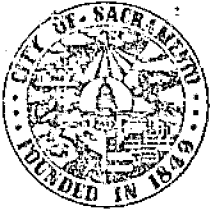


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CITY OF SACRAMENTO

CITY PLANNING DEPARTMENT

725 "J" STREET

SACRAMENTO, CALIF. 95814

TELEPHONE (916) 443-5604

MARTY VAN DUYN
PLANNING DIRECTOR

June 3, 1981

City Council
Sacramento, California

Honorable Members in Session:

- SUBJECT: 1. Draft Executive Airport Comprehensive Land Use Plan (CLUP)
2. Draft Environmental Impact Report (DEIR) (M-526)

SUMMARY

The Executive Airport CLUP and Draft EIR, which the Airport Land Use Commission has responsibility for adopting, has been sent to the City for review and comment. The plan impacts future land use in the vicinity of Executive Airport. While the plan need not be adopted by the City, implementation of its provisions (if any) will be the responsibility of the City within the incorporated area. A comprehensive implementation package will be presented by City staff at a later date.

BACKGROUND INFORMATION

The staff report to the Planning Commission (attached) presents an in-depth analysis of this matter. A public hearing was held by the City Planning Commission on May 7, 1981. Substantial testimony was received on several major issues, including concerns over CLUP impacts on: Airport Little League, Willow Rancho Little League, residential property in general, and public schools. The Planning Commission approved the staff recommendations plus four additional motions (see below).

The Planning and Community Development Committee of the City Council held a public hearing and workshop for Council members on May 20, 1981. In attendance were committee members Rudin, Fisher, and Roberts, and Councilman Hoerber. Testimony presented was similar to that heard at the Planning Commission meeting, with particular emphasis on economic impacts of the plan and effects on Airport Little

League. The action of the Planning and Community Development Committee was to comment on various aspects of the CLUP and DEIR. The comments are included below. Councilman Hoerber also indicated that he was planning on holding a large community meeting with ALUC (June 3 at Morse School).

VOTE OF PLANNING COMMISSION

On May 7, 1981, the Planning Commission made the following recommendations and motions:

To adopt recommendations in staff report - seven ayes, one abstention, one absent;

To adopt item f (Airport Little League) - seven ayes, one abstention, one absent;

To adopt item g (Willow Rancho Little League) - five ayes, two noes, one abstention, one absent;

To adopt item h (single-family home expansion) - seven ayes, one abstention, one absent;

To adopt item i (schools and recreational facilities) - five ayes, two noes, one abstention, one absent.

VOTE OF THE PLANNING AND COMMUNITY DEVELOPMENT COMMITTEE

Matter passed to the Council with comments (by consensus).

RECOMMENDATION

It is recommended that the City Council forward to the Airport Land Use Commission:

1. Any Council comments on the Draft EIR, plus those approved by the Planning and Community Development Committee and the Planning Commission (contained in the attached staff report to the Commission).

2. The following recommendations on the CLUP:

Staff report recommendations approved by the Planning Commission

a. Clarify which agency is responsible for undertaking the CLUP's noise mitigation recommendation (i.e., the City or the County);

b. Resolve the potential problem of the effect of imposition of the 12,500 pound weight limit on future FAA funds;

c. Amend pages 20 and 21 regarding ALUC implementation, as discussed in the Planning Commission staff report;

d. Amend page 20 of the CLUP regarding projects undertaken by the County, the City School District, and other special districts; and

- e. Change the term OZ-4 to OZ or AZ-4 (preferably the former).

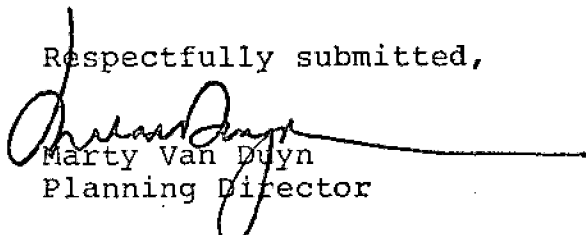
Additional Planning Commission Recommendations

- f. Recognizing that there are land uses on public property which are determined to be inconsistent with the proposed CLUP and, further recognizing that the Airport Little League field on 24th Street is located within the Clear Zone (AZ-1) so as to constitute a conflict with Runway 30, the City Council should work with the County Department of Airports to phase out the use of Runway 30 or to limit the operation of that runway to periods when the Little League field is not in use, giving priority to the existing recreational activity over airport operations;
- g. With respect to the Willow Rancho Little League field at Florin Road and Freeport Boulevard, the approach zone designation (AZ-2) affects only a part of the baseball field (which is not the intensively used portion), and the hazard exposure is far less than to other similar uses in other approach (AZ-2) zones. Therefore, this Little League use, which is unique in that it operates only during limited hours for a few months each year, should not be considered to be an incompatible use with respect to the CLUP;
- h. The prohibitions should be removed against expansion of those single-family homes which are inconsistent with the policies of the CLUP; and
- i. Further study should be given to policies which would place schools and such public recreational facilities as Mangan Pool in an "inconsistent use" category.

Consensus Comments of the Planning and Community Development Committee

- a. The restrictions on expansion of residences should be relaxed.
- b. It seems impractical to require sound insulation.
- c. References in the DEIR to property values should be either substantiated or deleted.

Respectfully submitted,


Marty Van Duyn
Planning Director

FOR CITY COUNCIL INFORMATION
WALTER J. SLIPE
CITY MANAGER

MVD:AAP:jm
Attachments
M-526

June 9, 1981
District Nos. 4, 5,
7 & 8

SACRAMENTO CITY PLANNING COMMISSION

MEETING DATE 5-7-81
 ITEM NO. 1 FILE NO. P-
M-526

- GENERAL PLAN AMENDMENT TENTATIVE MAP
 COMMUNITY PLAN AMENDMENT SUBDIVISION MODIFICATION
 REZONING EIR DETERMINATION
 SPECIAL PERMIT OTHER EXEC. AIRPORT
 VARIANCE CAMP LAND USE PLAN

Recommendation: Favorable Unfavorable
 LOCATION: AREA OF INFLUENCE SURROUNDING EXECUTIVE AIRPORT
 Petition Correspondence

PROPOSERS		ADDRESS
LARRY KOZUS	CO. DEPT. OF AIRPORTS	
James Harnish	ALUC STAFF	
OPPOSERS		ADDRESS
FRANCIS WARE	RES. AIRPORT LITTLE LEAGUE	
TED CARTER	resident	
DAN WARE	AIRPORT LITTLE LEAGUE	
Dave Brooks	WILLOW/RANCHO LITTLE LEAGUE	
Nathaniel Mersonal	NANCP	
Carol WUNCH	resident	
Walt Parsons	SAC. CITY UNIFIED SCHOOL DIST.	

MOTION NO. 1 (Staff Comments "AE") MOTION:

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

- TO APPROVE
 TO DENY
 TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
 INTENT TO APPROVE SUBJ. TO COND. & BASED ON FINDINGS OF FACT DUE _____
 TO RECOMMEND APPROVAL OF STAFF COMMENTS ON CLIP & DEIR & FORWARD TO CITY COUNCIL w/ Staff Comments (Separate motions)
 TO RATIFY NEGATIVE DECLARATION SEE REPORT.
 TO CONTINUE TO _____ MEETING
 OTHER _____

MOTION NO. 2 "to" alternate

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

MOTION NO. 3 "B"

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

MOTION NO. 4 "H"

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

MOTION NO. 5 "I"

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

City Planning Commission
Sacramento, California

Honorable Members in Session:

SUBJECT: 1. Draft Executive Airport Comprehensive Land Use Plan (CLUP)
2. Draft Environmental Impact Report (DEIR)

SUMMARY

The Draft Comprehensive Land Use Plan and its companion Draft Environmental Impact Report have been prepared by the Airport Land Use Commission (ALUC) in accordance with the requirements of the Public Utilities Code. The CLUP is comprised of a series of land use policies for orderly growth, maintenance and/or redevelopment within the Executive Airport area-of-influence. This plan will not require the abolition or removal of any existing land use or structure. While the ALUC is the final adopting authority with respect to these documents, the City will be required to implement the Plan's policies within the incorporated area surrounding the airport. Because of this, the City is being asked to review and comment on the CLUP and the DEIR, prior to final action by the ALUC. Staff recommends that the Planning Commission forward these and any additional comments to the City Council for approval and transmittal to the ALUC.

BACKGROUND INFORMATION

In 1970, the State Legislature enacted Section 21675 of the Public Utilities Code, requiring that the Airport Land Use Commission prepare "a comprehensive land use plan that will provide for the orderly growth of each public airport and the area surrounding..., and will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general." It further required that the plan include a long-range master plan for the airport. The ALUC subsequently adopted its generalized Policy Plan in 1975, for all airports in Sacramento, Sutter, Yolo, and Yuba Counties except Executive Airport (which was deemed to have special planning needs due to the extensive degree of existing urbanization surrounding the airport). Once the Executive Airport Master Plan was completed in mid-1979, work was initiated on the Draft CLUP, currently under consideration.

To assist the ALUC staff in the task of preparing the CLUP, a committee was formed. It was comprised of public decision-makers, planners, legal counsel, airport staff, and public representatives appointed by both the City and the County. Its monthly meetings were also regularly attended by public observers and interested landowners. The CLUP represents the unified approach of the Committee, achieved over a 14-month duration.

ANALYSIS OF THE CLUP

The CLUP is a policy document which specifically addresses issues of land use surrounding the airport, height restriction, noise, and airport safety. The majority of these policies have appeared previously in either the Executive Airport Master Plan or the ALUC's 1975 Policy Plan. See Appendix A of this staff report for a policy-by-policy source analysis. Those policies that appeared in the Master Plan are already being formally implemented by the County Department of Airports. Those that appear only in the ALUC's 1975 Policy Plan have been informally implemented for some time, through advisory review of individual projects by the ALUC staff.

Four policies are entirely or substantially new, and appear in the CLUP in their present form for the first time:

1. NOISE POLICY 3 - Interior sound insulation for homes within the 65 CNEL contour after 1/1/86. This policy parallels an existing requirement, contained in the State Administrative Code, that some form of noise mitigation be implemented for noise sensitive uses (e.g., residential) within the 65 CNEL contour by that date. This policy goes one step further, in that it specifies the type of mitigation to be undertaken. It should, however, state which agency is expected to undertake the implementation.
2. AIRPORT SAFETY POLICY 2 - Land Use Compatibility Guidelines. The CLUP contains a set of land use guidelines which will tend to limit the range of land use choices and the developmental intensity of all new construction within the airport area-of-influence. Existing land uses will be affected only if they do not conform with these guidelines or the policies on continuance of inconsistent uses (see below). This Plan does not require the abolition or removal of any existing land use or structure. However, in the process of implementing the guidelines, the City may find it advisable and appropriate to make discretionary decisions regarding potential relocation or termination of inconsistent land uses which currently exist on City-owned property (e.g., the Mangan Park swimming pool).

While the format of the Land Use Compatibility Guidelines is essentially the same as that contained in the 1975 Policy Plan, the contents do differ considerably: higher single-family residential density is permitted; greater specificity is provided regarding categories of use; the method of calculating maximum allowable population intensities is changed; fewer land uses are prohibited; and the issue of inconsistent uses is addressed. The result is a series of guidelines which will lessen the intensity of future land use (as compared to current trends), decrease the potential proliferation of airport-incompatible uses, and also decrease unwarranted disparity between pre-CLUP and post-CLUP land use patterns.

The CLUP also features a new section containing policies for the treatment of existing uses which are inconsistent with the CLUP's land use guidelines. This closely parallels the City's Zoning Ordinance provisions on non-conforming uses. Essentially, the provisions are as follows:

Single-Family Detached Residences:- may be rebuilt following complete or partial destruction

- may not be expanded
- may not be changed to another inconsistent use.

All Other Inconsistent Uses:

- may be rebuilt if 50% or less of structural value is destroyed
- may not be expanded
- may not be changed to another inconsistent use
- may not be re-established if discontinued for a period of one year or more

A special procedure allowing agencies to grant special exceptions also has been provided. In addition, single-family, detached dwellings may be built on any appropriately-zoned vacant parcels.

3. AIRPORT SAFETY POLICY 3 - Recommendation of a 12,500 lb. weight limit on all aircraft operations at Executive Airport. The intent of this policy is to remove heavy aircraft (which are more destructive when involved in a crash) from Executive Airport, causing their relocation to Metro or other airports. The current weight limit at Executive is 36,000 lbs. Subsequent to inclusion of this policy in the CLUP, it was discovered that annually, only 50-60 itinerant aircraft (and no based aircraft) would be affected by this policy. This accounts for only 100-120 annual operations out of a total of approximately 200,000 in 1980. Fewer of these aircraft are expected in 1981, due to new noise restrictions in force at Executive.

This policy is problematical in one specific respect: preliminary review by other agencies (Co. Airports and Caltrans/Aeronautics) raises the possibility that imposition of this weight limit on the entire airport may be viewed by FAA as being unreasonably restrictive, and may therefore endanger not only future federal grants for Executive Airport but perhaps for the rest of the Sacramento County airport system. Thus, the policy could affect very few aircraft, have an extremely limited beneficial effect, and ultimately be very costly.

4. AIRPORT SAFETY POLICY 7 - Prohibition of Hazardous Installation (e.g., above-ground petro-chemical installations) within 1 mile of the airport. This policy is a direct reflection of the statistical analysis which shows that 15% of all general aviation crashes occur within 1 mile of an airport. To permit proliferation within this area of facilities housing flammable or explosive materials, such as petro-chemicals, would create a substantially heightened degree of risk to public safety.

There are several clarifications in the CLUP's language which the Planning staff feels are needed to correctly convey the intent of this document. The first, which could either in the CLUP itself, or as part of the City's implementation program, pertains to a consistency problem which may exist with the residential density factor of 4 DUs/gross acre as it applies to deep lot development. There is a substantial number of such lots within the approach zones of runways 20 and 30.

The second change is found on page 20, paragraph 2. Per State law, other public agencies will also be procedurally affected by the CLUP. These include the Housing and Redevelopment Agency, the County, the City School District and other special districts (e.g., County Sanitation District #1). The CLUP text should reflect this. The term "recommendations" should also be deleted from the last sentence.

The third change involves a series of text modifications which need to be made on pages 20 and 21 (these changes have already been discussed at length with the ALUC staff and have received tentative approval). Basically, everything that appears on these two pages is intended to describe implementation by ALUC, not the City or other agencies which have the responsibility for taking independent actions to bring their land use control into conformity with the CLUP. Thus, this section is meant to refer to land uses which are inconsistent which the CLUP, not "non-conforming" (terminology which applies exclusively to the relationship between an existing use and the Zoning Ordinance). Thus, the following specific language changes are recommended: 1) Specify "by ALUC" after the section title; 2) change "non-conforming" to "inconsistent", whenever that term appears; 3) delete sentence 2, paragraph 1 (page 20); 4) change sentence 1 in paragraph 4 to read "Upon adoption of the plan by ALUC..."; 5) change sentence 1, paragraph 3 (page 21) to read "Notwithstanding..., an agency may,..." It should be noted that the language on inconsistent land uses is almost exactly the same as the non-conforming use language from the City's Zoning Ordinance. Thus, when the City independently implements the CLUP through zoning, the same provisions will apply as these CLUP policies.

The last change is for the purpose of clarity. The CLUP refers to AZ-1, AZ-2, AZ-3, and OZ-4. The latter term seems to imply that it is the fourth in a series of 'OZs' when actually it is a 'one-of-a-kind.' Staff suggests that the terminology be changed to simply OZ, or even AZ-4, with the former being the more desirable.

Following adoption of the CLUP by the Airport Land Use Commission, the onus will be on the City to implement the Plan within the incorporated area (the County will be charged with implementing the Plan in the relatively small, unincorporated area in the eastern portion of the Overflight Zone). The Planning staff will prepare a comprehensive package

of implementation measures at a later date, with subsequent hearings on these programs being given wide public notice to allow for maximum response. Adoption of the CLUP by the ALUC does not, per se, have the effect of automatically superceding any City ordinance, Community Plan or the General Plan.

ANALYSIS OF THE DEIR

The purpose of this EIR is to evaluate the environmental impacts associated with adoption of the CLUP by the ALUC. There is a significant distinction between impacts emanating from enactment of off-airport land use policies and those resulting from airport operations, per se. The former are the focus of this document; the latter were evaluated in depth in the EIR which accompanied the Executive Airport Master Plan in 1979. Thus, they need not be addressed in this EIR, other than to acknowledge that the CLUP is intended to mitigate some of those operational impacts.

Staff's critique of the DEIR is twofold in nature:

1. Comments on the methodology of constructing the environmental analysis (see below); and
2. Specific comments on the Draft EIR as included in Appendix B of this report.

The methodology issue is an important one, but one which can be remedied without too much difficulty. The DEIR relies heavily upon technical documentation from the Executive Airport Master Plan EIR (1979). In fact, Sections III and IV are comprised almost exclusively of excerpts from that prior EIR. However, substantial portions of the prior EIR's technical descriptions and substantiations for the impact/no impact determinations have been omitted and are not referenced. Thus, the method of arriving at the impact/no impact determinations is not readily apparent. This could be cured by providing references, as provided for in CEQA Guidelines, Section 15140(d), together with a bibliography. The ALUC staff may also wish to incorporate, by reference, the entire Executive Airport Master Plan EIR into the CLUP DEIR in the manner provided in the CEQA Guidelines, Section 15149. This would have the net effect of limiting impact discussion in the DEIR to only those policies which do not appear in the Master Plan, together with a discussion of cumulative impacts of the CLUP as a whole.

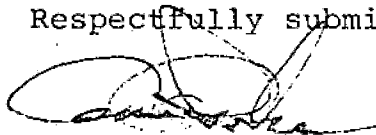
The excerpts from the former EIR also need to be updated to reflect current conditions, and/or re-evaluated for correctness when taken from a description of an on-airport environmental condition and applied to off-airport locations.

RECOMMENDATION

Staff recommends that the Planning Commission forward 1) the comments on the DEIR (including Appendix B), plus any additional ones, and 2) the following recommendations on the CLUP to the Planning and Community Development Committee, and to the City Council for favorable action and inclusion in the City's response to the Airport Land Use Commission:

- a. Clarify which agency is responsible for undertaking the CLUP's noise mitigation recommendation;
- b. Resolve the potential problem of the effect of imposition of the 12,500 lb. weight limit on future FAA funds;
- c. Amend pages 20 and 21 regarding ALUC implementation, as previously described in the staff report;
- d. Amend page 20 regarding projects undertaken by the County, the City School District, and other special districts; and
- e. Change the term OZ-4 to OZ or AZ-4 (preferably the former).

Respectfully submitted,



Anne A. Parke
Associate Planner

AP:kk

APPENDIX A

	In Exec. Airport Master Plan	In ALUC Policy Plan (1975)	Prior City/ County Action	New
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Height Policies:

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 14).
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.

Noise Policies:

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).
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 EDNDB or less.
 - b) Turbojet aircraft will utilize Runway 02/20 unless otherwise directed by air traffic control.
 - c) Multi-engine and constant speed propeller-driven aircraft will not make mid-field take-offs.

	X	X		
		X		
	X	X		
	X		X	
	X			
	X			

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 CNEL contour after 1/1/86.

In Exec. Airport Master Plan	In ALUC Policy Plan (1975)	Prior City/ County Action	New
------------------------------------	----------------------------------	------------------------------	-----

X			
X			
X			
X			
X			
			X

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 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-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.
2. Designated Approach Zones (AZs) and Overflight Zones (OZs) indicate areas in which land use, lot area and population density are restricted to conditions specified in the Land Use Compatibility Guidelines (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.

	In Exec. Airport Master Plan	In ALUC Policy Plan (1975)	Prior City/ County Action	New
	X	X		X

-71-

In Exec. Airport Master Plan	In ALUC Policy Plan (1975)	Prior City/ County Action	New
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Airport Safety Policies (Continued):

3. The ALUC recommends that operations of air-
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.

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 ap-
proach toward a landing at Executive Airport,
other than an FAA approved navigational sig-
nal light or a visual approach slope indicator
(VASI).

			X
	X		
	X		

A-4

Airport Safety Policies (Continued):

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.

In Exec. Airport Master Plan In ALUC Policy Plan (1975) Prior City/County Action New

	X		X
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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 16-18); 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 1, 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.

27. 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
(916) 449-5200

SACRAMENTO, CA 95817

SOLOM 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

MAR -7 1981

City Planning Commission

WILLIAM R. POWELL
FIRE CHIEF

DEPARTMENT OF FIRE

915 "I" 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-

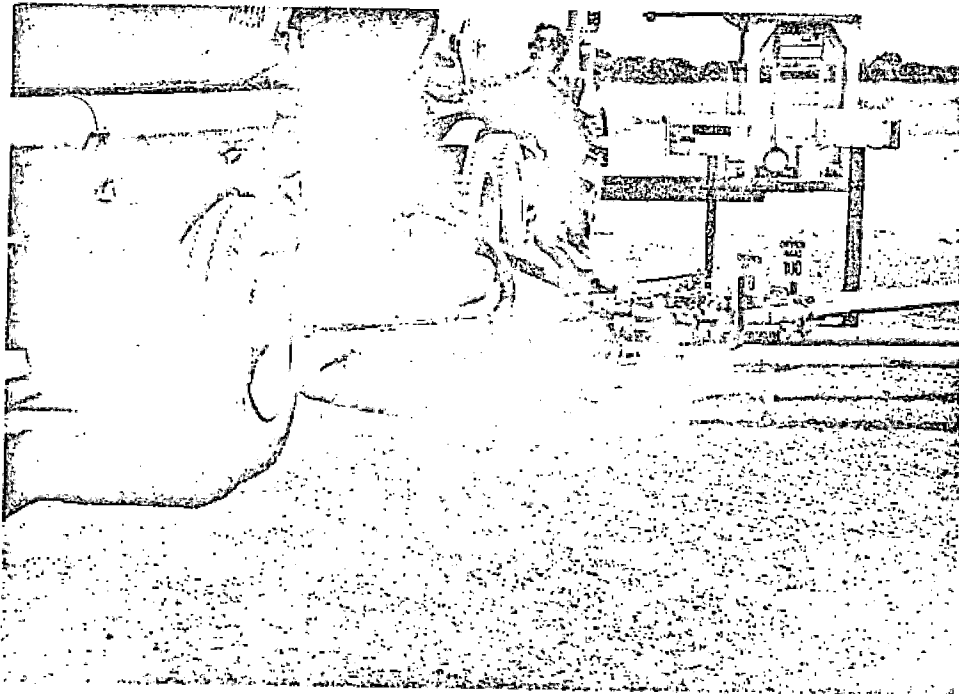
April 6, 1981

"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

HARRY W. POWELL
Deputy Chief

HWP:nm



Office of the Sacramento City Council

MEMORANDUM

TO: Sacramento City Council

DATE: May 29, 1981

FROM: Tom Hoerber, 7th District

SUBJECT: Executive Airport

On June 9th the Council will be considering the Comprehensive Land Use Plan for the area surrounding Executive Airport.

State-Mandated Plan: The plan has been prepared by the Sacramento Area Council of Governments pursuant to state mandate. The Council can comment on the plan and suggest changes; it does not have authority, however, to approve, disapprove or amend the plan. Hopefully, SACOG will make changes that are recommended, but they are not required to.

Implementation: After the plan is adopted by SACOG it is not clear who is responsible for implementing the plan. Some aspects will certainly have to be implemented by other agencies (e.g., insulating of houses near the airport and flight controls at the airport are clearly the responsibility of the County), but many recommendations can only be implemented by the City, if they are to be implemented at all (e.g., restrictions on certain land-uses and restrictions on expansion or rebuilding of non-conforming uses). It appears that State law requires us to implement the SACOG-approved plan unless the Council overrides all or some of it by at least an 8 to 1 vote. Moreover, the Council will surely be advised by the City Attorney that failure to enforce the plan will substantially increase the City's potential liability in the event of an accident near the airport.

Problems for the Community: Enforcement of the plan will, however, cause enormous problems for the community. The Little League, at least one church, the owner of the Crossroads Shopping Center (soon to be known as the Cortyard), numerous other business people in the area, and representatives of thousands of residents are all concerned about being displaced or denied expansion opportunities, and losing the value of their property.

It's a Dilemma: The City faces a dilemma which mirrors the conflict of a very busy airport in the middle of a dense residential and commercial area.

A Proposed Solution: The 760 acres on which Executive Airport is located are owned by the City and leased to the County on a 25-year "rolling" lease. The lease is renewed each year for another year unless the City takes action to terminate the lease in May or June of each year. I would propose we take that action on June 9th. This will start the 25-year period ticking down while we explore our options.

At least three other actions should accompany this decision:

First, the Council should direct the Planning staff to analyze alternative land uses for this 760 acre site if it is not an airport (the notion is that of a high-quality Planned Unit Development with mixed uses including single-family and multi-family residential areas, commercial Point-West type areas, possibly some light industrial-high-tech development on the west side, commercial development, and a park):

Second, direct the Planning staff to do an economic analysis of phasing out of the airport including the loss of business at the airport now, income from sale of the land (estimated to be at least \$15-20 million), impact of placing the 760 acres back on the tax rolls, feasibility of current businesses relocating elsewhere, rough costs of developing other airport sites, and feasibility of contributing the proceeds of sale of the land to the cost of developing other sites;

Third, inform the Reliever Airport Site Selection Committee of our decision, urge them to consider eventual phase-out of Executive Airport in their planning, and follow through on the City plan of funding for their work.

Why Act Now? Why not wait until the studies are in and then decide on terminating the lease? First, if after staff reports back on the above matters, phase-out of the airport is found to be infeasible or undesirable, the Council can reinstate the full term of the airport lease, but if we don't act, the lease will continue to be extended at least for another year. Secondly, if the Council takes the above actions it can, in good conscience, recommend modifying and tempering the proposed CLUP so that it will not be so burdensome. Unless we start the clock ticking on the airport lease there will be no serious exploration of phase-out of the facility and the Council should feel bound to provide the most stringent restrictions on development around the airport.

5925 - 13th Street
Sacramento, CA 95822
June 2, 1981

Dear Mr. Hoeber,

We have written to you before about some concerns that affected our neighborhood and we have never taken the time to thank you for your prompt response to our letter.

There is a movement under way to reinvestigate closure of the Executive Airport. We encourage such a plan. When the Executive Airport was built it was on the outskirts of town. Now that the town has grown, it is inappropriate to have a busy airport in such a heavy residential/business area.

Times change! With increased energy problems (fuel costs associated with commuting), it is necessary to investigate how we use land that is in close proximity to the downtown city center.

We recall that several years ago you initiated an investigation of future plans for the Executive Airport. At the time there was (We believe) an organized citizens group supporting the Airport, but not an organized group against. We feel that things are different now. People are actively getting involved on a grass roots level.

When talking to neighbors about this issue two questions arise; 1) What would be the cost of building a new airport and who would pay for it? and 2) Should we be able to move the airport, what would the land be used for?

If you could provide any help in answering these questions, we would appreciate it.

In addition to this concern, we want to let you know that we are very strongly against the implementation of the Land Use Plan for land surrounding the Executive Airport in it's current form. Please do what you can to have this plan and it's implementation reassessed.

Thank you for your time and consideration of these matters.

Very truly yours,



BILL WENSRICH



LINDA WENSRICH

To Mayor / Council
Date 6-3 Time 11:15

WHILE YOU WERE OUT

M _____
of resident opinion
Phone _____

Area Code	Number	Extension
TELEPHONED	<input checked="" type="checkbox"/>	PLEASE CALL
CALLED TO SEE YOU	<input type="checkbox"/>	WILL CALL AGAIN
WANTS TO SEE YOU	<input type="checkbox"/>	URGENT
RETURNED YOUR CALL		<input type="checkbox"/>

Message RE: Executive Airport
Safety Zones make no dif-
ference to the pilots who
use the Airport unless there
is a method of enforcement.
Sound Corridors are the Safety Zones
Operator Joe



AMPAD
EFFICIENCY®

23-000 50 SHT. PAD
23-001 250 SHT. DISPENSER BOX

OVER

The tower is closed from
11:00 PM to 6:00 AM
and there are still planes
in the air at that time.

Value of land should be
considered before safety zones
are enforced

Suggest that it is alot
smarter, cheaper and more
profitable to everyone involved
that the airport be relocated or
constrained

NOTE: Wouldn't leave name

Sacramento Calif.
June 3, 1987.

Councilman Tom Sheber,

Dear Sir,

I've just read the June 2. Bee, of phase-out
the Executive Airport, I've thought many times
it would be a great place for a Bull Rock
to our City. Wouldn't take up so much land
and would bring in the money leaving one
class in, handy for every one. How do you
feel about that? We enjoyed the one so much
at Riverside and Broadway many years, and
older folks can get a Bull every out there.
Great idea I think.

Sincerely
V. J. Davis,

Lorraine Magana
City Clerk
City of Sacramento, California

Memo from Hoeker
on Executive Airport

sent out with staff
report.

The attached is to be
placed with original
only - it is not
to be sent out with
agenda packet.



CITY OF SACRAMENTO

OFFICE OF THE CITY CLERK

915 I STREET
CITY HALL ROOM 308

SACRAMENTO, CALIFORNIA 95814
TELEPHONE (916) 449-5426

LORRAINE MAGANA
CITY CLERK

MEMORANDUM

TO: COUNCILMAN LLOYD CONNELLY
FROM: LORRAINE MAGANA, CITY CLERK
SUBJECT: MOTION TO PHASE OUT EXECUTIVE AIRPORT
DATE: JUNE 4, 1981

Attached is a copy of Tom Hoerber's original motion regarding the Executive Airport Master Plan. This action was taken on March 27, 1979.

In Section 11D, Recommendations 1 and 2 are as follows from the Planning Staff memorandum:

- "1. The Planning staff recommends that the City Council adopt the policy that Executive Airport should eventually be phased out. For the foreseeable future Executive Airport would remain as the primary general aviation facility in this area because of the existing improvements at the airport, and the lengthy period necessary for the development of a major new airport."
2. The Planning staff recommends that the City Council endorse the concept of a study for additional general aviation facilities, and that this study should be initiated as quickly as possible. The staff recommends that the direction of this study should be for a new general aviation airport which would be capable of eventually replacing Executive Airport rather than a reliever airport which would supplement Executive Airport."

Councilperson Pope moved to delete Recommendations 1 and 2, page 7 of staff report. Seconded by Councilperson Fisher. The question was divided and roll called separately on Recommendations 1 and 2. However the vote was still the same for both roll calls. The motion carried by the following vote:

AYES: Councilpersons Donovan, Fisher, Pope, Roberts, Rudin
NOES: Councilpersons Connelly, Hoerber, Thompson, Isenberg

Motion

- A. Approve masterplan with the exception of the land-use element and with modifications 1-8 listed in Exhibit A and with the following additional modifications:
9. Shorten Runway 34 by 250 feet to move Morse School out of the approach zone (Safety Area 2).
 10. The County Department of Airports and the City staff should study methods to limit all aircraft which exceed 80 EPNdB, not just new aircraft exceeding this limit, and report back to the Council within 120 days.
 11. Install noise monitoring equipment ^{as soon as possible} ~~within 60 days~~ in order to monitor the effectiveness of the noise abatement program and provide public information on same. Report quarterly to the Council and the Board on noise levels.
 12. The 275,000 annual operations specified in the masterplan will be reduced if the noise monitoring program shows that the 65 CNEL noise contour does not decrease to the approximate dimensions indicated in the masterplan.
 13. Initiate a study to select and develop a new general aviation airport as soon as possible since the existing number of based aircraft at Executive is already near the capacity projected by the Masterplan for 1985. The advisory committee should be made up of members

appointed by the Board of Supervisors and the City Council and include representatives from concerned community organizations.

- B. Clarify that it is not the intent of the Council with the above action to change the City-County lease agreement with regard to indemnification for on-site claims.
- C. Adopt the three recommendations in the City Attorney's memorandum of March 9 concerning the Land-use element of the Master Plan.
- D. Adopt as general City policy the recommendations 1 and 2 of the Planning staff's memo of March 26, 1979, page 7.



CITY OF SACRAMENTO

14

DEPARTMENT OF LAW

812 TENTH ST.
SUITE 201

SACRAMENTO, CALIF. 95814
TELEPHONE (916) 449-5346

March 27, 1979

JAMES P. JACKSON
CITY ATTORNEY

THEODORE H. KOBEY, JR.
ASSISTANT CITY ATTORNEY

LELIAND J. SAVAGE
ELIZABETH HASSARD SILVER

S. RUSSELL SELIX, JR.
GARLAND E. BURRELL, JR.
DAVID BENJAMIN
DEPUTY CITY ATTORNEYS

Hon. City Council
Council Chamber
City Hall
Sacramento, CA 95814

Re: EXECUTIVE AIRPORT

Members in Session:

It is suggested that the following language be included in any action the City Council takes with regard to the Executive Airport Master Plan:

Any improvements to be installed or other actions provided for by the Executive Airport Master Plan shall be implemented solely at the risk of the County of Sacramento. The City of Sacramento, by its action relating to the Master Plan, does not waive the provisions of paragraph four of the Lease Agreement, dated May 17, 1965, ~~and amended~~, between the City of Sacramento and the County of Sacramento. Rather, the City of Sacramento relies on paragraph four of said Lease, relating to insurance and indemnities, and the anticipated performance by the County of Sacramento of the covenants and conditions thereof.

Very truly yours,

JAMES P. JACKSON
City Attorney

JPJ/pl

CAYWOOD and ASSOCIATES
ARCHITECTS and PLANNERS AIA
1435 ALHAMBRA BOULEVARD, SACRAMENTO, CALIFORNIA 95816 (916) 452-7421

June 2, 1981

Councilman Thomas Hoeber
915 "I" Street, Room 205
Sacramento, CA 95814

Dear Councilman Hoeber:

I strongly urge your opposition to any efforts to phase-out, abandon, or relocate Executive Airport.

We recently have had a flurry of information circulated in the neighborhood and presented to the media by a group of people who simply are not realistic. Unfortunately, most of this information is inaccurate, misleading, or completely untrue.

The people behind the effort to phase-out Executive Airport are developers and financial people who's only interest is to line their own pockets with gold to the detriment of other citizens in Sacramento.

I am a member of the City-County Reliever Airport Committee. We are diligently trying to find means by which the aviation community can be properly served in our area. Any action that you, as a member of the City Council, would take prior to the completion of our efforts and prior to the completion of reports of our consultants would be ill advised and detrimental to the citizens of Sacramento.

I ask you to realize that General Aviation is a vital part of the business community of Sacramento, is a vital part of our National transportation system, and is necessary to the welfare of our citizens today.

I ask you also to realize that the scare tactics employed by those who would condemn aviation as dangerous are deplorable. I am sorry that the media sensationalizes aircraft accidents in the manner in which they do. The Sacramento Safety Council for which I am the Vice President for Aviation Safety, has a great many statistics which clearly indicate the astoundingly safe record of all branches of aviation. I'm sure that you will find that a logical analysis of aircraft safety will prove not only the outstanding caution and sobriety of the operators, but also that aviation is one of the really safest activities of our society.

I ask you to consider the economic impact of the great industries at Executive Airport as well as the vital emergency and technical services provided by this facility.

You will recall that the City Council and the County Board of Supervisors have recently approved a Master Plan for this Airport, and that Master Plan indicates that it should stay in its present position.

I am sure you are familiar with the lease agreement between the City and County. A large amount of Federal Funds have been committed to the improvements at this Airport because of its intended continuance in operation.

I believe that the legal implications of trying to "phase-out" this Airport would be disastrous, not only to the City as a municipality but also to the citizens of the area.

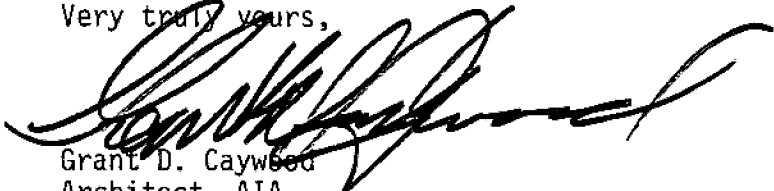
Before you can say intelligently that this facility should be phased-out you must carefully examine the possibilities regarding the new use of the real estate, the very high cost of removing the present facilities, the extra required municipal services of all kinds.

As we carefully consider the possibilities of obtaining real estate and of building and equipping any new airport anyplace in our area we find that we are in so many difficulties for so many different reasons that I very much question the feasibility of another airport in Sacramento County.

It is difficult for me to have much sympathy for people who purchase a home close to the airport and then complain about the sounds of aircraft. The truth is that we have many other sounds in todays living that are just as loud and more annoying. The operators at the airport have made every effort to be good neighbors and have succeeded very well as evidenced by the sound monitoring equipment currently in place.

Once again I urge your opposition to any move to phase-out or to relocate Executive Airport.

Very truly yours,



Grant D. Caywood
Architect, AIA

GDC:dw

42

RECEIVED
CITY CLERK'S OFFICE
CITY OF SACRAMENTO

AIRPORT LITTLE LEAGUE

JUN 9 12 05 PM '81



1969 WORLD CHAMPIONS — SENIOR DIVISION
1966 WESTERN REGIONAL CHAMPIONS — LITTLE LEAGUE DIVISION

June 9, 1981

The Honorable Mayor Isenberg
City of Sacramento
City Hall
Sacramento, California, 95814

Dear Mayor Isenberg,

I request ample time for me and my representatives for Airport Little League to speak on tonite's agenda.

In the pass meetings, we were asked to defer our presentations because more time would be allowed in future meetings. We fear that due to all the controversy over the study that the little league may not be heard.

This whole issue concerning our diamonds is very distressing and of grave concern to us. Therefore, we wish to request time during the hearing of the refernced item to be heard.

Thank you for this consideration.

Ref: Airport Land Use Study

Margaret V. Ware

Margaret V. Ware
President Airport Little League