines of said lots 33 and 34 South 1° 46' 30" East 165.9 feet to a point on the South line of said lot 34, thence along the South line of said lot 34, South 89° 27' 30" East 58.0 feet to the point of beginning.

Also known as 631 Eleanor Avenue, Sacramento, California.

2. That the City of Sacramento is entitled to and hereby attaches a lien upon the above described real property and such lien, in the amount of the Total Costs of Securing listed in the preceding paragraph, shall be added to the next succeeding tax bill against the property, and shall be collectible at the time and in the same manner as general municipal taxes are collected, and shall be subject to the same penalties and procedure in the case of delinquency, all as provided in Chapter 9 of the Sacramento City Code.

3. That the owner of the property described herein may pay said lien at the office of the City Engineer, Room 207, City Hall Sacramento, California, at any time prior to July 15, 1983, and that, in the event of such payment, the lien described in paragraph 2 hereof shall be satisfied and shall not be added to the next succeeding tax bill against the property.

4. That the City Clerk shall transmit a certified copy of this resolution to the Revenue and Collections Officer, the City Engineer, the County Auditor, the City Controller and the property owner.

PHILLIP L. ISENBERG  
\_\_\_\_\_  
MAYOR

ATTEST:

ANNE J. MASON

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

# RESOLUTION NO. 82-777

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

November 9, 1982

RESOLUTION DETERMINING THE REASONABLE COSTS AND FINDINGS OF FACT FOR SIDEWALK REPAIRS LOCATED AT:

3555 3rd Avenue  
Vacant Lot S/W Corner of 2nd  
Avenue and 36th Street  
3985 McKinley Boulevard  
4631 D Street  
4641 D Street  
1701 P Street

IN ACCORDANCE WITH SECTION 38 OF THE SACRAMENTO CITY CODE AND PLACING A LIEN ON THE PROPERTY BY BY THE CITY FOR THE COSTS THEREOF

WHEREAS, heretofore the City Council, by Resolution, set a public hearing for November 9, 1982, in the City Council Chamber to hear and consider all protests, if there be any, and then affirm or reject the placing of the costs of sidewalk repairs upon the hereinafter described real property as a lien, and

WHEREAS, notice of the time and place of said hearing was given in the manner provided by law, and

WHEREAS, the City Council held a hearing thereon and it was established by competent evidence that in each case the work had been performed by private contract.

WHEREAS, the City Council has found the total cost for each such work to be a reasonable cost, and any protests made were overruled;

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

1. That the reasonable costs for sidewalk repair was and is the sum set forth opposite the description of each parcel below:

AMOUNT OF LIEN	DESCRIPTION OF PROPERTY
\$ 461.30	3555 3rd Avenue - Lots 9 & 10, Oak Park and South Sacramento, 010-381-19
311.00	Vacant Lot S/W Corner 2nd Avenue and 36th Street - Lot 8, Oak Park and South Sacramento, 010-381-08
174.50	3985 McKinley Boulevard - Lot 56, Wright & Kimbrough, Tract No. 39, 004-112-15



AMOUNT OF  
LIEN

DESCRIPTION OF PROPERTY

\$ 96.35	4631 D Street - Lot 16, Wright & Kimbrough, Tract No. 33, 004-136-12
571.05	4641 D Street - Lot 17, Wright & Kimbrough, Tract No. 33, 004-136-11
1,042.00	1701 P Street - The South 80 feet of the West 40 feet of Lot 8 in the block bounded by 17th, 18th, O & P Streets as shown on the official plat or map of Sacramento, 006-236-17

2. That, as provided in Chapter 38 of the Sacramento City Code, the City of Sacramento is entitled to and hereby attaches a lien upon the above-described real property and such lien, in the amount of the total costs of sidewalk repairs listed in the preceding paragraph, shall be added to the next succeeding tax bill against the respective property, and shall be collected at the time and in the same manner as general municipal taxes are collected, and shall be subjected to the same penalties and procedure in the case of delinquency.

3. That the owner of the property described herein may pay said lien at the office of the City Engineer, Room 207, City Hall, Sacramento, California, at any time prior to August 15, 1983 and that, in the event of such payment, the lien described in paragraph 2 thereof shall be satisfied and shall not be added to the next succeeding tax bill against the property.

4. That the City Clerk shall transmit a certified copy of this resolution to the Revenues and Collections Officer, the City Engineer, County Auditor and the Director of Finance.

LYNN ROBIE

MAYOR

ATTEST:

LORRAINE MAGANA

CITY CLERK

# RESOLUTION NO. 82-896

Adopted by The Sacramento City Council on date of  
DECEMBER 21, 1982

RESOLUTION DETERMINING THE REASONABLE  
COSTS AND FINDINGS OF FACT FOR THE  
DEMOLITION OF THE BUILDINGS AT:

- |                           |                      |
|---------------------------|----------------------|
| (1) 1180 & 1184 Opal Lane | (4) 1041 Opal Lane   |
| (2) 411 Senator Avenue    | (5) 4144 12th Avenue |
| (3) 916 Claire Avenue     | (6) 3814 15th Avenue |

IN ACCORDANCE WITH THE CITY HOUSING  
CODE AND PLACING A LIEN ON THE  
PROPERTY BY THE CITY FOR THE COSTS THEREOF

WHEREAS, heretofore the City Council has set a public hearing to determine the costs of demolition of the dilapidated buildings on said premises described below, pursuant to the provisions of the Housing Code; and

WHEREAS, a public notice of the time and place of said hearing was given and published for the time and in the manner provided by law; and

WHEREAS, the City Council held a hearing thereon and it was established by competent evidence that in each case the demolition work had been performed by private contract awarded to the lowest responsible bidder; and that the total cost for each demolition was determined to be the sum of the following: the amount of the private contract; an engineering fee of 12% of the amount of the private contract to defray administrative costs incurred by the City in abating the dilapidated building; a title search fee of \$30.00; and where necessary, other charges which reflect any actual additional costs or portion thereof incurred by the City in abating a dilapidated building; and

WHEREAS, the City Council has found the total cost for each demolition to be a reasonable cost, and any protests made were overruled;

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

1. That the reasonable costs of demolition of said buildings was and is the sum set forth below:

ADDRESSES OF BUILDINGS:

(1) 1180 & 1184 Opal Lane	(4) 1041 Opal Lane
(2) 411 Senator Avenue	(5) 4144 12th Avenue
(3) 916 Claire Avenue	(6) 3814 15th Avenue

OWNER:

(1) James Lane	(4) Founders Title Company
(2) Mr. & Mrs. Larry E. Odbert	(5) Charles A. Brown
(3) Albert K. Willett	(6) Mr. & Mrs. M. Chin and Mr. & Mrs. B. Wang

TOTAL COSTS:

(1) \$1,121.92	(4) \$ 910.32
(2) \$ 948.40	(5) 1,682.00
(3) 1,446.80	(6) 808.40

ASSESSOR'S PARCEL NO.:

(1) 265-022-60	(4) 265-021-40
(2) 262-071-03	(5) 014-272-03
(3) 226-132-05	(6) 020-063-24

LEGAL DESCRIPTION:

(1) All that certain real property situate, lying and being in the County of Sacramento, State of California, more particularly described as follows:  
All of Lot 30 and portion of Lot 29, plat of Linda Vista Subd. No. 1 filed in Book 14 of Maps, Map No. 51, described as follows:

Commencing at the intersection of the West line of 12th Street with the North line of Sonoma Avenue of said Linda Vista Subdivision No. 1; thence North  $0^{\circ} 05'$  East along the said West line of the 12th Street, a distance of 445 feet, and thence North  $89^{\circ} 55'$  West parallel with the North line of Sonoma Avenue distance of 135 feet for the point of beginning; running thence from said point of beginning North  $89^{\circ} 55'$  West parallel with the said north line of Sonoma Avenue a distance of 135 feet; thence North  $0^{\circ} 05'$  East 67.52 feet to an alley; thence North  $83^{\circ} 04'$  East along said alley 136.01 feet, more or less to a point located North  $89^{\circ} 55'$  West 135 feet from the said West line of 12th Street thence South  $0^{\circ} 05'$  West 84.12 feet to the point of beginning.

Also known as 1180&1184 Opal Lane, Sacramento, CA

LEGAL DESCRIPTION:

(2) All that certain real property situate, lying and being in the County of Sacramento, State of California, more particularly described as follows:

Lot 10 of Amended Map of Gardena Park, No. 2, according to the official plat thereof, filed in the office of the County Recorder of Sacramento County, California, on September 11, 1946 in Book 24 of Maps, Map No. 22.

Also known as 411 Senator Avenue, Sacramento, CA.

(3) All that certain real property situate, lying and being in the County of Sacramento, State of California, more particularly described as follows:

The Westerly 90 feet of Lots 14, 15 and 16 of Block 12, as shown on the plat of Robla Acres, filed in the office of the County Recorder of Sacramento County, California, in Book 14 of Maps, Map No. 25.

Also known as 916 Claire Ave., Sacramento, CA.

(4) All that certain real property situate, lying and being in the County of Sacramento, State of California, more particularly described as follows:

The West 1/2 of Lot 5, Block 7, as shown on the "Plat of North Sacramento Subdivision No. 3", recorded in Book 11, of Maps, Map No. 34 and 35, records of said County. Said West 1/2 of said Lot being measured along the North line and the South line of said Lot.

EXCEPTING THEREFROM the following described:

Beginning at the Northwest corner of said Lot 5, thence along the Northerly line thereof, on the arc of a curve to the left having a radius of 435.29 feet, the chord of which bears North 70° 36' East 63.64 feet; thence South 0° 05' West 124.43 feet on a line parallel to the West line of said Lot 5; thence South 88° 45' 32" West 60.01 feet to a point in the West line of said Lot 5 and thence North 0° 05' East 104.59 feet along said West line to the point of beginning.

Also known as 1041 Opal Lane, Sacramento, CA.

(5) All that certain real property situate, lying and being in the County of Sacramento, State of California, more particularly described as follows:

The West two-thirds (2/3) of Lot 1327, as shown on the Plat of Park Terrace filed in the office of the County Recorder of Sacramento County, California, in Book 5 of Maps, Map no. 43.

Also known as 4144-12th Avenue, Sacramento, CA.

(6) All that certain real property situate, lying and being in the County of Sacramento State of California, more particularly described as follows:

Lots 29 and 30 as shown on the Plat of Sacramento Avenue Heights, according to the official plat thereof, filed in the office of the County Recorder of Sacramento County, California, in Book 10 of Maps, Map No. 40.

Also known as 15th Avenue, Sacramento, CA. (no number shown).

2. That the City of Sacramento is entitled to and hereby attaches a lien upon the above described real property and such lien, in the amount of the Total Costs of Demolition listed in the preceding paragraph, shall be added to the next succeeding tax bill against the property, and shall be collectible at the time and in the same manner as general municipal taxes are collected, and shall be subject to the same penalties and procedure in the case of delinquency, all as provided in Chapter 49 of the Sacramento City Code.

3. That the owner of the property described herein may pay said lien at the office of the City Engineer, Room 207, City Hall Sacramento, California, at any time prior to July 15, 1983, and that, in the event of such payment, the lien described in paragraph 2 hereof shall be satisfied and shall not be added to the next succeeding tax bill against the property.

4. That the City Clerk shall transmit a certified copy of this resolution to the Revenue and Collections Officer, the City Engineer, the County Auditor, the City Controller and the property owner.

R. Burnett Miller

MAYOR

ATTEST:

LORRAINE MAGANA

CITY CLERK

# RESOLUTION NO. 82-897

Adopted by The Sacramento City Council on date of  
DECEMBER 21, 1982  
RESOLUTION DETERMINING THE REASONABLE  
COSTS AND FINDINGS OF FACT FOR THE  
DEMOLITION OF THE BUILDINGS AT:

- (1) 3624 20th Avenue
- (2) 3703 23rd Avenue
- (3) 4505 C Dry Creek Rd.
- (4) 7918 Amador Avenue

IN ACCORDANCE WITH THE CITY HOUSING  
CODE AND PLACING A LIEN ON THE  
PROPERTY BY THE CITY FOR THE COSTS THEREOF

WHEREAS, heretofore the City Council has set a public hearing to determine the costs of demolition of the dilapidated buildings on said premises described below, pursuant to the provisions of the Housing Code; and

WHEREAS, a public notice of the time and place of said hearing was given and published for the time and in the manner provided by law; and

WHEREAS, the City Council held a hearing thereon and it was established by competent evidence that in each case the demolition work had been performed by private contract awarded to the lowest responsible bidder; and that the total cost for each demolition was determined to be the sum of the following: the amount of the private contract; an engineering fee of 12% of the amount of the private contract to defray administrative costs incurred by the City in abating the dilapidated building; a title search fee of \$ 30.00 ; and where necessary, other charges which reflect any actual additional costs or portion thereof incurred by the City in abating a dilapidated building; and

WHEREAS, the City Council has found the total cost for each demolition to be a reasonable cost, and any protests made were overruled;

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

1. That the reasonable costs of demolition of said buildings was and is the sum set forth below:

ADDRESSES OF BUILDINGS:

- (1) 3624 20th Avenue
- (2) 3703 23rd Avenue
- (3) 4505 C Dry Creek Rd.
- (4) 7918 Amador Avenue

OWNER:

- (1) Elenore H. & Clifton Ashe
- (2) Henry B. & Ethel P. Johnson
- (3) Mr. & Mrs. Rafael C. Placencia
- (4) Victor C. Harveny, et al.

TOTAL COSTS:

- (1) \$1,088.40
- (2) \$ 315.88
- (3) \$ 890.16
- (4) \$ 799.44

ASSESSOR'S PARCEL NO.:

- (1) 020-214-07
- (2) 022-023-10
- (3) 237-081-17
- (4) 061-052-04

LEGAL DESCRIPTION:

(1) All that certain real property situate, lying and being in the County of Sacramento, State of California, more particularly described as follows:

Lot 8, and the East 15 feet of Lot 7, Block N, as shown on the Plat of Gould or Brooke Realty Co's Subdivision No. 112, filed in the office of the County Recorder of Sacramento County, California, on April 4, 1908 in Book 8 of Maps, Map No. 46.

Also known as 3624 20th Avenue, Sacramento, Ca.

(2) All that certain real property situate, lying and being in the County of Sacramento, State of California, more particularly described as follows:

The East 1/3 of Lot 16 as shown on the official plat of City Farms, NO. 2, filed in the office of the County Recorder of Sacramento County, California, on March 9, 1925, in Book 18 of Maps, Map No. 28.

Also known as 3703 23rd Avenue, Sacramento, California

(3) All that certain real property situate, lying and being in the County of Sacramento, State of California, more particularly described as follows:

Beginning at a point on the East line of Section 11 of Rancho Del Paso according to the official plat thereof, filed in the office of the County Recorder of Sacramento County, on March 4, 1911 in Book A of Surveys, Survey No. 94, and on the center line of Dry Creek Street, a public road 60 feet in width as shown on the plat of Subdivision of Section No. 11 of Rancho Del Paso, according to the official plat thereof filed in the office of the Recorder of Sacramento County, Calif. on April 18, 1913 in Book 14 of Maps, Map No. 5, from which the Northeast corner of Lot 32 of said subdivision bears south  $1^{\circ} 46 \frac{1}{2}'$  East 40.00 feet thence from said point of beginning along the East line of said Section 11 and along the center line of said Dry Creek Street North  $1^{\circ} 46 \frac{1}{2}'$  West 125.00 feet; thence parallel to the North line of said Section 11, South  $89^{\circ} 02 \frac{1}{2}'$  West 435.00 feet; thence parallel to the East line of said Section 11, South  $1^{\circ} 46 \frac{1}{2}'$  East 125.00 feet to a point on the North line of a tract of land conveyed to Pacific Gas and Electric Company, of record in Book 56 of Official Records, page 420, thence North  $89^{\circ} 02 \frac{1}{2}'$  East 435.00 feet to the point of beginning. The foregoing described property is also known and described as the North 125.00 feet of the South 165.00 feet of the East 435.00 feet of a Tract of land shown as Lot 17 on the above mentioned plat of subdivision of Section 11 of Rancho Del Paso, said East 534.00 feet being measured to the center line of said Dry Creek Street.

Also known as 4505 Dry Creek Road.

(4) All that certain real property situate, lying and being in the County of Sacramento, State of California, more particularly described as follows:

Lot 10531, as shown on the official plat of Brighton Park or H.J. Goethe Company Subdivision No. 105, recorded January 14, 1907, in Book 7 of Maps, Map No. 47, records of said County, SAVING AND EXCEPTING and reserving therefrom an undivided 51% interest in all minerals, mineral deposit, oil, gas and other hydrocarbon substances of every kind and character contained in or upon said premises, as reserved by Curren Ins. by Deed recorded June 3, 1959 in Book 3795 of Official Records, at Page 360.

Also known as 7918 Amador Avenue, Sacramento, Calif.



2. That the City of Sacramento is entitled to and hereby attaches a lien upon the above described real property and such lien, in the amount of the Total Costs of Demolition listed in the preceding paragraph, shall be added to the next succeeding tax bill against the property, and shall be collectible at the time and in the same manner as general municipal taxes are collected, and shall be subject to the same penalties and procedure in the case of delinquency, all as provided in Chapter 49 of the Sacramento City Code.

3. That the owner of the property described herein may pay said lien at the office of the City Engineer, Room 207, City Hall Sacramento, California, at any time prior to July 15, 1983, and that, in the event of such payment, the lien described in paragraph 2 hereof shall be satisfied and shall not be added to the next succeeding tax bill against the property.

4. That the City Clerk shall transmit a certified copy of this resolution to the Revenue and Collections Officer, the City Engineer, the County Auditor, the City Controller and the property owner.

R. Burnett Miller

MAYOR

ATTEST:

LORRAINE MAGANA

CITY CLERK

# RESOLUTION NO. 82-898

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF  
DECEMBER 21, 1982

RESOLUTION DETERMINING THE COSTS AND  
FINDINGS OF FACT FOR ABATEMENT OF  
PUBLIC NUISANCES LOCATED AT:

4431 Broadway

IN ACCORDANCE WITH THE NUISANCE CODE,  
AND PLACING A LIEN ON THE PROPERTIES  
BY THE CITY FOR THE COSTS THEREOF

WHEREAS, heretofore the City Council has set a public hearing to determine the correctness of the costs for the abatement of public nuisances on the properties described below, pursuant to Chapter 61 of the Sacramento City Code (Nuisance Code); and

WHEREAS, a public notice of the time and place of said hearing was given and published for the time and in the manner provided by law; and

WHEREAS, the City Council held a hearing thereon and it was established by competent evidence that in each case the work of abatement had been performed by private contract awarded to the lowest responsible bidder; and that the total cost for such work was determined to be the sum of the following: the amount of the private contract; an engineering fee of 12% of the amount of the private contract to defray administrative costs incurred by the City in the abatement of the public nuisances; a title search fee of \$30.00; and where necessary, other charges which reflect any actual additional costs or portion thereof incurred by the City in abating a public nuisance; and

WHEREAS, the City Council has found the total cost for each such work of abatement to be correct, and any protests made were overruled.

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

1. That the correct costs for the abatement of the public nuisances were and are the sums set forth below:

ADDRESS:

4431 Broadway

OWNERS:

Minnie P. Taluto, Marlene F. Mazzuchi & Madeline A. Garcia

TOTAL COST:

\$856.41

ASSESSOR'S PARCEL NUMBER:

014-163-17

LEGAL DESCRIPTION:

All that certain real property situate, lying and being in the County of Sacramento, State of California, more particularly described as follows:

Lot 4527 as shown on the "Amended Plat of H.J. Goethe Company's Addition "K" to Sacramento," recorded in the office of the County Recorder of Sacramento County, September 23, 1905 in Book 6 of Maps, Map No. 27, commonly referred to as 4431 Broadway, Sacramento, California.

R. Burnett Miller

\_\_\_\_\_  
MAYOR

ATTEST:

LORRAINE MAGANA  
\_\_\_\_\_  
CITY CLERK



CITY OF SACRAMENTO

Mike

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

MARTY VAN DUYN  
PLANNING DIRECTOR

October 7, 1982

EXECUTIVE AIRPORT OVERLAY ZONING ORDINANCE

Public Information Update-Oct. 7, 1982

The following two public hearings have been scheduled on this matter:

Wed., Oct. 13, 3:00 p.m. - Planning & Community Development Committee  
of the City Council

Tues., Oct. 26, 7:30 p.m.- City Council

Both meetings will be held in the City Council Chambers, Second Floor, City Hall, 915 "I" Street, Sacramento.

PLEASE NOTE: THIS PROJECT WILL NOT HAVE ANY EFFECT ON EXISTING SINGLE-FAMILY RESIDENTIAL DEVELOPMENT.

Minor revisions were made to the ordinance as a result of the Planning Commission public hearing. Copies of the revised ordinance will be available at the public hearings, or may be picked up at the City Planning Department.

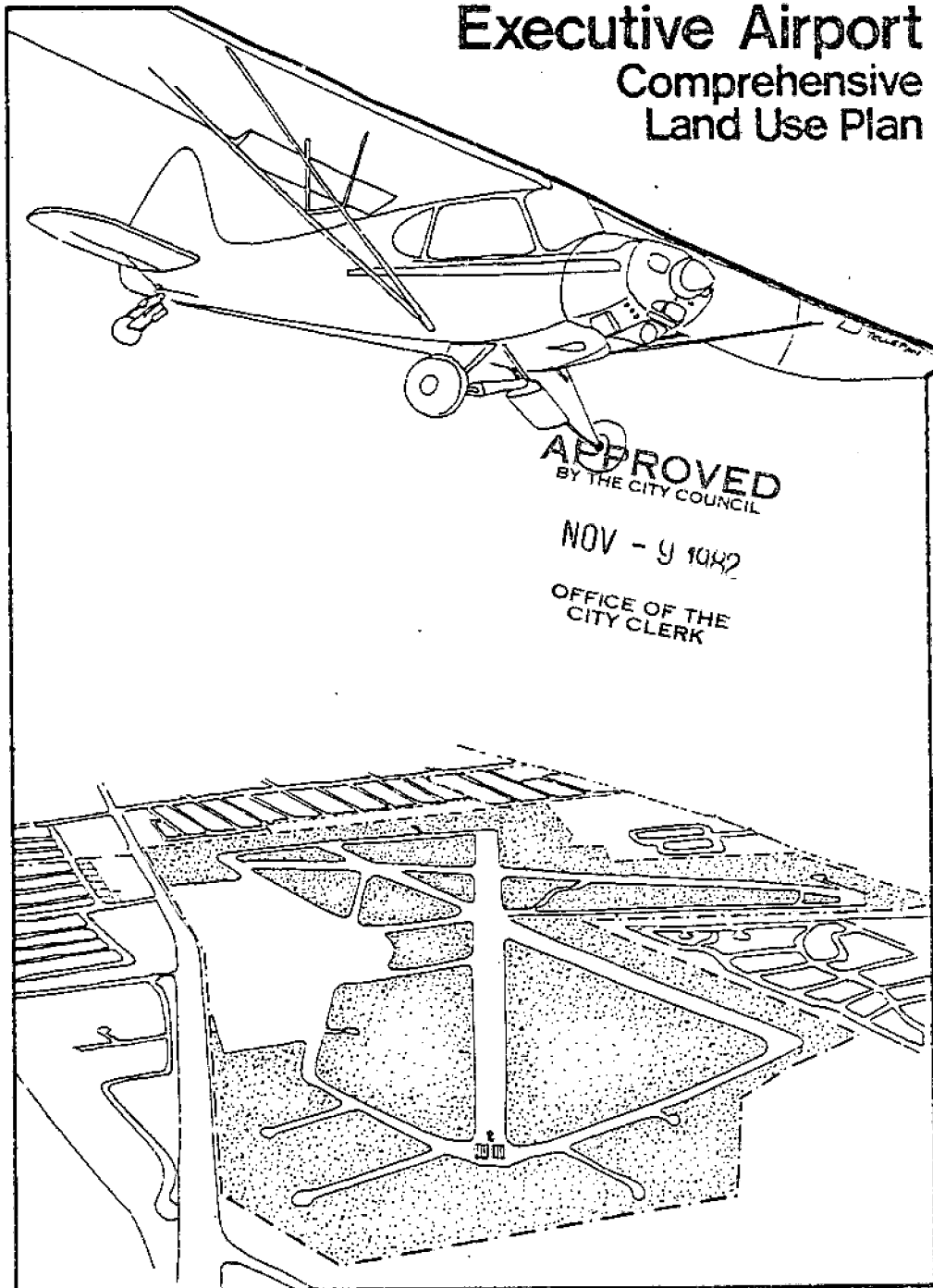
AP:cp

MEMORANDUM

On October 8, 1982, I was advised that this letter was sent to the M-697 Mailing List (351 persons) by Anne Parke.

Mike Miller

# Executive Airport Comprehensive Land Use Plan



**APPROVED**  
BY THE CITY COUNCIL

NOV - 9 1982

OFFICE OF THE  
CITY CLERK

AIRPORT LAND USE COMMISSION  
800 'H' Street, Suite 300 Sacramento, Ca 95814

## FINAL Environmental Impact Report

APRIL, 1982

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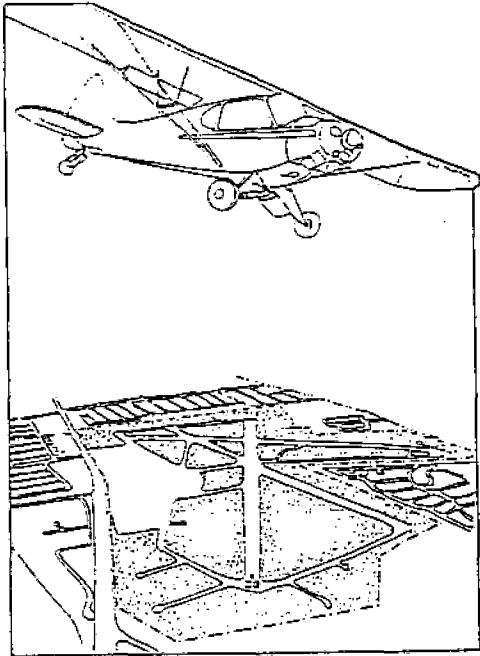
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FINAL EIR

EXECUTIVE AIRPORT COMPREHENSIVE LAND USE PLAN



April 1982

Prepared By:

Airport Land Use Commission  
800 'H' Street, Suite 300  
Sacramento, California 95814

In Collaboration With:

Sacramento City Planning Department  
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## PREFACE

In past years, operation of the Sacramento Executive Airport has generated environmental impacts on the areas surrounding it. Some of those impacts, such as noise and safety hazards, have been quite significant. Increasing concern over those impacts on their community has been raised by citizens living in the vicinity of the airport. In response to those concerns, the County of Sacramento (operator of the airport) adopted a Master Plan for Executive Airport in April, 1979. This Master Plan has resulted in many operational changes at the airport including limitations on hours of operations, touch-and-go's, and midfield takeoffs.

While the Master Plan decreased some of the impacts associated with airport operations, many continued. The particularly difficult problem of noise remained a serious issue. In response, the City and County of Sacramento adopted noise ordinances in September, 1980, which will reduce noise impacts related to airport operations to an acceptable level.

Even with the implementation of the noise ordinances, however, airport operation will continue to have significant impacts on the community. As with any airport, there will be a continued exposure of people living and working in the vicinity of Executive Airport to some degree of risk from potential aircraft accidents. Based on documentable evidence (see Appendix 7 of the CLUP), it is clear that varying degrees of risk exist around the airport. In response to those identified risks and State law,<sup>1</sup> the Executive Airport Comprehensive Land Use Plan (CLUP) was developed. The CLUP is expected to reduce the safety-related impacts of airport operations by reducing the number of people living, working, shopping, learning, and playing in the area. The fewer people exposed to airport-related safety hazards, the less impact that airport operations will have on the community.

It is the position of the preparers of this EIR that the implementation of the CLUP will function primarily as a partial mitigation of the impacts of airport operations. However, the CLUP does not fully mitigate the adverse impacts associated with the operation of Executive Airport. Even with full implementation of the CLUP, adverse environmental impacts will exist as a result of the continuing operation of the airport. For this reason, this EIR discusses, in some detail, alternatives to the CLUP which may provide greater or lesser mitigation of operation-related impacts. At least one of those alternatives fully mitigates the significant adverse impacts. The alternatives indicate the type and extent of actions necessary to achieve greater, lesser, or complete mitigation of airport-related impacts. The apparent benefits and detriments of each are also discussed.

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<sup>1</sup>Public Utilities Code, Sec. 21670 et seq.

Finally, the reader should remain acutely aware of the subtle distinction between impacts resulting from adoption of the CLUP, and those which already exist from continuing operation of Executive Airport. It is the actual operation of the airport that generates the bulk of the significant environmental impacts on the community. The CLUP serves to partially mitigate those impacts (there will be, as a result of that mitigation effort, some secondary environmental impacts). The full implementation, however, will not eliminate all significant environmental impacts from the mere existence of the Executive Airport.

## I. SUMMARY

This document is a Final Environmental Impact Report on the potential implications of adoption and implementation of a Comprehensive Land Use Plan (CLUP) for Sacramento Executive Airport by the Sacramento Airport Land Use Commission. The CLUP has been prepared under the provisions of state law regarding Airport Land Use Commission. The overall objective of the CLUP is to provide a guide for land use decisions for new development in the vicinity of Executive Airport, which will protect the public health and safety to the optimum extent.

The EIR indicates that the CLUP contains policies which are more restrictive than current city plans, but not as restrictive as the ALUC Policy Plan or some other alternatives. The following major developmental and operational policies are contained in the CLUP:

- Designation and enforcement of height restriction areas;
- Implementation of noise controls;
- Restrictions of land use intensity in designated clear, approach, and overflight zones;
- Provisions for non-conforming uses and land use implementation.

The impacts which will result from the enactment and implementation of the CLUP are summarized on Table 1, as are those mitigation measures which have been incorporated into the plan.

Those environmental effects not found to have been significant or adverse include any impacts involving biology, geology, soils, hydrology, water quality, archaeology and historical resources, fire protection, policy services, utilities, ecological relationships, noise, and aesthetics.

Alternatives which were considered include no project, application of the ALUC Policy Plan, modified safety area designations, amortization or purchase of inconsistent uses, and adoption of less restrictive policies.

This plan does not enhance short-term choices to the detriment of long-term environmental productivity, nor are there any unavoidable/adverse impacts or growth including impacts.

## II. INTRODUCTION

### A. PROJECT LOCATION

Sacramento Executive Airport is located five miles south of the Central Business District of the City of Sacramento, within the city limits. It is bordered by Freeport Boulevard on the west, 24th Street on the east, 34th Avenue on the north, and the Bing Maloney Golf Course on the south. See Figure 1, Location Map.

The Airport Area-of-Influence map (Figure 2) depicts the location and geographical extent of the height, noise, and safety zones around the airport. The Planning Area, where land use controls will apply under the CLUP, is also included on Figure 2, and is shown in substantially more detail on Figure 3 (Safety Zones). Note that virtually all of the Planning Area is within the Sacramento City limits.

### B. PROJECT PROPONENT

The agency proposing to adopt the Sacramento Executive Airport Comprehensive Land Use Plan is the Airport Land Use Commission for Sacramento, Yolo, Yuba and Sutter Counties. Responsibility for implementation of the Plan rests primarily with the City of Sacramento and Sacramento County, in accordance with Public Utilities Code, Section 21676.

### C. BACKGROUND

The Sacramento Area Council of Governments (SACOG) has been designated as the Airport Land Use Commission (ALUC) for the Counties of Sacramento, Sutter, Yolo and Yuba, under the provisions of the California Public Utilities Code, Sec. 21670 et seq. The Code mandates the establishment of ALUCs and details their various duties. The ALUC is required to establish planning boundaries around each public and military airport within its jurisdiction, and to formulate a Comprehensive Land Use Plan (CLUP) for each, in order to provide for the sensible growth of the airport environs. The Public Utilities Code also requires the preparation of a Master Plan for each airport under ALUC jurisdiction.

The Executive Airport Master Plan and Companion EIR were prepared by the Sacramento County Department of Airports, and were adopted in 1979. Some of the information contained in this EIR and in the CLUP was extracted in summary form from those documents. See the original documents for more detailed data and analysis.

The Executive Airport Comprehensive Land Use Plan (CLUP) was begun in December, 1979. The ALUC staff was assisted in the preparation of both the Draft CLUP and the Draft EIR by the Executive CLUP Advisory Committee. The committee was appointed jointly by Sacramento City, Sacramento County and the ALUC.

#### D. EXISTING AIRPORT FACILITIES AND ACTIVITY

Sacramento Executive Airport is the primary general aviation airport serving the Sacramento Valley. The airport encompasses approximately 740 acres owned by the City of Sacramento, which is leased and operated by the Sacramento County Department of Airports. Pilots can find Sacramento Executive, identified as "SAC", approximately five miles north-northeast of the Sacramento VORTAC.

There are currently three runways at Executive: Runway 2-20, Runway 12-30, and Runway 16-34.

Runway 2-20 is used as the calm wind runway (primarily Runway 20) and is also the designated instrument runway. Its approach and departure paths pass over the golf course, as well as residential and commercial areas to the north and south.

Runways 12-30 and 16-34 are secondary runways used primarily for VFR (Visual Flight Rules) operations. Runway 12-30 is also identified as the instrument departure runway during IFR (Instrument Flight Rules) operations. Runway 12-30 was recently reconstructed, including a new asphalt overlay and relocated thresholds. Arrival and departure paths for these two runways pass over residential and commercial developments.

Sacramento Tower is located atop the airport terminal building, and provides control of all air traffic within Executive's Airport Traffic Area. Sacramento Ground Control, also located in the Tower, directs traffic on the airport surface.

The Department of Airports operates a Line Service Office located adjacent to the terminal building, providing aircraft fueling and related airport/aviation services. Attendants also act as Crash/Fire/Rescue and Security Officers.

The County presently has available 151 T-hangar spaces and 325 tie-down spaces for aircraft owners and Fixed Base Operators (FBOs) to lease on a monthly basis.

The sophistication, type and number of aircraft based at the airport increased significantly during the 20-year period, 1958-1979. An inventory of based aircraft indicates the following mix of aircraft during calendar year 1979:

Single Engine	400
Multi-engine	63
Turboprop	3
Turbojet	3
Helicopter	<u>1</u>
TOTAL	470

(Source: County of Sacramento, Department of Airports)

For further detail, refer to the Executive Airport Master Plan.

FIGURE 1

# Location Of Sacramento Executive Airport

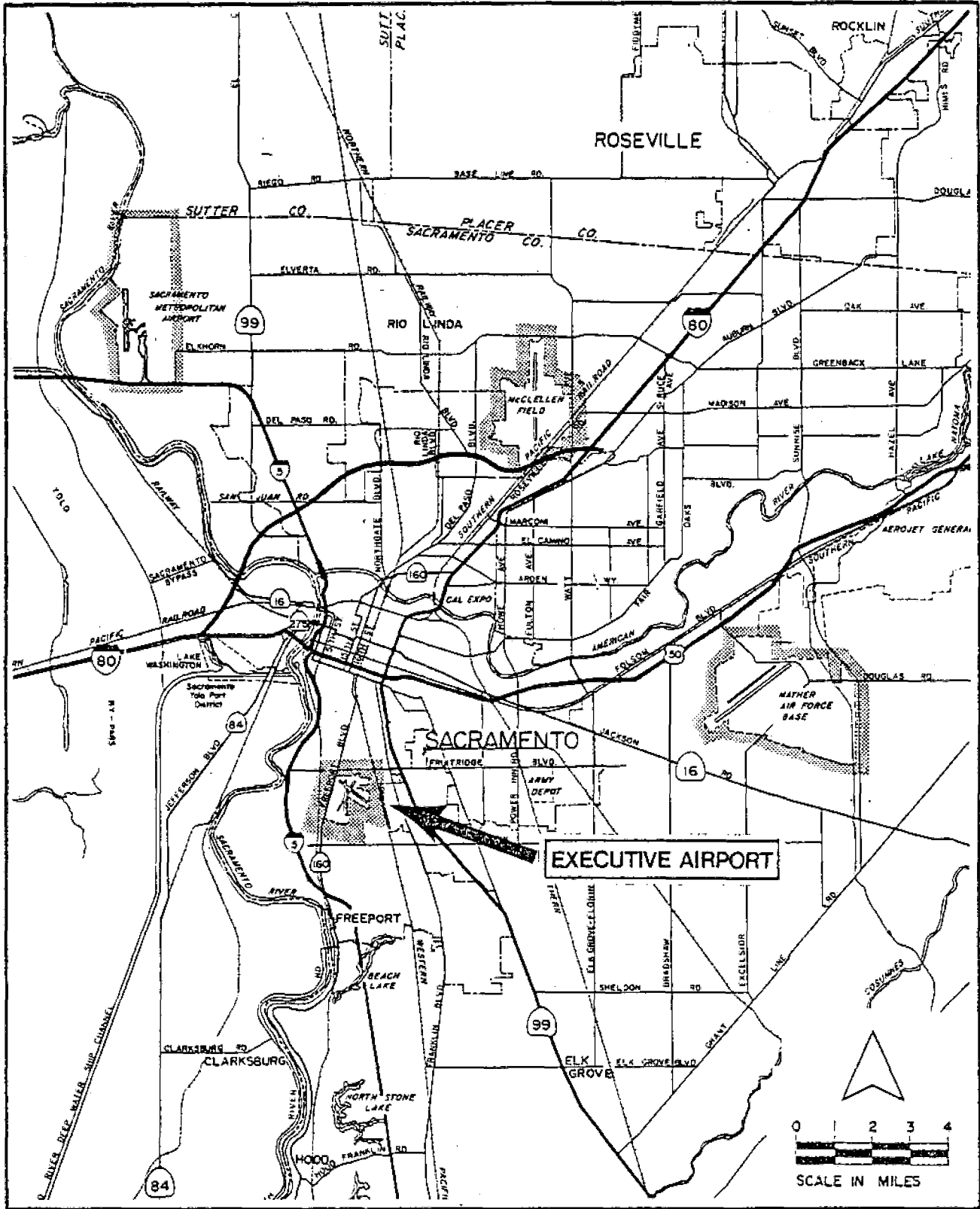
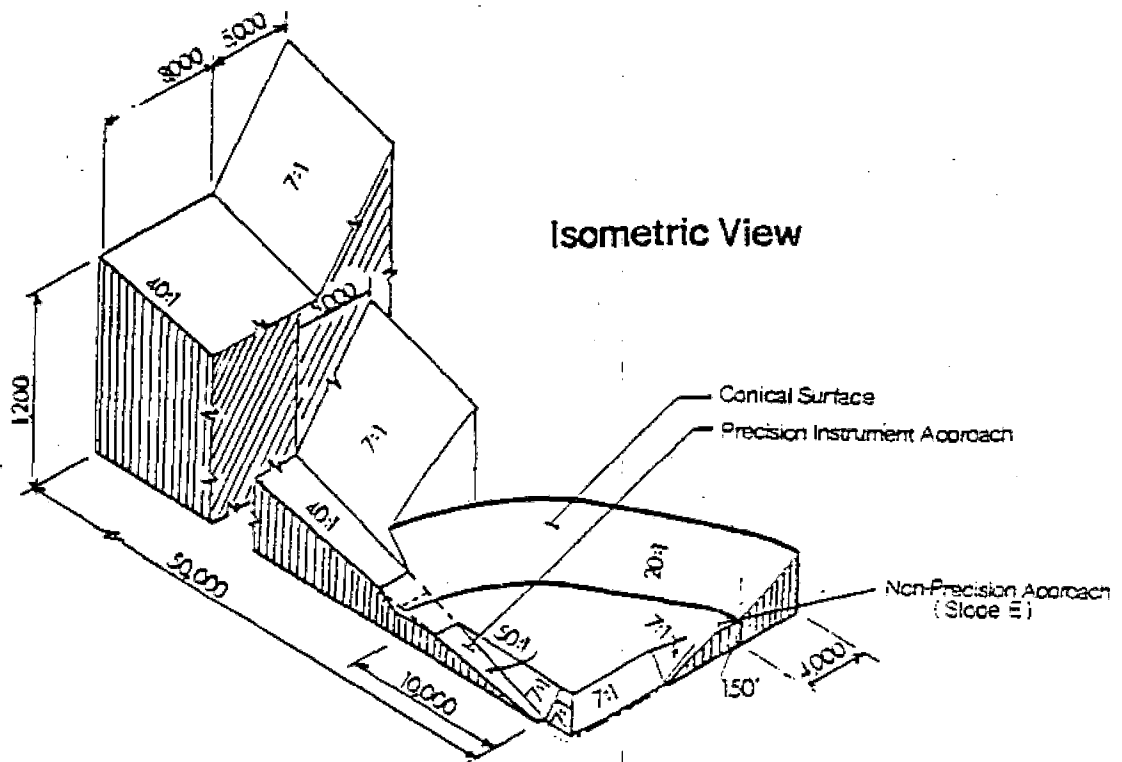
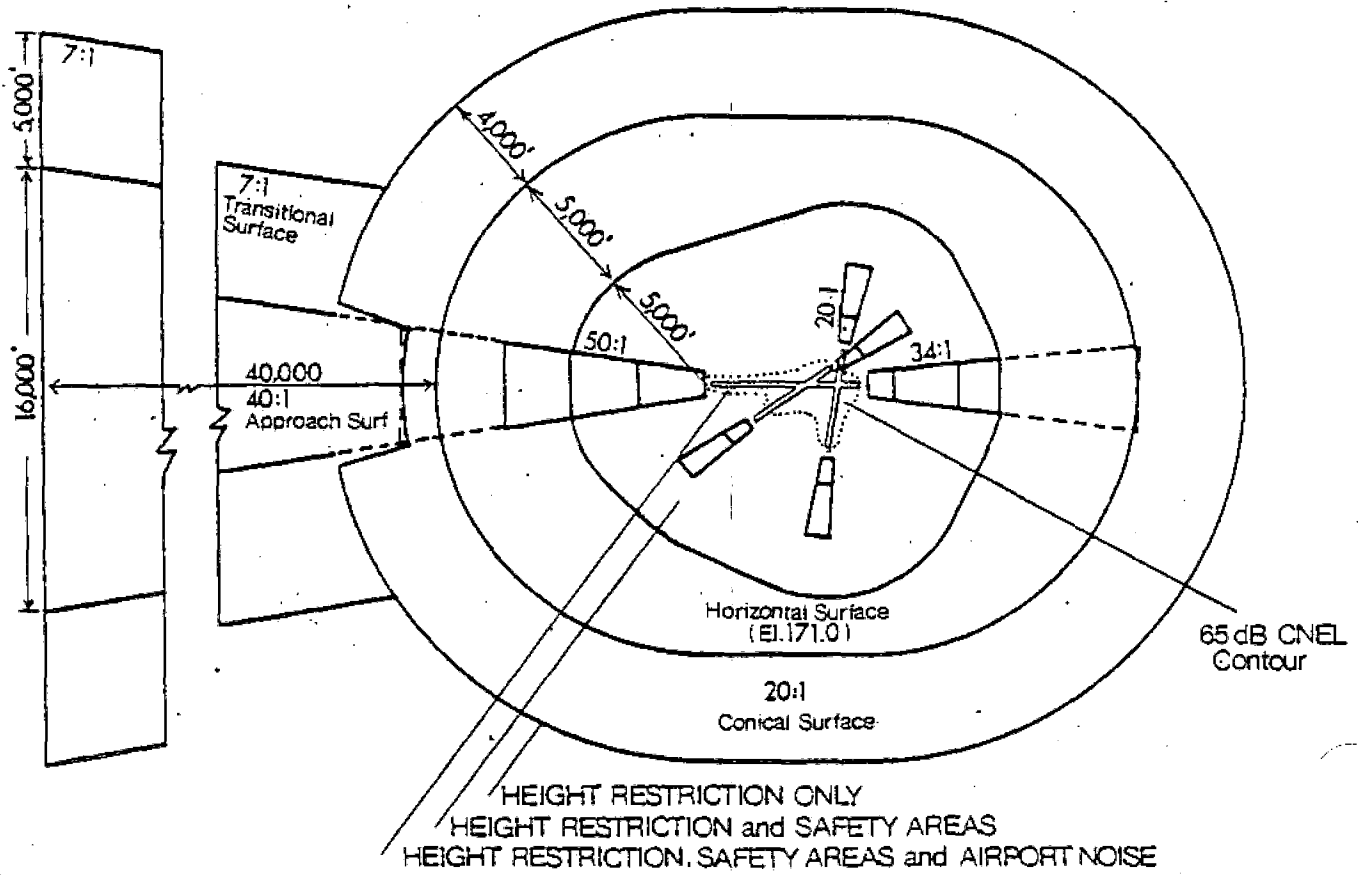


FIGURE 2

# Executive Airport Area Of Influence





#### E. EXISTING ADOPTED PLANS

The Executive Airport Master Plan was adopted by the Board of Supervisors of Sacramento County on April 3, 1979, following similar adoptive action by the City of Sacramento. The Master Plan details physical and operational development policies which provide for "managed" growth in both based aircraft and aircraft operations, as well as a reduction of noise impacts. Under the Plan, annual operations (take-offs and landings) will ultimately increase to 275,000 and based aircraft will have reached capacity due to the constraints imposed by surrounding urban development. A decrease in local operations is expected as a result of future implementation of the Master Plan policy regarding development of additional reliever facilities to accommodate training and other general aviation activities.

For further detail regarding physical development plans and operational policies, see the text of the Executive Airport Master Plan.

The ALUC Policy Plan (1975) establishes general project review criteria for aviation facilities throughout the ALUC's area of jurisdiction. This document includes height restrictions, safety, and noise policies. All land use portions of the Plan have been applied to Executive Airport on an advisory basis since the Plan's adoption. Height restriction and noise policies have been applied on a mandatory basis since April 1979, when they were adopted by the City and the County as part of the Executive Airport Master Plan.

The City General Plan (1974) establishes a wide range of land uses within the Executive Airport Planning Area, including residential, commercial/office, industrial, and major recreation/open space areas. The airport, itself, is referred to by name and is depicted as a major public/quasi-public transportation facility. It is also included in the text of the Circulation and Noise Elements.

Seven City Community Plans, adopted between 1965 and 1976, provide greater detail with respect to land use allocation within the CLUP Planning Area than the City General Plan. The airport is included within the Airport Community Plan. Other community plans which encompass portions of the CLUP Planning Area are: Fruitridge, Meadowview, North Pocket, South Pocket, Southgate, and Sutterville Heights.

The Sacramento County General Plan establishes the land uses for that portion of the CLUP Planning Area which is unincorporated (east of the Western Pacific Railroad, and south of 36th Avenue). See Figure 4 for further detail.

#### F. MAJOR PLANNING ISSUES

The major issues the Advisory Committee addressed were: appropriate designation of safety areas and compatible land uses within those areas; definition of a workable concentrations-of-people factor; clarification

and definition of airport-related hazards; and resolution of the inconsistent land use problem. The Committee reviewed the great variety of approaches, techniques, and policies used by ALUCs throughout the State. The Committee and staff also reviewed numerous reports and studies regarding airport safety issues.

#### G. PLAN DESCRIPTION

The Sacramento Executive Airport CLUP ". . . establishes a specific planning boundary map and comprehensive land use plan that provides for the orderly growth, maintenance, and/or redevelopment of the area surrounding Sacramento Executive Airport."<sup>2</sup> The Plan seeks to protect the public from the adverse effects of aircraft noise, to reduce the number of people exposed to airport-related hazards, and to ensure that no structures affect navigable airspace. All policies and recommendations contained in the CLUP are designed to mitigate the environmental effects of the continued operation of the airports to the extent feasible through land use control.

The CLUP contains nineteen policies pertaining to height restrictions, noise mitigation, and safety. It also includes eight implementation measures under those same three topics. See Table 2: Police/Program Analysis.

#### H. ENVIRONMENTAL COMPLIANCE

As noted on Table 2, all but four policies were in existence within an adopted plan or other document at the time that the CLUP was formulated. For environmental documentation on those extant policies, refer to the adopting agencies.

Of the eight implementing measures, two were included in prior environmental documentation and are ongoing activities, two are ministerial actions within the definition of the State EIR Guidelines, Section 15032, and two are future projects of unknown scope and detail. These latter activities (zone changes and variances) will have to be evaluated for environmental effects on a case-by-case basis. The remaining two measures are evaluated in this EIR. See Table 3, Impact Analysis Matrix, for a summary evaluation of the nature and severity of impact of each policy or implementation measure covered in this EIR.

---

<sup>2</sup>CLUP, p. 1

TABLE 1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

IMPACT CATEGORY	IMPACTS	MITIGATION MEASURES
LAND USE	<ol style="list-style-type: none"> <li>1. Existing inconsistent uses (other than single-family residential and commercial anchor tenants) will be subject to constraints on continuation in certain circumstances, or expansion.</li> <li>2. New uses will be subject to new land use restrictions (height, lot coverage, concentrations-of-people criterion, prohibition of certain uses/activities, a residential density threshold).</li> <li>3. There will be a potential lessening in the number of potential infill residence.</li> <li>4. Noise insulation for 13-15 houses at 47th Avenue and Romack Circle will make them more amenable and less likely to be replace with other uses.</li> </ol>	<ol style="list-style-type: none"> <li>1. Creative architectural design, site layout, and subdivision design is encouraged.</li> <li>2. The variance procedure may be used.</li> <li>3. The four-fifths override procedure may be used.</li> </ol>
PARKS & RECREATION	<ol style="list-style-type: none"> <li>1. Some new, people-intensive uses will be prohibited.</li> <li>2. Existing inconsistent uses will be subject to regulations restricting continuation in certain circumstances, or expansion.</li> <li>3. There will be a decrease in daytime user populations at some impacted sites and an increase at other, nearby non-impacted sites.</li> <li>4. Some potential users will have to travel to new sites, possibly resulting in a slight decrease in the overall number of users.</li> </ol>	<ol style="list-style-type: none"> <li>1. The FAA has been requested to abandon the IRS backcourse for Runway 20, thereby moving the Approach Zones slightly with respect to Mangan Park.</li> <li>2. The City has discontinued structured sports at Mangan Park, and removed the tot-lot/adventure area.</li> <li>3. The Airport Little League activities at 2 baseball diamonds inside AZ-1 and AZ-2 are being relocated.</li> </ol>

TABLE 1 (page 2)

IMPACT CATEGORY	IMPACTS	MITIGATION MEASURES
SCHOOLS	<ol style="list-style-type: none"> <li>1. No new public or private schools may be built in the Overflight Zone.</li> <li>2. Existing schools are subject to CLUP policies regulating continuation in certain circumstances, or expansion.</li> <li>3. Some children may have to find schools elsewhere in the near-term, particularly private school students at facilities where expansion is limited.</li> </ol>	<ol style="list-style-type: none"> <li>1. The ALUC may permit, at its discretion, expansion of public schools beyond that permitted by the policies.</li> <li>2. The Variance procedure may be used.</li> <li>3. The override procedure may be used.</li> </ol>
TRANSPORTATION	<ol style="list-style-type: none"> <li>1. There will be a slight increase in auto and bus traffic to transport students and recreational facility users to new sites.</li> </ol>	None
ENERGY	<ol style="list-style-type: none"> <li>1. There will be a very small modification due to near-term allocation changes in population densities.</li> <li>2. A slight increase in energy consumption is expected from additional auto trips resulting from facility relocation.</li> </ol>	None
AIR QUALITY	<ol style="list-style-type: none"> <li>1. There will be minimal impacts from slight changes in surface transportation.</li> </ol>	None
SAFETY	<ol style="list-style-type: none"> <li>1. While the number of existing residences is not expected to decrease, the number of residents is due to existing residential trends. Thus, while aviation-related hazards are not expected to decrease, fewer people will be exposed to them.</li> <li>2. No significant near-term decrease in occupancy of commercial developments is expected.</li> </ol>	None

TABLE 2 (page 3)

IMPACT CATEGORY	IMPACTS	MITIGATION MEASURES
CONSISTENCY WITH EXISTING PLANS	<ol style="list-style-type: none"> <li>1. The number of residential units is not expected to decrease, but the total population exposure in existing development due to continuing demographic factors.</li> <li>2. There will be a slight increase in overall population due to infill.</li> <li>3. The ALUC Policy Plan, the Executive Airport Master Plan, the Sacramento City General Plan, Sacramento County General Plan, and the City's Community Plan have one or more inconsistent policies and/or land use designations which should be brought into conformity with the CLUP.</li> </ol>	None
CONSISTENCY WITH ZONING	<ol style="list-style-type: none"> <li>1. There are several scattered sites which do not conform with the CLUP's Land Use Guidelines.</li> </ol>	<ol style="list-style-type: none"> <li>1. Rezoning is recommended for inconsistent sites.</li> </ol>

TABLE 2  
POLICY/PROGRAM ANALYSIS

		POLICY ORIGIN					ENVIRONMENTAL COMPLIANCE				
		Exec. Airport Master Plan	ALUC Policy Plan (1975)	Prior City/ County Action	New	Prior Review	This EIR	Future Project Review	On-going Project	Not a Project	Ministerial Categorically Exempt
<u>I. AIRPORT WEIGHT RESTRICTION AREA</u>											
<u>Policies:</u>											
	1.	The Airport Land Use Commission designates airport height restriction areas (per FAR Part 77) at Sacramento Executive Airport as defined in the section following titled "Implementation" (CLUP, Page 20).	X	X			X				
	2.	The ALUC shall review all applicable development proposals and restrict the erection or growth of objects which penetrate the established airport height restriction areas.		X			X				
<u>Implementation</u>											
11	1.	Update city and county ordinances to reflect FAR Part 77 clearances, based on current thresholds and glide slopes.	X				X				
<u>II. AIRPORT NOISE</u>											
<u>Policies</u>											
	1.	The CNEL method of rating noise impact near airports is adopted for general guidance. The noise area boundary for Executive Airport shall be the 65 dB CNEL contour as defined on Figure 2 (CLUP, page 5).	X	X			X				
	2.	The following operational procedures will be enforced at Executive Airport:									
	a)	Use of airport is restricted to aircraft with take-off noise level levels of 80 EPNdB or less.	X		X		X				
	b)	Turbojet aircraft will utilize Runway 02/20 unless otherwise directed by air traffic control.	X				X				
	c)	Multi-engine and constant speed propeller-driven aircraft will not make mid-field take-offs.	X				X				

TABLE 2 (page 2)

POLICY/PROGRAM ANALYSIS

Noise Policies (Continued):

- d) Formation landings and departures are prohibited.
  - e) No touch-and-go operations on weekends and between 6:00 p.m. and 7:00 a.m. on weekdays. Helicopter touch-and-go operations are prohibited at all times.
  - f) No practice instrument approaches on weekends and between 6:00 p.m. and 7:00 a.m. on weekdays. Full-stop instrument approaches acceptable at all times.
  - g) Traffic pattern altitude 1,000 feet; 1,500 feet for turbine-powered or large aircraft.
  - h) All departing aircraft shall climb on runway heading to an altitude of 600 feet before turning, unless otherwise instructed by the tower or required for flight safety.
3. The ALUC recommends appropriate action be taken (e.g., interior sound insulation) for those homes east of Executive Airport which may fall within the 65 dB CNEL contour after 1/1/86.

Implementation

The Director of Airports for the County of Sacramento shall see that operational procedures and city-county ordinances designed to reduce noise at Executive Airport are carried out. The City and County of Sacramento will work together and with the Federal Aviation Administration to alleviate the noise impact to residences located within the 65 dB CNEL contour. Any change in the noise ordinances which result in increased restrictions on noise emissions are consistent with ALUC policy and will not require ALUC approval or action.

	POLICY ORIGIN				ENVIRONMENT			COMPLIANCE	
	Exec. Airport Master Plan	ALUC Policy Plan (1975)	Prior City/County Action	New	Prior Review	This EIR Future Project Review	On-going Project	Not a Project	Ministerial Categorically Exempt
d) Formation landings and departures are prohibited.	X				X				
e) No touch-and-go operations on weekends and between 6:00 p.m. and 7:00 a.m. on weekdays. Helicopter touch-and-go operations are prohibited at all times.	X				X				
f) No practice instrument approaches on weekends and between 6:00 p.m. and 7:00 a.m. on weekdays. Full-stop instrument approaches acceptable at all times.	X				X				
g) Traffic pattern altitude 1,000 feet; 1,500 feet for turbine-powered or large aircraft.	X				X				
h) All departing aircraft shall climb on runway heading to an altitude of 600 feet before turning, unless otherwise instructed by the tower or required for flight safety.	X				X				
3. The ALUC recommends appropriate action be taken (e.g., interior sound insulation) for those homes east of Executive Airport which may fall within the 65 dB CNEL contour after 1/1/86.			X		X	X			
Implementation				X	X		X		

TABLE 2 (page 3)  
POLICY/PROGRAM ANALYSIS

	POLICY ORIGIN					ENVIRONMENTAL COMPLIANCE				
	Exec. Airport Master Plan	ALUC Police Plan (1975)	Prior City/County Action	New	Prior Review	This EIR	Futurs Project Review	On-going Project	Not a Project	Ministerial Categorically Exempt
<p>III. <u>AIRPORT SAFETY</u></p> <p><u>Policies:</u></p> <p>1. The Airport Land Use Commission establishes Approach Zones (AZs) at bothends of all runways and an Overflight Zone under the traffic pattern area. Referring to CLUP Figure 2, AZ-1 is the area immediately off the end of the runway identified in Federal Height Regulations as the "clear zone". AZ-2 and AZ-3 comprise the approach and climbout zones. The division between AZ-2 and AZ-3 for Runways 02 and 20 is at 100' height restriction line. There are no AZ-3 areas designated on the other four runways. The Overflight Zone (OZ-4), is located under the general traffic pattern area and is one mile from the end of the runways. The designation of larger approach zones for Runways 02 and 20 is based upon the degree of use and instrumentation for poor weather operations.</p> <p>2. Designated Approach Zones (AZs) and the Overflight Zone (OZ) indicate areas in which land use, lot area, and population density are restricted to conditions specified in the Land Use Compatibility Guidelines (CLUP, pp. 18-19). The Guide lists potential uses and designates compatibility/non-compatibility for each of the AZs and the OZ. A "yes" designates a compatible land use, a "no" indicates incompatibility and a number refers to a footnote following the Guide.</p> <p>3. The ALUC recommends that operations of aircraft weighing more than 12,500 lbs. be discouraged from using Sacramento Executive Airport and instead be directed to Sacramento Metropolitan Airport.</p> <p>4. No land outside of airport property and within the airport area of influence shall be used for the erection of or operation of any object that could reflect the light of the sun toward an aircraft engaged in an initial straight climb following take-off, or toward an aircraft engaged in a straight final approach toward a landing at Executive Airport.</p>	X	X			X					
				X		X				
			X			X				
	X				X					

13



TABLE 2 (page 4)  
POLICY/PROGRAM ANALYSIS

POLICY ORIGIN ENVIRONMENTAL CONCERN

Exec. Airport  
Master Plan  
ALUC Policy  
Plan (1975)  
Prior City/  
County Action  
New  
Prior Review  
This EIR  
Future Project  
Review  
On-going Project  
Not a Project  
Ministerial  
Categorically  
Exempt

Airport Safety Policies (Continued):

5. No land outside of airport property and within the airport area of influence shall be used for the erection or operation of an object which directs a steady light or a flashing light of white, red, green or amber color toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in a straight final approach toward a landing at Executive Airport, other than an FAA approved navigational signal light or a visual approach slope indicator (VASI).
6. No land outside of airport property and within the airport area of influence shall be used in a way which would generate a substantial volume of smoke, attract large concentrations of birds, generate electrical interference, or which would otherwise affect safe air navigation in the vicinity of Executive Airport.
7. No land outside of airport property and within one mile of the airport shall be used for the erection or operation of hazardous installations such as above-ground oil, gas or chemical storage facilities.

Implementation

1. The ALUC shall review land use changes and new construction within the Planning Area, subject to a four-fifths override vote of the governing body of the applicable public agency.
2. It is recommended that zoning changes be made by the City to implement the Sacramento Executive Airport CLUP and that the City General Plan also be consistent with the CLUP.
3. Inconsistent uses/structures may not be expanded, re-established after an abandonment of one year or more, nor rebuilt if damaged or destroyed by more than 50% of the value of the structure.

X

X

X

X

X

X

X

X

X

X

X

TABLE 2 (page 5)  
POLICY/PROGRAM ANALYSIS

	POLICY ORIGIN				ENVIRONMENTAL CONCERNANCE				
	Exec. Airport Master Plan	ALUC Policy Plan (1975)	Prior City/ County Action	New	Prior Review	This EIR Future Project Review	On-going Project	Not a Project	Ministerial Categorically Exempt
4. Single-family residences are not subject to regulations governing inconsistent uses.	X				X				
5. Single-family homes may be built on existing vacant lots which conform to the standards of the City Zoning Ordinance.	X				X				
6. Existing public schools in the Overflight Zone may make minor changes, such as moving portable classrooms or construction of new rooms that would increase the capacity of the school by less than one-third without ALUC approval.				X		X			

### III. ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

In accordance with the State EIR Guidelines, this EIR will focus primarily upon those environmental impacts which are, to any extent, negative. Due to the controversiality of some minimal or slight negative impacts, all negative environmental impacts will be covered. Safety impacts, even though beneficial, will also be considered due to the controversiality of the subject. Refer to Table 3, Impact Analysis Matrix for more detail. Note that only safety and environmental impacts will be considered in this EIR, not social or economic impacts.

#### A. LAND USE

##### 1. Background/Setting

The primary area where land use is a concern is within the airport safety areas. These are subdivided into four basic zones (see Figure 4): Approach Zone 1 (the "clear zone"), Approach Zones 2 and 3 (the "approach and climbout areas"), and the Overflight Zone (the traffic pattern area).

Approach Zone 1 (AZ-1) is the area immediately beyond the end of the runway. The size of AZ-1 varies according to runway classification and type of approach and is generally synonymous with the FAR Part 77<sup>3</sup> designation for the Clear Zone.

Approach Zones 2 and 3 (AZ-2 and AZ-3) are located beyond the end of each runway and along the primary flight paths and are also synonymous with FAR Part 77 imaginary surfaces. The precise dimensions of AZ-2 and AZ-3 vary according to the instrumentation and FAA rating of the approach, but the division between AZ-2 and AZ-3 is determined by the FAR Part-77 100-foot height designation.

The Overflight Zone generally coincides with the area overflown by aircraft during normal traffic pattern procedures. This is depicted on Figure 4 as an irregular oval, 5000 ft. from the end of each runway (co-existent with the boundary of the CLUP Planning Area).

The land use patterns within this area are highly diverse. Table 4 shows the land uses which exist in each approach zone, according to a detailed land use survey of the off-airport portions of the approach zones, conducted by the Sacramento City Planning Department in May, 1981.

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<sup>3</sup>Federal Aviation Regulations, Part 77, "Objects Affecting Navigable Air-space."

TABLE 3  
IMPACT ANALYSIS MATRIX

NOISE POLICY #3:

The ALUC recommends appropriate action be taken (e.g., interior sound insulation) for those homes east of Executive Airport which may fall within the 65 CNEL contour after 1/1/86.

SAFETY POLICY #2:

Designated Approach Zones (AZs) and the Overflight Zone (OZ) indicate areas in which land use, lot area, and population density are restricted to conditions specified in the Land Use Compatibility Guidelines (CLUP pp. 18-19). The Guide lists potential uses and designates compatibility/non-compatibility for each of the AZs and the OZ. A "yes" designates a compatible land use, a "no" indicates incompatibility and a number refers to a footnote following the Guide.

SAFETY POLICY #3:

The ALUC recommends that operations of aircraft weighing more than 12,500 lbs. be prohibited from using Sacramento Executive Airport and instead be directed to Sacramento Metropolitan Airport or a yet-to-be-designated reliever airport.

SAFETY POLICY #7:

No land outside of airport property and within one mile of the airport shall be used for the erection or operation of hazardous installations such as above-ground oil, gas or chemical storage facilities.

	LAND USE	PARKS & RECREATION	SCHOOLS	TRANSPORTATION	ENERGY	AIR QUALITY	SAFETY	CONSISTENCY WITH PLANS	CONSISTENCY WITH ZONING WITH
NOISE POLICY #3:	0	0	0	0	+	0	+	0	0
SAFETY POLICY #2:	B-C	C	B	A	A	A	+	C	C
SAFETY POLICY #3:	0	0	0	A	A	A	+	0	0
SAFETY POLICY #7:	A	0	0	0	0	0	+	0	A

KEY: + Beneficial      A Minimal impact      C Moderate impact  
 0 No impact      B Slight impact      0 Substantial impact

IMPACT ANALYSIS MATRIX

LAND USE  
 PARKS & RECREATION  
 SCHOOLS  
 TRANSPORTATION  
 ENERGY  
 AIR QUALITY  
 SAFETY  
 CONSISTENCY WITH PLANS  
 CONSISTENCY WITH ZONING

SAFETY IMPLEMENTATION MEASURE #3:

Inconsistent uses/structures (except anchor commercial tenants) may not be expanded, re-established after an abandonment of 1 year or more, nor rebuilt if damaged or destroyed by more than 50% of the value of the structure.

B-C C C 0 0 0 + A A

SAFETY IMPLEMENTATION MEASURE #6:

Existing public schools in the Overflight Zone may make minor changes, such as moving portable classrooms or construction of new rooms that would increase the capacity of the school by less than one-third without ALUC approval.

B-C C C A-B A A + B 0

KEY: + Beneficial      A Minimal      C Moderate impact  
 0 No impact      B Slight impact      D Substantial impact

The Overflight Zone (OZ) is similarly comprised of very diverse land uses, including low/moderate density residential, commercial, industrial, public/quasi-public, and open space/recreation, according to another 1981 City Planning Land Use Study. Also present are 13 schools, as follows:

- Private - St. Roberts Elementary School (K-8, 315 students, 9 classrooms)
- Willow Rancho Christian School (K-6, 75 students, 7 classrooms)
- South Land Park Montessori (K-3, 26 students, 1 room)
  
- Public\* - Alice Birney Elementary (K-6, 341 students, 16 classrooms)
- Argonaut Continuation School (9-12, 298 students, 15 classrooms)
- Collis P. Huntington Elementary (K-6, 283 students, 14 classrooms)
- Harkness Elementary (K-6, 357 students, 18 classrooms)
- Hollywood Park Elementary (K-6, 297 students, 14 classrooms)
- John Bidwell Elementary (K-6, 251 students, 14 classrooms)
- Maple Elementary (K-6, 185 students, 11 classrooms)
- Pony Express Elementary (K-6, 290 students, 14 classrooms)
- Sutterville Elementary (K-6, 358 students, 17 classrooms)
- Woodbine Elementary (K-6, 201 students, 16 classrooms)

In addition, there are two former school sites which are currently being used by the Sacramento Unified School District for non-teaching activities:

- Joaquin Miller - administrative offices
  - special resource libraries (for staff)
  - music program for the adjacent elementary school
  - special services (non-instructional)
  - 2 community meeting facilities
  
- John F. Morse - special education administrative offices

## 2. Impacts

Designation of the safety areas will subject land within those areas to increased land use restrictions. All new construction will have to comply with the Land Use Compatibility Guidelines (Table 5) and Specific List of Uses in AZ-2 (Table 6). Existing development which does not comply with the CLUP's land use policies will be permitted to remain without penalty, but will be prohibited from expansion or

\*Source: Sacramento City School District; Nov. 1981.

or re-establishment (except for single-family houses) following abandonment for more than one year, or destruction to an extent greater than 50% of its value. (The impact of these policies on public facilities and recreation will be discussed as separate impacts and are excluded from the following discussion).

Impacts specifically relating to non-residential land use include imposition of height restrictions of 25 ft. on structures within AZ-2, AZ-3, and certain uses in the Overflight Zone. This equates to 2-story structures. Such a regulation will impact the density at which new sites can be developed.

The limitation on the percentage of lot area which may be developed (20% for non-residential uses) will have a similar impact regarding on-site population.

The concentrations-of-people factor is another land use criterion which will impact land use patterns on newly developing sites or existing sites where a new use seeks to supplant an old one. This factor was used to help create Table 6, the list of allowed, conditionally allowed, and prohibited commercial uses which appears as Appendix 4 in the CLUP. The factor will also be directly applied, on a project-by-project basis, to evaluate proposed uses in AZ-2 which are "conditionally permitted," or other footnoted uses on Table 5 (the Land Use Compatibility Guidelines) in the industrial/manufacturing, transportation/communications/utilities, or outdoor recreation categories.

The net effect of the application of these three land use policies will be to effectively preclude the location of new people-intensive uses in existing structures, or the development of high density new buildings which would attract such people-intensive uses.

The degree of impact of these policies on land use patterns in the CLUP Planning Area will be largely a function of three factors:

- 1) the number and size of available vacant parcels (or vacant space available for leasing);
- 2) the amount of variety in permitted uses which could use those sites;
- 3) the amount of demand for available sites within each general land use category.

Currently there are six vacant sites in the safety zones for Runway 02 which have the potential for being impacted by these policies. There is also a limited amount of acreage on partially-developed lots on the north side of Fruitridge in the AZ-2/AZ-3 area of Runway 20 which could be similarly impacted. However, the wide range of uses which are allowed, or might be allowed (per the "conditional" list) is so wide that the ability to develop a site

TABLE 4  
EXISTING LAND USE\*

RUNWAY 02

AZ-1	67 single-family houses 2 duplexes - Bing Maloney Golf Course - Southern Pacific Railroad right-of-way (abandoned) 1 vacant parcel
AZ-2	170 single-family houses 29 duplexes 4 apartment complexes 1 medical office complex 30 commercial establishments (fabrics, bicycles, 2 drug stores, 3 women's hair salons, 2 cleaners, barber shop, photo store, 2 apparel stores, 2 banks, savings & loan, 2 realtors, credit union, title insurance, 5 eating/drinking establishments, bakery, grocery store, liquor store, 2 service stations) - vacant commercial/office space 1 vacant residential subdivision lot 5 large vacant parcels - Southern Pacific Railroad right-of-way (abandoned) - FAA navigation facility - public open space (unused) - Willow Ranch Little League baseball field
AZ-3	297 single-family houses 51 duplexes 1 day care center - public open space (drainage canal) 2 vacant residential subdivision lots 6 large vacant parcels

RUNWAY 20

AZ-1	- Mangan Park (swimming pool) - City Corporation Yard - public open space (drainage canal)
AZ-2	339 single-family houses 21 duplexes 1 apartment structure (3 units) 3 business offices 1 pre-school 1 church

\*March, 1981



TABLE 4 CONT'D.

AZ-2  
cont'd. 29 commercial establishments (massage, hairdresser, 2 realtors, TV sales/repair, appliance sales/repair, karate studio, ceramics studio, billiards, dance studio, 4 eating/drinking establishments, 2 vacuum sales, coins, trophies, pool maintenance supply, pottery, liquor store, auto parts sales, auto painting, 2 service stations, 2 bakery sales, 2 building materials sales)  
- Mangan Park (baseball diamond and tot lot/adventure area)  
- public open space (drainage canal)  
1 vacant parcel

AZ-3 246 single-family houses  
17 duplexes  
1 house trailer  
1 apartment complex  
2 churches  
1 trade school (adult)  
8 commercial establishments (barber/beauty shop, coin laundry, market, equipment rental, auto body shop, 1 restaurant, 1 roofer's offices, wholesale trade)  
2 contractor's storage yards  
2 general manufacturing (pens and machines)  
5 large vacant parcels  
22 large partially vacant parcels (developable)

RUNWAY 12

AZ-1 1 commercial establishment (retail plant nursery)  
- public open space (drainage canal)

AZ-2 165 single-family houses  
1 branch library  
1 City-owned pumping station  
13 commercial establishments (jewelry, yarns, wigs, paper goods, goods, driving school, grocery, liquor, reducing salon, hair salon, 2 eating/drinking establishments, plant nursery, insurance)  
1 office building  
1 property management office  
1 public assembly facility/banquet hall  
- vacant commercial/office space (shopping center)  
- public open space (drainage canal)

RUNWAY 30

AZ-1 - Airport Little League baseball fields (3)  
- public open space

TABLE 4 CONT'D.

AZ-2	96 single-family houses 3 duplexes 1 church 1 industrial facility (metal fabrication) 1 contractor's storage yard 46 vacant residential subdivision lots 1 vacant industrial subdivision lot 17 partially vacant residential lots (developable)
<u>RUNWAY 16</u>	
AZ-1	- airport property
AZ-2	149 single-family houses 3 duplexes 1 commercial establishment (groceries) - Mangan Park (open space) - City's tree nursery - public open space (drainage canal)
<u>RUNWAY 34</u>	
AZ-1	- airport property
AZ-2	3 single-family houses - Bing Maloney Golf Course - Chorley Park (wading pool, baseball diamond, parking lot, restroom)

FIGURE 3

# Sacramento Executive Airport Safety Zones

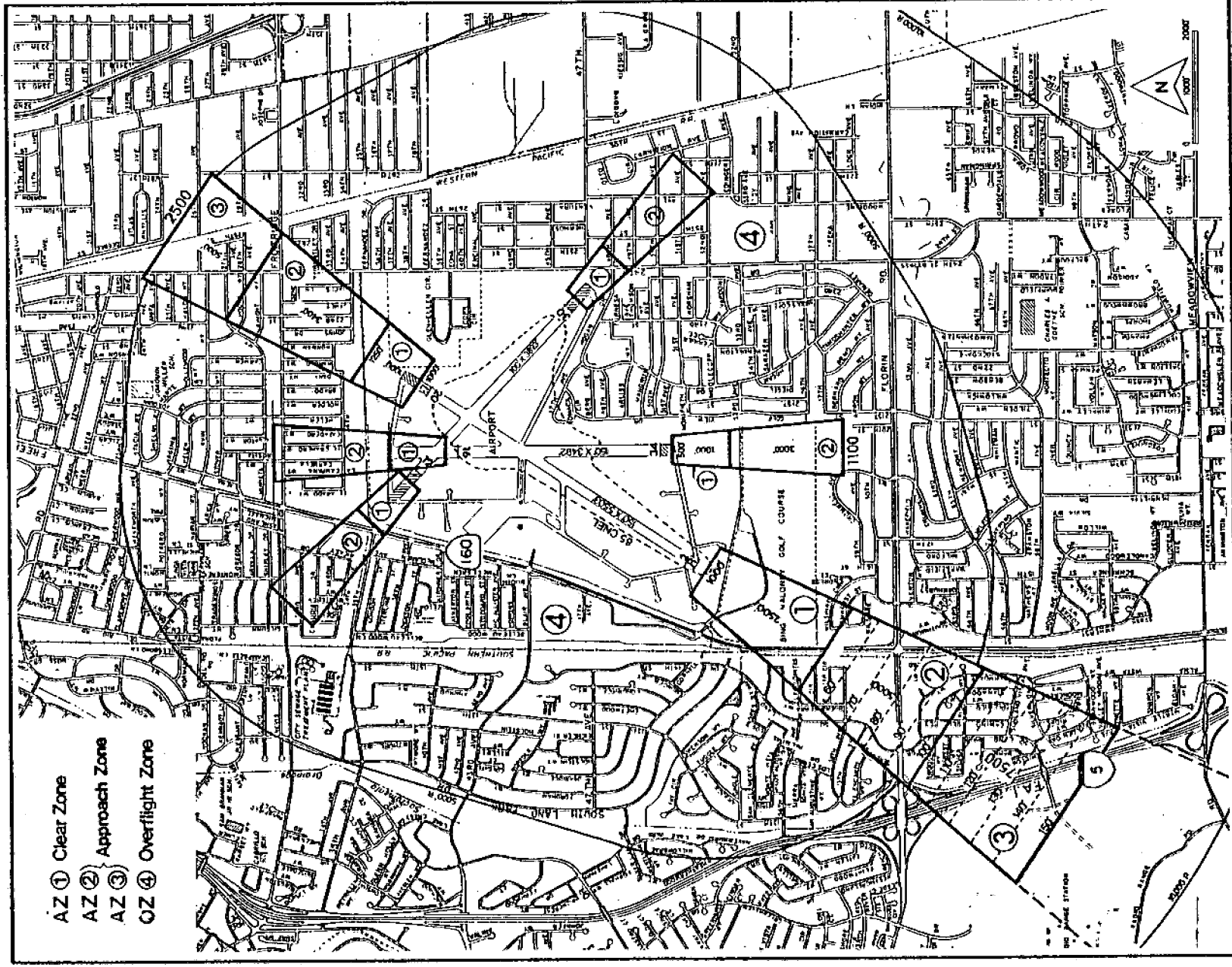


TABLE 5  
EXECUTIVE AIRPORT  
LAND USE COMPATIBILITY GUIDELINES

LAND USE CATEGORY	COMPATIBILITY WITH			
	APPROACH ZONES			OVERFLIGHT ZONE
	1	2	3	4
<u>RESIDENTIAL</u>				
Single Family	No	Yes <sup>1</sup>	Yes <sup>1</sup>	Yes
Two Family	No	No	No	Yes
Multi-Family dwelling	No	No	No	Yes <sup>2</sup>
Group quarters	No	No	No	Yes <sup>2</sup>
Mobile home parks or courts	No	Yes <sup>1</sup>	Yes <sup>1</sup>	Yes
Custodial care facilities*	No	No	No	Yes <sup>2</sup>
Other residential	No	Yes <sup>1</sup>	Yes <sup>1</sup>	Yes
<u>INDUSTRIAL/MANUFACTURING</u>				
Food and kindred product	No	Yes <sup>3</sup>	Yes	Yes
Textile mill products	No	Yes <sup>3</sup>	Yes	Yes
Apparel	No	Yes <sup>3</sup>	Yes	Yes
Lumber and wood products	No	Yes <sup>3</sup>	Yes	Yes
Furniture and fixtures	No	Yes <sup>3</sup>	Yes	Yes
Paper and allied products	No	Yes <sup>3</sup>	Yes	Yes
Printing, publishing	No	Yes <sup>3</sup>	Yes	Yes
Chemicals and allied products	No	No	No	Yes
Petroleum refining & related industries	No	No	No	No
Rubber and miscellaneous plastic	No	No	No	No
Stone, clay and glass products	No	Yes <sup>3</sup>	Yes	Yes
Primary metal industries	No	Yes <sup>3</sup>	Yes	Yes
Fabricated metal products	No	Yes <sup>3</sup>	Yes	Yes
Miscellaneous manufacturing	No	Yes <sup>3</sup>	Yes	Yes
Warehousing/storage	No	Yes <sup>3</sup>	Yes	Yes
<u>TRANSPORTATION, COMMUNICATIONS AND UTILITIES</u>				
Railroad, rapid rail transit	Yes <sup>4</sup>	Yes <sup>3</sup>	Yes	Yes
Highway and street ROW	Yes	Yes	Yes	Yes
Auto parking lots	Yes <sup>4</sup>	Yes	Yes	Yes
Communications	Yes <sup>4</sup>	Yes	Yes	Yes
Utilities	Yes <sup>4</sup>	Yes <sup>3</sup>	Yes	Yes
Other trans, comm, and util.	Yes <sup>4</sup>	Yes <sup>3</sup>	Yes	Yes
<u>COMMERCIAL/RETAIL TRADE</u>				
Wholesale trade	No	Yes <sup>5</sup>	Yes <sup>2</sup>	Yes
Building materials-retail	No	Yes <sup>5</sup>	Yes <sup>2</sup>	Yes
General merchandise-retail	No	Yes <sup>5</sup>	Yes <sup>2</sup>	Yes
Food-retail	No	Yes <sup>5</sup>	Yes <sup>2</sup>	Yes
Automotive service, sales or repair	No	Yes <sup>5</sup>	Yes <sup>2</sup>	Yes
Apparel and accessories-retail	No	Yes <sup>5</sup>	Yes <sup>2</sup>	Yes
Eating and drinking places	No	No <sup>8</sup>	No <sup>8</sup>	Yes <sup>2</sup>
Furniture, home furnishing-retail	No	Yes <sup>5</sup>	Yes <sup>2</sup>	Yes
Other retail trade	No	Yes <sup>5</sup>	Yes <sup>2</sup>	Yes
Residential hotels	No	No	No	Yes <sup>2</sup>
Transient lodging-hotels, motels	No	No	No	Yes <sup>2</sup>

\* More than six persons under care.

LAND USE CATEGORY	COMPATIBILITY WITH			
	APPROACH ZONES			OVERFLIGHT ZONE
	1	2	3	4
<u>PERSONAL AND BUSINESS SERVICES</u>				
Finance, insurance and real estate	No	Yes <sup>5</sup>	Yes <sup>2</sup>	Yes
Personal services	No	Yes <sup>5</sup>	Yes <sup>2</sup>	Yes
Business services	No	Yes <sup>5</sup>	Yes <sup>2</sup>	Yes
Repair services	No	Yes <sup>5</sup>	Yes <sup>2</sup>	Yes
Contract construction services	No	Yes <sup>5</sup>	Yes <sup>2</sup>	Yes <sup>2</sup>
Indoor recreation services	No	No	No	Yes <sup>2</sup>
Other services	No	Yes <sup>5</sup>	Yes <sup>2</sup>	Yes
<u>PUBLIC AND QUASI-PUBLIC SERVICES</u>				
Hospital, custodial care, preschool *	No	No	No	Yes <sup>2</sup>
Government services	No	No	Yes <sup>2</sup>	Yes <sup>2</sup>
Schools	No	No	No	No
Cultural activities incl. churches, libraries	No	No	No	Yes <sup>2</sup>
Medical and other health clinics	No	No	Yes <sup>2</sup>	Yes <sup>2</sup>
Cemeteries	Yes <sup>4</sup>	Yes	Yes	Yes
Other public and quasi-public services	No	No	Yes <sup>2</sup>	Yes <sup>2</sup>
<u>OUTDOOR RECREATION</u>				
Neighborhood parks	No	Yes <sup>7</sup>	Yes	Yes
Community and regional	No	No	Yes	Yes
Nature exhibits	Yes <sup>4</sup>	Yes <sup>5</sup>	Yes	Yes
Spectator sports, stadiums, arenas	No	No	No	No
Golf course, riding stables	Yes <sup>4</sup>	Yes <sup>5</sup>	Yes	Yes
Water based recreational areas	No	No	Yes	Yes
Resort and group camps	No	No	Yes	Yes
Auditoriums, concert halls	No	No	No	No
Outdoor amphitheatres, music shells	No	No	No	No
<u>RESOURCE PRODUCTION, EXTRACTION, AND OPEN SPACE</u>				
Agricultural Production	Yes <sup>4,6</sup>	Yes <sup>6</sup>	Yes <sup>6</sup>	Yes <sup>6</sup>
Permanent Open Space	Yes <sup>4,6</sup>	Yes <sup>6</sup>	Yes <sup>6</sup>	Yes <sup>6</sup>
Water areas	Yes <sup>6</sup>	Yes <sup>6</sup>	Yes <sup>6</sup>	Yes <sup>6</sup>
Wholesale horticultural production	Yes <sup>4,6</sup>	Yes	Yes	Yes

1/ No residential uses in excess of four (4) dwelling units per gross acre.

2/ Uses compatible only if they do not result in structures over 25 feet in height.

3/ Uses compatible only if they do not result in: a) concentrations of people greater than 50 persons per acre at any time; b) storage of flammable or explosive material above the ground; or c) structures over 25 feet in height. (See Appendix 5 for method of determining concentrations of people.)

4/ No building, structures, above-ground transmission lines, or storage of flammable or explosive material above ground, and no uses resulting in a gathering of more than 10 persons per acre at any time.

5/ Uses compatible only if they do not result in: a) concentrations of people greater than 50 persons per acre at any time (The City of Sacramento maintains a list of specific uses that are allowed without additional persons-per-acre calculations. An advisory list is included as Appendix 4 to this plan.); b) lot coverage greater than 20%; c) storage of flammable or explosive material above the ground; or d) structures over 25 feet in height. (See Appendix 5 for method of determining concentrations of people.)

6/ Uses compatible only if they do not result in a possibility that a water area may cause ground fog or result in a bird hazard.

7/ No high-intensity use or facilities, such as structured playgrounds, ballfields, restrooms.

8/ Most eating and drinking places are prohibited. A few specialty food service uses that do not provide table service or serve meals are allowed as indicated in Appendix 4.

\* More than 6 persons under care.

TABLE 6

## EXECUTIVE AIRPORT CLUP

SPECIFIC LIST OF USES IN AZ-2

ALLOWABLE USES (Commercial, Retail, Personal and Business Services)  
 (if consistent with zoning). (In no case may the lot coverage be in excess of 20%, may flammable or explosive materials be stored above ground, or may the structure be greater than 25 feet in height.)  
 (Zone 2)

Aircraft Sales	Delicatessen (no table service)
Ambulance Service	Dental Office
Antique Store	Department Store (under 3000 sq. ft.)
Appliance Store	Dress Shop
Art Gallery	Drug Store (under 3000 sq. ft.)
Art Supplies - Store	Electrical Contractor
Auto Dealer	Electrical Goods Store-Retail
Auto Parts House	Employment Agency
Auto Repair Shop	Equipment Rental and Sales Yard
Auto Rental Company	Fabric Store
Auto Body and Fender Shop	Feed Store - Retail Only
Auto Car Wash	Floor Covering
Auto Upholstery	Florist
Bait Shop	Food Store (Specialized) (under 6400 sq. ft.)
Bakery (no table service or serving of meals)	Furrier Shop
Bank	Furniture Refinishing
Barber Shop	General Contractor
Beauty Shop	Gift Card Shop
Bicycle Shop	Gift Shop
Blueprinter	Glazier Shop
Boat Sales	Grocery (under 6400 sq. ft.)
Book Store	Gun Shop (limit on ammunition)
Broadcasting Studio (w/out live audience)	Hardware Store
Building Contractor	Hat Shop
Building Supplies	Hearing Aid Sales and Service
Cabinet Shop	Heating & Sheet Metal Contractor
Camera Store	Hobby Supplies Store
Camper Sales	Home Improvement Center-Retail (under 6,400 sq. ft.)
Candy Store	Ice Cream Parlor (no table service or serving of meals)
Canteen or Vending Service Center	Ice Vending Machine
Cigar Store	Interior Decorator's Studio
Cleaning-Laundry Agency	Janitorial Service Company
Clothing Store	Jewelry Store
Collection Agency	Knit Shop
Contractor's Shop	Lapidary Shop
Cookware Shop	Laundromat-Self Service
Costume Shop	Laundry-Commercial
Credit Union Association	Lawnmower Sales & Service
Curio or Novelty Shop	Leather Goods Store

ALLOWABLE USES (Continued)

Liquor Store	Savings & Loan Company
Loan Office	Second Hand Store
Locksmith	Service Station
Masseur	Sewing Machine Sales
Millinery Shop	Sheetrock or Plastering Contractor
Meat Market	Shoe Repair Shop
Medical Office	Shoe Store
Messenger Service	Shoeshine Stand
Motorcycle & Power Scooter Sales	Sign Shop
Music Store & Instrument Repair	Spa and Pool Sales
Newsstand	Sporting Goods Store
Notions Store (under 6400 sq. ft.)	Stamps and Coins
Nursery - Plants, etc.	Stationery Store
Offices - Business or Professional	Tailor
Office Equipment Sales & Service	Taxidermist
Optician	Tile Contractor
Oriental Rugs	Tire Shop - Including Recapping
Orthopedic Supply	Tobacco Shop
Paint Store	Toy Shop (under 6400 sq. ft.)
Pawn Shop	Trailer Sales Yard
Pest Control Service	Travel Agency
Pet Shop	Trophy & Emblem Store
Photo Engraving Shop	Upholstery Shop
Photographic Studio	Used Car Lot
Plumbing Contractor	Variety Store (under 6400 sq. ft.)
Pottery and Glass Store	Veterinary Services
Power Tool Sales	Voice Studio
Prescription Pharmacy	Watch Repair Shop
Printing Plant	Wholesale Stores & Distributors
Public Stenographic Service	Wig Sales
Radio & T.V. Sales & Service	- Or any combination of Allowable Uses
Real Estate Office	
Recording Studio (without live audience)	
Records - Posters (under 6400 sq. ft)	
Roofing or Building Contractor	
Rug and Drapery Shop	

CONDITIONAL USES (Must meet requirements for allowable uses plus must be approved by the City of Sacramento as not being expected to attract more than 50 persons per acre. Additionally, these uses cannot include prohibited uses (e.g., a restaurant in a department store) as incidental uses.)

Department Store (over 3000 sq. ft.)	Grocery Store (over 6400 sq. ft.)
Discount House - Retail Merchandise (over 6400 sq. ft.)	Medical/Dental Office Complex
Drug Store (over 3000 sq. ft.)	Toy Shop (over 6400 sq. ft.)
Food Store (over 6400 sq. ft.)	Variety Store (over 6400 sq. ft.)
Home Improvement Center (over 6,400 sq. ft.)	

PROHIBITED USES (Designated by the plan as not being allowed as a new or expanded use in Zone 2.)

Amusement Center (indoor)  
Auction House (regular activity)  
Bar/Cocktail Lounge  
Billiard Parlor  
Bowling Alley  
Business College  
Card Room/Bingo Parlor  
Child Care Center (more than 6 under care)  
Church  
Clinic - Medical or Dental  
Dance Hall  
Dance Studio  
Drive-In Restaurant  
Funeral Home  
Group Care Facilities (more than 6 under care)  
Health and Fitness Center (activity center)  
Hospital  
Ice Cream Parlor (with table service or serving meals)  
Laboratory - Medical, Dental  
Library  
Lunch Room - Coffee Shop  
Nursery for Children  
Outdoor/Indoor Sports Facilities  
Private School  
Public Market (over 6400 sq. ft.) (individually leased sales stalls)  
Restaurant  
Skating Rink  
Social Clubs  
Theater  
Weight Control Center



in some manner of non-residential use remains intact. Thus, while a limited number of specific people-intensive uses will not be permitted to locate in the safety areas, the ability of the land to develop in other non-residential uses will be only slightly impacted.

Due to the mildness of this impact, the likelihood that residential uses will be selected, instead, by developers appears remote, especially when one considers the location of each site and the CLUP's residential development policies.

The speed with which currently-vacant non-residential property is developed may, on a site-by-site basis, be slowed slightly by the land use limitations, as may the leasing rate in existing structures. Predicating the level of impact based on the demand for allowable uses on the available site is beyond the scope of this Environmental Impact Report.

The CLUP's land use policies will also have an identifiable, though slight, impact upon existing uses or structures which are inconsistent with those policies. As noted previously, the impact will be limited to those instances when the owner/tenant seeks to expand the inconsistent use or structure, it is abandoned for a period of a year or more, or it is destroyed by more than 50% of its value. This, coupled with the relatively low number of existing, inconsistent, non-residential uses (see Table 7), leads to the determination that the ultimate impact level will be low.

It should be further noted that the CLUP's land use policies do not affect the ability of the owner/operation of a inconsistent use or structure to sell, lease, or otherwise transfer that property. Nor do the policies require that a new owner/tenant bring that inconsistent use into conformity unless it has been abandoned or partially destroyed.

In the instance of a shopping center, where space is leased in units, each space would be considered for use conformity as a separate entity. Thus, an inconsistent use in one spot could not relocate to another spot previously inhabited by a consistent use. Nor could it expand into an area previously occupied by a consistent use.

The CLUP also contains a prohibition against the above-ground storage of flammable or explosive material within the approach zones. This is not expected to have more than a minimal impact on land use patterns due to the lack of availability of sites which are appropriately zoned and/or designated on the applicable Community Plan for these types of uses. Sites currently having such storage would be subject to the policies on inconsistent uses and be allowed to continue unless expanded, abandoned, or partially destroyed.

The policy against erection or operation of hazardous installations (e.g., above-ground oil, gas, or chemical storage facilities) is

TABLE 7

EXISTING NON-RESIDENTIAL INCONSISTENT USES  
WITHIN THE EXECUTIVE AIRPORT PLANNING AREA\*

Inconsistent

- 12 eating/drinking facilities (including 1 ice-cream parlor)
- 4 churches
- 2 day care centers
- 2 public assembly/banquet facilities
  - dance studio
  - karate studio
  - billiard parlor
  - reducing salon
  - private airfield
- public recreation facilities (certain people-intensive facilities in 2 parks, 4 Little League baseball diamonds)
- trade school (adult)
- 3 private elementary schools
- 10 public schools
  - branch library

Uses subject to evaluation for consistency under the concentrations-of-people factor:

- 1 medical/dental office complex
- 2 drug stores
- 3 grocery stores

\*Inconsistent with land use regulations; no reference is made to height restriction regulations. (March 1981)

also expected to have not more than a minimal affect on land use patterns for the same reasons cited above. Other factors which limit such installations, irrespective of the CLUP policy, are the largely residential nature of the neighborhoods surrounding the area and existing land use/environmental policies on the location of such facilities.

Impacts specifically relating to residential land use are for the most part, associated with a) new single-family subdivisions at a density of greater than four dwelling units per gross acre or b) duplexes, halfplexes, or apartments. These impacts are experienced exclusively in the approach zones, and include the following:

- 1) prohibition against development of at least seven multi-acre parcels with townhouses, halfplexes, or apartments, or dense single-family units where such development might otherwise have been expected due to zoning or community plan designation.
- 2) prohibition of duplex development on twelve existing corner subdivision lots where the owners might otherwise have been eligible for a duplex under existing R-1 (single-family) zoning;
- 3) limitation on the nature and density of development on 38 other totally vacant lots and 39 partially vacant lots which possibly could have been considered for duplex/halfplex development with a zone change (within the scope of the applicable Community Plan), or deep-lot development with the addition of single-family units under a special permit in the R-1 or R-2 zones.

The end effect of these policies will be a lessening in potential residential densities under existing zoning, primarily in the approach zones for Runways 02, 20, and 30.

It should be noted that any existing, vacant R-1 (single-family) subdivision lot, irrespective of its size, may be developed with one single-family dwelling unit. This is true even if it would result in a density factor greater than four dwelling units per acre. The density factor only applies to the creation of new lots, or the construction of more than one single-family dwelling on a deep-lot. Thus, 57 new single-family residences could be constructed on existing lots.

Existing duplexes and apartments will be impacted by the CLUP only to the extent of any other inconsistent use. In other words, the structures may not be expanded, and may not be re-established after abandonment for one year or more, or destruction of more than 50%. This will affect 126 duplexes and six apartment complexes. This is not expected to appreciably affect the number of available residential units.

Single-family residences on corner lots will, per the CLUP, no longer have the potential of being converted into duplexes. This will impact 72 existing units, located in the approach zones for each runway except Runway 34. Nor may a single-family unit be converted to an apartment, even if the zoning and applicable community plan were to permit such a transition.

All existing single-family residences in AZ-1 (67 units) and residences in AZ-2 and AZ-3 which are developed at a density greater than four dwellings per gross acre are, in the strictest sense, inconsistent with the CLUP. However, the CLUP specifically exempts existing single-family dwellings from any constraints associated with other inconsistent uses. Thus, all existing single-family houses, regardless of location within the Planning Area may be expanded (so long as they remain single-family units), rebuilt after complete or partial destruction, and re-established after abandonment for any length of time.

The net effect of the CLUP's residential land use policies will be to allow residential infill which will permit construction of approximately 105 single-family dwellings, but to prohibit the development on existing residentially-zoned property of 140-245 duplex or second units, depending on site design, compliance with zoning/subdivision regulations, and discretionary approval by the City.

This estimate does not include removal of the seven large acreage parcels from potential residential development at densities greater than four units per gross acre. The reason for this exclusion is that market factors and economic locational theories may well have removed them without any involvement of CLUP policies in the decision-making. The parcels are all of such a size and location that a range of other non-residential activities may well be considered to be higher and better uses.

The net effect of the CLUP will be to make certain single-family units are even more attractive to potential occupants. Houses in the 47th Avenue/Romack Circle area may, after January 1, 1986, need to have noise insulation provided in order to comply with State noise regulation. These houses are the ones which, as of that date fall within the 65 CNEL contour. The Executive Airport Master Plan projected a noise contour for that date which would include 13-15 dwellings. The effect of the insulation would be to not only decrease interior noise levels, but also to provide significant energy conservation at no installation cost to the owners.

Transient secondary impacts of the noise insulation activities will be associated with construction (noise, dust, temporary dislocation within the structure, even possible temporary dislocation to another structure). The severity and duration of these impacts will depend upon the nature and extent of the insulating techniques used.

These may include new methods which will be developed between the date of the EIR and 1986; therefore, it is not possible to project specific impacts until the time of initiation of the insulation program.

The rate of change in land use patterns is expected to vary. Once market factors determine that conversion of the large vacant acreages into urban uses should occur, the CLUP is not expected to appreciably lengthen that conversion time, due to the wide range of uses which will be permitted. Similarly, the CLUP is not expected to affect the rate of residential in-fill, since that also is primarily a function of the economy.

The attrition rate for inconsistent uses is expected to be quite slow, based on recent (last 3-5 years) trends and observations regarding abandonments or destructions within the Executive Airport Planning Area. The majority of phase-outs of inconsistent uses will occur because of the substitution of new, consistent uses.

### 3. Mitigation Measures

The principal mitigation measure for the 25 ft. height restriction within the approach zones is the encouragement of creative approaches in architectural design of new buildings. With appropriate design, most structures which might exceed the height limit by a few feet can be made to conform in an attractive manner.

The ultimate mitigation measures will be the use of the variance procedure where a particular case benefits the public health, safety and welfare in a manner that outweighs any inherent detriment from the project. Where the ALUC disagrees with such a variance or other approval not determined to conform to the CLUP, the local agency also may override ALUC and the CLUP, per the Public Utilities Code, Section 21676, by a four-fifths vote of its governing body.

## B. PARKS AND RECREATION

### 1. Background/Setting:

Situation within the CLUP Planning Area are seven City-owned parks and recreational facilities, as follows:

- Bing Maloney Golf Course
- Chorley Park
- James Mangan Park
- Reichmuth Park
- Woodbine Park
- Willow Rancho Little League (half diamond)
- Airport Little League (four ball diamonds)

A wide variety of recreational activities and ancillary facilities are provided, including a swimming pool, wading pool, tot-lot/adventure area, structured sports facilities (e.g., baseball, soccer), parking lots, restrooms, snack bar, golf course fairways, and non-structured open space. Use densities range from very low in the unstructured areas, to very high during certain periods at high-use facilities (e.g., Mangan Park Swimming Pool).

In addition, certain recreational activities occur on the grounds of the 13 public and private schools in the Planning Area, and on the grounds of the two former schools which are now being used as administrative facilities.

## 2. Impacts

The CLUP policies will have three primary impacts on park and recreation facilities:

- a) several types of new uses will be prohibited throughout the Planning Area, including sports arenas, spectator sports, stadiums, auditoriums, concert halls, amphitheaters and music shells;
- b) all people-intensive uses are prohibited in AZ-1, with the concentrations-of-people factor applied to uses in AZ-2;
- c) existing inconsistent uses will be subject to the same policies for continuance as other uses (no expansion and no re-establishment after abandonment for more than one year or destruction of more than 50% of the value of the facility)

Whether the prohibition against new uses will have any practical effect is questionable, since there are no adopted development plans indicating additional or more intensive uses. The one area where future development is likely to be constrained to some degree is that undeveloped portion of Chorley Park which is within AZ-2 (Runway 34).

The secondary impact of these policies takes the form of mitigation measures which were adopted by the City as a result of its review of the Draft CLUP and Draft EIR (see below). The effects associated with the proposed relocation of the Mangan Park tot-lot/structured recreation and the three Airport Little League diamonds will be to: 1) decrease daytime populations at the old sites and increase them by a similar amount in alternative sites (outside the approach zones), and 2) require potential users to travel to different locations. The potential relocation sites for the little league are within a half-mile of the old site, readily reached by walking or bicycle. Potential users of the tot-lot may have to drive to other tot-lots, or resort to use of the non-structured play areas. Displaced users of the structured play area at Mangan may also have to drive to other facilities at nearby schools or parks, or may contin-

ue to use other portions of Mangan (not within AZ-2).. The site will probably continue to be used for 'pickup' games. It is estimated that 300-500 users per week may be affected by these actions during the peak season.

### 3. Mitigation Measures

Several mitigation measures have been adopted by the City and the County as a result of the review of the Draft CLUP and Draft EIR. These include making a request to FAA to abandon the Instrument Landing System backcourse for Runway 20. This would have the effect of shortening AZ-1 slightly, removing more of the Mangan Pool from that approach zone (although it would remain in AZ-2, still as an inconsistent use).

The City has also discontinued the scheduling of structured sports events (e.g., baseball, softball, soccer) in that portion of Mangan Park which is within AZ-2. The City has also commenced action to remove the Mangan tot-lot/adventure area which lies within AZ-2.

In a separate but related action, the City Council has directed its staff to pursue relocation sites at Harkness School and Woodbine School for two of the three Airport Little League ball diamonds which are located within AZ-1. The snack bar and restrooms would also be removed. A third ball diamond would be reoriented on the site in such a manner as to remove it from the approach zone.

## C. SCHOOLS

### 1. Background/Setting

As indicated in the Background/Setting portion of Section A, Land Use of this EIR, there are three private schools, ten public schools, and two school administrative centers within the Planning Area and, more specifically, the Overflight Zone. The count does not include Sunday Schools associated with the 4 churches, nor the two day care/preschool facilities, located within the approach zones, nor the other numerous day care facilities located in the Overflight Zone. These facilities are included under the discussion of inconsistent uses in the Land Use section.

### 2. Impacts

Private schools will experience the heaviest impacts. No new schools may be built. The three existing schools, with a total of 416 students, will not be permitted to expand. Nor will they be permitted to re-establish after abandonment for more than 1 year, or destruction of more than 50% of their value. However, they may add new, consistent auxiliary uses to their sites (a specific concern at St. Roberts, which is considering construction of a church, an allowable use in the Overflight Zone).

Public schools will be impacted to a somewhat lesser degree by the CLUP policies. Although these schools are, in a strict sense of the term, inconsistent with the CLUP, they may be expanded through new construction or erection of portable classrooms, provided their capacity is not increased by more than one-third of their current levels. Other minor facility charges may also be made without ALUC approval.

As with private schools, public schools which are closed for one year or more, are converted to another use (e.g., Joaquin Miller and John B. Morse schools, which are now non-instructional facilities), or are destroyed beyond 50% of their value will not be permitted to be re-established as schools. Former school sites may not be used for a new or different inconsistent use, although inconsistent ancillary uses (e.g., auditoriums) may be continued for non-school uses after the school has been closed. They may not, however, be expanded. No new public schools may be added within the Planning Area.

Secondary impacts from these policies include the potential inability of the three private schools to accommodate addition space demands, resulting in children being turned away and having to attend either public schools, or private schools in other areas.

Public schools are far less likely to ever have to turn away students and/or assign them to other schools, especially inasmuch as public schools may, under the CLUP, expand by a third over current enrollments.

The effect will be the potential need to transport, either through public or private means, a few children to areas outside the Planning Area at some future date. Without an economic study concerning demand for private education in this area, it is not possible to quantify the extent of this impact, but it is anticipated to be slight.

### 3. MITIGATION MEASURES

Mitigation measures are available to public schools through three provisions: a) discretionary review by ALUC; b) the variance procedure built into the CLUP, and c) the override procedure, exercised by the School District Board in accordance with the Public Utilities Code.

The measures available to private schools are limited to the variance procedure and the override procedure, which can be instituted by the City (or the County if an unincorporated site were chosen for new development).



## D. TRANSPORTATION

### 1. Background/Setting

Executive Airport is surrounded by several arterial highways, linking it with the principal demand centers in the area. The airport itself serves primarily the City and County of Sacramento with some air taxi and goods movement activity to other parts of the State. The airport and the surrounding area is served by the Sacramento Regional Transit District with bus service. Most bus routes have their origin in the downtown area, where connections may be made to other areas. Transit use is continuing to increase.

### 2. Impacts

As stated in the Land Use section, relatively little modification of current population levels or distribution is expected to occur as a result of adoption of the CLUP policies. Future changes in land use, and therefore in both auto and bus traffic volume, are expected to occur with or without the CLUP policies. If anything, the CLUP will cause a diminution in the ultimate level of demand created by new developments.

A very slight increase in auto and bus traffic may occur from a diversion of some students from schools which are unable to expand to accommodate them, to ones outside the CLUP Planning Area.

Another slight auto traffic increase can be expected when the Mangan Park and Airport Little League facility changes are made. However, the majority of the children involved are expected to resort to bicycles and walking.

The cumulative effects of these impacts is expected to be slight.

### 3. Mitigation Measures

None.

## E. ENERGY

### 1. Background/Setting

The United States has experienced a rapid rate of growth in total energy consumption, with an overall growth rate of approximately 4 percent per year, or over 2½ times the growth rate of the population. Likely consequences of the continued demand for energy are increases in the costs of transportation, domestic heating and air conditioning, and lighting, as well as the permanent loss of non-renewable energy resources. The obvious solution is energy con-

servation, the wise use of existing energy resources and development of new sources. There are significant opportunities for conserving energy when energy conservation is integrated into the early stages of project planning, including site design and spatial allocation, and building design.

## 2. Impacts

As previously indicated, there will be some modification in potential population densities, due to constraints on future development, but little alteration to current levels or distribution. Thus, modifications in energy demands needed to accommodate people in new locations will be negligible in the near-term, and not ascertainable in the long-term due to other economic factors which will affect the final replacement location chances.

A slight increase in vehicular energy consumption may be expected from use of autos to transport recreation users to new sites. However, without an origin-destination study (outside the scope of this project), an exact quantification is not possible.

Neither is it possible to ascertain, with any degree of certainty, the energy consumption required to divert aircraft having a weight in excess of 12,500 pounds away from Executive Airport. According to the Executive Airport Manager's office, only approximately twelve such planes utilize Executive annually. Since the CLUP policy is advisory and not mandatory, the extent of potential compliance does not lend itself to forecasting.

Also as mentioned previously, a certain amount of energy conservation can be expected, commencing in 1986, in those 13-15 houses where noise insulation will be undertaken.

The cumulative effect of these impacts is expected to be minimal to slight.

## 3. Mitigation Measures

None

## F. AIR QUALITY

### 1. Background/Setting

Air Quality in the Sacramento Area is subject to the policies of the local Air Quality Maintenance Program, and is monitored on a continued basis by the County Air Pollution Control District and the California Air Resources Board. The monitoring indicate that the Sacramento Area exceeds federal standards for a zone and carbon monoxide. The level of total suspended particulate (TSP) exceeds

both the federal secondary standards and the state standard.

## 2. Impacts

Minimal impacts to air quality are expected to result from previously-identified slight modifications in surface transportation (auto and bus). Similarly, a very small increase in pollutants may result from diversion of up to twelve heavy aircraft from Executive Airport to Metro Airport. Because of the extremely small amount of expected modification in the number or length of diverted trips involving either aircraft or surface transportation, no specific air quality impact modeling was undertaken for this project.

## 3. Mitigation Measures

None

## G. SAFETY

### 1. Background/Setting

The stated intent of the Executive Airport Land Use Plan is to "...protect the safety and general welfare of people in the vicinity of the airport and to assure the safety of air navigation."<sup>4/</sup> The hazard potential attached to airport proximity is a valid concern, and was the motivation behind State action establishing airport land use commissions and their duties. Listed in the Executive Airport Land Use Plan, as findings regarding safety, are the conclusions of a study undertaken by James L. McElroy for the California Assembly Committee on Natural Resources and Conservation in January 1973.<sup>5/</sup> The study was of civil air accidents, nationwide. The conclusions include:

- Almost half of the accidents involving civil aircraft occur on airport property.
- 15% of all aircraft accidents occur outside airport property but within a one-mile radius of the airport.
- A substantial concentration of aircraft accidents occurs within the initial climb out and the final approach sectors of airports.
- There is a difference between the flight performance and crash hazards presented by light, single-engine aircraft and larger, heavier aircraft. While the number of light aircraft accidents is greater (primarily due to the higher volume of flights), the crash impact of the heavier, faster aircraft is much more severe.

<sup>4/</sup> CLUP, Page 1

<sup>5/</sup> James L. McElroy, "Aircraft Accidents in the Vicinity of Airports"

- It is possible to reasonably predict the probability of aircraft accidents in the vicinity of an airport, and the degree of risk involved.

According to the McElroy report (page 1), "a one-mile radius is a reasonable measure of the safety region of influence between an airport and its surrounding community... Most departing aircraft have made their initial power reduction and have assumed normal climb altitude within that distance. On instrument approaches, the minimum descent altitude is usually reached within that area. Also, in this region the aircraft is at a critical transition between ground and flight, with both the aircraft and pilot under significant stress. On take off, the aircraft is at maximum gross weight and fuel load with the engine(s) producing maximum power. This increases the likelihood of a power failure, while at the same time decreasing the chances of a successful emergency landing. On landing approach, the pilot is under great stress, particularly under instrument conditions, thus increasing the probability of pilot error".

There is also a basic difference between propeller-driven aircraft and jet-propelled aircraft.<sup>6/</sup> This difference, in basic terms, is related to the maneuverability of the aircraft in the event of a loss of engine power. However, the Federal Aviation Administration (FAA) has effectively preempted any local operational controls which single out jets as a separate, controlled category.

The destructive capability of an aircraft varies with its weight, speed, and fuel load. The "impact energy" is the total kinetic energy of the aircraft at maximum gross weight and fuel load at minimum flying speed. If on the presumption that the pilot will be exerting every effort and skill to either avoid the imminent impact or minimize its effect.<sup>7/</sup> McElroy relates a graphic comparison as the various examples of impact energy:

"In each case it would be helpful to mentally picture the resultant damage on impact with a one-family home, a brick apartment building, and a modern shopping center. In the case of the light personal aircraft, a direct comparison would be the damage caused by a Volkswagon sedan traveling at 54 miles per hour. The energy equivalent of an aircraft in the executive/air taxi class (Beech King Air) would be a loaded 10-ton truck traveling at 61 miles per hour. To obtain the energy equivalent of a Boeing 727, one has to postulate a diesel locomotive with three loaded boxcars plus one tank car full of aviation jet fuel traveling at a speed of 60 miles per hour."

The examination by McElroy of aircraft accidents within a one-mile radius of civil airports, and the total operations associated with

<sup>6/</sup> Maurice A. Garbell, "A Study on Airport Safety for Santa Clara County".  
<sup>7/</sup> McElroy, Page 3.

those airports, resulted in a mean accident rate of 1.38 accidents per million operations. Using this mean rate, it is possible to estimate the probability of an accident within the Area-of-Influence of Executive Airport. Using 230,000 as the total operations for Executive for 1979, the probability of no near-airport accidents during one year at that activity level is .70. The probability of one near-airport accident is .22. Using the projected level of annual operations for 1985 and beyond, the probability of 'no near-airport accidents decreases slightly, and for one near-airport accident increases slightly.

Off-airport accident history of Executive between 1970 and 1980 shows 6 off-airport accidents within a one-mile radius, or an average of .6 accidents per year. It would appear that the actual occurrence of accidents at Executive is higher than the calculated probability. See Figure 4 for further detail.

## 2. Impacts

The implementation of the proposed safety policies should have a beneficial impact on the surrounding community in terms of reduced potential exposure to a victim-related risks.

As stated in the Land Use section, the existing number of residential units in the approach zones (which have a higher risk level than the Overflight Zone) is not expected to decrease. However, if recent population trends continue, the average number of persons per household will continue to decline slightly, so that fewer people may, over the long term, live in those dwelling units. Furthermore, the CLUP will limit the number and density of new residential units, reversing the past trend towards increased residential in-fill development.

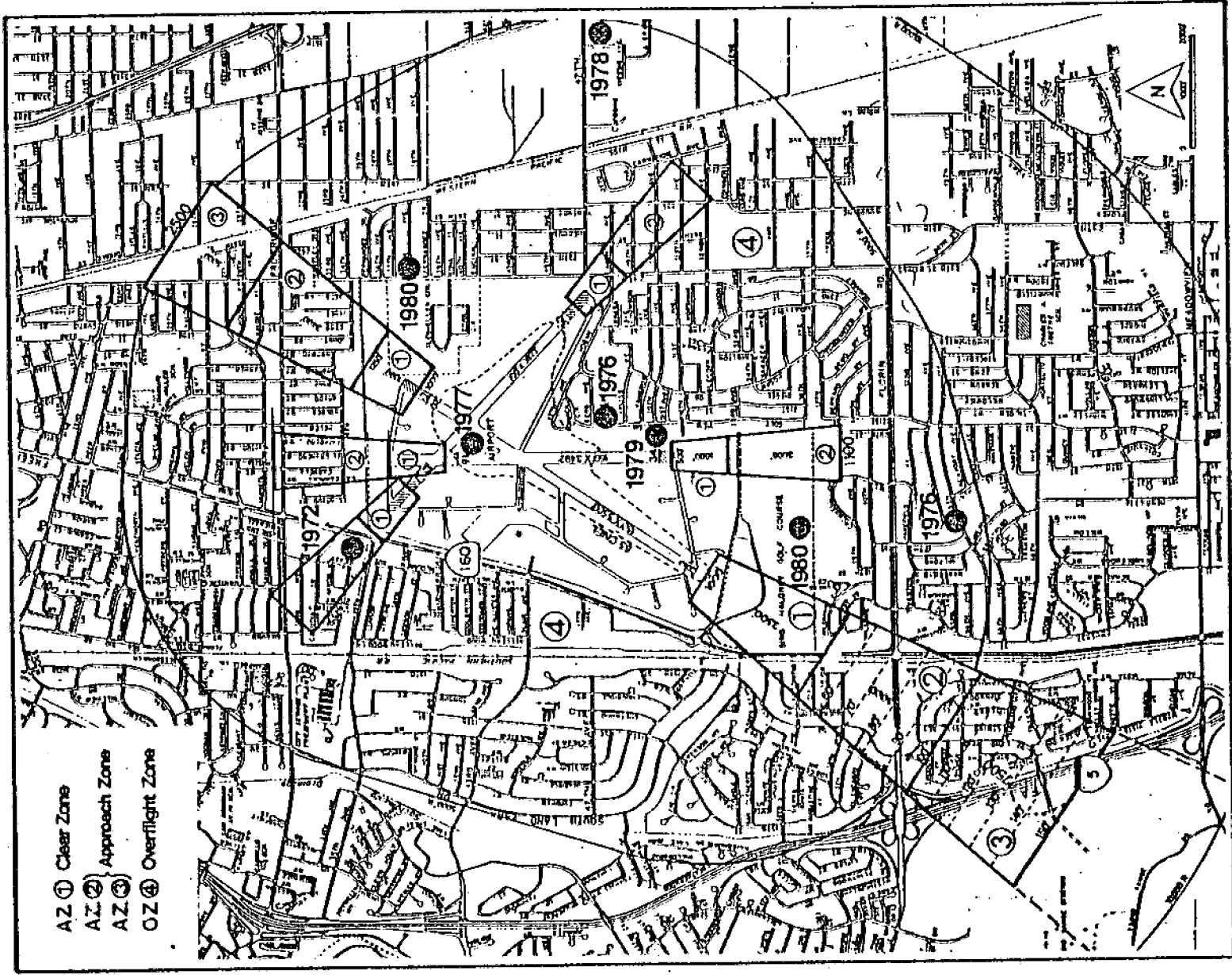
With respect to non-residential uses, the density of people (and therefore the degree of risk exposure), is not expected to measurably decrease within existing development during the normal planning timeframe (20 years). However, new development will not create additional high-risk uses, due to application of the CLUP policies.

Thus, the net result of the CLUP in terms of risk exposure will be a moderating effect in terms of development intensity, accompanying a net increase in people exposed to airport-related risks simply through the process of in-fill (albeit constrained) on existing vacant parcels.

## 3. Mitigation Measures

None required (beneficial effect).

FIGURE 4  
**Location Of On & Off Airport  
 Aircraft Accidents 1970-1980**



## H. CONSISTENCY WITH EXISTING PLANS

### 1. Background/Setting

The Executive Airport Comprehensive Land Use Plan directly impacts four existing plans and one group of plans, as follows:

- ALUC Policy Plan (1975);
- Executive Airport Master Plan;
- Sacramento City General Plan (Land Use, Circulation Noise and Safety Elements);
- Sacramento County Draft General Plan; and
- Seven City of Sacramento Community Plans (Airport, Fruitridge, Meadowview, North Pocket, South Pocket, Southgate, and Sutterville Heights).

For the purposes of determining consistency/inconsistency between the CLUP and each of these plans, given the widely varying degree of specificity in them, the following criteria have been established for inconsistency:

- 1) Where an equally specific plan (e.g., the ALUC Policy Plan) contains a policy, regulation, or land use designation which is substantially at variance with the CLUP;
- 2) Where a more generalized local plan designates a range of land uses or densities, none of which are permitted by the CLUP; or
- 3) Where a more generalized local plan designates only one specific use (e.g., a school), which is not permitted by the CLUP.

Where a more generalized local plan contains a range of uses or densities, some but not all of which are permitted by the CLUP, the plan is not considered to be inconsistent. Such instances are not only expected but are usual where the practice of plan tiering exists (the adoption of two or more plans for the same area, each having a greater level of specificity than the preceding one). The plan with the greatest level of specificity is the one which prevails when detailed land use proposals are evaluated. Thus, where the City's General Plan permits "residential", the appropriate City Community Plan permits "light density residential", and the CLUP permits Single-Family Residential (up to 4 units per gross acre), the CLUP would be considered to be consistent with the other two plans.

### 2. Impacts

Table 8 should be reviewed in conjunction with the following text, analyzing each local/regional plan against the CLUP. Table 8 takes the analysis one step further, in that it analyzes each individual policy and implementation program for consistency, rather than evaluating the CLUP, as a whole.

A. Airport Land Use Commission Policy Plan

This plan was adopted by the ALUC in June, 1975 as a basic statement of Commission policy regarding noise, safety and height restrictions around airports in the Region. The plan also acts as a guide for preparation of Comprehensive Land Use Plans (CLUP) for each of the airports in the Region.

The basic noise and height policies of the Executive Airport CLUP are the same as those contained in the ALUC Policy Plan, and are therefore consistent, as are the associated implementation measures and operational procedures. The CLUP's safety policies are also, for the most part, consistent with the Policy Plan, with five notable exceptions:

- 1) With respect to Runway 02/20, the Policy Plan breaks the approach zone into two parts, whereas the CLUP has 3 parts in accordance with the belief that land which is more than a mile from the end of the runway (e.g., AZ-3) should be subjected to less stringent land use regulations than land which is closer to the end of the runway.
- 2) The CLUP contains specific land use guidelines and a numericalized definition of the "large concentrations of people" criterion cited in the Policy Plan. The list, together with the application of the numerical criterion, permit a wider range of development and greater residential densities than the ALUC Policy Plan (e.g., a maximum residential density of 4 units per acre instead of 2, and at least limited provisions for factories and shopping centers in the approach zones, where none were previously allowed).
- 3) The CLUP exempts single-family residences from the regulations governing inconsistent uses, whereas the Policy Plan makes no such distinction.
- 4) The CLUP also permits certain limited modifications to schools, which are not permissively included in the Policy Plan.
- 5) Local agencies are granted a variance procedure for the expansion, continuation, and/or reconstruction of inconsistent uses, which is not included in the Policy Plan.

B. Executive Airport Master Plan

This plan was prepared by the Sacramento County Department of Airports as partial fulfillment of the requirement in the Public Utilities Code (Sec. 21670 et seq.) that there be a current, long-ranged plan for future airport development for each public general aviation airport. It contains not only an evaluation of aviation demand, airport capacities, development alternatives, and airport plans, but also sections on existing off-airport land use and proposed land use restrictions.



The City Council adopted the Master Plan, with the specific exception of the section on off-airport land use restrictions, in April 1979. The Council's rationale for not adopting the land use section was based on the restrictiveness of the proposal and the fact that the Executive Airport CLUP study was about to commence. The County Board of Supervisors adopted the Master Plan, in its entirety, shortly thereafter.

Since the land use policies in the Master Plan are based upon the ALUC Policy Plan, each of the five previously-enumerated inconsistencies exist with respect to the Executive Airport Master Plan. The existing land use data also is at odds with that compiled for the CLUP and the precise delineation of the approach zones needs some minor adjustment, due to slight changes in some of the runway thresholds, as well as the abandonment of the ILS (instrument landing system) backcourse for Runway 20.

A further inconsistency also exists with respect to that CLUP implementation measure which allows single-family residences to be built on existing, vacant lots which conform with standards of the City Zoning Ordinance. The Executive Airport Master Plan calls for governmental acquisition of all residentially-zoned vacant parcels within at least the clear zone (AZ-1), as well as certain parcels located in the Master Plan's equivalent of AZ-2.

C. Sacramento City General Plan

There are five portions of the City's General Plan which have some applicability to the policies and implementation programs included in the CLUP. These are: the Land Use Element, Circulation Element, Public Facilities and Services Element, Safety Element, and Noise Element, as well as the Land Use Plan/Public Facilities and Services Plan. All of these documents except the Noise Element were adopted in August, 1974; the Noise Element was adopted in September, 1975.

Due to the generalized nature of the Land Use Element and the Land Use Plan, there are no inconsistencies with the CLUP.

The Circulation Element includes a discussion of airport policies. There appears to be no inconsistency with the CLUP in this section. In fact, one of the four airport policies (listed on page 3-11 of the Circulation Element) establishes a positive supportive link between the General Plan and the Executive Airport CLUP:

- "4. Coordinate with the Sacramento Regional Airport Land Use Commission in the development of policies which ensure a satisfactory relationship between private land uses and the safe, efficient use of airports inside the City and County."

The Public Facilities and Services Element and the accompanying plan do, however, contain some inconsistencies, specifically with regard to schools and libraries. The locational criterion for schools call for sites "free from ...incompatible land use". However, all of the inconsistent public schools and one of the private schools (St. Patrick's) are shown on the Public Facilities and Services Plan. In addition, the John Morse and Joaquin Miller sites, which are now school district administrative facilities, are shown as existing schools. With respect to libraries, the existing site in AZ-2 for Runway 12 is shown as being relocated, but the generalized relocation site is still within that same AZ-2. There is no apparent inconsistency with the Parks and Recreation Section of the Element with respect to provision of facilities which might cause a concentration of people, due to the generalized nature of that part of the Element.

The Safety Element is silent with respect to aviation-generated safety hazards. Therefore, no inconsistencies exist with the CLUP.

The Noise Element contains both text and policies regarding aviation noise. There are no inconsistencies with the CLUP.

D. Sacramento County Draft General Plan

There are no apparent inconsistencies between the CLUP and the County's draft text and policies. However, there is one inconsistency with the General Plan Map. The County Plan shows a node of medium density residential (13-30 dwelling units per acre) on the north side of Florin Road, between South Land Park Drive and Freeport Blvd., an area currently developed with commercial uses. This residential density would be a violation of the CLUP's Land Use Guidelines. However, since the area involved is incorporated, the City's General Plan would prevail; this inconsistency is therefore not significant.

It should be noted that many of the aviation-related policies contained in the Draft Plan directly reflect the language and intent of the CLUP policies and thus are specifically consistent with it.

E. City of Sacramento Community Plans

The City has adopted seven Community Plans for the area included

in the Executive Airport CLUP Planning Area. The plans involved are: Airport, Fruitridge, Meadowview, North Pocket, South Pocket, Southgate, and Sutterville Heights. These Plans contain land use designations that are compatible with the City's General Plan, but somewhat more specific in their density and use descriptions. For instances the residential designation on the General Plan is broken down to light density and multiple family residential designations at the Community Plan level.

The inconsistencies which exist between the CLUP and the Community Plans fall into two basic categories: designation of schools, and depiction of multiple family residential use. All of the inconsistent public schools, as well as one of the inconsistent private ones (St. Robert's) are shown on the applicable Community Plan. The two school district administrative facilities are also shown as active schools. In addition, two of the plans (Airport and Sutterville Heights) depict multiple family residential uses, which is inconsistent with the CLUP's Land Use Guidelines. The locations for those sites are at Florin Road/Southland Park Drive and 24th Street/28th Avenue.

### 3. Mitigation Measures

None are proposed in the CLUP. As these plans are revised, they should be brought into conformity with the CLUP, in accordance with Public Utilities Code, Sec. 21676.

## I. CONSISTENCY WITH ZONING

### 1. Background

Zoning is the primary implementation measure which is used by local agencies to effectuate land use plans. Zoning is required by State law to be consistent with local plans. Frequently, more than one zoning designation may be deemed compatible with a given land use designation, (e.g., several different commercial zones coinciding with the Shopping-Commercial designation on one of the City's Community Plans). Overlay zones can be added to other zones in order to further limit or define the desired land uses.

### 2. Impacts

There are several scattered sites within the approach zones which are designated for townhouse or multiple-family development. As discussed previously, such uses are inconsistent with the CLUP's Land Use Guidelines. Other zoning designations which exist within the AZ's are: R-1 (Single-Family Residential), OBR (Office Building), C-2 (General Commercial) and M-1 (Light Industrial). All of these zones have uses in them which conform with the CLUP, and other uses which are in consistent with the Land Use Guidelines and/or the

concentrations-of-people criterion.

The CLUP's land use limitations in the Overflight Zone are of a relatively limited nature, and involve uses normally permitted only with a discretionary zoning permit (e.g., sports stadiums, auditoriums), in any zone. Therefore, there is no inconsistency, per se, with the existing zoning.

3. Mitigation Measures

None are included in the CLUP, beyond the recommendation that inconsistent zoning be changed.

TABLE 8

CONSISTENCY/INCONSISTENCY ANALYSIS  
WITH EXISTING PLANS AND ZONING

		ALUC Policy Plan	Executive Airport Master Plan	Sacramento City General Plan	Sacramento County Draft Community Plan	Sacramento City Community Plans	Zoning	COMMENTS
<u>I. AIRPORT HEIGHT RESTRICTION AREA</u>								
<u>Policies</u>								
	1. The Airport Land Use Commission designates airport height restriction areas (per FAR Part 77) at Sacramento Airport as defined in the section following, titled "Implementation" (see CLUP, pg. 12).	✓/+	✓/+	o	o	o	-	Existing, on-going activity.
	2. The ALUC shall review all applicable development proposals and restrict the erection or growth of objects which penetrate the established airport height restriction areas.	✓/+	o	o	o	o	o	
49	<u>Implementation</u>							
	1. Update City and County ordinances to reflect FAR Part 77 clearances based on current thresholds and glideslopes.	=	✓/+	o	o	o	=	Both City and County ordinances (not part of zoning ordinances) are severely out of date.
<u>II. AIRPORT NOISE</u>								
<u>Policies</u>								
	1. The CNEL method of rating noise impact near airports is adopted for general guidance. The noise area boundary for Executive Airport shall be the 65 CNEL contour as defined on Figure 2 (CLUP, pg. 5)	✓/+	✓/+	+	+	=	o	Existing City/County ordinance.
	2. The following operational procedures will be enforced at Executive Airport:							
	a) Use of airport is restricted to aircraft with take-off noise levels of 80 EPNdB or less.	=	✓/+	=	=	o	o	
	b) Turbojet aircraft will utilize Runway 02/20 unless otherwise directed by air traffic control.	=	✓/+	o	o	o	o	

LEGEND: ORIGIN

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- S Substantially changed in CLUP

COMPATIBILITY

- o No impact
- Inconsistent
- + Consistent
- = Assumed consistency (where local plan/regulation is silent)

TABLE 8

CONSISTENCY/INCONSISTENCY ANALYSIS  
WITH EXISTING PLANS AND ZONING

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	ALUC Policy Plan	Executive Airport Master Plan	Sacramento City General Plan	Sacramento County Draft Community Plan	Sacramento City Community Plans	Zoning	COMMENTS
<u>Policies Cont'd.</u>							
2. c) Multi-engine and constant speed propeller-driven aircraft will not make mid-field take-offs.	=	√/+	o	o	o	o	
d) Formation landings and departures are prohibited.	=	√/+	=	o	o	o	
e) No touch-and-go operations on weekends and between 6:00 p.m. and 7:00 a.m. on weekdays. Helicopter touch-and-go operations are prohibited at all times.	=	√/+	=	o	o	o	
f) No practice instrument approaches on weekends and between 6:00 p.m. and 7:00 a.m. on weekdays. Full-stop instrument approaches acceptable at all times.	=	√/+	=	o	o	o	
g) Traffic pattern altitude 1,000 feet; 1,500 feet for turbine-powered or large aircraft.	=	√/+	=	o	o	o	
h) All departing aircraft shall climb on runway heading to an altitude of 600 feet before turning, unless otherwise instructed by the tower or required for flight safety.	=	√/+	=	o	o	o	
3. The ALUC recommends appropriate action be taken (e.g., interior sound insulation) for those homes east of Executive Airport which may fall within the 65 CNEL contour after 1/1/86.	=	=	+	o	=	o	
<u>Implementation</u>							
The Director of Airports for the County of Sacramento shall see that operational procedures and City/County ordinances designed to reduce noise at Executive Airport are carried out. The City and County of Sacramento will work together and with the Federal Aviation Administration to alleviate the noise impact to residences located within the 65 dB CNEL contour. Any change in the noise ordinances which results in increased restrictions on noise emissions are consistent with ALUC policy and will not require ALUC approval or action.	=	=	=	=	=	o	

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TABLE 8

CONSISTENCY/INCONSISTENCY ANALYSIS  
WITH EXISTING PLANS AND ZONING

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III. AIRPORT SAFETY

Policies:

1. The Airport Land Use Commission establishes Approach Zones (AZs) at both ends of all runways and an Overflight Zone under the traffic pattern area. Referring to CLUP Figure 2, AZ-1 is the area immediately off the end of the runway identified in Federal Height Regulations as the "clear zone". AZ-2 and AZ-3 comprise the approach and climbout zones. The division between AZ-2 and AZ-3 for Runways 02 and 20 is at the 100' height restriction line. There are no AZ-3 areas designated on the other four runways. The Overflight Zone (OZ) is located under the general traffic pattern area and is one mile from the end of the runways. The designation of larger approach zones for Runways 02 and 20 is based upon the degree of use and instrumentation for poor weather operations.
2. Designated Approach Zones (AZs) and the Overflight Zone (OZ) indicate areas in which land use, lot area, and population density are restricted to conditions specified in the Land Use Compatibility Guidelines (CLUP, pp. 18-19). The Guide lists potential uses and designates compatibility/non-compatibility for each of the AZs and the OZ. A "yes" designates a compatible land use, a "no" indicates incompatibility and a number refers to a footnote following the Guide.

ALUC Policy Plan  
Executive Airport  
Master Plan  
Sacramento City  
General Plan  
Sacramento County Draft  
Community Plan  
Sacramento City  
Community Plans  
Zoning

COMMENTS

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AZ-2 and AZ-3 are shown as one zone on both the ALUC Policy Plan and the Executive Airport Master Plan. Due to slight adjustments in thresholds, and the abandonment of the ILS backcourse on R/W 20, the location of the approach zones has been altered slightly on the CLUP

There are substantial modifications in both the content of the Guidelines and the concentrations-of-people criterion when compared with existing plans. Several uses are prohibited in zones where the city zoning ordinance would permit them; similar situations exist with local plans.

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WITH EXISTING PLANS AND ZONING

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	ALUC Policy Plan	Executive Airport Master Plan	Sacramento City General Plan	Sacramento County Draft Community Plan	Sacramento City Community Plans	Zoning	COMMENTS
<u>Safety Policies Cont'd.</u>							
3. The ALUC recommends that operations of aircraft weighing more than 12,500 lbs. be prohibited from using Sacramento Executive Airport and instead be directed to Sacramento Metropolitan Airport or a yet-to-be-designated reliever airport.	=	=	o	o	o	o	
4. No land outside of airport property and within the airport area of influence shall be used for the erection of, or operation of, any object that could reflect the light of the sun toward an aircraft engaged in an initial straight climb following take-off, or toward an aircraft engaged in a straight final approach toward a landing at Executive Airport.	✓//+	=	"	"	"	"	
5. No land outside of airport property and within the airport area of influence shall be used for the erection or operation of an object which directs a steady light or a flashing light of white, red, green, or amber color toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in a straight final approach toward a landing at Executive Airport, other than an FAA approved navigational signal light or a visual approach slope indicator (VASI).	✓//+	=	"	"	"	"	
6. No land outside of airport property and within the airport area of influence shall be used in a way which would generate a substantial volume of smoke, attract large concentrations of birds, generate electrical interference, or which would otherwise affect safe air navigation in the vicinity of Executive Airport.	✓//+	=	"	"	"	"	

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Sacramento County Draft  
Community Plan  
Sacramento City  
Community Plans  
Zoning

COMMENTS

Safety Policies Cont'd.

7. No land outside of airport property and within one mile of the airport shall be used for the erection or operation of hazardous installations such as above-ground oil, gas or chemical storage facilities.

s/+ = = = = =

The area of prohibition is larger in the CLUP than it is in the ALUC Policy Plan.

Implementation

1. The ALUC shall review land use changes and new construction within the Planning Area, subject to a four-fifths override vote of the governing body of the applicable public agency.

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2. It is recommended that zoning changes be made by the City to implement the Sacramento Executive Airport CLUP and that the City General Plan also be consistent with the CLUP.

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3. Inconsistent uses/structures may not be expanded, re-established after an abandonment of one year or more, nor rebuilt if damaged or destroyed by more than 50% of the value of the structure.

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4. Single-family residences are not subject to regulations governing inconsistent uses.

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5. Single-family homes may be built on existing vacant lots which conform to the standards of the City Zoning Ordinance.

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6. Existing public schools in the Overflight Zone may make minor changes, such as moving portable classrooms or construction of new rooms that would increase the capacity of the school by less than one-third without ALUC approval.

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53

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#### IV. ALTERNATIVES

Several alternatives to the CLUP were considered in the preparation and public review of this document. These range from less restrictive policies to more aggressive implementation activities. Many of the issues included in this section were discussed at length by the Advisory Committee prior to preparation of their initial recommendations. The alternatives to be discussed are: no project; application of ALUC Policy Plan; modified safety area designations; amortization or purchase of all inconsistent uses; and adoption of less restrictive policies.

The alternatives presented are intended to provide the reader with a full range of possible approaches to minimize the adverse impacts of airport operations. The No Project alternative represents a continuation of the status quo. That status quo is characterized by a moderate level of impact mitigation through implementation of the Executive Airport Master Plan policies, including airport modification. The CLUP proposes a further level of mitigation, but not full mitigation. The remaining alternatives explore additional alternatives in the range of mitigation choices from moderate to full.

##### A. No Project

This alternative is simply a decision to not adopt a CLUP for Executive Airport. It is likely under this alternative that the relationship between the ALUC and the City of Sacramento would remain much the same as it is today: ALUC staff would provide advisory comments on projects in the area of Executive Airport, based upon the ALUC Policy Plan. The provisions in the Public Utilities Code (Section 21676), requiring a four-fifths vote of the Council in order to override an ALUC finding of project inconsistency, would not apply.

The decision making process regarding Executive Airport would remain much as it has for the last 5 years. The policy document influencing land use decisions in the area would remain to be the City General Plan and the Community Plans.

There are numerous benefits to this alternative. The City could proceed to address land use decisions on a more traditional basis without the addition of a more complex review factor. The additional review procedures engendered by the CLUP would not be needed.

Some of the detriments to this alternative are that there would continue to be an element of uncertainty regarding the status of development potential of the area. It is likely that greater numbers of people would be exposed to potential airport hazards. Continuing avoidance of off-airport land use issues may jeopardize continuing FAA funds for Executive Airport, specifically, and the Sacramento County system as a whole. It also appears that the Airport Land Use Commission may at some point be in violation of state law requiring the preparation of CLUPs.

## B. Application of the ALUC Policy Plan

The starting point for the preparation of this CLUP was the ALUC Policy Plan, adopted in 1975. Application of its policies to Executive Airport were considered and either accepted or modified. As noted in the earlier discussion under consistency with existing plans, several significant modifications of the Policy Plan were made in the CLUP. The modifications consisted primarily of: division of the approach zone for runways 02 and 20 into two parts; increasing the compatible residential density standard in the approach zones from 2 to 4; revising the compatibility standard for shopping centers from a blanket incompatibility to one of intensity of use on a store-by-store basis; modification of the concentrations-of-persons standard.

Some beneficial aspects of this alternative can be identified. Greater protection to the general public would be provided, inasmuch as the intensity of land uses and the resulting concentrations of people would be lowered. This alternative would reinforce or validate the policies relied upon by the ALUC for the last five years.

The negative aspects of this alternative (i.e., application of the plan's policies) are somewhat more numerous (though number does not necessarily outweigh quality). The two dwelling units per acre standard found in the Policy Plan is too restrictive when compared to typical residential densities in the City. This standard was the result of compromise during the formulation of the ALUC Policy Plan and is not necessarily based on objective criteria. The extensive coverage of the approach zones for runways 02 and 20 may result in excessively restrictive land use regulations in the areas most distant from the airport. The blanket restrictions on shopping centers may result in unreasonably stringent limitations on some commercial and office land uses. The ALUC Policy Plan does not provide any guide for dealing with inconsistent uses.

It should be noted that the off-airport land use recommendations in the Executive Airport Master Plan were based on this alternative. The County of Sacramento adopted the Plan including those recommendations and, therefore, were on record as supporting this alternative. However, they have more recently approved the CLUP, and indicated their intention to modify the Executive Airport Master Plan, to bring it into conformity with the CLUP.

## C. Modified Safety Area Designations

Several different approaches to designating safety areas for airports are used by ALUCs throughout the State. The Advisory Committee considered seven alternatives which included some variations in specific land use policies. Appendix 1 includes the descriptions of those alternatives. Most of the variations were based on specific airports throughout the State. The alternative selected was thought to be the most reasonable in light of the variety of issues. The issues included: consistency

with past practices; FAA-approved designations; areas actually impacted by airport-related hazards; objective basis for designations; ease of administration; and extent of acceptance or use in the State.

Most of the alternative designations would result in a reduction in the geographical areas affected by airport policies. Some would include greater restrictions than the CLUP closer to the airport and fewer or no restrictions further out. Some ALUCs have severe person-per-acre restrictions, while others have none.

#### D. Amortization of Purchase of Inconsistent Uses

Implementation of the CLUP raises the issue of the extent to which the affected land uses must be in conformance with the Plan. As currently formulated, the Plan requires conformance of all new uses. Further, it requires (with the exception of single-family homes) conformance of existing uses in the event of vacancy for a period of one year or more, destruction of more than 50% of the structural value, or expansion, except where an exception is made for an anchor tenant in a shopping center. An alternative to such a policy is to enforce plan conformance through amortization provisions and, if necessary, purchase of property. Specifically, amortization provisions could require existing inconsistent uses to become consistent within some period of time (e.g., five year), after adoption of the CLUP.

The benefits of this alternative are primarily safety oriented. Most of the land in the vicinity of the airport is already developed. The inconsistent uses would, for the most part, continue for some length of time. Amortization of inconsistent uses would, in a short period of time, convert incompatible, less safe land uses into acceptable uses. The goal of the Plan would be reached relatively soon. In the case of outright purchase, the City could then exercise absolute control over the land uses (assuming the land had been purchased by the City, and not the County).

On the negative side, public agencies would be obligated to spend a substantial amount of money to purchase and remove the structures. Further financial implications to public agencies might arise if legal action were taken over some of the amortization provisions. Some of the financial burden could be offset with FAA funding perhaps to the extent of 95% of the project cost. Particular problems are raised with the residential areas in all of the approach zones which have densities of 5-8 units per acre. The difficulty of enforcing a 4-unit maximum through amortization or purchase would be great.

#### E. Adoption of Less Restrictive Policies

The final alternative involves adoption of policies which are less restrictive than those currently contained in the CLUP. These could conceivably include such possibilities as permitting greater residential

densities, increasing or removing the concentrations-of-people criterion, and/or permitting certain specific uses which are now prohibited.

The effect of this alternative would be to approach the 'no project' alternative, in terms of decreased impact on either prospective or existing development. More existing uses would be deemed to be consistent, and therefore not subject to potential phasing out. New development could take place which would allow greater densities of people. This would result in an incrementally larger number of persons being exposed to aviation-related hazards, and the close the situation would be to that of status quo. This could be viewed as beneficial by those desiring to lessen governmental participation in the development process.

## V. MANDATORY CEQA FINDINGS

### A. Short-Term Versus Long-Term Environmental Productivity

The California Environmental Quality Act requires that each environmental impact report consider the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity.

The short-term effects of this Plan are that it may slow development within the Planning Area by possibly prolonging the planning and permit process, in the event that a local approval of an inconsistent use must be heard by the ALUC, and then potentially be reheard by the local agency's governing board on an override vote. Furthermore, an alteration in proposed new development can be expected, as proponents attempt to conform with the CLUP.

Over the long term, this Plan can be expected to limit the development of high density residential, schools, hospitals, stadiums, and restaurants in favor of business, industrial, and lower density residential uses within the airport Planning Area.

### B. Unavoidable and Irreversible Adverse Impacts

The California Environmental Quality Act requires that each environmental impact report consider the significant irreversible or unavoidable environmental changes which would be involved in the proposed action.

There are no such impacts related to the adoption of the CLUP.

### C. Growth Inducing Impact

The CLUP will have no growth inducing impact because its general effect is to reduce residential growth and moderate developmental intensity.

## VI. PUBLIC POLICIES, LAWS AND REGULATIONS RELATED TO THE PROJECT

As stated in the CLUP, the Sacramento Area Council of Governments (SACOG) has been designated the Airport Land Use Commission (ALUC) for the Counties of Sacramento, Sutter, Yolo and Yuba under provisions of Article 3.5 of the California Public Utilities Code. This Article of the Code mandates the establishment of ALUCs and details their various duties. The ALUC is required to establish planning boundaries around each public and military airport within its jurisdiction and to formulate a Comprehensive Land Use Plan (CLUP) to provide for the sensible growth of the airport and the airport environs.

The National Environmental Policy Act (NEPA) of 1969 and the California Environmental Quality Act (CEQA) of 1970 require appropriate agencies to consider the environmental effects of their actions. Additional Federal and State laws governing airports and their surrounding lands which must be applied include:

- Clean Water Act
- Clean Air Act
- The Airport and Airway Development Act of 1970
- The Department of Transportation Act of 1966
- The Federal Aviation Administration Regulations, Part 36 (Noise) and Part 77 (Height)
- California Department of Aeronautics Noise Standards
- California Administrative Code, Title 25, pertaining to noise insulation standards

Local noise ordinances applicable in the area include Sacramento City Code, Chapter 4, and Sacramento County Code, Chapter 11.28.

Existing local land use regulations pertaining to the area around Executive Airport are contained in the Sacramento City Zoning Ordinance.

## VII. ORGANIZATIONS AND PERSONS CONSULTED

### STATE AGENCIES

Office of Planning and Research - Steve Williamson  
Air Resources Board - Sue Scott  
CALTRANS, Division of Aeronautics - John West  
Public Health Department/Office of Noise Control - William O. Lyman

### LOCAL AGENCIES

City of Sacramento - Marty Van Duyn, Planning Director  
Anne A. Parke, Associate Planner

County of Sacramento - Lance Bailey, Planning Director  
Al Freitas, Environmental Coordinator

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Ed Dolan  
Sacramento Bee  
21st & Q Streets  
Sacramento, CA 95814

Robert E. Howse  
c/o L & P Development  
6355 Riverside Blvd., Ste. A  
Sacramento, CA 95831

New Home Baptist Church  
6612 Woodbine Avenue  
Sacramento, CA 95822

Chinese Community Church  
5600 Gilgunn Way  
Sacramento, CA 95822

Chinese United Methodist  
Church  
2470 - 28th Avenue  
Sacramento, CA 95822

Century Christian Methodist  
Episcopal Chapel  
2801 - 29th Avenue  
Sacramento, CA 95824

Center for Employment  
Training  
5061 - 24th Street  
Sacramento, CA 95822

T. R. Simpson  
1304 Branwood Way  
Sacramento, CA 95831

Ruth Arias  
Arias Family Home  
6900 13th Street  
Sacramento, Ca. 95827

Davie Home  
5800 Holstein Way  
Sacramento, Ca. 95822

Dotson's Board & Care Home  
2355 Thompson Way  
Sacramento, Ca. 95822

son Family Home  
99 S. Land Park Drive  
Sacramento, Ca. 95831

Bonnie & Paul Norwood  
Norwood Home  
2117 Shielah Way  
Sacramento, Ca. 95822

August & Hazel Periera  
Periera Family Home  
7256 Cromwell Way  
Sacramento, Ca. 95822

Myrtle Whiteside  
Whiteside's Care Home  
2416 - 50th Avenue  
Sacramento, Ca. 95822

Countryside Convalescent Home  
6821 24th Street  
Sacramento, Ca. 95822

Aubrey Parker  
Golf Terrace Care Home  
2348 - 51st Avenue  
Sacramento, Ca. 95822

Ruth Short  
Ruth's Home for the Elderly  
1816 Florin Road  
Sacramento, Ca. 95822

South Land Park Montessori  
School  
5700 Land Park Drive  
Sacramento, Ca. 95831

Willow Rancho School  
7238 Cromwell Way  
Sacramento, Ca. 95822

• St. Robert's School  
2251 Irvin Way  
Sacramento, Ca. 95822

Sutterville Pre-School  
5600 Gilgunn Way  
Sacramento, Ca. 95822

Dotty's Day Nursery  
6565 Belleau Wood Lane  
Sacramento, Ca. 95831

Kiddie Factory  
200 60th Avenue  
Sacramento, Ca. 95822

Portero Preschool  
1900 Potero Way  
Sacramento, Ca. 95822

Hollis Residential Care  
1406 Hopkins Street  
Sacramento, Ca. 95822

Holbert House West  
966 - 43rd Avenue  
Sacramento, Ca. 95831

Johnson Care Home  
7301 21st Street  
Sacramento, Ca. 95822

Susie L. Clem  
2624 Wah Avenue  
Sacramento, Ca. 95822

Golf View Manor  
6821 Golf View Drive  
Sacramento, Ca. 95822

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SPACEMAKER  
McClellan AFB  
Sacramento, CA 95652

Nichi Bei Times  
400 O St  
Sacramento, CA 95814

Sacramento Valley Union  
Labor Bulletin  
2525 Stockton Blvd.  
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Info. Division 01  
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League of Women Voters 2206 K St. Sacramento, CA 95816	Airport Manager - Operator Natomas Airport 3801 Airport Road Sacramento, CA 95834	Dan Radman, President Genge Aerial Surveys 6220 24th Street Sacramento, CA. 95822
PCL 717 K St Sacramento, CA 95814	Airborne Electronics c/o 6363 Freeport Blvd. Sacramento, CA. 95822	Jerome Bertachhi, Mgr. Gottschalk Flight Center 6169 Freeport Blvd. Sacramento, CA. 95822
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APPENDIX 1:

ALTERNATIVE SAFETY AREA DESIGNATIONS

## ALTERNATIVE I

### EXISTING ALUC POLICY

#### SAFETY AREAS

Under this alternative, there are three basic safety areas: the clear zone, the approach zone, and the general safety area. The clear zone is trapezoidal in shape and varies in size depending upon the particular runway. Runway 02 is 1000' x 1750' x 2500'. On runway 20, it is 1000' x 1100' x 1000'. On the remaining four runways, the clear zones are 500' x 700' x 1000'.

The approach zones are also trapezoidal in shape and extend from the end of the clear zones. On runway 02, the approach zone is 1750' x 3250' x 5000'. On runway 20, the approach zone is 1250' x 2500' x 4200'. The remaining four approach zones are 700' x 1100' x 2000'.

The general safety area is a basically circular area which is on a 5000' radius from the end of the six runways.

#### LAND USE POLICY

Existing ALUC land use policy is directly related to each of the three safety areas. At page 14 of the ALUC Policy Plan, the policies are described as follows:

##### Clear Zone

The following uses are incompatible in this zone:

- a) Any use which would direct a steady light or flashing light of white, red, green, or amber color toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA approved navigational signal light or visual approach slope indicator (VASI).
- b) Any use which would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in a straight final approach toward a landing at an airport.
- c) Any use which would generate smoke or which could attract large concentrations of birds, or which may otherwise affect safe air navigation within this area.
- d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or airport instrumentation.

- e) Permanent structures (not necessarily including such items as roads, railroads, or underground vaults).
- f) Residential development.
- g) Any use which may result in short or long term concentration of people.
- h) Hazardous installations such as oil and gas storage facilities.

#### Approach Zone

The following uses are incompatible in this zone:

- a) Any use which would direct a steady light or flashing light of white, red, green or amber color toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA approved navigational signal light or visual approach slope indicator (VASI).
- b) Any use which would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in a straight final approach toward a landing at an airport.
- c) Any use which would generate smoke or which could attract large concentrations of birds, or which may otherwise affect safe air navigation within this area.
- d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or airport instrumentation.
- e) Any new residential development which would result in a population density greater than two-single family dwelling units per acre excepting, however, the rebuilding of or minor alteration to existing structures and the construction of new structures on lots created by a recorded residential subdivision map. All other construction shall be reviewed by the ALUC on a case by case basis.
- f) Any use, depending upon location, which would result in large concentrations of people such as, but not limited to, shopping centers, restaurants, schools, factories, hospitals, or stadiums.

### General Safety Area

Depending on location, any which which would result in large concentrations of people such as stadiums, hospitals, or schools is incompatible in this area.

In addition to the basic land use policy, the ALUC has developed a land use compatibility chart which further defines large concentrations of people. It also provides more specific guidance in determining compatibility of specific uses.

### NONCONFORMING USES

The ALUC Policy Plan does not address the general issue of non-conforming uses, including expansion, replacement, or conversion.

LAND USE COMPATIBILITY GUIDELINES

LAND USE CATEGORY	COMPATIBILITY WITH SAFETY AREAS		
	1	2	3
<u>RESIDENTIAL</u>			
Single Family	No	Yes <sup>1</sup>	Yes
Two Family	No	No	Yes
Multi-family dwelling	No	No	Yes
Group quarters	No	No	Yes
Residential hotels	No	No	Yes <sup>2</sup>
Mobile home parks or courts	No	No	Yes <sup>2</sup>
Transient lodging - hotels, motels	No	No	Yes <sup>2</sup>
Other residential	No	No	Yes
<u>INDUSTRIAL/MANUFACTURING</u>			
Food and kindred product	No	Yes <sup>2</sup>	Yes <sup>2</sup>
Textile mill products	No	Yes <sup>2</sup>	Yes <sup>2</sup>
Apparel	No	Yes <sup>2</sup>	Yes <sup>2</sup>
Lumber and wood products	No	Yes <sup>2</sup>	Yes <sup>2</sup>
Furniture and fixtures	No	Yes <sup>2</sup>	Yes <sup>2</sup>
Paper and allied products	No	Yes <sup>2</sup>	Yes <sup>2</sup>
Printing, publishing	No	Yes <sup>2</sup>	Yes <sup>2</sup>
Chemicals and allied products	No	No	Yes <sup>2</sup>
Petroleum refining and related industries	No	No	Yes <sup>2</sup>
Rubber and misc. plastic	No	No	Yes <sup>2</sup>
Stone, clay and glass products	No	Yes <sup>2</sup>	Yes <sup>2</sup>
Primary metal industries	No	Yes <sup>2</sup>	Yes <sup>2</sup>
Fabricated metal products	No	Yes <sup>2</sup>	Yes <sup>2</sup>
Misc. manufacturing	No	Yes <sup>2</sup>	Yes <sup>2</sup>
<u>TRANSPORTATION, COMMUNICATIONS AND UTILITIES</u>			
Railroad, rapid rail transit	Yes <sup>3</sup>	Yes <sup>3</sup>	Yes
Highway and street ROW	Yes	Yes	Yes
Auto parking lots	No	Yes <sup>2</sup>	Yes <sup>2</sup>
Communications (noise sensitive)	Yes	Yes	Yes
Utilities	Yes <sup>4</sup>	Yes	Yes
Other trans, comm, and util	Yes	Yes	Yes
<u>COMMERCIAL/RETAIL TRADE</u>			
Wholesale trade	No	Yes <sup>2</sup>	Yes <sup>2</sup>
Building materials-retail	No	Yes <sup>2</sup>	Yes <sup>2</sup>

LAND USE CATEGORY

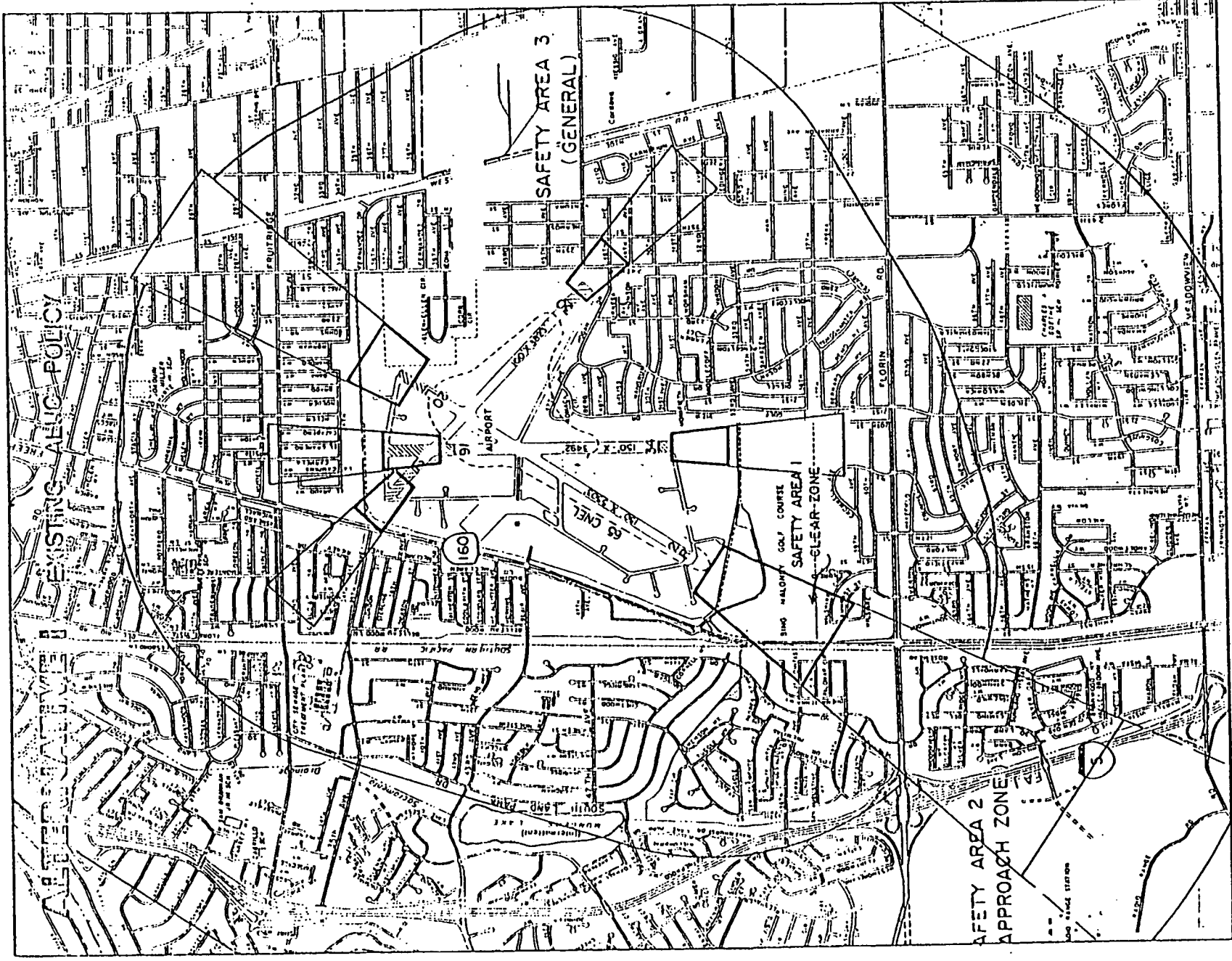
COMPATIBILITY WITH  
SAFETY AREAS

	1	2	3
<u>COMMERCIAL/RETAIL TRADE, cont.</u>			
General merchandise-retail	No	No	Yes <sup>2</sup>
Food-retail	No	No	Yes <sup>2</sup>
Automotive	No	Yes <sup>2</sup>	Yes <sup>2</sup>
Apparel and accessories-retail	No	No	Yes <sup>2</sup>
Eating and drinking places	No	No	Yes <sup>2</sup>
Furniture, home furnishing retail	No	No	Yes <sup>2</sup>
Other retail trade	No	No	Yes <sup>2</sup>
<u>PERSONAL AND BUSINESS SERVICES</u>			
Finance, insurance and real estate	No	Yes <sup>2</sup>	Yes <sup>2</sup>
Personal services	No	Yes <sup>2</sup>	Yes <sup>2</sup>
Business services	No	Yes <sup>2</sup>	Yes <sup>2</sup>
Repair services	No	Yes <sup>2</sup>	Yes <sup>2</sup>
Contract construction services	No	Yes <sup>2</sup>	Yes <sup>2</sup>
Indoor recreation services	No	Yes <sup>2</sup>	Yes <sup>2</sup>
Other services	No	Yes <sup>2</sup>	Yes <sup>2</sup>
<u>PUBLIC AND QUASI PUBLIC SERVICES</u>			
Government services	No	No	Yes <sup>2</sup>
Educational services	No	No	Yes <sup>2</sup>
Cultural activities incl churches	No	No	Yes <sup>2</sup>
Medical and other health services	No	No	Yes <sup>2</sup>
Cemeteries	No	Yes <sup>2</sup>	Yes <sup>2</sup>
Non profit organization	No	No	Yes <sup>2</sup>
Other public and quasi-public services	No	No	Yes <sup>2</sup>
<u>OUTDOOR RECREATION</u>			
Playgrounds, neighborhood parks	No	No	Yes <sup>2</sup>
Community and regional	No	No	Yes <sup>2</sup>
Nature exhibits	No	Yes <sup>2</sup>	Yes <sup>2</sup>
Spectator sports incl arenas	No	No	Yes <sup>2</sup>
Golf course, riding stables	No	Yes <sup>2</sup>	Yes <sup>2</sup>
Water based recreational areas	No	No	Yes <sup>2</sup>
Resort and group camps	No	No	Yes <sup>2</sup>
Auditoriums, concert halls	No	No	Yes <sup>2</sup>
Outdoor amphitheaters, music shells	No	No	Yes <sup>2</sup>
Other outdoor recreation	No	Yes <sup>2</sup>	Yes <sup>2</sup>



LAND USE CATEGORY	COMPATIBILITY WITH SAFETY AREAS		
	1	2	3
<u>RESOURCE PRODUCTION, EXTRACTION, AND OPEN SPACE</u>			
Agriculture (except livestock)	Yes	Yes	Yes
Livestock farming, animal breeding	No	Yes	Yes
Forestry activities	No	Yes	Yes
Fishing activities and related services	No	Yes	Yes
Mining activities	No	Yes	Yes
Permanent open space	Yes	Yes	Yes
Water areas	Yes	Yes	Yes

1. Single family residential is a compatible land use only if the population density is less than two single family residences per acre.
2. Uses compatible only if they do not result in a large concentration of people. A larger concentration of people is defined in the ALUC Policy Plan and Program, June 1975 as a gathering of individuals in an area that would result in an average density of greater than 25 people per acre during a 24 hour period; or a single event that would result in the gathering of more than 50 people per acre for a duration of greater than 2 hours.
3. No structures in clear zone, no passenger terminals.
4. No major ground transmission lines in clear zone.



# ALTERNATIVE I

## VARIATION A

### SAFETY AREAS

No change.

### LAND USE POLICY

Revise land use compatibility policy to include a detailed listing of permitted and unpermitted uses by safety area. Delete any reference to concentrations of people.

### NONCONFORMING USES

Treat the nonconforming uses in the same fashion as the existing zoning ordinance provisions.

### RESIDENTIAL USES

(X=Permitted Use)

	CLEAR ZONE	APPROACH ZONE	GENERAL SAFETY AREA
1. Apartments			X
2. Rooming and Boarding House			X
3. Single Family Dwelling		X	X
3a. Townhouses, row houses, cluster housing developments, patio developments and other similar types of housing units			X
4. Two Family Dwelling			X
5. Fraternity-Sorority House-Dormitory			X
6. Major Medical Care Facility			
7. Day Care Facility			
8. Group Care Facility			
9. Family Care Facility			

INDUSTRIAL USES

(X=Permitted Use)

	CLEAR ZONE	APPROACH ZONE	GENERAL SAFETY AREA
1. Beverage Bottling Plant		X	X
2. Billboard Manufacture		X	X
3. Boat Building (Small)		X	X
4. Concrete Batch Plant			X
5. Cement or Clay Products Mfg.		X	X
6. Contractors' Storage Yard	X	X	X
7. Dairy Products Processing			X
8. Food Processing Plant			X
9. Fuel Yard			X
10. Ice Manufacture--Cold Storage Plant		X	X
11. Junk Yard			X
12. Lumber Yard--Retail		X	X
13. Machine Shop		X	X
14. Monument Works, Stone		X	X
15. Petroleum Storage			X
16. Planing Mill		X	X
17. Public Utility Yard	X	X	X
18. Railroad Yard or Shops	X	X	X
19. Terminal Yard, Trucking		X	X
20. Truck and Tractor Repair		X	X
21. Warehousing-Wholesaling		X	X

AZ 1: an incompatible use in this zone is one which includes any structures, or buildings or any use which results in the gathering of more than 10 persons in the same place.

AZ 2: an incompatible use in this zone is one which may result in the gathering of more than 25 persons per gross acre per hour average in any 24 hour period.

AZ 3: an incompatible use in this zone is one which results in the gathering of more than 50 persons per gross acre per hour average in any 24 hour period.

AZ 4: an incompatible use in this zone is one which may result in the gathering of more than 100 persons per gross acre per hour average in any 24 hour period.

#### NON-CONFORMING USES

This alternative proposes to incorporate current City of Sacramento policy with regard to non conforming uses. Such a policy would permit the reconstruction of non-conforming residential uses regardless of the extent of damage and the reconstruction of commercial or industrial uses if less than 50% destroyed. Expansion of non conforming uses would not be permitted. The following specific provisions are included:

1. Lawful use may be continued: Any lawful use of land and/or building or structure existing or under construction at the time this Ordinance was adopted, may be continued although such use does not conform with the provisions of the zone in which it is located .
2. Not non-conforming due to area regulations: A building shall not be termed a non-conforming structure due to lack of compliance with required yard, court, lot area per dwelling unit, lot area, or lot coverage requirements.
3. Residential use exempt - conditions: The provisions of this Section relative to additions and enlargements, restoration of damaged buildings, and abandonment shall not apply to any residential use, provided however, this clause shall not be so interpreted to permit an increase in the number of dwelling units within any such residential building.
4. Maintenance permitted: A non-conforming building or structure shall be maintained, said maintenance to consist of repair work necessary to keep a building or structure in sound condition.
5. Additions and enlargements: No non-conforming use may be enlarged within the building it occupies, nor shall it be enlarged or increased to occupy a greater area of land than that occupied by such use at the time this Ordinance

LAND USE COMPATIBILITY GUIDE

(Continued)

	AZ #1	AZ #2	AZ #3	AZ #4
<u>COMMERCIAL (Continued)</u>				
141) Sanitarium	-	-	-	-
142) School; self-defense, judo, boxing, hobby/craft charm, culture	-	-	-	X
143) Shoe repair shop	-	X	X	X
144) Shoe shine parlor	-	X	X	X
145) Shoe store	-	-	X	X
146) Soda fountain-ice cream parlor	-	-	-	X
147) Sporting goods and athletic equipment store	-	-	-	X
148) Sports cycles-trail bike shop	-	X	X	X
149) Stamp-coin store	-	X	X	X
150) Stationary store	-	-	X	X
151) Stenographic service	-	-	X	X
152) Studio; dance, voice, music	-	-	-	X
153) Studio; radio, television, recording	-	X	X	X
154) Supermarket, food store	-	X	X	X
155) Tailor-dressmaker	-	-	-	X
156) Tattoo parlor	-	-	X	X
157) Taxi cab service and storage facility	-	-	-	X
158) Taxidermist	-	X	X	X
159) Telegraph office	-	X	X	X
160) Telephone answering service	-	X	X	X
161) Television and radio sales & service	-	-	X	X
162) Ticket agency	-	X	X	X
163) Tobacco shop	-	X	X	X
164) Towing service	-	-	X	X
165) Toy store	-	-	-	X
166) Trade school	-	-	-	X
167) Travel trailer-mobilehome, sale, rent & service, or storage	-	-	X	X
168) Travel trailer park	-	-	-	-
169) Travel agency	-	X	X	X
170) Tree service	X	X	X	X
171) Trophy-emblem store	-	X	X	X
172) Truck sale, rental or storage	-	X	X	X
173) Truck service stations	-	-	-	X
174) Utility trailer rental service or storage	-	X	X	X
175) Veterinarian	-	X	X	X
176) Wholesale distributors' service facility	-	X	X	X
177) Wholesale store	-	X	X	X
178) Wig sales and service	-	X	X	X
179) Winery sales facility-tasting room	-	-	X	X
<u>INDUSTRIAL/MANUFACTURING</u>				
1) Food and kindred products	-	-	X	X
2) Textile mill products	-	-	X	X

LAND USE COMPATIBILITY GUIDE

(Continued)

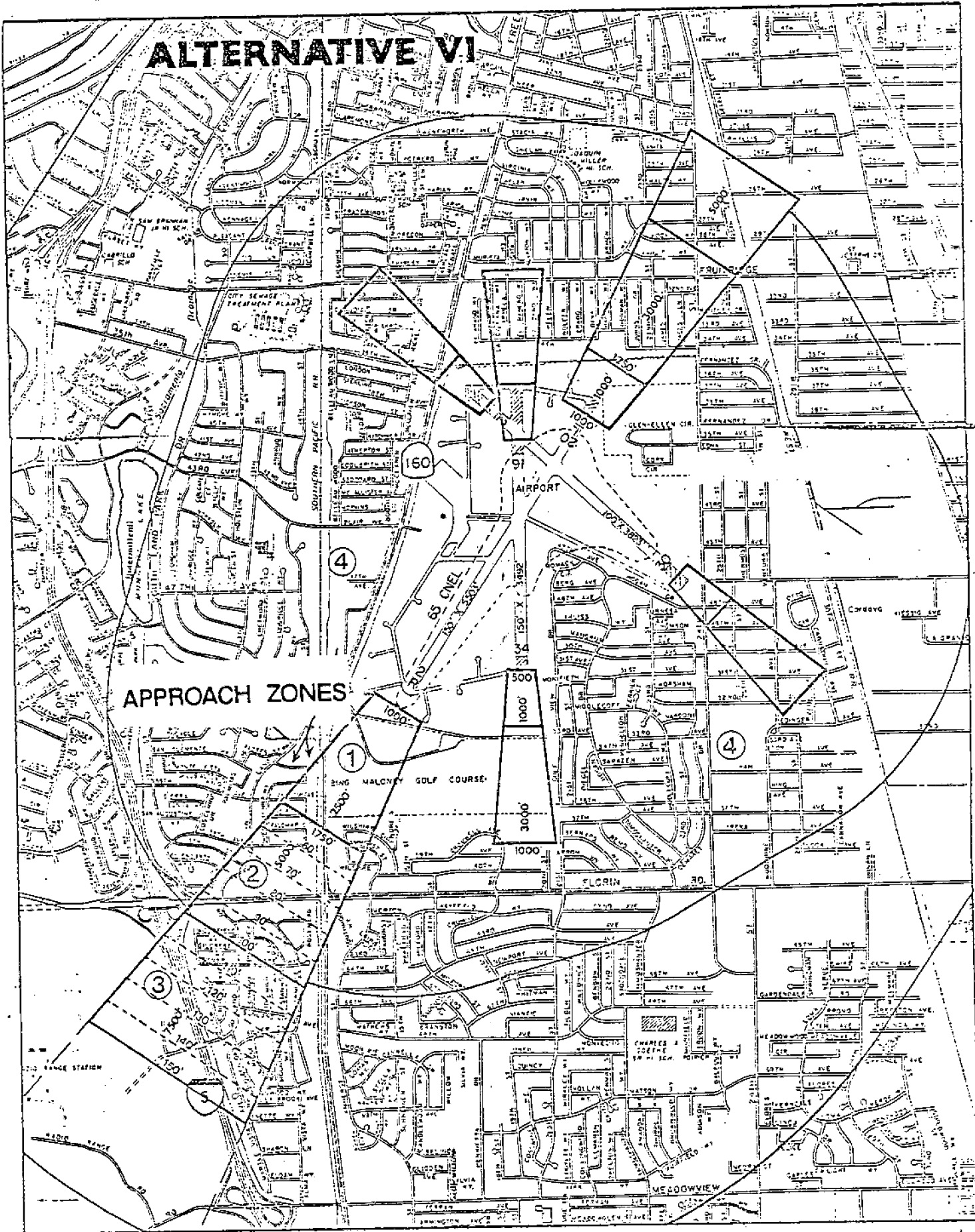
	AZ #1	AZ #2	AZ #3	AZ #4
<u>COMMERCIAL (Continued)</u>				
53) Disinfecting-fumigating service	-	X	X	X
54) Drafting service	-	X	X	X
55) Dressmaker-tailor	-	X	X	X
56) Drive-in cafe	-	X	X	X
57) Drive-in dairy	-	X	X	X
58) Drive-in food market or stand	-	X	X	X
59) Driving school	-	X	X	X
60) Drug store; non-prescriptive drugs & sundries	-	X	X	X
61) Electronic equipment store	-	X	X	X
62) Equipment rental agency	-	X	X	X
63) Eye glasses and frames-sales & service	-	X	X	X
64) Floor covering, drapery or upholstery store	-	X	X	X
65) Florist	-	X	X	X
66) Food store-supermarket	-	-	-	X
67) Frozen food locker-cold storage plant	-	X	X	X
68) Fun center	-	-	-	X
69) Funeral establishment	-	-	-	X
70) Furniture store	-	-	-	X
71) Garage equipment and tool sales	-	X	X	X
72) Gardening-landscaping; service yard & workshop	1	X	X	X
73) Gift-card shop	-	X	X	X
74) Grinding-sharpening service	-	X	X	X
75) Grooming service, such as poodle grooming	-	X	X	X
76) Group care facilities	-	-	-	-
77) Gun shop-gunsmith	-	X	X	X
78) Hardware store	-	-	X	X
79) Hay, seed and grain store	-	X	X	X
80) Hearing aids sales and service	-	X	X	X
81) Hospital	-	-	-	-
82) Hotel	-	-	-	-
83) Hotel-restaurant equipment sales	-	X	X	X
84) Household moving and storage service	-	X	X	X
85) Institutional group care facilities	-	-	-	-
86) Interior decorator's office	-	X	X	X
87) Interior decorator's service yard & workshop	1	X	X	X
88) Janitor service	-	X	X	X
89) Jewelry store	-	X	X	X
90) Kennels, boarding or training	-	X	X	X
91) Labor union temple	-	-	-	X
92) Laboratory; medical, dental or optical	-	-	X	X
93) Lapidary shop	-	X	X	X
94) Laundromat, self-service	-	X	X	X
95) Laundry or cleaning agency	-	X	X	X
96) Library	-	-	-	-
97) Liquor store	-	-	X	X

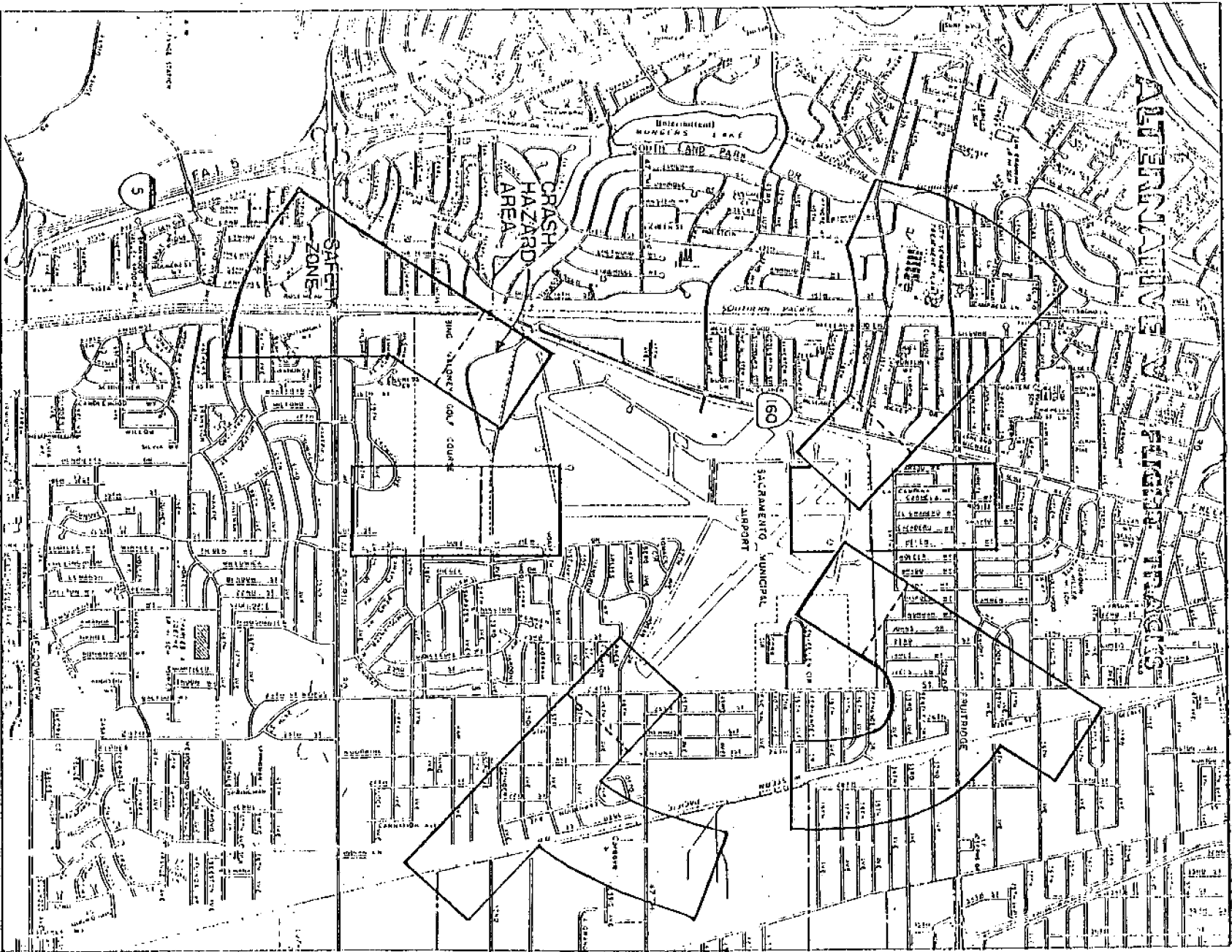
LAND USE COMPATIBILITY GUIDE

	AZ #1	AZ #2	AZ #3	AZ #4
<u>RESIDENTIAL</u>				
1) Less than 2 dwelling units per acre	-	X	X	X
2) 2-4 dwelling units per acre	-	-	X	X
3) 4-8 dwelling units per acre	-	-	-	X
4) More than 8 dwelling units per acre	-	-	-	X
5) Accessory dwelling for guest or employees	-	X	X	X
6) Residential Care Home for Adults:				
- 6 persons or less	-	-	X	X
- more than 6 persons	-	-	-	X
7) Residential Care Home for Children:				
- 6 children or less	-	-	X	X
- more than 6 children	-	-	-	X
8) Accessory Uses or Structures	-	X	X	X
9) Lodge, Fraternal Hall, Fraternity, Sorority	-	-	-	X
<u>PUBLIC/QUASI-PUBLIC USES</u>				
1) Hospital	-	-	-	-
2) Convalescent Hospital	-	-	-	-
3) Cemetery, mortuary	X	X	X	X
4) Medical clinic	-	-	-	X
5) Church	-	-	-	X
6) Public or private school (K-12)	-	-	-	-
7) College or University	-	-	-	-
8) Government Buildings and Uses	-	-	-	X
9) Social Rehabilitation Center	-	-	-	X
10) Private Social Center	-	-	-	X
11) Golf course, country club	1	X	X	X
12) Playgrounds, neighborhood parks	1	1	X	X
13) Community and regional parks	1	1	X	X
14) Nature Exhibits	-	-	X	X
15) Spectator sports, including arenas	-	-	-	-
16) Water based recreational areas	1	X	X	X
17) Auditoriums, concert halls	-	-	-	-
18) Outdoor amphitheaters, music shells	-	-	-	-
19) Other outdoor recreation	1	1	X	X
<u>COMMERCIAL</u>				
1) Addressing and mailing service	-	X	X	X
2) Ambulance service	-	X	X	X
3) Antique store	-	X	X	X
4) Apartment hotel	-	-	-	X
5) Appliances-sales or service	-	X	X	X
6) Arcade/fun center	-	-	X	X



# ALTERNATIVE VI





## ALTERNATIVE V

### ALAMEDA COUNTY ALUC (FLIGHT TRACKS)

#### SAFETY ZONES

The Alameda County ALUC designates two areas with respect to safety: the first relating to crash hazard areas and the second relating to height.

The standard safety zone dimensions measure 1500' wide and 3500' long for general aviation aircraft; 5300' long for jet aircraft and all aircraft over 12,500 lbs. The alignment of safety zones reflect flight tracks and airport operating conditions.

The height restriction area coincides with the navigable airspace requirement as defined in accordance with standards set forth in FAR Part 77.

#### LAND USE POLICIES

Within the safety zones as defined above, the following are incompatible uses:

- a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with operations toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA approved navigational signal light or visual approach slope indicator (VASI).
- b. Any use which would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in a straight final approach toward a landing at an airport.
- c. Any use which would generate smoke or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within this area.
- d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

- That the use is not contrary to the best interest of the airport and adjacent areas.
- The level of risk to lives and property due to a single aircraft accident is within the range of "acceptable".\*

"Major changes in land use" shall be defined as any new use or addition to an existing use which will permit or encourage any of the following:

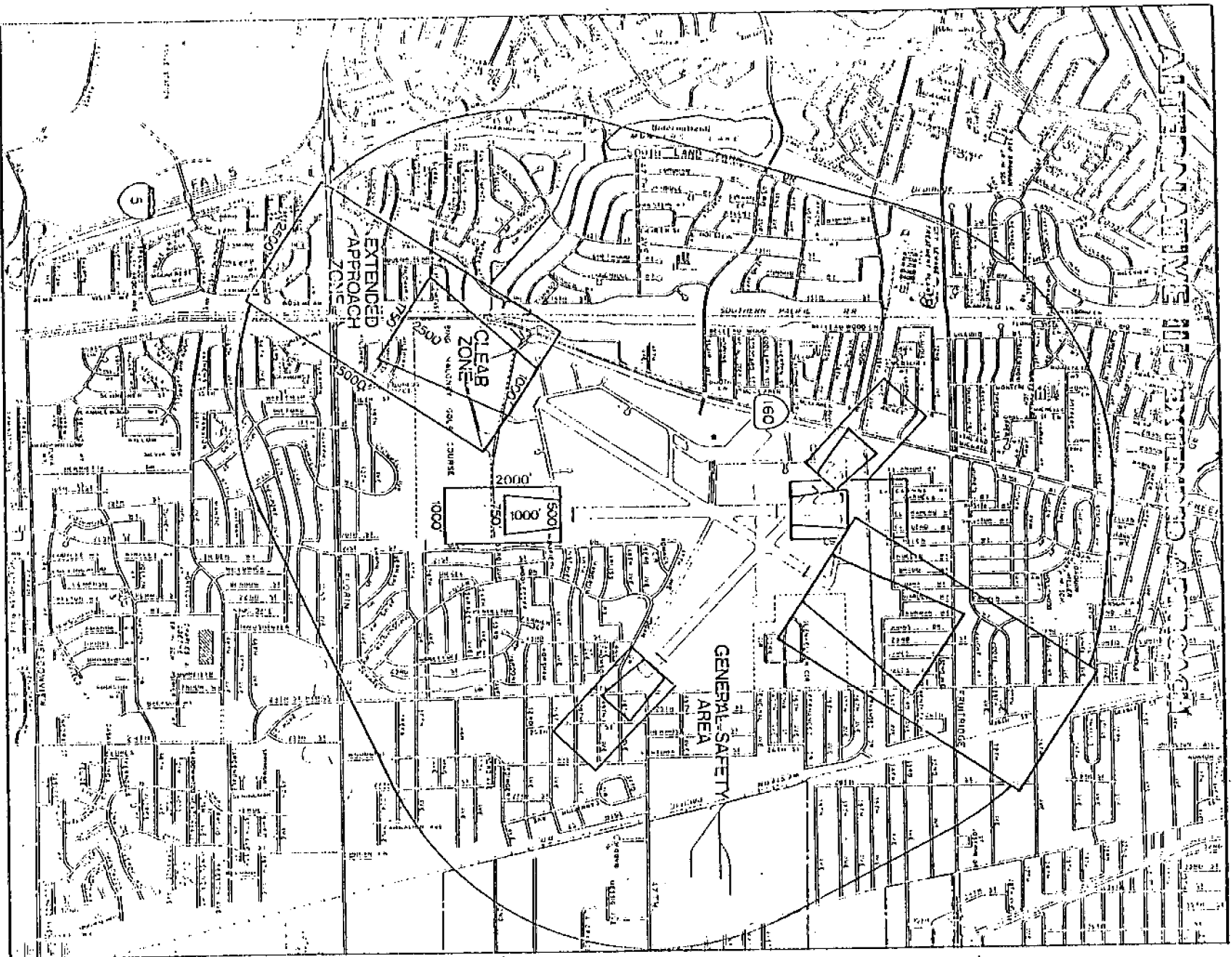
- a. The concentration of more than one person per 40 square feet of a structure or less and permit the concentration of more than 100 people, or
- b. The concentration of more than 250 people in any building, or
- c. The concentration of more than 400 people in two or more buildings in a cluster of buildings within a land area of 45,000 square feet or less. A single open space area shall be defined as an open space area encouraging a gathering for a single purpose. Where the separation between gathering is more than 100 yards, gatherings shall be deemed to be occurring in separate open space areas as defined in this section. (This section attempts to provide for multiple use of single large open space areas while minimizing the risks to large numbers of people from the impact of a single aircraft accident.)

#### NONCONFORMING USES

Same as City of Sacramento currently administers.

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\* The concept of "acceptable" risk is the basis for all hazards planning. No quantifiable definition of "acceptable" can be given. "Acceptable" risk should be defined on the basis of the values of the Airport Land Use Commission and local communities. The testimony given at public hearing is a factor to be used in establishing local values regarding "acceptable" risk.



LAND USE CATEGORY	COMPATIBILITY WITH SAFETY AREAS		
	1	2	3
<u>COMMERCIAL/RETAIL TRADE, cont.</u>			
General merchandise-retail	No	No	Yes <sup>5</sup>
Food-retail	No	No	Yes <sup>5</sup>
Automotive	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Apparel and accessories-retail	No	No	Yes <sup>5</sup>
Eating and drinking places	No	No	Yes <sup>5</sup>
Furniture, home furnishing retail	No	No	Yes <sup>5</sup>
Other retail trade	No	No	Yes <sup>5</sup>
<u>PERSONAL AND BUSINESS SERVICES</u>			
Finance, insurance and real estate	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Personal services	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Business services	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Repair services	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Contract construction services	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Indoor recreation services	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Other services	No	Yes <sup>2</sup>	Yes <sup>5</sup>
<u>PUBLIC AND QUASI PUBLIC SERVICES</u>			
Government services	No	No	Yes <sup>5</sup>
Educational services	No	No	Yes <sup>5</sup>
Cultural activities incl churches	No	No	Yes <sup>5</sup>
Medical and other health services	No	No	Yes <sup>5</sup>
Cemeteries	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Non profit organization	No	No	Yes <sup>5</sup>
Other public and quasi-public services	No	No	Yes <sup>5</sup>
<u>OUTDOOR RECREATION</u>			
Playgrounds, neighborhood parks	No	No	Yes <sup>5</sup>
Community and regional	No	No	Yes <sup>5</sup>
Nature exhibits	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Spectator sports incl arenas	No	No	Yes <sup>5</sup>
Golf course, riding stables	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Water based recreational areas	No	No	Yes <sup>5</sup>
Resort and group camps	No	No	Yes <sup>5</sup>
Auditoriums, concert halls	No	No	Yes <sup>5</sup>
Outdoor amphitheaters, music shells	No	No	Yes <sup>5</sup>
Other outdoor recreation	No	Yes <sup>2</sup>	Yes <sup>5</sup>

## ALTERNATIVE III

### EXTENDED APPROACH

(FRESNO, REDDING, SAN JOSE AIRPORTS)

#### SAFETY AREAS

Under this alternative, there are three basic safety areas: the clear zone, the extended approach zone, and the general safety area. The clear zone is the same as in Alternative I. The extended approach zones, however, are rectangular in shape. These areas on runways 02 and 20 are 2500' by 5000' and on the remaining runways 1000' x 2000'. The general safety area is the same as in Alternative I.

#### LAND USE POLICY

The land use policy under this alternative is described in a land use compatibility chart. In general, the clear zone should have minimal, if any, development. The extended approach zone generally will have low intensity uses. The general safety areas include the discouraging of places of public assembly and require a viable reason for the location of such uses in the area (see attached chart).

#### NONCONFORMING USES

Same as City of Sacramento Zoning Ordinance (see Alternative I, Variation A).

- f. Within the safety zone clear area any use which involves the erection of a permanent above-ground structure other than FAA approved facilities.
- g. Within the safety zones excluding the clear areas any use which on a regular basis would result in a density (excluding streets) in excess of 30 persons per acre or 1 person/500 square feet of gross building floor area, whichever is less.
- h. Any of the following uses: new single and multiple family residences, shopping centers, restaurants, schools, hospitals, arenas, and other places of public assembly.

An aviation easement (air space) is required as a condition of project approval in the Airport Safety Zone.

Airport Approach Zone uses are limited by height restriction.

As a condition of project approval in all zones and within the airport area of influence is the inclusion of a statement in deeds, leases, and covenants, conditions and restrictions regarding noise from aircraft, indication that the property is subject to aircraft overflight, and that the number of aircraft operations is expected to increase in the future.

#### NONCONFORMING USES

The Contra Costa County ALUC policy does not address the issue of nonconforming uses.

#### ADDITIONAL COMMENTS

The County and the Airport manager have negotiated purchase of property, air and noise easements in the Airport Safety Zones. There are no residences in the Safety Zones.





8. Change to another non-conforming use: No non-conforming use of land or building or structure may be changed to any other non-conforming use.
9. Completion of buildings: Any building and structure for which a building permit has been granted prior to the adoption of this Ordinance and the construction of which has been started prior to the effective date of said Ordinance may be completed in accordance with plans on file in the office of the Building Inspector, and such building or structure shall be deemed to be a non-conforming building or structure within the meaning of this article, provided, however, that construction of such building or structure must be completed within a reasonable period of time.
10. Change of zones: The foregoing provisions of this Section shall also apply to any non-conforming use in any zone hereafter changed to a more restrictive use or to zones hereafter established for areas not previously covered by the Zoning maps.
11. Restoration - Demolished buildings: If any building wherein a non-conforming use is conducted or maintained is hereafter demolished or removed, or partially demolished or removed to the extent of more than 50 percent of the market value of the structure at the time of such partial demolition or partial removal, any subsequent use of the land or any building subsequently erected thereon shall be in accordance with the requirements of all regulations of this ordinance for the zone in which it is located.
12. Changes to non-conforming use - Where net benefits result: Notwithstanding any other provisions of this ordinance, the City Planning Commission, after holding a hearing, may authorize a similar or less restrictive use of a non-conforming building, structure or land or authorize an addition, enlargement or relocation on the premises upon which it exists of a non-conforming use, building or structure upon a determination that the benefit to the public health safety or welfare exceeds any detriment inherent in such change.
13. Hearing - procedure: The procedural and substantive requirements for any hearing to consider changes to a nonconforming use as provided in subparagraph 12 of this section shall be the same as those for a variance in Section 14 of this ordinance. Both the test in subparagraph 12 of this section and the tests in Section 14-A of this ordinance must be satisfied before an application for a change to a nonconforming use may be granted.

AZ 1: an incompatible use in this zone is one which includes any structures, or buildings or any use which results in the gathering of more than 10 persons in the same place.

AZ 2: an incompatible use in this zone is one which may result in the gathering of more than 25 persons per gross acre per hour average in any 24 hour period.

AZ 3: an incompatible use in this zone is one which results in the gathering of more than 50 persons per gross acre per hour average in any 24 hour period.

AZ 4: an incompatible use in this zone is one which may result in the gathering of more than 100 persons per gross acre per hour average in any 24 hour period.

#### NON-CONFORMING USES

This alternative proposes to incorporate current City of Sacramento policy with regard to non conforming uses. Such a policy would permit the reconstruction of non-conforming residential uses regardless of the extent of damage and the reconstruction of commercial or industrial uses if less than 50% destroyed. Expansion of non conforming uses would not be permitted. The following specific provisions are included:

1. Lawful use may be continued: Any lawful use of land and/or building or structure existing or under construction at the time this Ordinance was adopted, may be continued although such use does not conform with the provisions of the zone in which it is located .
2. Not non-conforming due to area regulations: A building shall not be termed a non-conforming structure due to lack of compliance with required yard, court, lot area per dwelling unit, lot area, or lot coverage requirements.
3. Residential use exempt - conditions: The provisions of this Section relative to additions and enlargements, restoration of damaged buildings, and abandonment shall not apply to any residential use, provided however, this clause shall not be so interpreted to permit an increase in the number of dwelling units within any such residential building.
4. Maintenance permitted: A non-conforming building or structure shall be maintained, said maintenance to consist of repair work necessary to keep a building or structure in sound condition.
5. Additions and enlargements: No non-conforming use may be enlarged within the building it occupies, nor shall it be enlarged or increased to occupy a greater area of land than that occupied by such use at the time this Ordinance

was adopted, nor shall any non-conforming use be moved in whole or in part to any other portion of the lot or parcel of land occupied by such non-conforming use.

6. Restoration - damaged buildings: A non-conforming building and/or structure which is damaged or partially destroyed by fire, flood, wind, earthquake or other calamity or by the public enemy to an extent less than 50% of its market value at the time of such calamity, may be restored and the occupancy or use of such building structure or part thereof which lawfully existed at the time of such partial destruction may be continued, provided such restoration is started within a period of one year and is diligently prosecuted to completion. In the event such damage or destruction exceeds 50% of the market value of such building at the time of such calamity, no repairs or reconstruction shall be made unless every portion of such building and its use is made to conform to all regulations of this Ordinance for the zone in which it is located, provided further, that any restoration, repair or reconstruction of any building or structure under the provisions of this Section shall be in accordance with the requirements of the Sacramento Building Code.
7. Abandonment: Any non-conforming use of land and/or building or structure which becomes vacant and remains unoccupied for a continuous period of one year shall not be thereafter occupied except by a use which conforms to the use regulations of the zone in which it is located.
8. Change to another non-conforming use: No non-conforming use of land or building or structure may be changed to any other non-conforming use.
9. Completion of buildings: Any building and structure for which a building permit has been granted prior to the adoption of this Ordinance and the construction of which has been started prior to the effective date of said Ordinance may be completed in accordance with plans on file in the office of the Building Inspector, and such building or structure shall be deemed to be a non-conforming building or structure within the meaning of this article, provided, however, that construction of such building or structure must be completed within a reasonable period of time.
10. Change of zones: The foregoing provisions of this Section shall also apply to any non-conforming use in any zone hereafter changed to a more restrictive use or to zones hereafter established for areas not previously covered by the Zoning maps.
11. Restoration - Demolished buildings: If any building wherein a non-conforming use is conducted or maintained is hereafter demolished or removed, or partially demolished or removed to the extent of more than 50 percent of th.

market value of the structure at the time of such partial demolition or part removal, any subsequent use of the land or any building subsequently erect thereon shall be in accordance with the requirements of all regulations of this ordinance for the zone in which it is located.

12. Changes to non-conforming use - Where net benefits result: Notwithstanding any other provisions of this ordinance, the City Planning Commission, after holding a hearing, may authorize a similar or less restrictive use of a non conforming building, structure or land or authorize an addition, enlargement or relocation on the premises upon which it exists of a non-conforming use building or structure upon a determination that the benefit to the public health safety or welfare exceeds any detriment inherent in such change.
13. Hearing - procedure: The procedural and substantive requirements for an hearing to consider changes to a nonconforming use as provided in subparagraph 12 of this section shall be the same as those for a variance in Section 14 of this ordinance. Both the test in subparagraph 12 of this section and the tests in Section 14-A of this ordinance must be satisfied before an application for a change to a nonconforming use may be granted.

## ALTERNATIVE VII

### GENERAL DESCRIPTION

This alternative is virtually the same as Alternative 3. In light of the position of FAA (letter of March 12, 1980) it is critical that any alternative discussed conform to FAA sanctioned planning areas. This alternative is based upon 3 safety areas: the clear zone; the extended approach zone, and the general safety area. The extended approach area is used by at least 3 ALUC's in the State and FAA will fund airport protection activities within that area.

In contrasting this alternative to Alternative 6, several differences are evident. Clearly, the configuration of the approach zone is different from AZ 2 and 3 in Alternative 6. The clear zone and general safety areas are, however, identical to AZ 1 and 4.

The specific land use regulations for this alternative vary somewhat from Alternative 6. A more general land use compatibility guide is included along with more heavy reliance on a concentrations of persons measure. In general terms, the land use regulations in the extended approach area are more restrictive than in the AZ's 2, 3, and 4. Alternative 7, however, impacts less area than Alternative 6, particularly off of runway 02. The approach taken with non conforming uses is the same in both alternatives.

### SAFETY AREAS

Alternative 7 has 3 safety areas (see map). The general incompatible uses for all areas described under Alternative 6 would apply for this alternative also.

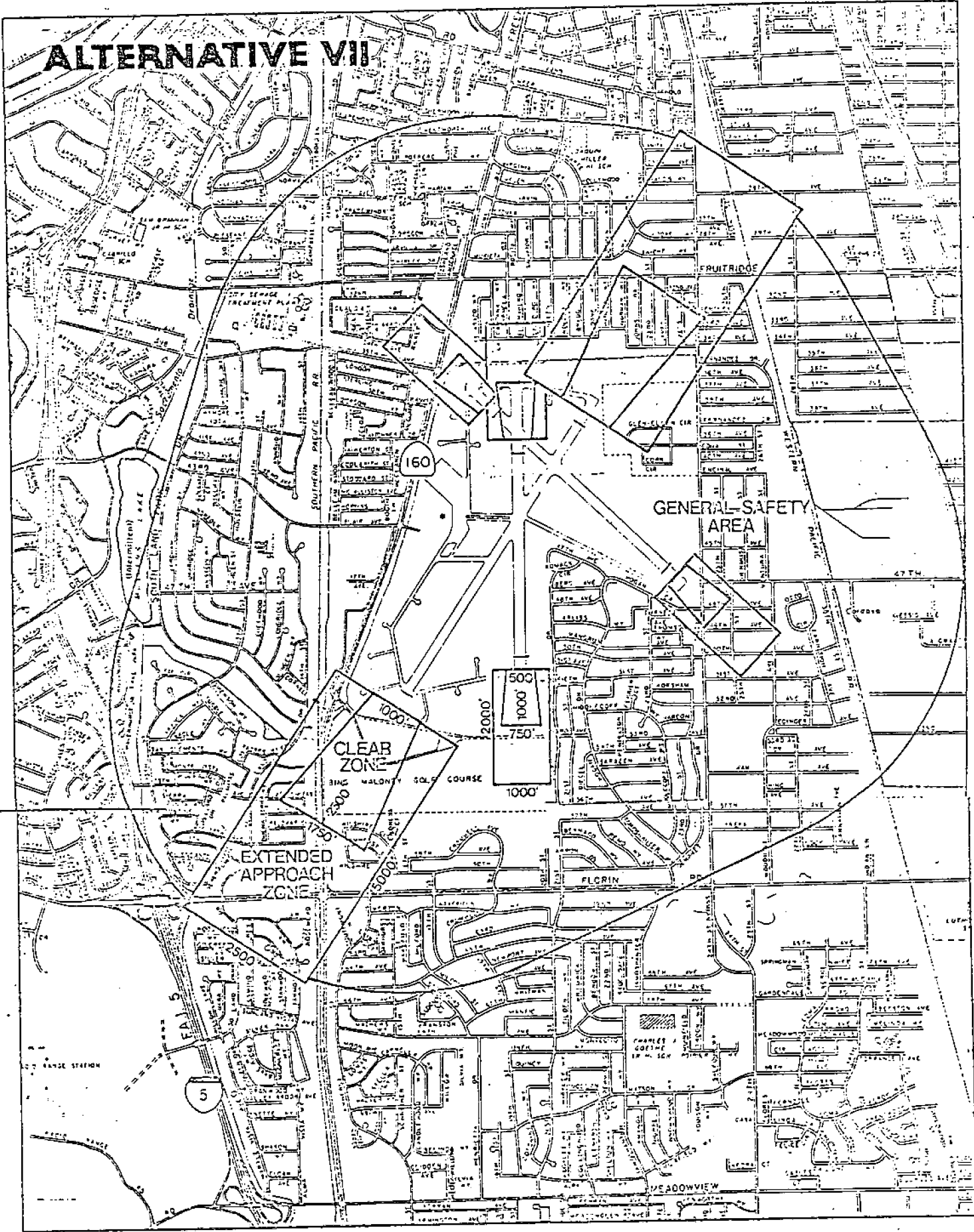
### CLEAR ZONE

The clear zone land use policy that no structures or uses which would attract any concentration of persons is permitted.

### EXTENDED APPROACH ZONE

Land uses in this area are limited to those which will not result in more than 10 persons per gross acre nor more than 2 residential dwelling units per acre. The land use compatibility guide indicates the general application of this policy. Shopping centers, most retail commercial activities, and typical subdivisions would not be permitted in this area.

# ALTERNATIVE VII



### GENERAL SAFETY AREA

Beyond simply limiting those uses which would attract large concentrations of people (e.g. hospitals, schools, stadiums, etc), this alternative would require a showing by a project proponent that a proposed use would have a viable reason for location in the general safety area if the use may attract any significant numbers of people (see land use compatibility guidelines).

### NON-CONFORMING USES

Same as Alternative 6.



LAND USE COMPATIBILITY GUIDELINES

LAND USE CATEGORY	1 CLEAR ZONE	2 EXTENDED APPROACH ZONE	3 GENERAL SAFETY
<u>RESIDENTIAL</u>			
Single Family	No	Yes <sup>2</sup>	Yes
Two Family	No	No	Yes
Multi-family dwelling	No	No	Yes
Group quarters	No	No	Yes
Residential hotels	No	No	Yes <sup>4</sup>
Mobile home parks or courts	No	No	Yes <sup>5</sup>
Transient lodging - hotels, motels	No	No	Yes <sup>4</sup>
Other residential	No	No	Yes
<u>INDUSTRIAL/MANUFACTURING</u>			
Food and kindred product	No	Yes <sup>2</sup>	Yes <sup>4</sup>
Textile mill products	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Apparel	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Lumber and wood products	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Furniture and fixtures	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Paper and allied products	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Printing, publishing	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Chemicals and allied products	No	No	Yes <sup>5</sup>
Petroleum refining and related industries	No	No	Yes <sup>5</sup>
Rubber and misc. plastic	No	No	Yes <sup>5</sup>
Stone, clay and glass products	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Primary metal industries	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Fabricated metal products	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Misc. manufacturing	No	Yes <sup>2</sup>	Yes <sup>5</sup>
<u>TRANSPORTATION, COMMUNICATIONS AND UTILITIES</u>			
Railroad, rapid rail transit	Yes <sup>1</sup>	Yes <sup>1</sup>	Yes
Highway and street ROW	Yes	Yes	Yes
Auto parking lots	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Communications (noise sensitive)	Yes	Yes	Yes
Utilities	Yes <sup>3</sup>	Yes	Yes
Other trans, comm, and util	Yes	Yes	Yes
<u>COMMERCIAL/RETAIL TRADE</u>			
Wholesale trade	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Building materials-retail	No	Yes <sup>2</sup>	Yes <sup>5</sup>

LAND USE CATEGORY

COMPATIBILITY WITH SAFETY AREAS

	1	2	3
<u>COMMERCIAL/RETAIL TRADE, cont.</u>			
General merchandise-retail	No	No	Yes <sup>5</sup>
Food-retail	No	No	Yes <sup>5</sup>
Automotive	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Apparel and accessories-retail	No	No	Yes <sup>5</sup>
Eating and drinking places	No	No	Yes <sup>5</sup>
Furniture, home furnishing retail	No	No	Yes <sup>5</sup>
Other retail trade	No	No	Yes <sup>5</sup>
<u>PERSONAL AND BUSINESS SERVICES</u>			
Finance, insurance and real estate	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Personal services	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Business services	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Repair services	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Contract construction services	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Indoor recreation services	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Other services	No	Yes <sup>2</sup>	Yes <sup>5</sup>
<u>PUBLIC AND QUASI PUBLIC SERVICES</u>			
Government services	No	No	Yes <sup>5</sup>
Educational services	No	No	Yes <sup>5</sup>
Cultural activities incl churches	No	No	Yes <sup>5</sup>
Medical and other health services	No	No	Yes <sup>5</sup>
Cemeteries	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Non profit organization	No	No	Yes <sup>5</sup>
Other public and quasi-public services	No	No	Yes <sup>5</sup>
<u>OUTDOOR RECREATION</u>			
Playgrounds, neighborhood parks	No	No	Yes <sup>5</sup>
Community and regional	No	No	Yes <sup>5</sup>
Nature exhibits	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Spectator sports incl arenas	No	No	Yes <sup>5</sup>
Golf course, riding stables	No	Yes <sup>2</sup>	Yes <sup>5</sup>
Water based recreational areas	No	No	Yes <sup>5</sup>
Resort and group camps	No	No	Yes <sup>5</sup>
Auditoriums, concert halls	No	No	Yes <sup>5</sup>
Outdoor amphitheaters, music shells	No	No	Yes
Other outdoor recreation	No	Yes <sup>2</sup>	Yes

LAND USE CATEGORY	COMPATIBILITY WITH SAFETY AREAS		
	1	2	3
<u>RESOURCE PRODUCTION, EXTRACTION, AND OPEN SPACE</u>			
Agriculture (except livestock)	Yes	Yes	Yes
Livestock farming, animal breeding	No	Yes	Yes
Forestry activities	No	Yes	Yes
Fishing activities and related services	No	Yes	Yes
Mining activities	No	Yes	Yes
Permanent open space	Yes	Yes	Yes
Water areas	Yes	Yes	Yes

- 1/ No structures in clear zone, no passenger terminals.
- 2/ The prohibition of uses intended for places of public assembly to locate within an area 2,500 feet wide by 5,000 feet long to the northeast and southwest of the thresholds of Runway 20L-2R, and 1,000 feet wide by 2,000 feet long to the northwest and southeast of the thresholds of Runway 12-30. Uses in this category include facilities such as schools, churches, hospitals, and theaters. In addition, any residential, commercial, industrial, recreational, or other use resulting in a density of 2 dwelling units or 10 or more persons (e.g., employees, customers) per gross acre should be prohibited from locating in the aforementioned areas. The density requirement should be applied for each acre separately and should not be concentrated in one location for sites greater than 1 acre.
- 3/ No major ground transmission lines in clear zone.
- 4/ Usage should be airport oriented or be compatible with airport location.
- 5/ Should have a viable reason for location (i.e., serve other uses in the area of the traveling public) and be located and constructed in such a way as to not create a hazard or nuisance (i.e., out of flight path). Soundproofing where appropriate to reduce noise to acceptable level according to State guidelines. An avigational easement required.

(Modesto, Fresno)

APPENDIX 2:

INITIAL STUDY

SACRAMENTO EXECUTIVE AIRPORT COMPREHENSIVE  
LAND USE PLAN

## APPENDIX 2

### INITIAL STUDY

#### SACRAMENTO EXECUTIVE AIRPORT COMPREHENSIVE LAND USE PLAN

Project Description: The Sacramento Executive Airport Planning Boundary Map and Comprehensive Land Use Plan provides for the orderly growth, maintenance and/or redevelopment of the area surrounding the airport, pursuant to the California Public Utilities Code, Sections 21670, et. seq. The Plan is intended to protect the public from the adverse effects of aircraft noise, minimize the number of people exposed to airport related hazards, and to insure that no structures affect navigable airspace. The policies and guidelines contained in the plan are intended to protect the public health, safety and welfare in the project area.

The study area for the plan includes all land within approximately 14,000 feet of the airport (see attached location map).

Environmental Setting: Executive Airport is located in south central Sacramento City. The area is relatively flat with no major topographical features or adjacent landmarks. The airport is bordered by Bing Maloney Golf Course on the south, Freeport Boulevard on the west, Mangan Park on the north and 24th Street to the east. The area is predominantly urbanized with residential, commercial, and industrial land uses. The site encompasses an estimated 740 acres and lies within 5 miles of Sacramento's central business district to the north. Interstate 5 and Highway 99 provide access to the area from both the north and the south.

#### Environmental Effects:

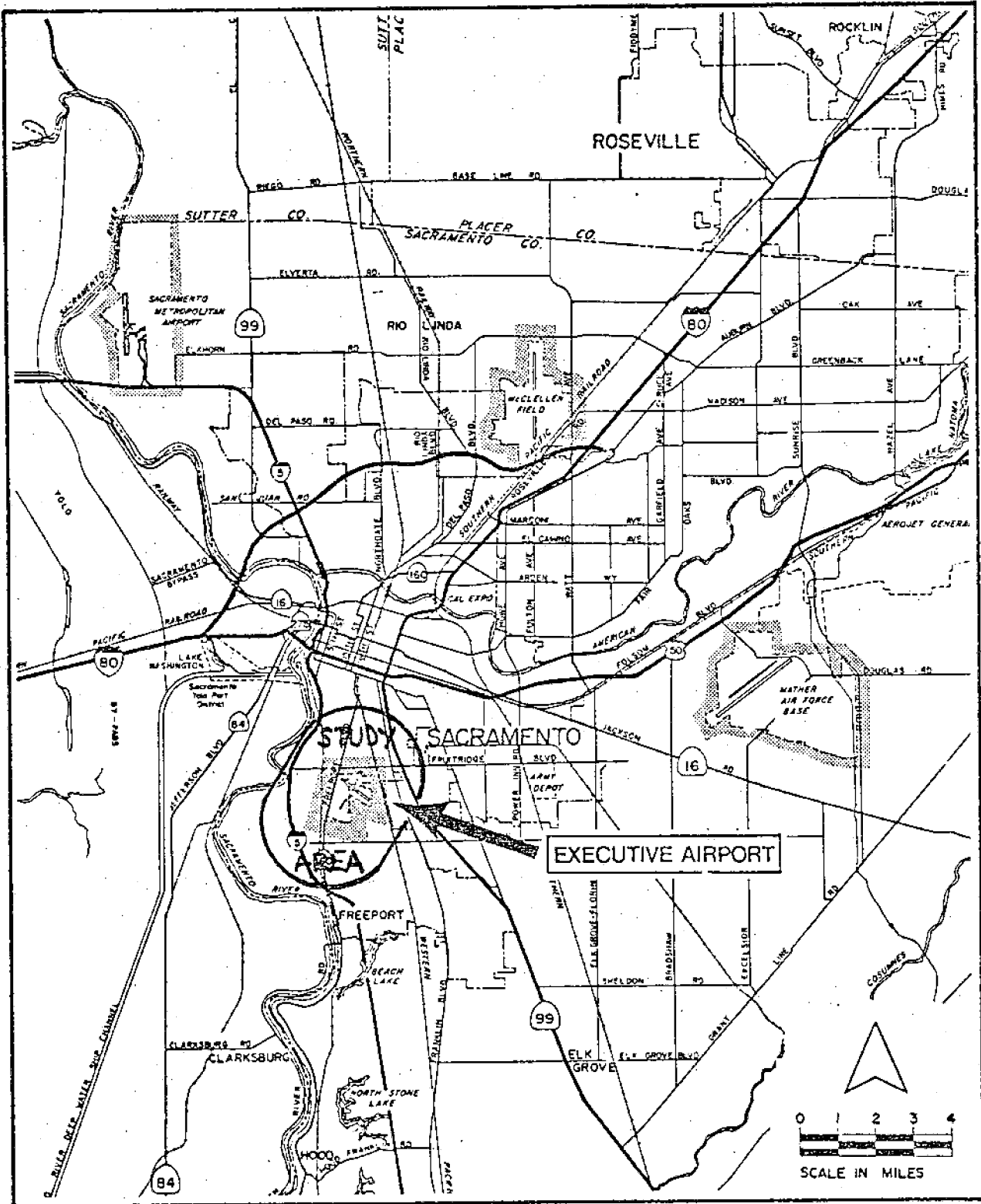
- 1) Potential alteration of present and planned land use;
- 2) Alteration of density of population;
- 3) Impact on existing housing;
- 4) Continued exposure of people to potential health hazards.

(See attached checklist.)

Mitigation Measures: None proposed.

Compatibility with Existing Zones and Plans: Implementation of the project will result in the alteration of existing zoning and land use

# Location Of Sacramento Executive Airport



plans in the vicinity of the airport. The alterations will generally result in reduced densities and reduced permissible intensity of development.

Preparer of Initial Study: This initial study was prepared by Jim Harnish of the Airport Land Use Commission.

ENVIRONMENTAL CHECK LIST FORM

I. Background

1. Name of Proponent AIRPORT LAND USE COMMISSION for Sacramento,  
Yolo, Yuba and Sutter Counties
2. Address and Phone Number of Proponent 800 H Street, Suite 300  
Sacramento, CA 95814  
(P. O. Box 808, Sacramento, CA 95804)
3. Date of Checklist Submission 10/17/80
4. Agency Requiring Checklist Same as above
5. Name of Proposal, if applicable Sacramento Executive Airport  
Comprehensive Land Use Plan

II. Environmental Impacts

(Explanations of all "yes" and "maybe" answers are required on attached sheets.)

	YES	MAYBE	NO
1. <u>Earth.</u> Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructures?	_____	_____	<u>X</u>
b. Disruptions, displacements, compaction or overcovering of the soil?	_____	_____	<u>X</u>
c. Change in topography or ground surface relief features?	_____	_____	<u>X</u>
d. The destruction, covering or modification of any unique geologic or physical features?	_____	_____	<u>X</u>
e. Any increase in wind or water erosion of soils, either on or off the site?	_____	_____	<u>X</u>
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	_____	_____	<u>X</u>



	YES	MAYBE	NO
g. Exposure of people or property to geological hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	_____	_____	<u>X</u>
2. <u>Air.</u> Will the proposal result in:			
a. Substantial air emissions or deterioration of ambient air quality?	_____	_____	<u>X</u>
b. The creation of objectionable odors?	_____	_____	<u>X</u>
c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	_____	_____	<u>X</u>
3. <u>Water.</u> Will the proposal result in:			
a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?	_____	_____	<u>X</u>
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	_____	_____	<u>X</u>
c. Alterations to the course of flow of flood waters?	_____	_____	<u>X</u>
d. Change in the amount of surface water in any water body?	_____	_____	<u>X</u>
e. Discharge into surface waters or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	_____	_____	<u>X</u>
f. Alteration of the direction or rate of flow of ground waters?	_____	_____	<u>X</u>
g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	_____	_____	<u>X</u>
h. Substantial reduction in the amount of water otherwise available for public water supplies?	_____	_____	<u>X</u>
i. Exposure of people or property to water related hazards such as flooding or tidal waves?	_____	_____	<u>X</u>

	YES	MAYBE	NO
4. <u>Plant Life.</u> Will the proposal result in:			
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?	_____	_____	<u>X</u>
b. Reduction of the numbers of any unique, rare or endangered species of plants?	_____	_____	<u>X</u>
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	_____	_____	<u>X</u>
d. Reduction in acreage of any agricultural crop?	_____	_____	<u>X</u>
5. <u>Animal Life.</u> Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, or insects)?	_____	_____	<u>X</u>
b. Reduction of the numbers of any unique, rare or endangered species of animals?	_____	_____	<u>X</u>
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	_____	_____	<u>X</u>
d. Deterioration to existing fish or wildlife habitat?	_____	_____	<u>X</u>
6. <u>Noise.</u> Will the proposal result in:			
a. Increases in existing noise levels?	_____	_____	<u>X</u>
b. Exposure of people to severe noise levels?	_____	_____	<u>X</u>
7. <u>Light and Glare.</u> Will the proposal produce new light or glare?	_____	_____	<u>X</u>
8. <u>Land Use.</u> Will the proposal result in a substantial alteration of the present or planned land use of an area?	<u>X</u>	_____	_____

	YES	MAYBE	NO
9. <u>Natural Resources.</u> Will the proposal result in:			
a. Increase in the rate of use of any natural resources?	_____	_____	<u>X</u>
b. Substantial depletion of any non-renewable natural resource?	_____	_____	<u>X</u>
10. <u>Risk of Upset.</u> Does the proposal involve a risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?	_____	_____	<u>X</u>
11. <u>Population.</u> Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	<u>X</u>	_____	_____
12. <u>Housing.</u> Will the proposal affect existing housing, or create a demand for additional housing?	<u>X</u>	_____	_____
13. <u>Transportation/Circulation.</u> Will the proposal result in:			
a. Generation of substantial additional vehicular movement?	_____	_____	<u>X</u>
b. Effects on existing parking facilities, or demand for new parking?	_____	_____	<u>X</u>
c. Substantial impact upon existing transportation systems?	_____	_____	<u>X</u>
d. Alterations to present patterns of circulation or movement of people and/or goods?	_____	_____	<u>X</u>
e. Alterations to waterborne, rail or air traffic?	_____	_____	<u>X</u>
f. Increase in traffic hazardous to motor vehicles, bicyclists or pedestrians?	_____	_____	<u>X</u>
14. <u>Public Services.</u> Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:	_____	_____	<u>X</u>

	YES	MAYBE	NO
a. Fire protection?	_____	_____	<u>X</u>
b. Police protection?	_____	_____	<u>X</u>
c. Schools?	_____	_____	<u>X</u>
d. Parks or other recreational facilities?	_____	_____	<u>X</u>
e. Maintenance of public facilities, including roads?	_____	_____	<u>X</u>
f. Other governmental services?	_____	_____	<u>X</u>
15. <u>Energy.</u> Will the proposal result in:			
a. Use of substantial amounts of fuel or energy?	_____	_____	<u>X</u>
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	_____	_____	<u>X</u>
16. <u>Utilities.</u> Will the proposal result in a need for new systems, or substantial alterations to the following utilities:			
a. Power or natural gas?	_____	_____	<u>X</u>
b. Communications systems?	_____	_____	<u>X</u>
c. Water?	_____	_____	<u>X</u>
d. Sewer or septic tanks?	_____	_____	<u>X</u>
e. Storm water drainage?	_____	_____	<u>X</u>
f. Solid waste and disposal?	_____	_____	<u>X</u>
17. <u>Human Health.</u> Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?	_____	_____	<u>X</u>
b. Exposure of people to potential health hazards?	<u>X</u>	_____	_____
18. <u>Aesthetics.</u> Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	_____	_____	<u>X</u>

	YES	MAYBE	NO
19. <u>Recreation.</u> Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	_____	_____	X
20. <u>Archeological/Historical.</u> Will the proposal result in an alteration of a significant archeological or historical site, structure, object or building?	_____	_____	X
21. <u>Mandatory Findings of Significance.</u>			
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	_____	_____	X
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief definitive period of time while long-term impacts will endure well into the future.)			
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)	_____	_____	X
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	_____	_____	X

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

10/17/80

Date

  
Signature

For Sacramento ALUC

APPENDIX 3:

COMMENTS AND RESPONSES GENERATED IN THE  
REVIEW OF THE DRAFT EIR

COMMENTS AND RESPONSES GENERATED IN THE REVIEW PROCESS

Three sets of comments on the Draft EIR were received during the review process. All comments are attached. The first set of comments is from the Sacramento City Planning Department. Department staff indicates that their comments are adequately addressed in this final EIR. The second set of comments are from the California Department of Transportation. Few of the Department's comments recommend changes to the DEIR. Their request that the 12,500 pound limit on aircraft allowed at Executive has been followed. The final letter is from George Weddell indicating he has no comments on the DEIR.



## APPENDIX B

## SPECIFIC COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT

1. The criteria or analytical thresholds used to make the determinations of "less than significant" impact need to be included in the DEIR, along with the quantification used to show the degree to which a specific impact approaches or does not approach significance.
2. Neither cumulative impacts (as required in the CEQA Guidelines, Section 15023.5), nor significant secondary impacts have been discussed or evaluated.
3. The DEIR does not make clear the CLUP's affect on existing land uses, particularly regarding the fact that no existing land use will be required to be phased out or otherwise abolished. The DEIR should state the exact circumstances which must exist before the CLUP will directly impact current uses. It also should clearly state that any determinations which the City Council may make in the future, regarding use of publically-owned land within the airport area-of-influence, are discretionary actions taken to implement the CLUP.
4. This DEIR should indicate that the City will consider a comprehensive implementation program, together with the proper environmental documentation, at a later date.
5. The statements in the DEIR regarding elimination of such land uses as recreational facilities (page 36, last sentence), and implementing anticipated zoning changes (page 32, paragraph 3), should be deleted.  
The former is not required by the CLUP, but rather is a discretionary action which the City may, at a later date, wish to consider, along with the referenced zoning changes, in order to implement the CLUP.
6. The land use impact section (page 18) should address such topics as: the number, type and location of potentially inconsistent uses; the extent of land use changes which may be expected to result from the CLUP (in acres, number of parcels, etc.); the amount of time over which a given amount of change can be expected (compare scenarios); and the amount of probable compliance with the land use policies which may be accepted within a given period of time.
7. The impacts on Chorley Park (page 26) need to be re-evaluated, particularly with respect to those facilities within AZ-2 (Runway 34) which are inconsistent with the CLUP policies, and the subsequent pressure which may result to develop that portion of the park which is outside the approach zone.
8. The impacts on both public and private schools should be assessed in terms of prohibitions against expansion of facilities, facility re-use limitations at schools which may close down, expectations that the CLUP will increase the likelihood of schools being closed, and the quantified, resultant impact on students.

9. Page 1, paragraph 1, and page 25, item 3, both imply that noise is an environmental effect of the CLUP. Clarification should be made that noise is an operational impact, previously evaluated in the Executive Airport Master Plan EIR, which the CLUP attempts to mitigate by restating Master Plan noise control policies (which, in turn reflect requirements contained in the California Administrative Code, Section 5000 et seq.)
10. The impacts of the noise insulation policy for single-family residences east of the airport should be assessed, including potential costliness, extent of structural change, and disruption of lifestyle to residents during installation (page 25).
11. The economic impact section (pages 33-34) contain several statements in need of substantiation or other re-evaluation. Of particular concern are the statements regarding income levels around the airport, property values decreasing, increased costs to consumers within the area, and additional development costs due to the CLUP. The discussion on page 38, paragraph 3, regarding cost-effectiveness, needs to be similarly examined. Omitted topics which should be added are: the effect of the CLUP on the tax base; the incentive to perpetuate non-conforming commercial uses due to the inability to re-establish them within the approach zones, and the attendant effect on property values; the costs of spatial reallocation and distribution required to provide alternative sites for public and private services (e.g., schools, custodial care facilities, eating facilities, recreational activities); and the effect on future housing allocations and supply (including cost), due to a decrease in potential homesites and/or a limitation on expansions or increases in density within existing areas of development.
12. The following statements in the report are in need of technical substantiation (whether from the Master Plan EIR or other sources), which will prevent them from appearing to be conclusionary: adequacy of drainage and freedom from flood hazards (page 12); "less than significant" noise impacts in other areas due to relocation of aircraft away from Executive (page 25); a "slight reduction" in non-aircraft noise (page 25); adequacy of the existing and planned roadway network (page 28); fewer homes falling within the forecasted 65 CNEL (page 33); and a minimal decrease in the housing stock due to lowered densities (page 33).
13. The following evaluations of environmental impact, which appear to be excerpted from the Master Plan EIR, need to be re-evaluated as being reflective of CLUP policy impacts (i.e., predominantly due to off-airport land use changes), as opposed to being airport operational impacts: adequacy of drainage facilities (page 12); flood potential (page 12); impacts on flora and fauna, including non-occurrence of rare/endangered species (page 13); and adequacy of existing/planned roadway networks (page 28).

14. In the following instances, the setting description sections contain statements which are either incorrect or incomplete: off-airport flora and fauna (page 13), current land-use (pages 15-18); non-aircraft noise impacts (page 25); parks and recreation (pages 25-26; e.g., lack of development at Bing Maloney Golf Course and the level of existing improvements at Chorley Park); schools (pages 26-27; e.g., number of students, size and type of facilities, number and location of private schools); energy (page 27); adjacent transportation networks/systems (page 28); City General Plan contents (particularly the degree of policy specificity, including a lack of comparison between the CLUP and the Noise and Safety Elements of the General Plan (page 30); Community Plan contents and the interface with zoning requirements (page 30); designation of inconsistent land uses (page 31); the number of people who are currently impacted by each of the approach zones and the over-flight zone; and quantification of the amount of inconsistency between the General Plan, Community Plans, zoning, and the CLUP (a chart would be an easy way of handling this). Figure 5 also contains several errors. All of the foregoing should be reviewed and either corrected or corroborated.
15. Additional topics which need to be analyzed are: the impact on the City's Community Development Block Grant plans for the City Farms and Woodbine areas; the alternative of adoption of less restrictive land use policies than those which are being proposed; a discussion of the specific aspects of the 'concentrations of people' policy; and physical design limitations placed on new structures in the approval zones.
16. While the CLUP is predicated on 1) the fact that there is a viable, self-renewing lease of 25 years duration for the continued operation of Executive Airport by the County Department of Airports, and 2) the assumption (CLUP, page 3, Assumption 1) that the airport will continue to exist for at least that period, the DEIR treats closure of the airport as an alternative to the different forms that the CLUP could take. Closure cannot be both a basic assumption and an alternative. This subject was thoroughly reviewed in the Executive Airport Master Plan as an alternative to continued operation of the airport, as opposed to being an alternative to the policies of the Comprehensive Land Use Plan.
17. Regarding page iv, it is suggested that a statement be added to the effect that: 1) only impacts resulting from the enactment and implementation of the CLUP are intended to be evaluated in this DEIR, and are the only ones subject to the requirements of CEQA regarding review and findings; and 2) evaluation of impacts resulting from continued operation of Executive Airport were evaluated in the EIR for the Executive Airport Master Plan, in 1979.

18. The list of obstructions on Page 16 is more than 2 years old, and should be updated.
19. The reason should be stated (page 16) for varying from FAR Part 77 in the designation of the approach zones for Runway 20.
20. What are the "proposed changes" referred to on page 25, paragraph 3? Also, which airports are likely to be affected by the shift in aircraft and what are the quantified impact levels (number of aircraft and levels of noise generated elsewhere)?
21. A greater degree of specificity is needed regarding the evaluation of consistency between the policies of the ALUC Policy Plan and the CLUP, as referenced on page 29, paragraph 4. A comparison chart would be a valuable aid, and could be made even more useful by including comparisons between the CLUP policies and other applicable policy documents.
22. On page 30, the DEIR refers to the nature of some of the inconsistencies between the Executive Airport Master Plan and the CLUP, but does not refer to the operational policies included in either document. Are they compatible or inconsistent?
23. There is an agreement conflict between the stated goal of the CLUP to decrease the density of people in the approach zones, and the statement on page 33, paragraph 2, sentence 1, to the effect that implementation will not substantially alter population levels.
24. Contrary to the statement on page 34, paragraph 3, line 3, there is no prohibition in the CLUP against making improvements to non-conforming structures or uses, provided that no outright expansion of the use is involved. The text should be modified to this effect, and should include the caveat regarding the destruction of inconsistent uses (rebuilding allowed only where less than 50% of its value has been destroyed, except for single-family detached residences where rebuilding may occur irrespective of the extent of destruction).
25. The summaries of impacts and mitigation measures (page 35) need to be reviewed for completeness in light of both the current document and future amendments. There appears to be incompatibility between the text and these lists. A valuable approach might be to summarize impacts and mitigation measures in a chart on a policy-by-policy basis.
26. There is an apparent contradiction on page 36 between paragraph 2, sentence 1, and paragraph 3, sentences 3 and 4, as to whether the 'no project' alternative will or will not mitigate impacts relating to the airport.

7. The last sentence on page 37 should be expanded to indicate the City's rationale for resisting the land use element of the Executive Airport Master Plan.
28. With respect to page 38, paragraph 2, the four items listed are implementation devices which may or may not be included to some degree in the City's future implementation program. Neither these alternatives nor the whole aspect of implementation is a bonafide alternative to the CLUP. Any adopted plan presupposes implementation as an integral part of itself. It is thus contradictory to state that an alternative to the plan is implementation of the plan. Furthermore, the assertion in paragraph 3, last sentence, regarding the effects of non-implementation of the four items should be deleted since, even with those four measures, virtually all of the existing inconsistent uses can still be expected to remain for a considerable amount of time (note: the second measure, acquisition of noise or aviation easements, does not automatically change the underlying uses to consistent ones).
29. On page 39, paragraph 5, sentence 3, the source of the statement that the costs of acquisition of the homes on AZ-1 (Runway 2) are \$5 million should be given, and the figure verified or updated, as appropriate. Indication should also be made as to whether that figure includes relocation costs, and all costs involved in such acquisitions are eligible for 95% cost participation by FAA (provided that Congress once again funds that program).
30. On page 39, last paragraph, the DEIR discusses public agency obligations where the amortization/purchase alternative to the CLUP is selected, specifically regarding existing single-family residential uses. It is suggested that the "no realistic alternative use" comment be revised to state that, in the case of private property in AZ-1, there is a potential that the CLUP regulation, without the inconsistent residential use provisions, could eliminate reasonable economic use of the property. This, in turn, might require a public agency to acquire the property for airport use.
31. The last paragraph on page 40 should be amended to reflect that, while the airport will continue to operate and have noise and safety impacts, those will be at a reduced level due to CLUP adoption and implementation. Also, continued operation of the airport will not "preclude any chance for alleviating the safety impacts"; these will be partially mitigated by the CLUP.
32. The statement on page 40, paragraph 2, should be rewritten to reflect the fact that the purpose of the Reliever Airport Study is to select facility sites to alleviate future unmet, general aviation demand, not existing activity at Executive Airport.

33. With respect to page 41, section F, increased development is a long-term development commitment but not, by CEQA definition, an irreversible environmental change. Development can be removed or made less intense, and the environmental status restored to its previous non-structural, man-made environment. An irreversible environmental change would be, for instance, the removal of a unique, natural habitat which could not be restored at a later date to its prior condition. Also, this section states that the "most significant impact" of the CLUP is to limit development. This statement contradicts those on page 32, section 2, and page 35, section VI A, that there are no significant impacts or less-than-significant impacts that result from this CLUP.
34. The Initial Study should be included in the DEIR, per the CEQA Guidelines, Section 15140(e).
35. Additional comments from other departments have also been attached.



# CITY OF SACRAMENTO

CITY PLANNING COMMISSION

APR 24 1981

RECEIVED

## DEPARTMENT OF COMMUNITY SERVICES

3520 FIFTH AVENUE

SACRAMENTO, CA 95817

(916) 449-5200

SOLON WISHAM, JR.  
DIRECTOR

CROCKER ART MUSEUM DIVISION  
GOLF DIVISION  
METROPOLITAN ARTS DIVISION  
MUSEUM AND HISTORY DIVISION  
RECREATION DIVISION  
PARKS DIVISION  
ZOO DIVISION

April 21, 1981

MEMO TO: Anne Parke, City Planning

SUBJECT: Draft EIR--Executive Airport

There are but two suggestions this Department has:

1. Existing recreation and park facilities be permitted to remain permanently as non-conforming uses. A move would be contemplated only if a facility became obsolete and a suitable location could be found that would serve the residents of that specific area in the same manner as the original facility did.
2. Abandon all non-conforming facilities and face the strong possibility of no replacement due to lack of funds for said replacements. It must be kept in mind that availability of funding and cost of replacement are factors of great importance.

The report is correct in stating that difficult problems would be created by the CLUP, such as removal of recreational facilities (page 36, "No Project", and page 38, "Strict Implementation of Recommended Policies").

  
G. ERLING LINGGI  
Assistant Director of  
Community Services

GEL:js

FROM THE OFFICE OF THE CITY MANAGER

MEMORANDUM

May 4, 1981

**TO:** Anne Parke, Planning Department

**FROM:** Mac Mailes, Assistant City Manager/Community Development

**SUBJECT:** Comments on Comprehensive Land Use Plan

You asked me to comment on the Comprehensive Land Use Plan and the related DEIR. Recognizing that I'm an expert in neither aviation nor planning, here are my comments.

CLUP Page 15, Item A2: Has statistical data been adjusted for anything? For example, does the figure for on-airport accidents include taxi and parking accidents? If so, the "almost half" figure may be irrelevant. Also, how does "almost half" relate to 15%? How much, if any, of the 15% is accounted for by "a substantial concentration"?

DEIR Page 9, Paragraph 2: May be unclear. Removal of commercial airliners to Metro drastically reduced the level of sophistication and size of aircraft based at Executive. It also substantially decreased the amount of noise.

DEIR Page 19, Paragraph 1: (indented material) The statistics should be compiled in consistent fashion. How many aircraft are in the "15% within one mile" category and how many constitute "a substantial concentration" in climb-out and descent corridors?

DEIR Section V, page 29: Should reference the Redmond thesis on economic interaction between airports in Sacramento County and the community as a whole; "the economic impact of Sacramento Metropolitan and Sacramento Executive Airports for fiscal year July 1, 1978 through June 30, 1979" by Gary W. Redmond; on file California State University, Sacramento.



Mac Mailes  
Assistant City Manager  
for Community Development





# CITY OF SACRAMENTO

RECEIVED

APR 7 1981

City Planning Commission

WILLIAM R. POWELL  
FIRE CHIEF

DEPARTMENT OF FIRE  
915 "H" STREET SACRAMENTO, CALIF. 95814  
CITY HALL - ROOM 3 TEL. (916) 449-5267

April 6, 1981

## M E M O R A N D U M

TO : ANNE A. PARKE, Planning Department

FROM : HARRY W. POWELL, Deputy Chief

SUBJECT: DRAFT EIR ON EXECUTIVE AIRPORT COMPREHENSIVE LAND USE PLAN

We would like to make the following comments on the Draft EIR Report covering the CLUP at Executive Airport.

On Page 19 of the report, Item B, Safety, it says there is information from the Study of Civil Air Accidents nationwide that indicates "Almost half of the accidents involving civil aircraft occur on airport property." The study also concludes that it is possible to reasonably predict the probability of aircraft accidents in the vicinity of an airport and the degree of risk involved.

I think the experience that we have had at this airport with crashes in the last 10 years indicates the degree of risk.

It is suggested that in Item 3, Page 22, there are some "Mitigation Measures" that can be proposed that will help, ".....protect the safety and general welfare of people in the vicinity of the airport....".

In the inventory of the land uses within each of the Safety Zones including Zone 4, the 20,000 gallon aircraft fuel tanks that are underground and above ground on airport property have not been addressed; nor has the inadequate fire protection for this fuel storage area been addressed.

We feel that an aircraft could crash in this area, also a fuel fire could take place in the loading and off-loading of fuel in this area. A picture is enclosed of this area showing fuel spillage of a product that has a flashpoint of -50° and a lower flammability limit of 1.4%. This amounts to a great susceptibility or ease of ignition.

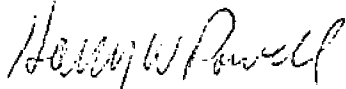
The closest fire hydrant to this hazard is approximately 1,100 feet. A distance too great for a single pumper to deliver any quantity of water and totally inadequate to control a large fuel fire.

Anne A. Parke

-2-

April 6, 1981

"Mitigation Measures" could be the installation of a number of fire hydrants along Freeport Boulevard and in the area around the fuel storage that would be fed from the 36" transmission main that runs just east of Freeport Boulevard. This would supply the volume of water needed. It is recommended that the tank storage area, fuel loading area, and all structures on the airport should conform to all National Fire Protection Association standards for fire protection.



HARRY W. POWELL  
Deputy Chief

HWP:nm



## Memorandum

Ann Barkley, Chief  
 Division of Transportation Planning  
 ATTN: F. Darrell Husum

Date: May 18, 1981

File: Clearinghouse/  
Sacramento Executive A/P

From : DEPARTMENT OF TRANSPORTATION  
 Division of Aeronautics

Subject: Project Review - SCH 80102415 - Sacramento Executive Airport  
 Comprehensive Land Use Plan (CLUP) and DEIR

Project Description: In April, 1979, Sacramento County adopted a Master Plan for Sacramento Executive Airport. The C.L.U.P. was developed in response to accident risks and State law. The Draft C.L.U.P. does not fully mitigate adverse impacts from airport operation, but does discuss alternatives to the C.L.U.P. to mitigate impacts.

The California Department of Transportation, Division of Aeronautics, has reviewed the C.L.U.P. and the DEIR. Our review is necessitated because of our statutory responsibilities and focuses on noise impact from airport operations; safety of residents in the airport environs and of airport users themselves; encroachment of incompatible land uses on the airport or into its sphere of influence; and the impact on the surface transportation/circulation network serving the area.

In the C.L.U.P., on page 3-4, under Section 11.28.070, the question is submitted whether the "decisions of the Airport Director made pursuant to 11.28.040 or 11.28.050 are final and conclusive," might not be subject to judicial review upon appeal. On page 3-8, in Section 4.106, the same question may be appropriate.

In Appendix 4, on page 4-1, the second paragraph contains an error. 10,000 divided by 15 equals 667 - not 67 as indicated. Perhaps 10,000 is the figure in error. Any "drinking establishment" that size would be equivalent to a square, 100 feet to the side, and that is huge.

In the DEIR, page 5, the need to limit to a maximum of 12,500 pounds gross weight the aircraft authorized to use Sacramento Executive Airport is questioned. The maximum gross weight should be that which the runway, taxiway, and other areas are capable of sustaining. Noise, for example, is only related to gross weight in few cases. The 12,500 pound limit may be unduly restrictive. There is no indication in the DEIR that that limit was chosen on the basis of pavement strength tests. It is recommended that a re-appraisal of this limit be pursued.

DAS-08N-125

INITIALS / DATE

Barkley  
5-20-81

VRC 5-20-81

3-12

For example, there are 3 models of the Cessna Citation, one of which has a 12,000 pound maximum gross weight, while the other two weigh 13,500 and 19,700 pounds. All the Lear jet aircraft weigh 15,000 to 20,500 pounds. The Gulfstream 3 has a maximum gross of 68,700 pounds. All these aircraft have been observed at Sacramento Executive, which is used because of its proximity to downtown Sacramento. To deny the use of Sacramento Executive Airport to the operators might be too restrictive as long as aircraft meet noise criteria established by the C.L.U.P.

On page 8, the analysis of Airport Facilities ignores the fact that runway 12/30 is designated as an alternate instrument runway when traffic is inbound on runway 02.

Noise - is considered thoroughly in the DEIR. We note figure 4 on page 24 as showing only a very small area - Romack Circle and 47th Avenue - as included within the 65 CNEL contour, and yet the "probable impacts" discussion on page 25 indicates that 2-3 acres (12-18 homes) may lie in the incompatible area by 1986. It would seem that the longer one waits to act, the more expensive would be any corrective action to mitigate the noise impact. It would be better to act decisively now than to wait until 1986. Action should be taken to effectively bar any further residential development in or near the impacted area. Condemnation proceedings against existing residences in that area should be considered - and at the very least avigation easements should be obtained.

Recent news items in the Sacramento Bee related attempts by lobbying groups to maintain the Little League ball diamonds in their present location at the expense of further restrictions on the airport. It would be better to recognize the potential adverse safety impacts and channel efforts into finding appropriate sites for relocating the baseball facilities.

Circulation - is briefly discussed on page 28, but we find that the C.L.U.P. would have little or no adverse impact on surface transportation facilities.

There is some concern with the issue of "consistency with existing plans." The discussion beginning on page 29 reveals that there are a number of divergent goals and policies in the various plans. It might be appropriate to convene a meeting of representatives for the different plans and policies and attempt to arrive at some semblance of consistent policies. The existing situation is confusing. The inconsistencies could lead to unfortunate inconsistencies between various echelons of government (see pages 29 and 30) and permitted land uses.

Ann Barkley  
Page 3  
May 18, 1981

On page 32, the DEIR describes a proposal to develop a single overlay or combining zone to be applied to all existing zoning classifications. Favorable action on that proposal is recommended.

We have carefully reviewed the alternatives listed on page 36 to 40. It is the governing body, of course, which must decide on what course of action is to be taken. It should be pointed out, however, that the State of California and the FAA have made a number of fund grants for Sacramento Executive Airport. Should Alternative E be adopted, the airport operator would be required to repay large proportions of grant funds to both the State and the Federal Government. Anything short of adopting a C.L.U.P., of course, would still not be in compliance with the law.

We have no other comments to offer at this time, but do appreciate the opportunity to comment.

MARK F. MISPAGEL, Chief  
Division of Aeronautics

Burd Miller  
Environmental Planner

Attachment

RED:jmd

bcc: John Allison - 03

RECEIVED

APR 16 1981

Caltrans Division of Aeronautics

4-18

Do not tear to the left of this line

FEDERAL GRANT APPLICATION/AWARD NOTIFICATION  
STATE OF CALIFORNIA STATE CLEARINGHOUSE (916) 445-0613

APPLICANT - (Departmental Unit) AIRPORT LAND USE COMMISSION - SACOG 800 W. St. Suite 300  
ADDRESS - Street or P.O. Box  
STATE, ZIP CODE, CITY, COUNTY, STATE, ZIP CODE, CITY, COUNTY, STATE, ZIP CODE  
SACRAMENTO SACRAMENTO CA 95814

10. TYPE OF ACTION:  New  Modification  Continuation  
11. TYPE OF CHANGE (Increase or Decrease in Duration or Dollars):  Increased Dollars  Decreased Dollars  
12. General Service Charge:  Concession  
13. FILING FEES:  None  Other

15. REQUESTED FUND START: 19  1981  1982  
16. FUNDS DURATION:  Monthly  Quarterly  Semi-Annual  Annual  
17. EST. PROJECT START: 19  1981  1982  
18. EST. PROJECT DURATION:  Monthly  Quarterly  Semi-Annual  Annual

19. APPLICANT TYPE:  A. State  B. School District  C. Interstate  D. Community Action Agency  E. Sub State Dist.  F. Nonprofit Organization  G. Indian  H. Other  
20. REQUESTED FUNDING TYPE:  1. Direct  2. Indirect  3. Other

21. EST. TITLE OF APPLICANT'S PROJECT: SACRAMENTO EXECUTIVE AIRPORT COMPREHENSIVE LAND USE PLAN

22. DESCRIPTION OF APPLICANT'S PROJECT (Purpose): THE COUNTY OF SACRAMENTO, OPERATOR OF THE AIRPORT, ADOPTED A MASTER PLAN FOR EXEC AIRPORT IN APRIL 1979. THE C.L.U.P. WAS DEVELOPED IN RESPONSE TO ACCIDENT RISKS AND STATE LAW. THE DRAFT CLUP DOES NOT FULL MITIGATE ADVERSE IMPACTS FROM AIRPORT OPERATION, BUT DOES DISCUSS ALTERNATIVES TO THE CLUP TO MITIGATE IMPACTS. EIR DISCUSSES IMPLICATIONS OF ADOPTING/IMPLEMENTING CLUP

23. AREA OF PROJECT IMPACT (City, County, State, etc.): SACRAMENTO, SACRAMENTO COUNTY, CA

24. CONGRESSIONAL DISTRICT:  District Impacted By Project  
25. Environmental Agreement Required:  By State Federal Agency?  Yes  No  
26. CLEARINGHOUSE TO WHICH SUBMITTED:  State  Area Wide  None

27. NAME/TITLE OF CONTACT PERSON: JIM HADNISH, ASSOC. PLANNER  
ADDRESS - Street or P.O. Box: P.O. BOX 206, SACRAMENTO, 95804  
TELEPHONE: 916-441-5730

28. IS ENVIRONMENTAL DOCUMENT REVIEW REQUIRED? YES  NO   
IF YES:  Draft EIR  Final EIR  None Attached - Document Will be Forwarded On Approximately:  State  Other Year:  1981  1982  1983

29. FEDERAL PROGRAM DOES NOT REQUIRE AN ENVIRONMENTAL DOCUMENT PROJECT EXEMPT UNDER STATE CATEGORICAL EXEMPTION CLASS:  YES  NO

30. CLEARINGHOUSE ID: 300  
MULTIPLE CLEARINGHOUSE:  YES  NO

31. ACTION SAID ON REVIEW OF:  Notification  Approval  
32. ACTION TAKEN:  With Comment  Without Comment  Wanted  Unwanted

33. STATE APPLICATION IDENTIFIER (SAAI) Number: CA 80102415

PART 1

PART 2

STATE CLEARINGHOUSE - 1400 TENTH STREET - (916) 445-0613

CLEARINGHOUSE CONTACT: TERRY W/C / W/C

REVIEW PERIOD BEGAN: 4-10-81

DEPARTMENT REVIEW TO AGENCY BY: 5-17

AGENCY REVIEW TO CLEARINGHOUSE BY: 5-21

CLEARINGHOUSE COMPLIANCE BY: 5-25-81

SIGN-OFF: *Burd Miller*  
ENV. Planner  
CALTRANS-DIV 0  
5-19-81

RESOURCES AGENCY

DEPT. OF HEALTH

CONSERVATION

FISH AND GAME

PARKS AND RECREATION/OHP

STATE WATER RESOURCES

WATER RIGHTS SACRAMENTO REGIONAL # 5 - (Tom Pickens)

DELTA UNIT

AIR RESOURCES BOARD

STATE LAND COMMISSION

BOATHAND WATERWAYS

RECLAMATION BOARD

DEPT. FORESTRY

DAY CONSERVATION DEV. COMM.

HOUSING & COMMUNITY DEV.

CALTRANS - AERONAUTICS

ENERGY COMMISSION

GEN. INVESTMENT

\* Aeronautics has already received the EIR directly from local Agency.

SPKED-W

7 May 1981

Ms. Ann Parke  
Sacramento City Planning Department  
725 J Street  
Sacramento, California 95814

Dear Ms. Parke:

We had received the reports, "Executive Airport Comprehensive Land Use Plan", and the draft environmental impact report, some time ago. Because the transmittal letter was inadvertently left out, we assumed the reports were only for information. However, in your telephone conversation on 5 May with Mr. Phil Lee of my staff, you indicated that you would like a response to the contents of the report.

We have reviewed the reports, particularly with respect to the authorized Morrison Creek Stream Group project. We conclude that this comprehensive land use plan would not conflict with flood control, navigation, or other programs within the jurisdiction of the Corps of Engineers.

Thank you for the opportunity to review these reports.

Sincerely,

GEORGE C. WEDDELL  
Chief, Engineering Division

DRAFT

REVISED: 10/20/82

30

## ORDINANCE NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

AN ORDINANCE ADDING SECTION 30 AND SECTION 22-A-69 OF THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF SACRAMENTO, ORDINANCE NO. 2550, FOURTH SERIES, RELATING TO LAND USE RESTRICTIONS IN THE VICINITY OF EXECUTIVE AIRPORT (M-697)

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

### SECTION 1.

Section 30 is hereby added to the Comprehensive Zoning Ordinance of the City of Sacramento, Ordinance No. 2550, Fourth Series, to read as follows:

### Section 30. Executive Airport Overlay Zones

#### A. Purpose

The purpose of this Section 30 is to help protect the health, safety and general welfare of people in the vicinity of the Sacramento Executive Airport and to improve air navigation safety. More specifically, this section is intended to help protect the public from the adverse effects of aircraft noise, to reduce the number of people exposed to potential airport-related hazards, to provide for the sensible growth and maintenance of the airport environs, and to effectuate the policies reflected in California Public Utilities Code Sections 21670 et seq. and the Executive Airport Comprehensive Land Use Plan.

#### B. EA Executive Airport Overlay Zones

1. 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.

2. The EA designation shall be applied to that area included within the four airport zones, as generally delineated on Figure 2 of the 1982 Executive Airport Comprehensive Land Use Plan and as more specifically delineated on the Executive Airport Planning Area Map, dated August 1982.

(a) 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.



(b) The EA-2 overlay zone includes that area located within Approach Zone 2 or AZ-2 of the 1982 Executive Airport CLUP. EA-2 areas are adjacent to the EA-1 areas and are under primary flight paths.

(c) The EA-3 overlay zone includes that area located within Approach Zone 3 or AZ-3 of the 1982 Executive Airport CLUP. The EA-3 areas are also under primary flight paths but are more distant from the airport than EA-2 areas.

(d) The EA-4 overlay zone includes that area located within the Overflight Zone or OZ-4 of the 1982 Executive Airport CLUP. This area generally encircles the airport and is the least restrictive overlay zone.

3. In the event that an EA overlay zone line splits a vacant parcel, the restrictions of each particular EA overlay zone shall apply to the portion of the parcel within that zone; provided, however, that when a parcel is fifty percent (50%) or more in the less restrictive zone, the owner of such parcel may submit an application to the Planning Director, requesting permission to render applicable to the entire parcel the less restrictive overlay zone. The Planning Director's decision to approve or conditionally approve the application shall be based upon mitigation measures to be taken by the applicant with regard to site planning, building placement and design.

C. Use Chart

1. A "yes" on the following chart indicates that the use is permitted in the particular zone; a "no" indicates that the use is prohibited in the particular zone; an asterisk "\*" indicates that the use may be permitted pursuant to Section 30-D. A footnote after a "yes" indicates the use is permitted subject to the limitations stated for that footnote. A footnote after a dash indicates the use may be permitted subject to limitations stated for that footnote.

LAND USE	<u>OVERLAY ZONE</u>			
	EA-1	EA-2	EA-3	EA-4
<u>RESIDENTIAL</u>				
Single-Family Dwelling	No	Yes <sup>1</sup>	Yes <sup>1</sup>	Yes
Two-Family Dwelling	No	No	No	Yes
Multi-Family dwelling	No	No	No	Yes
Group quarters	No	No	No	Yes <sup>2</sup>
Mobile home parks or courts	No	Yes <sup>1</sup>	Yes <sup>1</sup>	Yes
Other residential	No	Yes <sup>1</sup>	Yes <sup>1</sup>	Yes
<u>INDUSTRIAL/MANUFACTURING</u>				
Food and kindred product	No	*	Yes	Yes
Textile mill products	No	*	Yes	Yes
Apparel	No	*	Yes	Yes
Lumber and wood products	No	*	Yes	Yes

OVERLAY ZONE

LAND USE	EA-1	EA-2	EA-3	EA-4
----------	------	------	------	------

INDUSTRIAL/MANUFACTURING (Contd)

Furniture and fixtures	No	*	Yes	Yes
Paper and allied products	No	*	Yes	Yes
Printing, publishing	No	*	Yes	Yes
Chemicals and allied products	No	No	No	Yes
Petroleum refining & related industries	No	No	No	No
Rubber and miscellaneous plastic	No	No	No	No
Stone, clay and glass products	No	*	Yes	Yes
Primary metal industries	No	*	Yes	Yes
Fabricated metal products	No	*	Yes	Yes
Miscellaneous manufacturing	No	*	Yes	Yes
Warehousing/storage	No	*	Yes	Yes

TRANSPORTATION, COMMUNICATIONS AND UTILITIES

Railroad, rapid rail transit	Yes <sup>3</sup>	*	Yes	Yes
Highway and street ROW	Yes	Yes	Yes	Yes
Auto parking lots	Yes <sup>3</sup>	Yes	Yes	Yes
Communications	Yes <sup>3</sup>	Yes	Yes	Yes
Utilities	Yes <sup>3</sup>	*	Yes	Yes
Private Airstrips	No	No	No	No
Other trans, comm, and util.	Yes <sup>3</sup>	*	Yes	Yes

PUBLIC AND QUASI-PUBLIC SERVICES

Hospital	No	No	No	Yes <sup>2</sup>
Family Day Care Facility	No	Yes <sup>1</sup>	Yes <sup>1</sup>	Yes
Family Care Facility	No	Yes <sup>1</sup>	Yes <sup>1</sup>	Yes
Non-residential Care Facility	No	No	No	Yes <sup>2</sup>
Residential Care Facility	No	No	No	Yes <sup>2</sup>
Government services	No	No	Yes <sup>2</sup>	Yes <sup>2</sup>
Schools, colleges	No	No	No	No
Cultural activities including churches, libraries	No	No	No	Yes <sup>2</sup>
Medical/health clinics, laboratories	No	No	Yes <sup>2</sup>	Yes <sup>2</sup>
Cemeteries	Yes <sup>3</sup>	Yes	Yes	Yes
Other public and quasi-public services	No	No	Yes <sup>2</sup>	Yes <sup>2</sup>

RECREATION

Neighborhood parks	No	Yes <sup>6</sup>	Yes	Yes
Community and regional parks	No	No	Yes	Yes
Nature exhibits	Yes <sup>3</sup>	*	Yes	Yes
Spectator sports, stadiums, arenas	No	No	No	No
Golf courses, riding stables	Yes <sup>3</sup>	*	Yes	Yes

OVERLAY ZONE

LAND USE	EA-1	EA-2	EA-3	EA-4
----------	------	------	------	------

RECREATION (Contd)

Water based recreational areas	No	No	Yes	Yes
Resort and group camps	No	No	Yes	Yes
Auditoriums, concert halls	No	No	No	No
Outdoor amphitheatres, music shells	No	No	No	No
Indoor sports facilities	No	No	No	Yes <sup>2</sup>

RESOURCE PRODUCTION, EXTRACTION, AND OPEN SPACE

Agricultural Production	Yes <sup>3,5</sup>	Yes <sup>5</sup>	Yes <sup>5</sup>	Yes <sup>5</sup>
Permanent Open Space	Yes <sup>3,5</sup>	Yes <sup>5</sup>	Yes <sup>5</sup>	Yes <sup>5</sup>
Water areas	Yes <sup>5</sup>	Yes <sup>5</sup>	Yes <sup>5</sup>	Yes <sup>5</sup>
Wholesale horticultural production	Yes <sup>3,5</sup>	Yes	Yes	Yes

COMMERCIAL/RETAIL/SERVICES

(a) The following types of uses:	No	No	No	Yes <sup>2</sup>
----------------------------------	----	----	----	------------------

Amusement Center  
 Auction House  
 Bar/Cocktail Lounge  
 Billiard Parlor  
 Bowling Alley  
 Card Room/Bingo Parlor  
 Dance Hall  
 Dance Studio  
 Drive-In Restaurant  
 Funeral Home  
 Health and Fitness Center (activity center)  
 Ice Cream Parlor (with table service or serving meals)  
 Lunch Room - Coffee Shop  
 Public Market (over 6400 sq. ft.)(individually leased sales stalls)  
 Restaurant  
 Skating Rink  
 Social Clubs  
 Theater  
 Weight Control Center  
 Residential hotels  
 Transient lodgings-hotels, motels  
 Video Arcades

(b) The following types of uses:	No	Yes <sup>4</sup>	Yes <sup>2</sup>	Yes
----------------------------------	----	------------------	------------------	-----

Aircraft Sales	Cookware Shop
Ambulance Service	Costume Shop
Antique Store	Credit Union Association
Appliance Store	Curio or Novelty Shop
Art Gallery	Delicatessen (no table service)
Art Supplies - Store	Dental Office

OVERLAY ZONE

COMMERCIAL/RETAIL/SERVICES (Contd)

(b) The following types of uses:

Auto Dealer  
 Auto Parts House  
 Auto Repair Shop  
 Auto Rental Company  
 Auto Body and Fender Shop  
 Auto Car Wash  
 Auto Upholstery  
 Bait Shop  
 Bakery (no table service or serving of meals)  
 Bank  
 Barber Shop  
 Beauty Shop  
 Bicycle Shop  
 Blueprinter  
 Boat Sales  
 Book Store  
 Broadcasting Studio (w/out live audience)  
 Building Contractor  
 Building Supplies  
 Cabinet Shop  
 Camera Store  
 Camper Sales  
 Candy Store  
 Canteen or Vending Service Center  
 Cigar Store  
 Cleaning-Laundry Agency  
 Clothing Store  
 Collection Agency  
 Contractor's Shop  
 Interior Decorator's Studio  
 Janitorial Service Company  
 Jewelry Store  
 Knit Shop  
 Lapidary Shop  
 Laundromat-Self Service  
 Laundry-Commercial  
 Lawnmower Sales & Service  
 Leather Goods Store  
 Liquor Store  
 Loan Office  
 Locksmith  
 Masseur  
 Millinery Shop  
 Meat Market

EA-1	EA-2	EA-3	EA-4
No	Yes <sup>4</sup>	Yes <sup>2</sup>	Yes
			Department Store (under 3000 sq. ft.)
			Dress Shop
			Drug Store (under 3000 sq. ft.)
			Electrical Contractor
			Electrical Goods Store-Retail
			Employment Agency
			Equipment Rental and Sales Yard
			Fabric Store
			Feed Store-Retail Only
			Finance, Insurance and Real Estate
			Floor Covering
			Florist
			Food Store (specialized)(under 6400 sq. ft.)
			Furrier Shop
			Furniture Refinishing
			General Contractor
			Gift Card Shop
			Gift Shop
			Glazier Shop
			Grocery (under 6400 sq. ft.)
			Hardware Store
			Hat Shop
			Hearing Aid Sales and Service
			Heating & Sheet Metal Contractor
			Hobby Supplies Store
			Home Improvement Center-Retail (under 6400 sq. ft.)
			Ice Cream Parlor (no table service or serving of meals)
			Printing Plant
			Public Stenographic Service
			Radio & T.V. Sales & Service
			Real Estate Office
			Recording Studio (without live audience)
			Records-Posters (under 6400 sq. ft.)
			Roofing or Building Contractor
			Rug and Drapery Shop
			Savings & Loan Company
			Second Hand Store
			Service Station
			Sewing Machine Sales
			Sheetrock or Plastering Contractor
			Shoe Repair Shop
			Shoe Store
			Shoeshine Stand
			Sign Shop

OVERLAY ZONE

COMMERCIAL/RETAIL/SERVICES (Contd)

EA-1      EA-2      EA-3      EA-4

Medical Office  
 Messenger Service  
 Motorcycle & Power Scooter Sales  
 Music Store & Instrument Repair  
 Newsstand  
 Notions Store (under 6400 sq. ft.)  
 Nursery - Plants, etc.  
 Office - Business or Professional  
 Office Equipment Sales & Service  
 Optician  
 Oriental Rug Shop  
 Orthopedic Supply  
 Paint Store  
 Pawn Shop  
 Pest Control Service  
 Pet Shop  
 Photo Engraving Shop  
 Photographic Studio  
 Plumbing Contractor  
 Pottery and Glass Store  
 Power Tool Sales  
 Prescription Pharmacy

Spa and Pool Sales  
 Sporting Goods Store  
 Stamps and Coins  
 Stationery Store  
 Tailor  
 Taxidermist  
 Tile Contractor  
 Tire Shop - including Recapping  
 Tobacco Shop  
 Toy Shop (under 6400 sq. ft.)  
 Trailer Sales Yard  
 Travel Agency  
 Trophy & Emblem Store  
 Upholstery Shop  
 Used Car Lot  
 Variety Store (under 6400 sq. ft.)  
 Veterinary Services  
 Voice Studio  
 Watch Repair Shop  
 Wholesale Store & Distributors  
 Wig Sales  
 Yardage Shop

- or any combination of permitted uses

(c) The following types of uses:

No	*7	Yes <sup>2</sup>	Yes
----	----	------------------	-----

Department Store (over 3000 sq. ft.)  
 Discount House - Retail Merchandise  
 (over 6400 sq. ft.)  
 Drug Store (over 3000 sq. ft.)  
 Food Store (over 6400 sq. ft.)  
 Home Improvement Center (over 6400  
 sq. ft.)

Gun Shop  
 Grocery Store (over 6400 sq. ft.)  
 Medical/Dental Office Complex  
 Toy Shop (over 6400 sq. ft.)  
 Variety Store (over 6400 sq. ft.)

2. The footnotes appearing in the Section 30-C-1 chart have the following meaning:

(a) Footnote 1: No residential uses in excess of four (4) dwelling units per gross acre.

(b) Footnote 2: No structure with more than two habitable stories, or which exceeds 30 feet in height.

(c) Footnote 3: No building, structure, above-ground transmission lines, or storage of flammable or above-ground explosive material, and no uses resulting in a gathering of more than ten (10) persons per acre at any time.

(d) Footnote 4: Use permitted only if it does not result in any of the following: (1) structural lot coverage greater than 20%; or (2) above-ground storage of flammable or explosive material; or (3) any structures with more than two habitable stories, or which exceeds 30 feet in height.

(e) Footnote 5: Use permitted only if it does not result in a possibility that a water area may cause ground fog or result in a bird hazard.

(f) Footnote 6: No high-intensity use or facilities such as structured playgrounds, ballfields, or restrooms.

(g) Footnote 7: Use permitted only if it meets the standards listed in Sections 30-D-1, and will not result in structural lot coverage greater than 20%.

#### D. Discretionary Permitted EA-2 Uses

1. The owner of property located in the EA-2 overlay zone may submit a written application to the Planning Director, requesting permission to establish or modify a land use which is indicated by a dash in the Section 30-C use chart, and is not prohibited by any other provision in the Zoning Ordinance or City Code. The Planning Director, without holding a hearing, may permit such use if he finds that the use will not result in any of the following:

(a) Concentration of people greater than 50 persons per acre at any time;

(b) Above-ground storage of flammable or explosive material; or

(c) Any structure with more than two habitable stories or which exceeds 30 feet in height.

2. The application shall include:

(a) A processing fee in an amount established in a resolution adopted by the City Council; and

(b) Evidence that the proposed or modified use satisfies the findings mandated in Section 30-D-1; and

(c) Other information as may be requested by the Planning Director.

3. Not more than thirty (30) days after receipt of a complete application, the Planning Director shall either:

(a) Approve or conditionally approve the use; or

(b) Notify the applicant in writing that he has determined that the use should not be permitted, and a brief statement of the reasons for such determination; or

(c) Schedule the matter for a Planning Commission public hearing. The hearing shall be noticed and fees shall be charged in the same manner as for a special permit. The Commission may approve or conditionally approve the use only if it makes all of the findings specified in Section 30-D-1.

4. In accordance with the procedures specified in Zoning Ordinance Section 18, any person aggrieved by a decision of the Planning Director pursuant to Section 30-D-3(b) may file an appeal with the Planning Commission, and any person aggrieved by a decision of the Planning Commission may file an appeal with the City Council.

E. Concentration of People Calculation Method

1. Calculation of the anticipated maximum number of persons per acre associated with a particular use shall be based on:

(a) The process described in Appendix 5 of the 1982 Executive Airport Comprehensive Land Use Plan; or

(b) An analysis of existing uses in similar locations; or

(c) An analysis of the precise details of the use relative to the maximum probable number of people to be attracted to the site at any time; or

(d) Any other method reasonably likely to indicate the anticipated maximum number of persons per acre associated with a particular land use.

2. In the event of a conflict between the calculations achieved pursuant to the methods listed in Section 30-E-1, the determination of concentration shall be based on that method or combination of methods which, in the opinion of the decision-maker, is most accurate for the specific type and location of use.

F. Nonconformities

1. As used in this Section 30, a nonconformity shall mean a land use or structure which:

(a) Existed or was lawfully under construction on the effective date of this ordinance, or existed prior to the effective date of this ordinance and became vacant or unoccupied less than one year prior to the effective date of this ordinance; and

(b) Was legal immediately prior to the effective date of this ordinance; and

(c) Does not conform to a provision contained in this Section 30.

2. A nonconformity may be continued subject to the provisions of this Subsection F.

3. A nonconformity shall not be expanded, enlarged, intensified, or changed to another use prohibited by this Section 30 except as provided in Section 30-G and 30-H; only such repairs as are part of normal, necessary maintenance and construction activity not likely to facilitate expansion, enlargement or intensification of the nonconformity shall be permitted.

4. The cessation of the use of a nonconforming structure or nonconforming land use for a period of one year, commencing on or after the effective date of this ordinance, shall terminate all rights in such nonconformity. This section shall not apply to single-family dwellings.

G. Permitted Changes in Nonconformities

The following changes in nonconformities shall be permitted:

1. Reconstruction of a nonconforming structure, or conforming structure containing a nonconforming use, due to damage to the structure if:

(a) Reconstruction will not expand, enlarge or intensify the nonconformity; and

(b) The cost of such reconstruction does not exceed fifty (50) percent of the replacement value of the structure immediately prior to damage; and

(c) That portion of a structure containing a nonconforming anchor tenant may be reconstructed notwithstanding the fifty (50) percent limitation imposed in Section 30-G-1-(b).

2. Reconstruction or repair of a single-family dwelling used as a residence.

3. Expansion of a single-family dwelling used as a residence, including the addition of rooms, patio covers, swimming pools, and accessory structures.

4. New construction of one single-family dwelling on any vacant lot which conforms to all standards of the City Code and Zoning Ordinance, except this Section 30, provided that such dwelling is used exclusively as a residence.

5. Minor changes in nonconforming public schools located in the EA-4 overlay zone provided that the change, or the combination of several changes, will not increase the capacity of the school more than 33% above its capacity on the effective date of this ordinance.

H. Discretionary Changes in Nonconformities

1. Notwithstanding Section 30G, a property owner may submit a written application requesting authorization to expand or enlarge a nonconformity, or to reconstruct a structure for a similar or less-intensive nonconforming use.

2. The procedure applicable to variances pursuant to Zoning Ordinance Section 14 and 18 shall govern such application except as provided in this Subsection H.

3. The Planning Commission, and the City Council on appeal, may grant or conditionally grant a request submitted pursuant to this Subsection H only after finding that either:

(a) Under the circumstances of the particular case the benefit to the public health, safety and welfare outweighs any detriment inherent in such change; or

(b) that the literal application of the provisions of this plan will result in practical difficulties or unusual hardships for the property owner which outweigh the public purposes articulated in Section 30-A.



4. Approval or conditional approval of a request submitted pursuant to this Subsection H may occur notwithstanding noncompliance with any finding mandated in Zoning Ordinance Section 14A.

I. Home Occupation Permits

Home occupation permits may be issued pursuant to Zoning Ordinance Section 11 if the activity requiring the permit is permitted in the applicable EA overlay zone.

J. EA Overlay Zone Compliance Certificate

1. Within an EA overlay zone, no person shall construct a structure, commence a new use, or expand, enlarge, intensify, or change an existing use without first obtaining an EA Overlay Zone Compliance Certificate issued by the Planning Director.

2. The Planning Director shall issue an EA Overlay Zone Compliance Certificate if the proposal is permitted by this Section 30.

3. This Subsection J shall not apply:

(a) To activities specifically approved by the Planning Director, Planning Commission or City Council pursuant to a discretionary land use entitlement; or

(b) To activities relating to single-family dwellings authorized by Sections 30-G-2, 30-G-3, and 30-G-4.

(c) To uses designated in the applicable EA zone as a "yes" on the Section 30-C chart, with or without a footnote.

K. General Prohibitions

1. No land outside of Executive Airport property and within the Executive Airport Planning Area shall be used:

(a) For the erection or operation of any object that could reflect the light of the sun toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in a straight final approach toward a landing at Executive Airport; or

(b) For the erection or operation of an object which directs a steady light or a flashing light of white, red, green, or amber color toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in a straight final approach toward a landing at Executive Airport, other than an FAA approved navigational signal light or a visual approach slope indicator (VASI); or

(c) In a way which would generate a substantial volume of smoke, attract large concentrations of birds, generate electrical interference, or which would otherwise affect safe air navigation in the vicinity of Executive Airport.

2. No land outside of Executive Airport property and within one mile of the Executive Airport shall be used for the erection or operation of hazardous installations such as above-ground oil, gas or chemical storage facilities.

L. Referrals to the Airport Land Use Commission

1. Prior to action by the Planning Director, Planning Commission or City Council, the following proposed actions shall be referred to the Airport Land Use Commission:

(a) Adoption or amendment of a general plan, specific plan, variance, zoning ordinance or building regulation which could affect the area within the Executive Airport Planning Area in a manner inconsistent with the purposes articulated in Section 30-A; and

(b) Approval of a request submitted pursuant to Section 30-H.

2. Upon timely receipt by the Planning Director of a determination by the Airport Land Use Commission that a proposed action is inconsistent with the Executive Airport Comprehensive Land Use Plan, the Planning Commission shall, in a public hearing, review and consider such determination. The Planning Commission shall thereafter recommend to the City Council approval, conditional approval, or denial of the proposed action. The proposed action shall then be heard in a public hearing before the City Council. The City Council may thereafter approve or conditionally approve the proposal only with a two-thirds or greater vote and adoption of specific findings that the proposed action is consistent with the purposes of the state airport land use land articulated in California Public Utilities Code Section 21670.

3. In the event that the Airport Land Use Commission fails to notify the Planning Director of its determination relative to a proposed action within sixty (60) days from the receipt of the proposed action, the proposed action shall be deemed consistent with the Executive Airport Comprehensive Land Use Plan, and may thereafter be approved, conditionally approved or denied in the manner provided in this Section 30, other Zoning Ordinance sections or the City Code.

SECTION 2.

Section 22-A-69 is hereby added to the Comprehensive Zoning Ordinance of the City of Sacramento, Ordinance No. 2550, Fourth Series, to read as follows:

69. The following definitions shall apply to Section 30 of this ordinance:

(a) Executive Airport Planning Area

Executive Airport Planning Area shall mean that area delineated on Figure 1 of the 1982 Executive Airport Comprehensive Land Use Plan and as more specifically delineated on the Executive Airport Planning Area Map, dated August, 1982.

(b) Anchor Tenant. Anchor tenant shall mean a land use which:

(1) Wholly or partially occupies a structure in a shopping center, as defined in Section 22-A-69-(e); and

(2) Has a key or pivotal role in the economic viability of the shopping center as a whole which is distinguishable from most other occupants in the shopping center; and

(3) Occupies not less than 10,000 square feet or 40% of the total leasable floor area, whichever is less, of a structure in a shopping center which contains more than 20,000 square feet of leasable floor area, and

(4) Is either a retail food store, drug store, department store, retail discount house, home improvement center or variety store.

(c) 1982 Executive Airport Comprehensive Plan.

1982 Executive Airport Comprehensive Plan shall mean the Plan so named in the form adopted by the Airport Land Use Commission on April 15, 1982.

(d) Height of a Structure. Height of a structure shall be the vertical distance from the average elevation of the finished lot grade to the high point of the structure. Roof-top mechanical equipment, whether or not housed in a penthouse, shall not be included in this measurement.

(e) Shopping Center. Shopping Center shall mean a group of five or more architecturally unified commercial establishments:

(1) Planned and developed as a unit; and

(2) Managed as a unit; and

(3) With common off-street parking and vehicular access points.

(f) Structural Lot Coverage. Structural lot coverage shall mean that portion of a lot covered by all structures on the same lot.

SECTION 3.

On the effective date of this ordinance, City Ordinance Nos. 82-067 and 82-072 shall become void.

PASSED FOR PUBLICATION:

ENACTED:

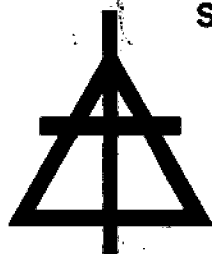
EFFECTIVE:

ATTEST:

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MAYOR

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CITY CLERK

M-697  
AP:cp/wp7f  
10-20-822



**SACRAMENTO CHRISTIAN REFORMED CHURCH**

1390 Florin Road Sacramento, CA 95822  
(916) 422-0550

October 12, 1982

Mr Art Gee, Principal Planner  
City Planning Department  
927 Tenth Street  
Sacramento, CA 95814

Dear Mr Gee,

The Sacramento Christian Reformed Church is located on the southwest corner of Florin Road and Amherst Street, outside the flight approach path but within Area 4 of your proposed Executive Airport Overlay Zoning. We are concerned about the impact of the proposed ordinance on our future operations. We have long-range plans for eventual expansion of facilities which include a large church sanctuary and classrooms for church education and other activities, including a day school. If the proposed measure precludes such use of our property, we are opposed to it.

Very truly yours,

The Consistory, Sacramento  
Christian Reformed Church

*Maurice Roos*

Maurice Roos, clerk