

DRAFT HAGGIN OAKS AREA BACKGROUND REPORT



City of Sacramento
Community Development Department

October 2009



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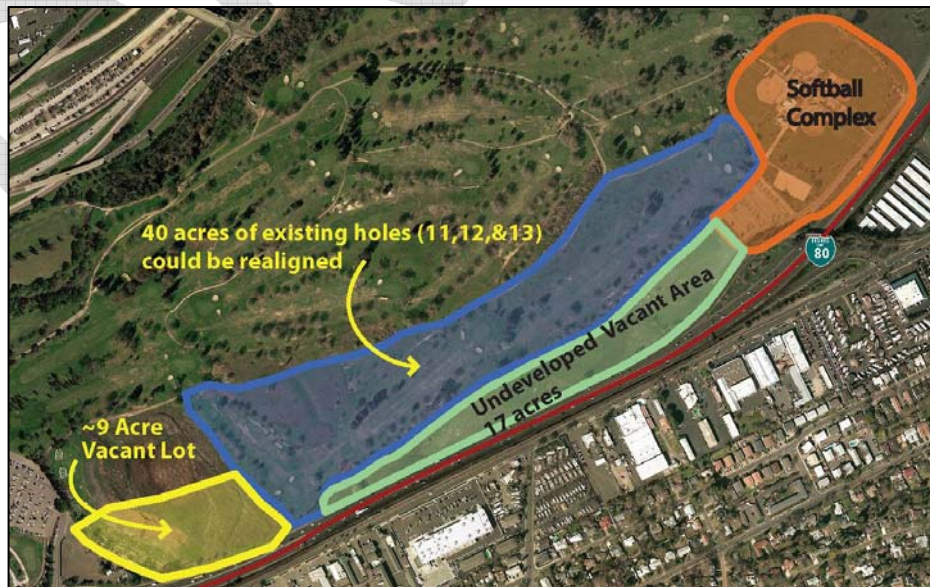
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EXECUTIVE SUMMARY

In March 2009 the City Council adopted Sacramento's new 2030 General Plan. The new General Plan is designed to accommodate an additional 200,000 residents and 140,000 new jobs within Sacramento by the year 2030. Following the lead of the Sacramento Area Council of Government's Blueprint process, the General Plan encompasses a smart growth strategy that will focus a significant amount of new residential and employment population in the opportunity areas throughout the City that can accommodate infill development. The Haggin Oaks area has the potential to accommodate infill development.

The Background Report is intended to be a useful reference document for the Haggin Oaks Area. This report begins with a brief section on the history of the area followed by a description of the existing conditions regarding Land Use, Circulation, and Public Utilities. Lastly, this report highlights both the development constraints and opportunities in the area. For any future planning efforts in the Haggin Oaks Area, this report should be considered by elected decision makers and staff to help identify any red flags or fatal flaws with a proposed project.

There is tremendous potential for new development in the Haggin Oaks Area. This site has great visibility from Business 80 and southwest of the softball complex there are 66 acres in a prime location which could be assembled for a new use (see map below). Currently there exists 17 acres of an undeveloped vacant area which is sometimes used as an overflow parking lot. There is also a 9 acre vacant lot in the Fulton Avenue PUD. The City of Sacramento Golf Division has also indicated that there is an adequate underutilized area within the existing golf complex to create vacant land. On the Arcade Creek Golf Course; holes 11, 12, and 13 could be realigned to open up 40 acres for development. Additionally the City could encourage complementary uses with the County's redevelopment efforts at McClellan Business Park - which at full build out will have over 35,000 employees in the vicinity. Chapter Two of this report will discuss the opportunities in more detail.



The Haggin Oaks area is located approximately eight miles north east of downtown Sacramento, between Interstate 80 and Business 80/Auburn Boulevard. Watt Avenue bisects the Del Paso Regional Park. The area encompasses 680 acres, and includes the Haggin Oaks Golf complex, the Sacramento Softball complex, Del Paso Regional Park, the Long View Oaks Nature Area, Renfree Field, portions of Arcade Creek, walking and equestrian trails, the Mel Rapton Honda Auto Dealership and the Discovery Science Center.

The lands to the south and east are in an unincorporated portion of the County of Sacramento. To the north, across Interstate 80, there are residential land uses and the McClellan Business Park. Tracks for regional transit and the Roseville Road Light Rail Station lie northwest of the golf course.

Over the last 150 years, this area has transformed from a private Rancho for thoroughbred racing horses to a public park and golf course; a portion of which was recently converted to an auto dealership. It is a primary goal of this report to identify the opportunities and development constraints so that the private sector, the community, and City staff will have all the information readily available when reviewing new project proposals.

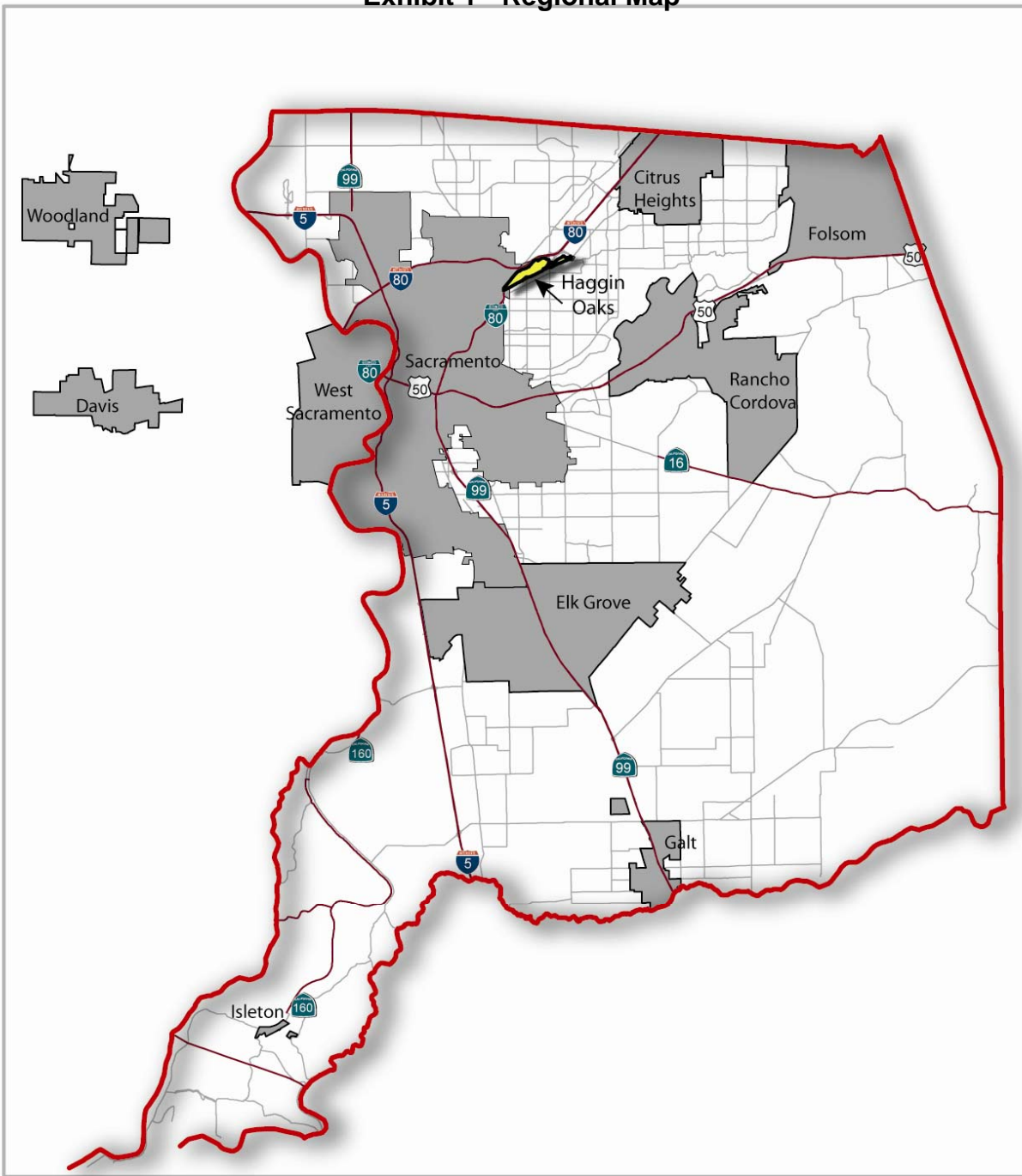
Matters that should be considered during any future planning efforts, and which are summarized in this report, include:




- Infrastructure
- The Caltrans-maintained vehicle bridge on Fulton Avenue
- Both the adopted 1987 McClellan Comprehensive Land Use Plan (CLUP) and the proposed Draft 2009 McClellan Airport Land Use Compatibility Plan (ALUCP)
- The City and County auto sales tax revenue sharing agreement
- Compatibility with the existing golf course, natural habitat areas, and recreational park facilities (See Exhibit 3-Del Paso Regional Park Natural Habitat Area)
- Loss of open space
- The Auburn Boulevard Redevelopment Corridor
- The Fulton Avenue Planned Unit Development (PUD)
- Flooding

Next Steps

The Background Report should be utilized as the first step in a Master Planning effort for the Haggin Oaks Area. This plan would be separate from the Del Paso Regional Park Master Plan which was last revised in 1985 and could also be updated concurrently. The Haggin Oaks Master Plan will clearly identify the prime areas for development, as well as undertake studies necessary for future development of the site (i.e. traffic study). As part of the Master Plan effort, a partnership with the Convention, Culture and Leisure Department, Golf Course Division and the Parks and Recreation Department should be developed to ensure that future uses are compatible and complementary to the existing golf course and uses within the Del Paso Regional Park. Additionally, the partnership could facilitate the realignment of the golf course resulting in more developable acreage in exchange for improvements to the golf course.

Exhibit 1 - Regional Map



-  Haggin Oaks Study Area
-  Sacramento County
-  Regional Cities

**Haggin Oaks
Regional Location Map**



Chapter 1: Introduction/Site History

An overall goal of this report is to identify the myriad of uses in the Haggin Oaks area. The site is large with some uses generating more revenue for the City (i.e. Honda Auto Dealership and Pro Shop) while other uses provide more of a recreational value (i.e. Natural Habitat area, park, and walking/bridle trails). In laying out the uses, opportunities, and constraints a clearer picture will present itself of the most suitable locations for new uses that will contribute to making Sacramento the most livable city in America. As a reference document this report will be available to the community, City Staff, and elected officials. This chapter will provide a brief history of the area followed by a description of the existing conditions regarding Land Use, Circulation, and Public Utilities.

Rancho Del Paso

The Haggin Oaks Area site is located on land formerly held as part of Rancho del Paso, a Mexican land grant that covered more than 44,000 acres to the east and northeast of the City of Sacramento (Exhibit 2). The history of Rancho del Paso dates to December 20, 1844, when the Mexican governor of California, Manuel Micheltorena, issued Eliab Grimes a land grant of 44,371 acres along the north bank of the American River bounded roughly by today's Northgate Boulevard, Manzanita Avenue, and Elkhorn Boulevard. The name Rancho Del Paso translated literally means "The Ranch of the Pass." It was so named because the road leading to Emigrant Gap Pass in the Sierra Nevada crossed diagonally through the Rancho. Eliab Grimes and his business partner, John Sinclair, initially raised cattle and harvested wheat on the property. In November 1848, Eliab Grimes died in San Francisco, leaving his share of the rancho to his nephew, Hiram Grimes. Three months later, in February 1849, John Sinclair sold his share of the property to Hiram, who in turn sold the entire rancho to a San Francisco trader named Samuel Norris. During the 1850s Norris remained embroiled in a legal battle with the descendants of Eliab Grimes, who contested Norris' rightful claim to the rancho's title. In 1860, the United States Supreme Court sided with Norris, yet the San Francisco trader emerged deep in debt to his legal counsel -- a group led by brothers-in-law James Ben Ali Haggin and Lloyd Tevis. In 1862, Norris transferred ownership of Rancho del Paso to the Haggin-Tevis partnership.¹

Sacramento Valley Colonization Company

Haggin and Tevis controlled Rancho del Paso for forty-eight years. The lands were used for pasturing sheep, cattle, and horses while crops of grain, hay, and hops were being grown on the bottom lands along the American River. By the late nineteenth century, the rancho was widely known as the place where Haggin bred championship racehorses. For decades, the rancho's stable of thoroughbreds garnered high praise from eastern racing circles. By 1886 Haggin had about 100 horses in training. It was this year that his horse Ben Ali won the Kentucky Derby. In 1889, Haggin and Tevis formed a corporation, the Rancho Del Paso Land Company, with an aim to sell the entire rancho property to a single buyer. In 1905, the duo transferred the rancho's title to their land company, and five years later found a suitable buyer in the Sacramento Valley Colonization Company (SVCC), a consortium of ten local investors who purchased the entire property for a total of \$1.5 million.²

Del Paso Regional Park

Previously Rancho del Paso had hindered Sacramento's expansion into northeastern Sacramento County, now it was SVCC's principal aim to subdivide and sell the land for development. Among SVCC's earliest buyers was the City of Sacramento, who in early 1911 purchased a 828-acre parcel, at a cost of \$41,400.00, along Arcade Creek north of the Auburn Road "for the uses and purposes of a public park and other municipal purposes incidental thereto."³

On April 24, 1911, the Sacramento City Trustees designated their purchase "Del Paso Park," and in November 1912, SVCC transferred the parcel to T. A. Farrell, a clerk in the law office of Butler & Swisher, who acted as trustee for Capital National Bank, the City's financier. Park planners installed picnic facilities, lighting, and playground equipment. The City of Sacramento met the terms of its agreement and officially acquired title to the park on February 27, 1914.

In 1914, the City of Sacramento hired John Nolen, a renowned city planner and landscape architect, to devise a park layout to rival Golden Gate Park in San Francisco. In 1915, Nolen submitted his plan, an ambitious design that recalled turn-of-the-century "garden city" park planning. The plan however proved too expensive and the City never implemented Nolen's designs. Instead, the City set about devoting the park grounds to public recreational facilities. In 1926 the City leased approximately 20 acres to the Sacramento Trapshooting Club. In February, 1932, the City established an 18-hole golf course designed by Dr. Alister MacKenzie. Before this time, Sacramento residents played golf on sand greens located approximately where Renfree Field now stands. By 1954 a second 18-hole golf course, the Arcade Creek Golf Course was completed.

In the past an analysis by the City Attorney's Office has determined that there are no deed restrictions on the property. Over the years new recreational and commercial uses have been added and include:

- 1946 – The Sacramento Horsemen's Association (SHA) first obtained their lease from the City for a clubhouse and arena. The SHA still leases the site today.
- 1968 – Renfree Field was built to provide a premier baseball facility for local youth and adult organizations.
- 1974 – The Sacramento Discovery Science Center and Junior Museum was established as an educational center for the sciences.
- 1985 – The Sacramento Softball Complex: The City and County were awarded a grant of approximately \$1,000,000 from the State Department of Parks under the California Park Land Bond Act of 1984.
- 2009 – The Mel Rapton Honda Auto Dealership opened for business on the former Trapshooting Club site.

Of the original 828 acres, 148.41 have been purchased for traffic arterials, right-of-ways for freeway construction.

Exhibit 2-Map of Rancho Del Paso

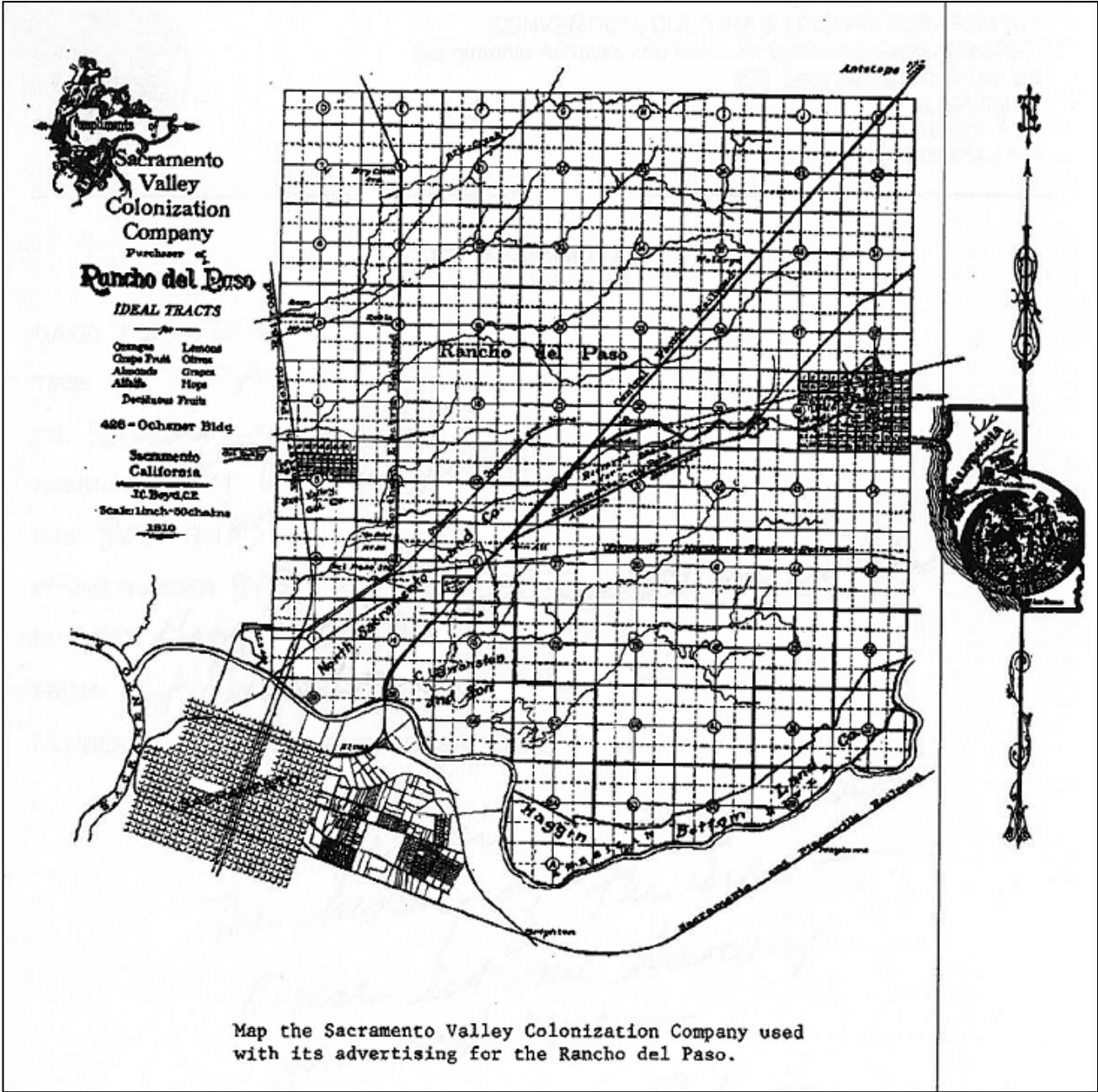
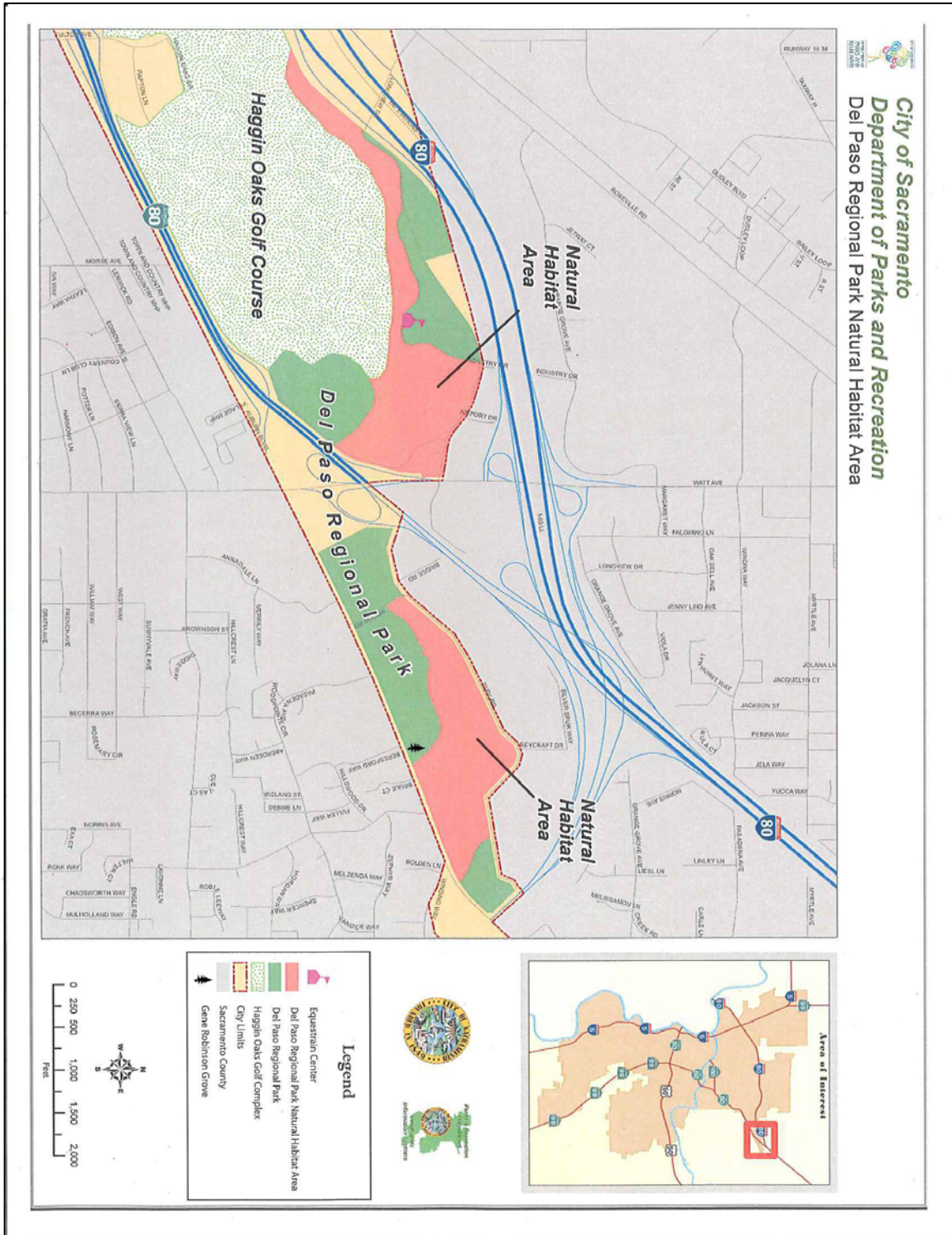


Exhibit 3-Del Paso Regional Park Natural Habitat Area



Chapter 2: Land Use

The Haggin Oaks Area is located between Interstate 80 and Business 80/Auburn Boulevard. Development along Auburn Boulevard consists mainly of commercial establishments such as restaurants, hotels, stores, gas stations, auto dealerships, and warehouses. South of Auburn Boulevard, the land use is primarily residential. Industrial development is located along the north side of Interstate 80, west of Watt Avenue. The former McClellan Air Force Base is located approximately 1.5 miles north of the Softball Complex on the west side of Watt Avenue.

For this report, the Haggin Oaks Area has been divided into area A, B, and C. The opportunities and constraints for the specific area are identified at the end of each area section.

Exhibit 4-Key Uses in the Haggin Oaks Area

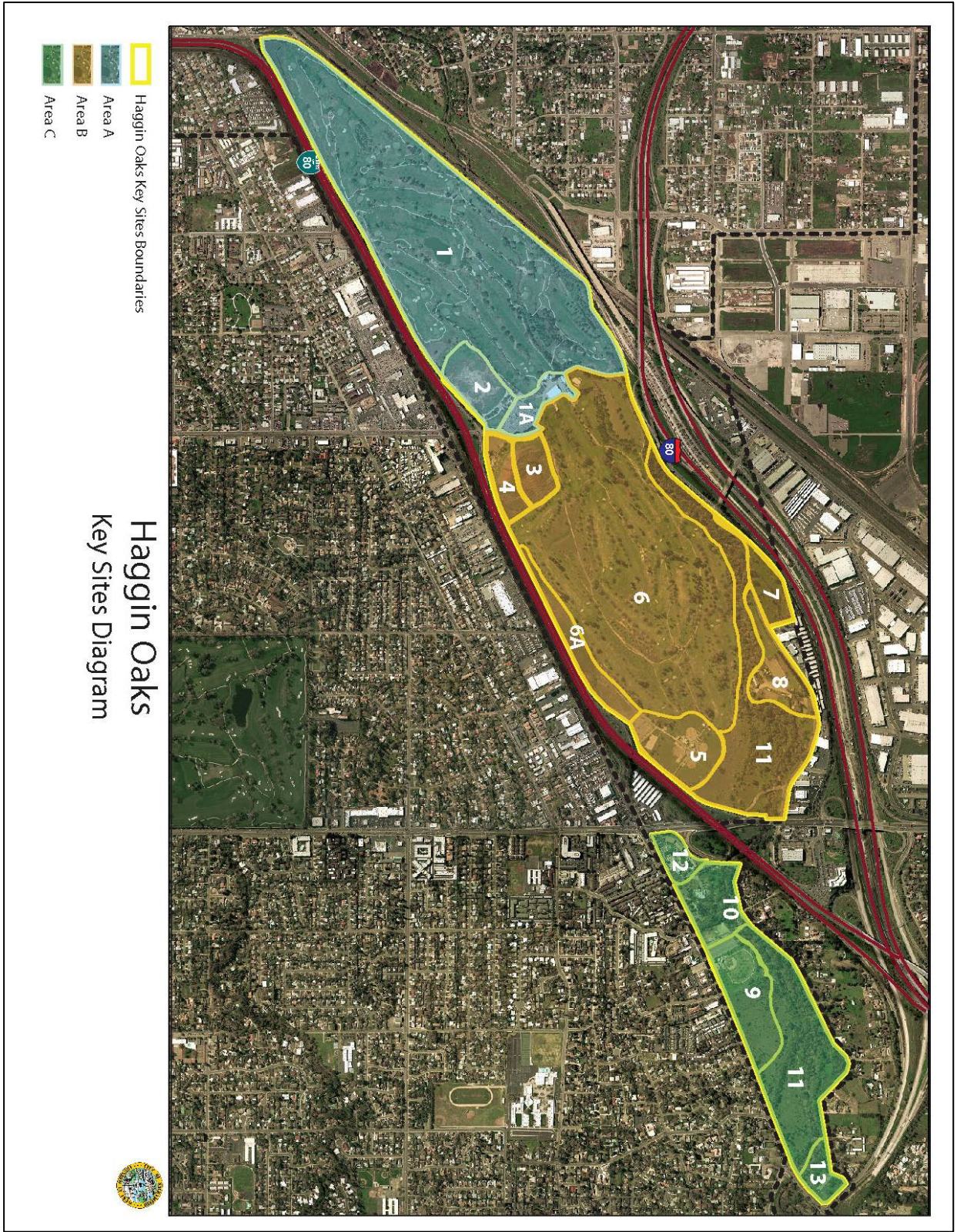
- Area A – Alister MacKenzie Golf Course, 24 hour Driving Range, Pro Shop, MacKenzie’s Sports Bar, The Pavilion at Haggin Oaks, and the Equipment Facility.
- Area B – Arcade Creek Golf Course, Softball Complex, the Sacramento Horsemen’s Association Facility, Longview Oaks Natural Habitat Area, and the Mel Rapon Honda Auto Dealership.
- Area C – East of Watt Avenue, Renfree Baseball Field and park, Natural Habitat Area, the Sacramento Science Center and Junior Museum, and the Children’s Receiving Home.

Table 1 – Haggin Oaks Golf Complex and Del Paso Regional Park Acreage

Area Name	Location on Exhibit 4		Acreage
Alister MacKenzie Golf Course	1	Area A	177 acres
Pro Shop, Sports Bar, Pavilion, and Parking lot	1A	Area A	9 acres
24 hour Driving Range	2	Area A	13.3 acres
Mel Rapton Honda	3	Area B	8.5 acres
Vacant Parcels	4	Area B	9 acres
Sacramento Softball Complex	5	Area B	21 acres
Arcade Creek Golf Course	6	Area B	195 acres
Vacant Unused Area	6A	Area B	17 acres
Long view Oaks Nature Area	7	Area B	7.45 acres
Sacramento Horsemen's Assn. Facility	8	Area B	8.5 acres
Natural Habitat Area Preserve	11	Area B=57 acres Area C=43 acres	100 acres
Sacramento Science Center	10	Area C	15 acres
Renfree Park	9	Area C	22 acres
Children's Receiving Home	12	Area C	6.2 acres
Del Paso Neighborhood Park	13	Area C	2 acres

Area A	~199 acres
Area B	~324 acres
Area C	~89 acres
Total Acreage	~612 Acres

Exhibit 4-Key Uses in the Haggin Oaks Area



Area A



(1) Alister MacKenzie Golf Course

This golf course opened in 1932 and was designed by Dr. Alister MacKenzie, a world-renowned golf course architect, who built the famous Cypress Point Golf Course on the Monterey Peninsula at Pebble Beach, California. It's a classic "parkland" type golf course with flat to rolling terrain. The fairways are lined with mature oak trees and Arcade Creek meanders through the middle of the course. The MacKenzie golf course hosted the PGA Tour's Sacramento Open from 1935-1938. Legendary players participated every year in the Open including Walter Hagen, Jimmy Demaret, Gene Sarazen, Bryon Nelson, Sam Snead and Ben Hogan. The MacKenzie Golf Course also hosted the 1963 National US Public Links Championship and the 1992 National US Women's Public Links Championship.

In 2001, the City put \$6.5 million into renovations at the MacKenzie course which included improvements to various hole tees, greenside bunkers, and green complexes. Additionally the installation of a new automated irrigation system, associated drainage, cast-in-place concrete cart paths, bridges, and grassing was completed. A new cart storage building was also part of the project. All of these improvements were in keeping with the original design of Alister MacKenzie.

(1A) Haggin Oaks Golf Pro Shop

The Haggin Oaks Pro Shop has over the years steadily increased its sales thus generating increasing tax revenue for the City. It has also been nationally recognized as one of "America's 100 Best Golf Shops" by Golf World magazine for more than 20 consecutive years. In 2007, the Haggin Oaks Golf Pro Shop reopened after an extensive renovation and nearly doubling its size to 15,000 + square feet. Professional services include offering of golf instruction, merchandise sales, golf cart rental, golf equipment rental, and operation of three putting greens and a practice range. The Pro shop includes the largest on-course Nike clothing concept shop in the world; Adidas concept apparel; a 1,000 square foot putting green with two realistic full-size trees in the middle surrounded by over 700 putters; a new golf bag department with nearly 1000 golf bags; and a golf book library.

The Golf Pro Shop has been the recipient of numerous awards including:

- Lifetime Winner of Golf Digest/Golf World Business - America's 100 Best Golf Shop Award
- Golf Week Magazine – Public Golf Shop of the Year
- Golf World Business Magazine – America's Best of the Best Golf Shop - Public
- Golf Range Magazine – Top 25 Pro Shops in America
- Sacramento Magazine – Best Area Golf Shop
- Gold Country Media Press Tribune – Readers Choice Best Golf Shop
- 2-Time Winner - National PGA Merchandiser of the Year Award
- 5-Time Winner – Northern California PGA Merchandiser of the Year
- 4-Time Winner – Sports Illustrated Magazine Merchandiser of the Year
- Top-Flight Golf – National Merchandiser of the Year

(1A)The Pavilion at Haggin Oaks

The Haggin Oaks Golf Course has a pavilion available for weddings and receptions. The Haggin Oaks Pavilion is located between the fairways of the Alister MacKenzie Golf Course and it accommodates up to 300 guests.

(1A)MacKenzie's Sports Bar

Opened in March of 2003, MacKenzie's is a restaurant at the Haggin Oaks Golf Complex with seating for 112 indoors and 70 outside on the patio. It is located north of the Pro Shop.

(2)The 24-hour Driving Range

The Haggin Oaks 24-hour night-lighted driving range and learning center is located near the entrance to the golf course. The driving range consists of 100 hitting stalls with each stall accommodating one person. The dimensions of the driving range are 165 yards wide by 300 yards long. The driving range includes 20,000 square feet of synthetic turf out on the range and designed 5 state-of-the-art raised target greens. The target greens are strategically located at 75, 100, 150, 175 and 200 yards out in the range and listed to exact yardage at each hitting station.

Lighting at the driving range consists of seven lamp posts on the northern end placed at 25 feet behind golfers along the tee line and eight lamp posts at the southern end. Each post includes three lamps; one lamp projects light 60 feet ahead into the driving range, the second lamp projects light 126 feet ahead, and the third lamp projects light 600 feet ahead. The posts stand 30 feet high and all lamps are hooded so that light is reflected downward.

Opportunities and Constraints

The Alister MacKenzie championship golf course, the 24 hour driving range, and Pro Shop are valuable assets which generate revenue for the City. Development in this area could encroach on these existing assets. This area is however a large piece of land (177 acres), and if new development in this area is done in a complementary fashion it could support some of the existing uses.

Opportunities in Area A:

1. The Haggin Oaks Golf Pro Shop is one of the top 100 golf stores in the United States. Expansion of the Pro Shop and MacKenzie's restaurant presents a great opportunity to attract even more consumers from the greater Sacramento region.

Constraints in Area A:

1. The MacKenzie Golf Course has historical significance because it was designed by the internationally known designer of golf courses, Alister MacKenzie.
2. The MacKenzie Golf Course was designed efficiently, on limited acreage, making it difficult to redesign the golf course and create new land for development.
3. Hagginwood Creek and the associated detention basin are located within Alister MacKenzie Golf Course. Portions of the original natural channel are now a pipeline, including a segment that flows westerly through the Alister MacKenzie Golf Course at Haggin Oaks. The pipeline enters the golf course by crossing northward under Bus-80 near Howe Ave. There is a detention basin located in the extreme SW corner of the golf course which is connected to the pipeline and intended to hold peak flows. Hagginwood Creek eventually discharges into Arcade Creek.

Area B



(3) Mel Rapton Honda Auto Dealership

The Mel Rapton Honda Auto Dealership opened in early 2009, replacing the former Trapshooting Site. It is largest Honda dealership in northern California. It is located north of the Business 80/ Fulton Avenue Interchange. The auto dealership is within the northern half of the Fulton Avenue Planned Unit Development (PUD).

Mel Rapton Honda



9 acre vacant lot

(4) ~9 acre vacant lot

The southern half of the Fulton Avenue PUD includes an approximate 9 acre vacant lot.

The City owns the entire Fulton Avenue PUD site (No. 3 and No. 4 above), Mel Rapton currently leases the entire site from the City. All subleases would be subject to City approval of entitlements,



(5)The Sacramento Softball Complex

The jointly owned City and County Sacramento Softball Complex offers four lighted softball fields for league and tournament play by men, women, and coed teams of all levels. Additional features include: A large indoor food and beverage pavilion, four lighted sand volleyball courts, a 500 space parking lot, children’s play area, electronic scoreboards, and an office/umpire building.

(6) Arcade Creek Golf Course

Designed by Mac McDonagh, the Arcade Creek Golf Course is a relatively flat layout designed and built to be friendly to every skill level. The front nine was opened to the public in 1952 with the back nine opening two years later in 1954. The course can still be played as either a nine-hole track or 18-hole regulation round which makes it ideal for beginners, walkers and leagues. This golf course has never been improved and is still hand watered.

(6A) 17 acres of an undeveloped vacant area

This vacant area is sometimes used as an overflow parking lot for the softball complex.

(7) Longview Oaks Nature Area

This nature area includes 7.45 acres of parkland which provide a scenic gateway to Del Paso Regional Park as visitors enter from the west along Longview Drive. Resolution No. 2002-605 added the “Long View Oaks” site to the Del Paso Regional Park Master Plan.

The City has partnered with the California Native Plant Society (CNPS) to restore the site, which is located in the upper portion of the Arcade Creek Watershed. Restoration activities will include constructing a new detention basin and repairing an on-site WPA-era historic culvert. The property has been roped off with cable to help prevent vehicular trespassing and illegal dumping.

(8) Sacramento Horsemen’s Association Facility

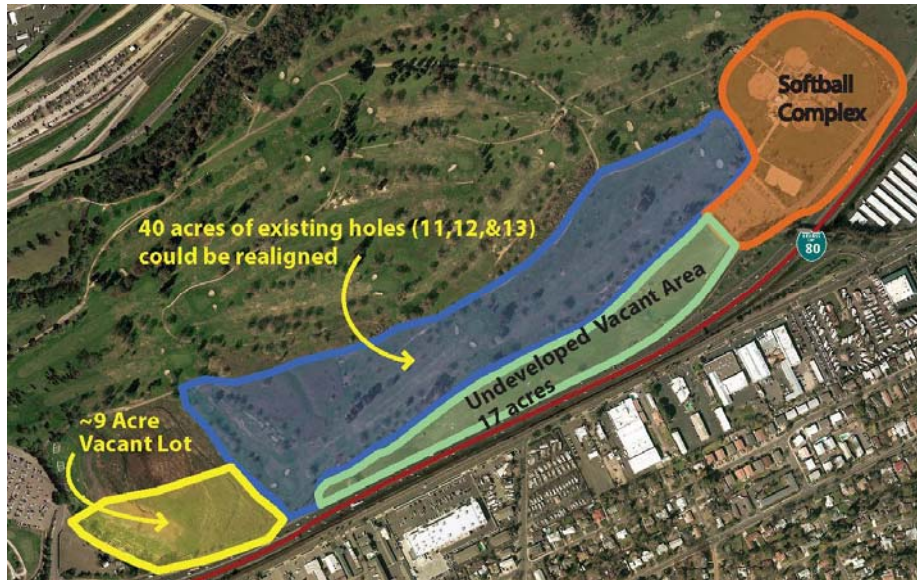
The Sacramento Horsemen’s Association furnishes recreational horseback riding, polo playing, horse shows, and provides housing for horses and equipment.

Horse Arena at SHA facility



(11) Natural Habitat Area Preserve

The area designated as a natural habitat area is a beautiful riparian zone north of the Sacramento Softball Complex and partially along Arcade Creek.



Opportunities and Constraints:

There is tremendous potential for new development in area B. This site has great visibility from Business 80 where there is an underutilized vacant area south west of the Sacramento Softball Complex (see above map). Over 65 acres in a prime location could be developed with a redesign of the Arcade Creek 18 hole Golf Course.

Opportunities in Area B

1. The Arcade Creek golf course has never been improved.
2. South of the Arcade Creek Golf Course, there is unused vacant land (17 acres). This open space, a realignment of the golf course holes 11, 12, 13, and the 9 acre vacant lot in the Fulton Avenue PUD create approximately 66 acres of land available along a major State highway (see map below).

Constraints in Area B:

1. The Equestrian Center and the Softball Complex serve the community with recreational uses. The funds for the Sports Complex were from a 1984 State Bond when it was built. Usual restrictions from similar Bonds require the "project" is usable for 25 years or compensation to State or replacement facility would be required. If restrictions are in place, they will likely expire in 2010.
2. The Natural Habitat Preserve area is undevelopable under Resolution No. 85-057 which was adopted by City Council in 1985. The resolution however did not permanently restrict development. Any changes of use would require a Council approval to rescind the resolution.
3. A portion of the 9 acre vacant site holds contaminated soil and is subject to a deed restriction enforced by Sacramento County, limiting future land use to allow only commercial/industrial land uses and prohibiting sensitive land uses (e.g. schools, hospitals and residential).

Area C



(9) Renfree Field

Harry Renfree Field was built in 1968 to provide a baseball facility for local youth and adult organizations. In 2000 the baseball field was renovated complete with new sod, and a whole new irrigation system.

(10) The Sacramento Science Center and Junior Museum

As a public non-profit organization, the Sacramento Science and Junior Museum of Sacramento is a family-focused educational institution dedicated to enriching the lives of local residents and visitors to the Sacramento region by encouraging the exploration of history, science, and space.

On its website, museum staff has identified plans to eventually relocate from 3615 Auburn Blvd. to the historic PG&E Power Station along the Sacramento River in the River District.

(11) Del Paso Regional Natural Habitat Area

On January 22, 1985, City Council adopted Resolution No. 85-057 to adopt the final Environmental Impact Report for the Del Paso Regional Park Master Plan Implementation Program and the Revised Del Paso Regional Park Master Plan. As part of this resolution, a Natural Habitat area both west and east of Watt Avenue was to be preserved in perpetuity.

The Resolution states: "The area north of the softball complex to Longview Drive and situated between the sod farm and Watt Avenue is to be permanently preserved as natural habitat. The area parallel to Arcade Creek and the area known as Norris Swale is to be permanently protected from future development. Post and cable barrier system will be constructed to prevent vehicle access to the natural habitat area".

The Del Paso Regional Park Detention and Filtration Wetland is also located in this area. It is a seasonal wetland that acts as natural filtration for water quality improvement, expansion of an existing catchment pond into a sedimentation basin to trap large sediment before it enters the wetland feature, and a water control structure and check-weir structure that is designed to remove sediments before entering in Norris Tributary, construction of buried culverts and swales to connect the upstream and downstream ends of the wetland to Norris Tributary, and oak woodland riparian habitat restoration, and provide for an environmental education and passive recreational opportunities in the Del Paso Regional Park Nature Area.



Detention and Filtration Wetland area

(12) Children's Receiving Home

The Children's Receiving Home (CRH) was established in 1944, through a joint effort of the Junior League of Sacramento and the Sacramento Rotary Club. Following several downtown locations in the early years, CRH relocated in 1965 to the permanent six acre campus at 3555 Auburn Boulevard in Sacramento at the corner of Watt and Auburn.

The Children's Receiving Home of Sacramento serves as a safety net for the area's abused and neglected children between the ages of 1 and 17. With a daily capacity of 98, they serve between 1,200 and 1,800 children each year. As the crucial first link in the County's early intervention system, they provide proven strategies that stabilize, normalize, and produce improved long term outcomes for children.

(13) Del Paso Neighborhood Park

The Del Paso Park serves as a neighborhood park within the larger Regional Park. It is located north of Auburn Blvd. and both east and west of Park Rd. Amenities include picnic tables, food preparation area and barbecue grills within a landscaped grassy area of approximately 2.0 acres.



Del Paso Park

Opportunities and Constraints

Opportunities in Area C:

1. Potential relocation of the Sacramento Science Center and Junior Museum could result in a vacant site.

Constraints in Area C:

1. Presently, the Natural Habitat Preserve area can not be developed under Resolution No. 85-057 adopted by City Council action in 1985. Any changes of use would require a Council approval to rescind the resolution.
2. The Children's Receiving Home is a private use on land that is not owned by the City.

DRAFT

Chapter 3: Land Use Designations and Restrictions

Airport Land Use Compatibility

Overview

The McClellan Air Field, north of the Haggin Oaks Area, is located approximately 7 miles northeast of downtown Sacramento and midway between Sacramento and Roseville, CA. In 1938 the McClellan Air Force Base (AFB) first opened as an aircraft repair facility with 1,146 acres of land. Soon thereafter the McClellan AFB expanded rapidly in response to World War II and today the Air Field includes 2,856 acres. The Base has one active runway, 10,600 feet long and 200 feet wide, made of concrete. The south end has an 1,100 foot asphalt overrun, while the north end has a 1,000 foot long asphalt overrun. The taxiway system consists of 383,276 square yards of paved surface. Aircraft aprons total 18.9 acres.

Airport Land Area

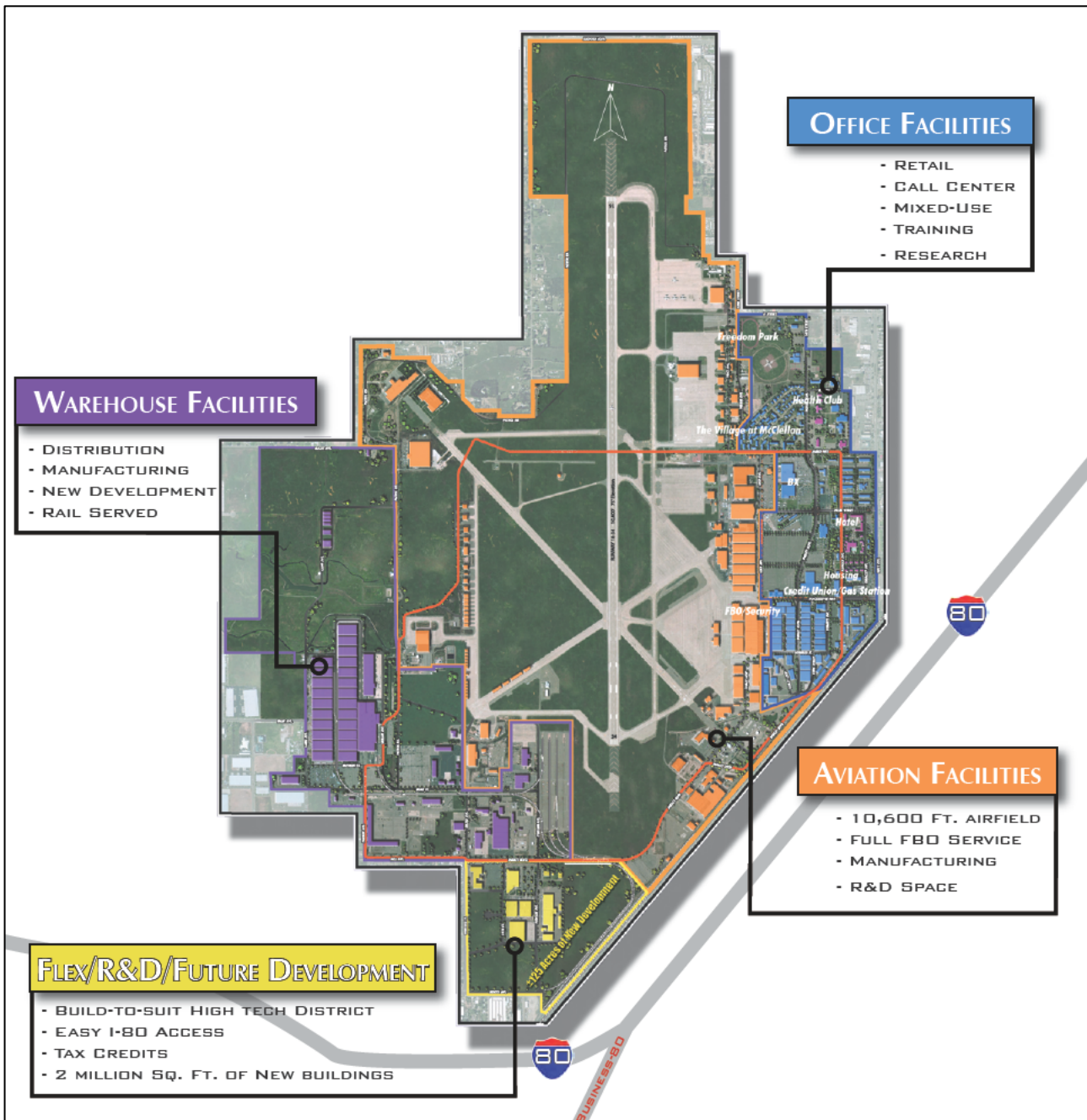
The McClellan AFB started with a few thousand employees at the start of World War II and eventually the facility grew to employ over 18,000 civilians. After World War II the AFB became a bomber specialty and then McClellan was changed into a jet fighter depot in the early 1950s. By the early 1960s, the Sacramento Air Material Area (SMAMA), as it was then called, emerged as the Air Force specialist for space systems, logistic support, and its responsibilities for maintenance and support of ground communications-electronics greatly expanded. Throughout the 1980s and early 1990s, McClellan functioned as the main depot for overhauling the Air Force's F-111, FB-111 and EF-111 aircraft, as well as the A-10 Thunderbolt II aircraft.

In 1995 the Base Realignment and Closure (BRAC) Commission announced the closure of the McClellan AFB. After it officially closed on July 13, 2001, portions of McClellan and the surrounding area began to be converted into an industrial business park with a core of aviation industrial uses.

McClellan Airfield now operates as a joint civil-military airfield with various mixed-use tenants as part of McClellan Business Park. The remaining military activity is comprised of Coast Guard Air Station Sacramento, operating HC-130 Hercules aircraft, as well as a commissary which is primarily utilized by Coast Guard Personnel, military retirees and National Guard and Reserve personnel.

McClellan Business Park has diverse amenities including aircraft-related industries, a technology incubator, data call centers, and upscale hotel and conference facilities. The County of Sacramento and their development partner have leased over one third of the leasable building space to a variety of businesses and organizations that are now part of McClellan Business Park (See exhibit 5, page 22).

Exhibit 5-McClellan Business Park



The California Public Utilities Code requires that public service airports have an Airport Land Use Compatibility Plan (ALUCP), formerly known as Comprehensive Land Use Plans (CLUPs), in place for two purposes:

1. To “provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission. . .” and
2. To “safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general.”

The Haggin Oaks Area is within the area of influence of the adopted 1987 McClellan Comprehensive Land Use Plan (CLUP). The McClellan CLUP regulates compatibility between airports and adjacent land use.

The existing 1987 McClellan CLUP is outdated and is now undergoing a revision which will be updated to reflect the McClellan Airfield change in use from a military Air Force Base to a civilian airfield. This change in use has resulted in significantly reduced noise contours and new safety zones. The SACOG Board of Directors, as the Airport Land Use Commission, will likely not review and adopt the updated Airport Land Use Compatibility Plan (ALUCP) (it will no longer be referred to as a CLUP) until sometime in mid to late 2009. Airport Land Use Compatibility Plan (ALUCP) is the new name given by the California State Legislature in 2004 in place of Comprehensive Land Use Plans (CLUP). They are the same, and often used interchangeably, although ALUCP is the official name.

All ALUCPs (or CLUPs) address three issues: airspace protection, noise and safety.

- (1) Airspace Protection primarily is concerned with limiting the height of objects near an airport so as to protect navigable airspace.
- (2) Noise of aircraft operations as measured by cumulative noise impact contours
- (3) Safety as described in terms of the risks that potential aircraft accidents pose to people and property on the ground and to the occupants of aircraft. The intent is to minimize the number of people exposed to aircraft crash hazards by establishing safety zones and restricting risk-sensitive land uses.

This section includes noise contour and safety zone maps for both the adopted 1987 CLUP and the proposed draft ALUCP (not yet adopted). Land use restrictions with respect to noise and safety for both plans will also be identified. Proposed development in the Haggin Oaks Area would be subject to either the 1987 McClellan CLUP or the new McClellan ALUCP, whichever is adopted as of the approval of a project.

1987 McClellan Air Force Base CLUP

NOISE

The noise contours shown in Exhibit 6 are adopted for the 1987 McClellan Air Force Base CLUP. For land uses within the noise contour of the state mandated criteria, 65 dB CNEL, the State has deemed the following land uses to be incompatible:

- 1) Single-family dwellings
- 2) Multi-family dwellings
- 3) Trailer parks
- 4) Schools of standard construction

The State has established noise reduction requirements for new hotels, motels, apartment houses, and other dwelling units, except single family dwellings, in the California Administrative Code, Title 25, Section 28. The code establishes a standard that limits noise to 45 dB CNEL, with windows closed, in any habitable room in affected dwellings. For residential dwellings, other than single family detached, in areas having an airport caused CNEL greater than 60 dB, the code requires an acoustical study showing that the structure has been designed to meet the interior standard of 45 dB CNEL. Exhibit 8 in the Appendix lists additional land use compatibility guidelines for the noise contours.

SAFETY

The 1987 McClellan CLUP designates three safety areas: the clear zone, the approach-departure zone, and the overflight zone. The clear zone is near the end of the runway and is the most restrictive. The approach-departure zone is located under the takeoff and landing slopes and is less restrictive. The overflight zone is the area under the traffic pattern and is even less restrictive.

The Airport Land Use Commission defines further the following airport safety areas for McClellan Air Force Base:

1. Clear Zone
An area starting at the end of the runway surface that is 3,000 feet wide, is centered on the extended centerline of the runway, and extends 3,000 feet outward.
2. Approach-Departure Zone
An area 3,000 feet wide and 12,000 feet long, that starts at the outer end of the Clear Zone, and is centered along the extended centerline of the runway.
3. Overflight Zone
Overflight zone dimensions are determined by reviewing the flight patterns for this airfield and developing a zone that will include that land overflown by aircraft in a take-off or landing phase, aircraft using flight paths associated with training touch and go operations and aircraft maneuvering near the airfield after take-off or before landing.

The following land uses are incompatible in the Clear Zone and the Approach/Departure Zone:

1. Any use that would direct a steady or flashing light of white, red, green, or amber color toward an aircraft engaged in a n initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing, other than an FAA approved navigational signal light or visual approach slope indicator.
2. Any use that 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.
3. Any use that would generate smoke, attract large concentrations of birds, or otherwise affect safe air navigation.
4. Any use that would generate electrical interference that could be detrimental to the operation of aircraft or airport instrumentation.
5. Any hazardous installations such as: above-ground oil, gas or chemical storage facilities, but excluding facilities for non-commercial, private domestic or private agricultural use.

Exhibit 9 in the Appendix lists additional land use compatibility guidelines for the Safety Zones.

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Exhibit 6-1987 McClellan AFB CLUP Noise Contours

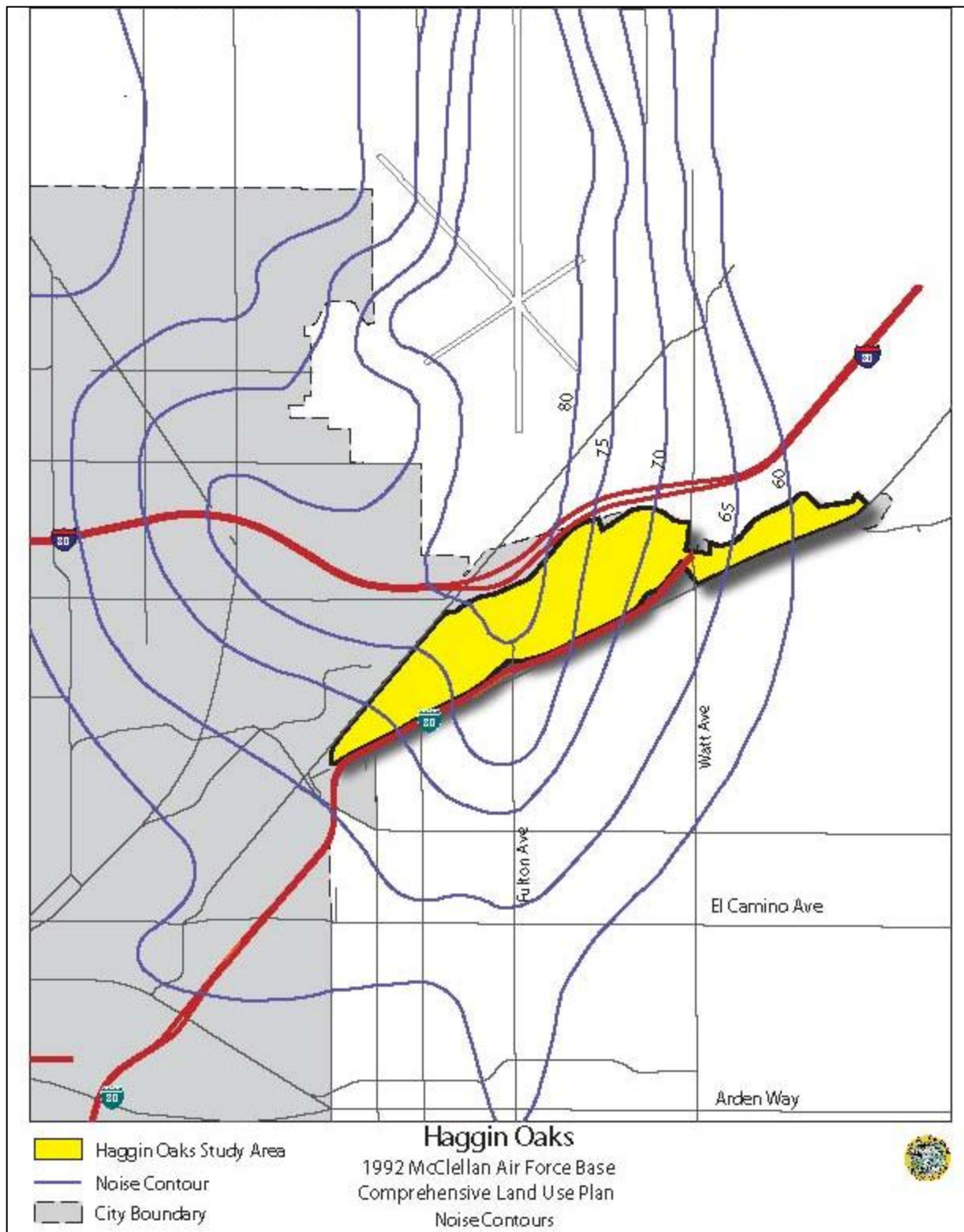
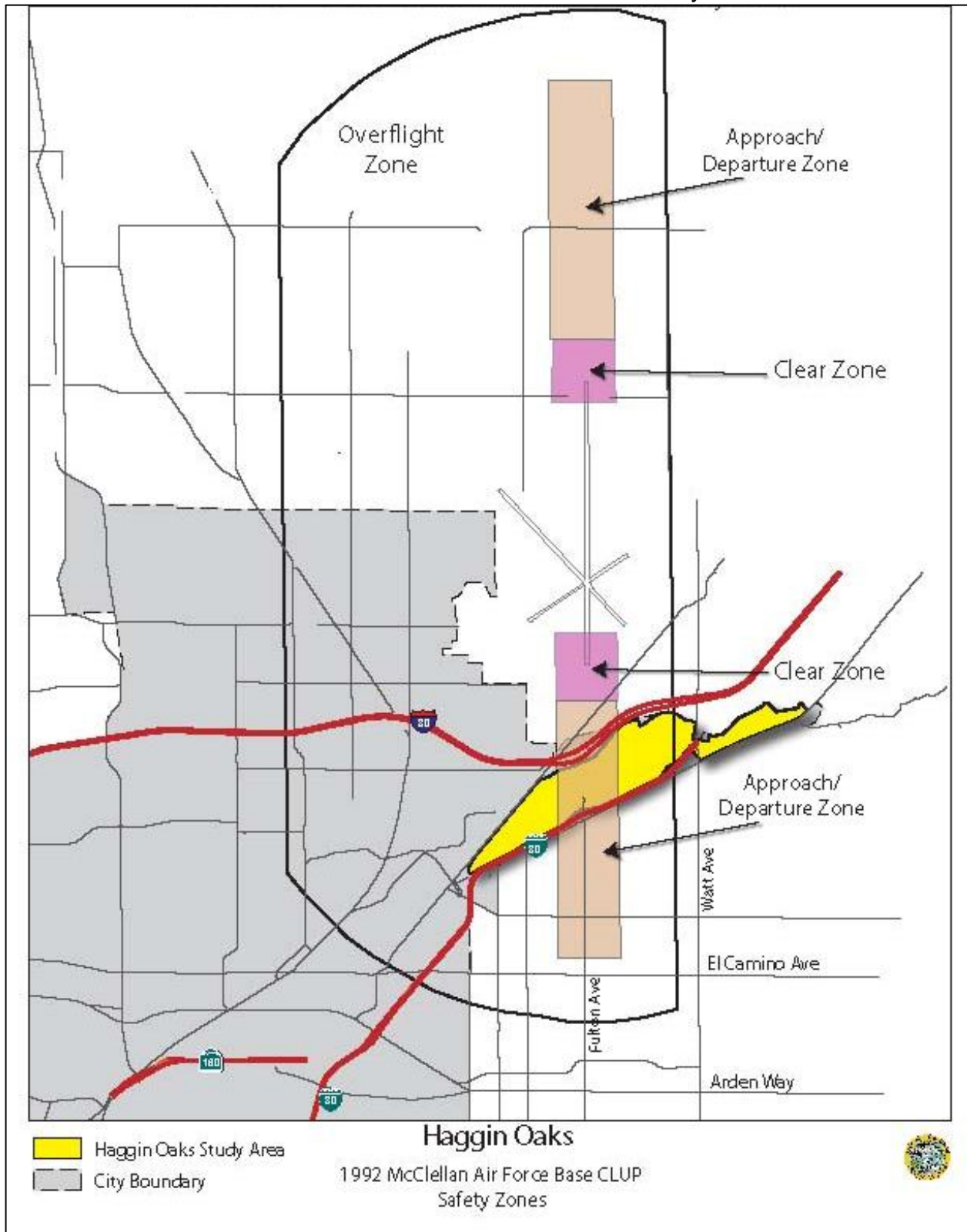


Exhibit 7-1987 McClellan AFB CIUP Safety Zones



The proposed Draft McClellan Airport Land Use Compatibility Plan

The existing McClellan CLUP was adopted in 1987 when McClellan operated as an Air Force Base. The manner in which the airport is now operated is significantly different than when it was operated as an Air Force Base and the aircraft utilizing the facility has also significantly changed. These changes have resulted in a smaller area being exposed to high levels of aircraft noise and reduced the area required for safety zones. The proposed Draft McClellan Airport Land Use Compatibility Plan is being updated to reflect the reduced noise levels and shrunken noise contours.

Two draft matrices (exhibits 15 & 16 in the appendix) have been created with a comprehensive list of land uses. The tables in the matrices indicate whether each use is compatible or incompatible within a specific safety zone or noise contour.

A portion of Del Paso Regional Park and the Haggin Oaks Golf Course are within the Area of Influence of the draft Airport Land Use Compatibility Plan, where height, noise, or safety restrictions are imposed.

There are two specific ALUCP policies that affect Del Paso Park and the Haggin Oaks Golf Complex Area:

1. Noise: A sliver of the Haggin Oaks golf course is within the 60-65 Community Noise Equivalent Level (CNEL).

Noise compatibility policy strategies focus upon avoiding development of residences, schools, and other noise-sensitive land uses in the noise-impacted areas of an airport environs. Where the uses can not be avoided, aircraft noise impacts on indoor activities can be mitigated through installation of additional sound attenuation in the structure⁸.

Draft Noise Compatibility Criteria are presented in Exhibit 16. Various categories of land uses are listed, organized into groups having similar sensitivities to noise. Each group of land uses is then given an evaluation of compatible, conditional, or incompatible for a particular CNEL range. Indoor uses listed as conditional require incorporation of sufficient sound attenuation into the construction of the structure to reduce the exterior noise to an acceptable indoor level. Certain noise-sensitive outdoor uses need to be evaluated on a case-by-case basis.

2. Safety: A section of Del Paso Regional Park and the Haggin Oaks Golf Course are also within Safety Zones 2, 3, 4, and 6. Air Safety areas are established to minimize the number of people exposed to aircraft crash hazards. This is accomplished by placing restrictions on land uses in various safety areas.

The underlying safety compatibility criterion for the proposed McClellan Airport Land Use Compatibility Plan is "usage intensity"-the maximum number of people per acre that can be

present in a given area at any one time. If a proposed use exceeds the maximum intensity, it is considered incompatible and thus inconsistent with compatibility planning policies. It is recognized, though, that “people per acre” is not a common measure in other facets of land use planning. The more common floor area ratio (FAR) is used as a means of implementing the usage intensity criteria on the local level.

The Safety Compatibility Criteria matrix is similar in format to tables utilized in other compatibility plans for airports under the SACOG ALUC jurisdiction. At the top of the table, a usage intensity limit is established for each zone. An extended list of different types of land uses is provided and each use is evaluated as being either compatible, conditional, or incompatible with the respective zones.

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Exhibit 8-Draft Proposed McClellan ALUCP/ 60 CNEL Noise Contour

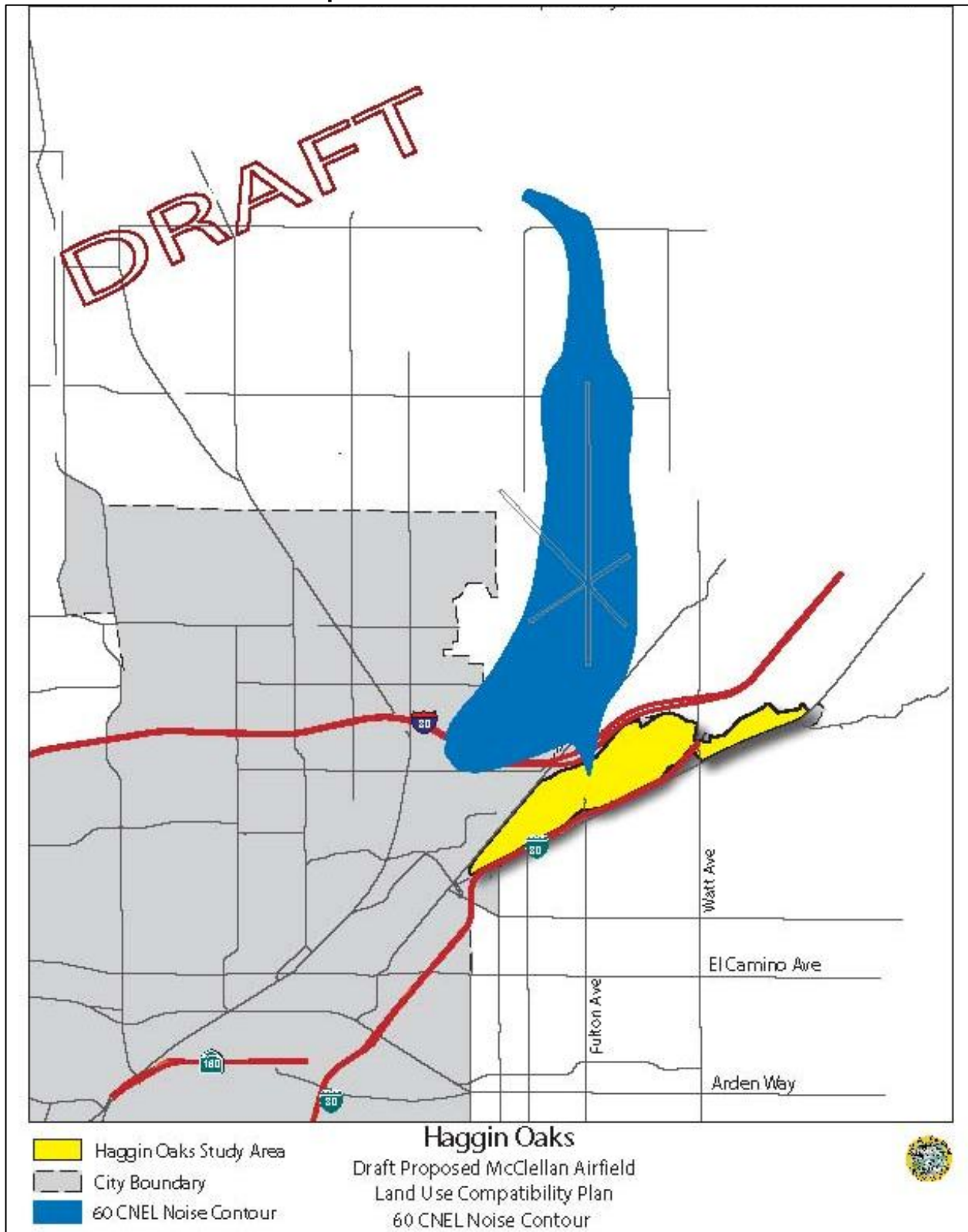
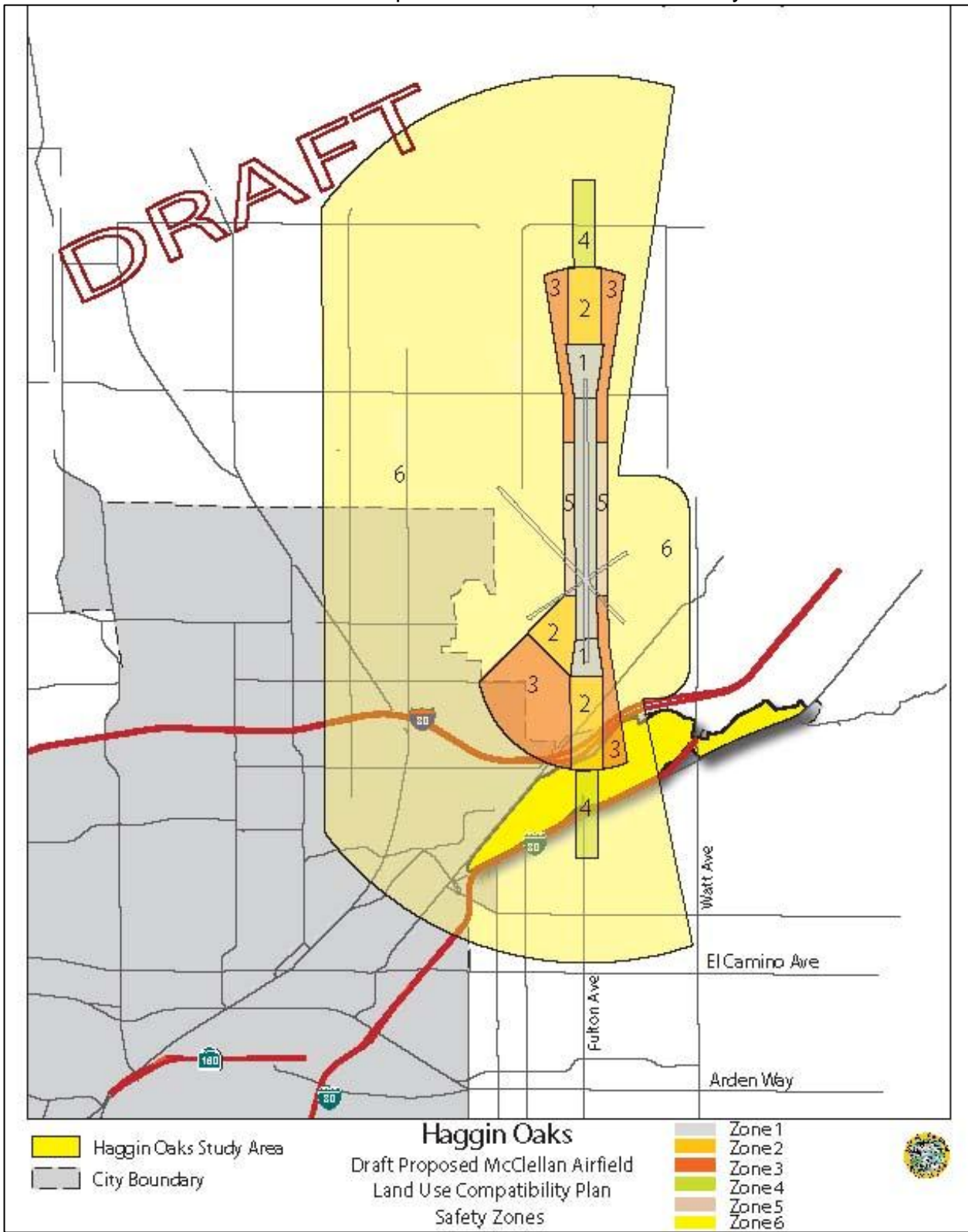


Exhibit 9-Draft Proposed McClellan ALUCP Safety Zones



General Plan Land Use Designations

The 2030 General Plan Land Use Diagram designates both the Haggin Oaks Golf Complex and Del Paso Regional Park as Parks and Recreation. The General Plan designation is Regional Commercial for both the Mel Rapon Honda Auto Dealership and the vacant parcels south of Rapon Lane. Any change to commercial uses within the Haggin Oaks area, not including the Mel Rapon Auto Dealership site, would require an amendment to the 2030 General Plan.

Zoning Designations

As shown in Exhibit 11, the Haggin Oaks Golf Course and most of Del Paso Regional Park is zoned Standard Single Family (R-1). In Del Paso Park, a portion of the Natural Habitat area and the Equestrian Center is zoned Light Industrial (M-1-S) with special landscaping requirements. The City of Sacramento owns the golf course and the regional park.

The City of Sacramento is the owner of a 17-acre site at the northeast corner of Business 80 and Fulton Avenue. The northern half of the site is occupied by Mel Rapon Honda. The balance of the site, approximately 9 acres, is vacant with high freeway visibility from Capitol City Freeway. The Mel Rapon Honda Auto Dealership and vacant parcels are zoned Heavy Commercial (C-4-PUD). This 17-acre site part of a Planned Unit Development (PUD). The PUD guidelines were approved by the City Council and are intended to implement the goals and policies of the General Plan and to serve as a supplement to the existing zoning code. In addition the PUD will establish necessary criteria to promote quality design for any future projects. The PUD could be expanded to include any new development areas. Future uses within the Haggin Oaks area may require a Rezone depending on the use, location and existing zoning.

Flood Zone (See exhibit 12)

The areas along Arcade Creek are designated in Flood Zone AE. Areas in the AE Zone are subject to inundation by the 1-percent-annual chance flood. Mandatory flood insurance purchase requirements and floodplain management standards apply for any buildings in the AE zone. The remainder of the Haggin Oaks Area is designated in Flood Zone X. Areas designated as X Zones have between 100-and 500-year levels of protection. In these zones, flood insurance is no longer mandatory, and there are no federally or locally imposed flood restrictions on development.

The Department of Utilities recommends that a floodplain study be conducted for any new proposed uses in the Haggin Oaks area.

Exhibit 10- General Plan Land Use Map

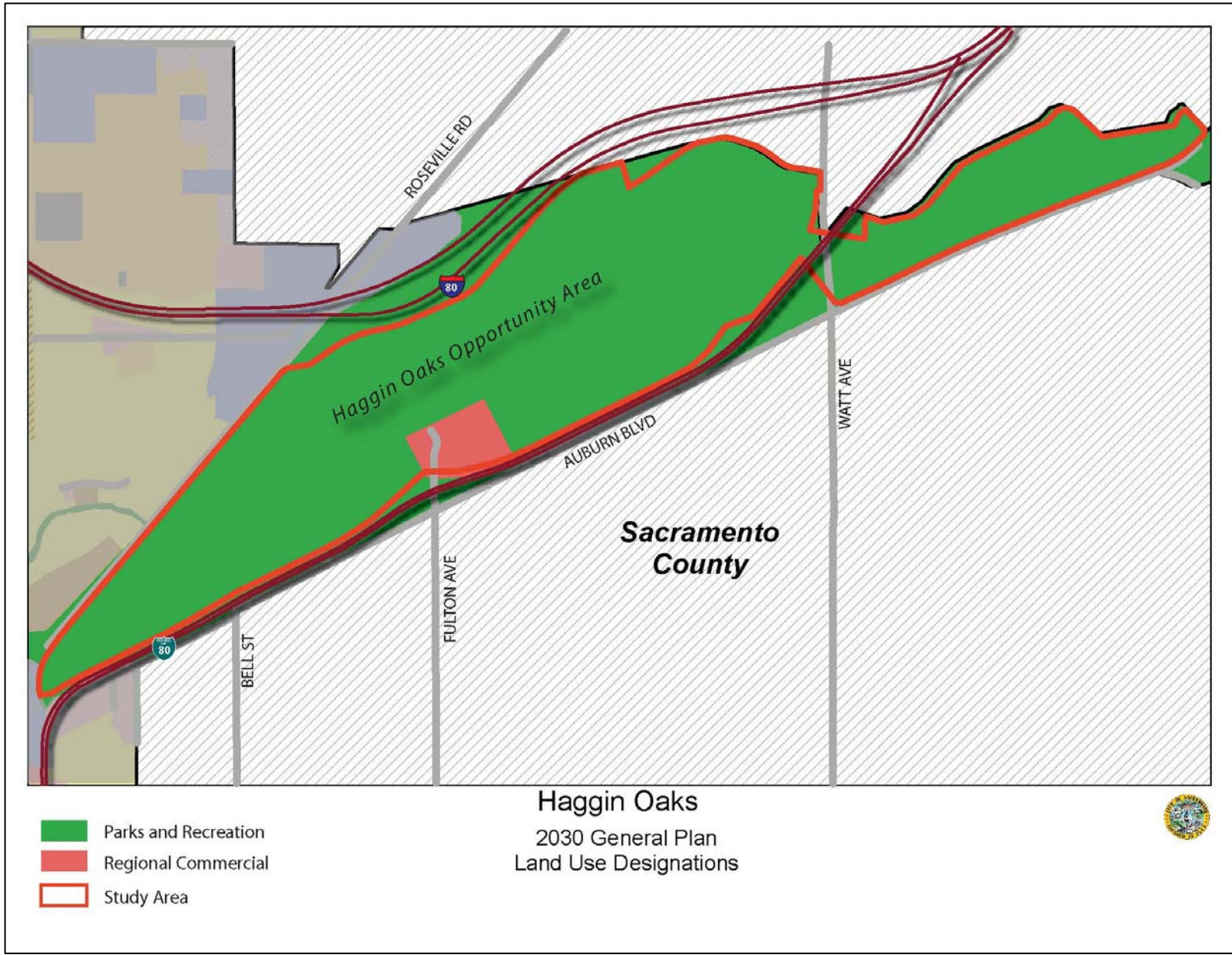


Exhibit 11-Existing Zoning

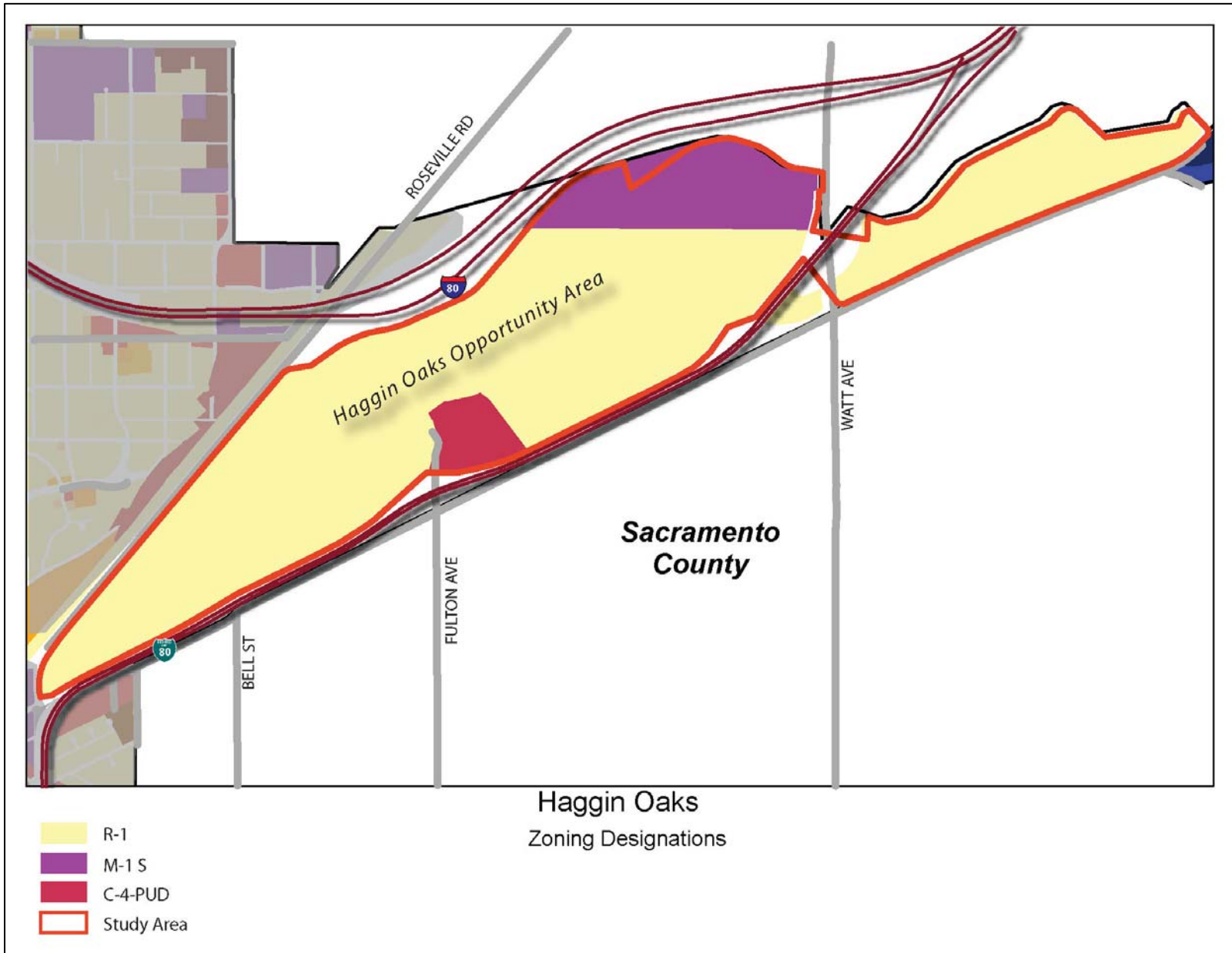
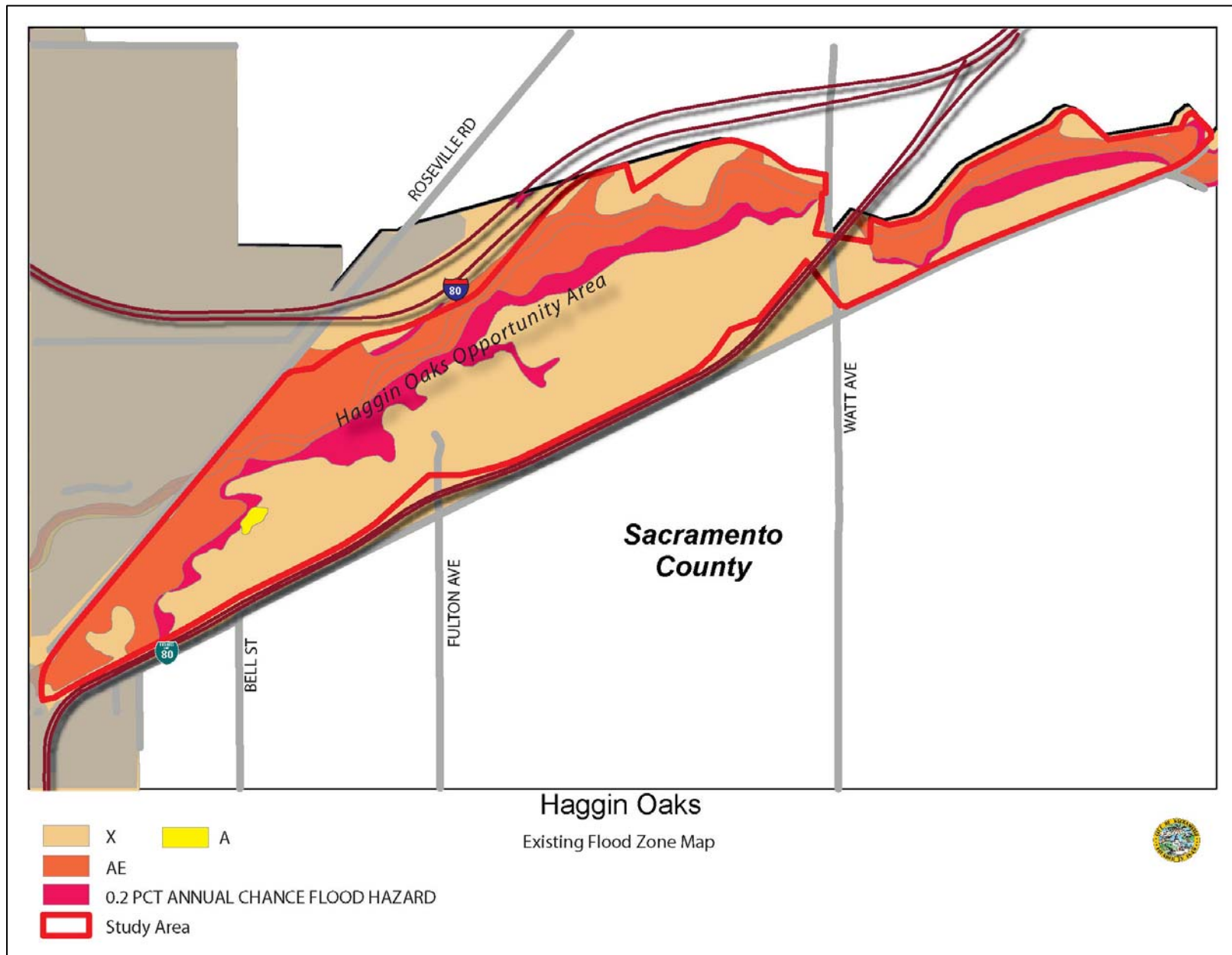


Exhibit 12- Existing Flood Zone Map



Chapter 4: Circulation

This Chapter identifies the existing circulation, including vehicular, pedestrian/bicycle, and public transit in the Haggin Oaks Golf Course and Del Paso Park area. Additionally a table with the Level of Service (LOS) and Average Daily Traffic Counts (ADT's) for major streets is also included.

Existing Conditions

Business 80 (State Route 51) is an east-west six-lane freeway providing a connection between Citrus Heights-Roseville and Downtown Sacramento. Access to the Haggin Oaks Area is provided via the Business 80 and Fulton Avenue interchange.

Fulton Avenue, a north-south arterial, begins at the Fair Oaks Boulevard intersection approximately 4 miles to the south, and ends approximately 900 feet north of the Business 80 ramps at the golf course parking lot. Fulton Avenue has four through-lanes south of Business 80, a two-way left turn lane, and turn pockets at major intersections. The Fulton Avenue over-crossing at Business 80 has a three-lane bridge (two lanes in the southbound direction and one lane in the northbound direction) and two lanes north of Business 80 westbound ramps. A sidewalk facility exists on the west side of the roadway. Bike lanes do not exist on Fulton Avenue.

Auburn Boulevard is an east-west arterial street with two lanes in the eastbound direction and one lane in the westbound direction between Watt Avenue and Bell Street. Near the major intersections of Fulton Avenue and Watt Avenue, Auburn Boulevard has four lanes with exclusive left-turn lanes. Auburn Blvd begins at the west end at Marconi Avenue and in the east end changes to the old Auburn Road in the City of Citrus Heights. A sidewalk facility exists only on the south side of the roadway. No bike lanes exist on Auburn Blvd within the Haggin Oaks area vicinity⁹.

An Environmental Impact Report (EIR) was completed in 2006 as part of the Fulton Avenue Development Project. In this EIR, a study was done to document the average daily traffic counts (ADT's) in the vicinity and the Level of Service (See table below):

Level of Service (LOS) describes the operating conditions experienced by motorists. LOS is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, driving comfort and convenience. LOS are designated "A" through "F" from best to worst, which cover the entire range of traffic operations that might occur. LOS 'A' represents essentially free-flow conditions, and LOS 'F' indicates substantial congestion and delay.

Area A&B ADT's and LOS:

No.	Roadway Segment	ADT	LOS	Year	Source
1	Auburn Blvd. west of Business 80 EB off-ramps	8,957	A	2006	Fulton Avenue Development EIR
2	Auburn Blvd. between Business 80 EB off-ramps and Fulton Ave.	11,938	A	2006	Fulton Avenue Development EIR
3	Auburn Blvd. east of Fulton Ave.	13,877	A	2006	Fulton Avenue Development EIR
4	Fulton Ave. north of Business 80 WB on/off-ramps	8,263	A	2006	Fulton Avenue Development EIR
5	Fulton Ave. south of Business 80 WB on/off-ramps	17,770	B	2006	Fulton Avenue Development EIR
6	Fulton Ave. south of Auburn Blvd.	26,571	C	2006	Fulton Avenue Development EIR

Area C-ADT's:

An Initial Study Negative Declaration (ISND) was completed for the Del Paso Regional Park Detention and Filtration Wetland Project. The following Average Daily Traffic counts were documented in this report; however the original source was not stated:

No.	Roadway Segment	ADT	Year	Source
1	Bridge Road	420	2000	< http://www.pwsacramento.com/traffic/trafficcounts/list.cfm?x=1 > Accessed on April 12, 2004
2	Park Road at its intersection with Auburn Boulevard	11,000	2004	< http://www.pwsacramento.com/traffic/trafficcounts/list.cfm?x=1 > Accessed on April 12, 2004
3	Auburn Blvd. west of Watt Avenue	23,000	2004	< http://www.pwsacramento.com/traffic/trafficcounts/list.cfm?x=1 > Accessed on April 12, 2004
4	Auburn Blvd. east of Watt Avenue	16,000	2004	< http://www.pwsacramento.com/traffic/trafficcounts/list.cfm?x=1 > Accessed on April 12, 2004

I-80/Watt Avenue Interchange

The west bound diagonal off-ramp and eastbound loop on-ramp do not form conventional freeway ramp junctions because both ramps intersect auxiliary lanes. These auxiliary lanes are separate from the freeway mainline.

I-80/Fulton Avenue Interchange

The main entrance to the Haggin Oaks golf course and the Mel Raption Auto Dealership is from the Fulton Avenue and Business I-80 intersection. The opportunity area is northeast of the intersection of Fulton Avenue and Business I-80

Public Transit

Sacramento Regional Transit (RT) is the major public transportation provider within Sacramento County. RT provides 20 miles of light rail service and fixed-route bus service on 65 routes. RT provides one regional bus service near the project site. Route 26 provides service between Watt/I-80 and the University/65th Street Light Rail stations. Monday through Friday service is provided between the hours of 6:00 AM and 7:00 PM with 30 minute headways. A Saturday service is provided between the hours of 8:00 AM and 6:00 PM with one hour headways¹⁰.

Light Rail Stations

There are three light rail stations within close proximity to the Haggin Oaks area; however, they are not easily accessible because Interstate 80 acts as a barrier.

Roseville Road Light Rail Station

Roseville Road is a light rail station (north of Haggin Oaks) on the Sacramento Regional Transit District's Watt/I-80-Downtown-Meadowview line also known as The Blue line. There are 1,087 spaces in the park-and-ride lot at this station, which utilizes right-of-way from an abandoned freeway project.

Many commuters drive to light rail, even those who live closer to the Watt/I-80 stations, use the Roseville Road station since it has a large, reasonably well-patrolled parking lot, and is easier to reach by car.

Watt/I-80 West Light Rail Station

Watt/I-80 West is a light rail station (north east of Haggin Oaks) on the Sacramento Regional Transit District's Watt/I-80-Downtown-Meadowview line also known as The Blue Line. There are 248 spaces in the park and ride lot at this station which utilizes right-of-way from an abandoned freeway project, which has since been converted to the park and ride lot on the western segment.

Watt/I-80 Light Rail Station

The Watt/I-80 light rail station (north east of Haggin Oaks) is located in the median of Interstate 80 below Watt Avenue on the Blue Line. From its opening in 1987, this has been the northern terminus of the LRT line and still is to this day. The station includes a park-and-ride and a bus transfer center. It is one of the busiest bus/light rail transfer points in the Sacramento Regional Transit District. It is also the only 2-level light rail station in the system: light rail, peak commute buses, and a Placer County Transit bus route to Auburn use the lower level (I-80 level) while all daily routes use the Watt Avenue overpass (upper level).

Pedestrian and Bicycle System

South of Auburn Boulevard, there are curbs, gutters, and sidewalks in the vicinity of the project site to accommodate pedestrian activities. The Fulton Avenue bridge overcrossing at Business 80 has accommodated pedestrian activities with sidewalks on the west side only but no bicycle lanes¹¹.

Roadway access

Based on conversations with Caltrans and City Department of Transportation (DOT) staff, a Traffic Impact Study (TIS) would need to be prepared to accurately assess the impact of any future projects on the freeway system and surrounding roadways.

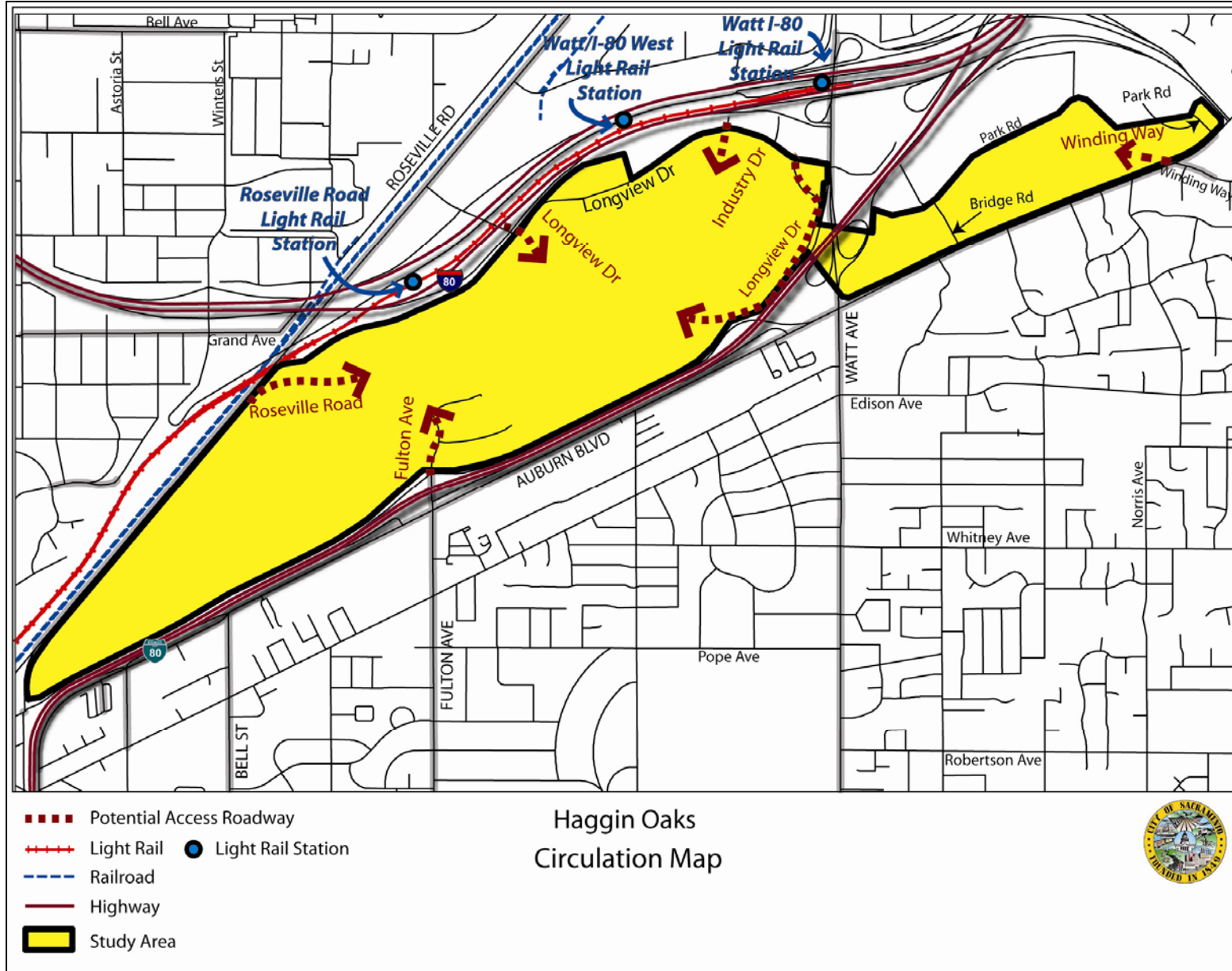
Caltrans further suggested interchange widening at Business 80/Fulton Avenue and linking Fulton Avenue to the I-80/Longview Road interchange.

City DOT concluded that there would likely be environmental issues and it would be cost prohibitive to connect Fulton Avenue and the I-80/Longview Interchange. Alternatives to the Fulton Avenue and I-80/Longview connection and additional site access to Haggin Oaks include:

- Roseville Road
- Industry Drive
- Longview Drive (two locations)
- Winding Way

Although City DOT identified five locations to access Haggin Oaks, the access points at Roseville Road, northern Longview Drive, and Industry Drive, are likely unfeasible. The Roseville Road access would require a Railroad overcrossing, a bridge over Arcade Creek, and would bisect the Alister McKenzie Golf Course. The northern Longview Drive and Industry Drive access points would result in bridges over Arcade Creek, removal of several trees within a habitat nature preserve, and would also bisect the Arcade Creek Golf Course. It would appear the access point with the least impact on the existing uses within the Haggin Oaks study area is eastern Longview Drive. All potential access points would be evaluated in a traffic study which would likely be required with any future development proposals.

Exhibit 13- Circulation Map



Chapter 5: Public Utilities

This chapter identifies the existing utilities on the Haggin Oaks Area and in the immediate vicinity. A summary of the: water supply, sanitary sewer, solid waste disposal, dry utilities, and public services is included below.

Water Supply

The City does not have water facilities nearby that can serve the project. For the Fulton Avenue Development project, the City has developed an agreement with the Sacramento Suburban Water District to deliver water to the project site. The agreement requires a minimum pressure of 40 psi at the meter and domestic water demands of approximately 250 acre-ft per year, with a peak hour demand of 250 gallons per minute. The fire flow for the Fulton Avenue Development project site is estimated to be 3,000 gpm which is consistent with Uniform Fire Code requirements. Water is delivered from a 12-inch District transmission main to a metering station, located on District Property. A 16-inch transmission main extends from the metering station, under Business 80, to the project. On-site project pipe diameters will be 12-inches and 8-inches. On-site irrigation wells continue to supply water for irrigation on the Haggin Oaks golf course¹².

The Golf Course restaurant and club house are now served by a waterline connection; a domestic well located near Fulton Avenue was recently abandoned.

Sanitary Sewer

City of Sacramento Utilities Department provides local sewer services to the area. There is a recently constructed sewer line entering the site at Fulton Avenue and running north to the Fulton Avenue Development (Mel Rapton) site. Using City of Sacramento Design Procedures, flows from the Fulton Avenue Development Project are 0.0275 mgd peak dry weather flows (PDWF). This would be added to the estimated flow from the golf course of 0.0411 mgd (PDWF) and the estimated Inflow and Infiltration (I&I) flow of 0.024 mgd for a total of 0.0926 mgd peak wet weather flows (PWWF).

Pump upgrades were made to the existing lift station as part of the Fulton Avenue Development Project. The existing 4-inch force main adequately conveys the 0.1 mgd, including the golf course flows, and the I&I flows. The Department of Utilities has indicated that Sump 6 has a firm capacity of 0.2 mgd. If the adjacent 40-60 acres of future commercial is developed, additional pumps and associated equipment may need to be installed or some of the pumps may need to be replaced with higher capacity pumps in order to convey the peak flow. The 4-inch main should be adequate.

The City of Sacramento and Sacramento Regional County Sanitation District (SRCSD) have an operating agreement which addresses the peak flows that the City can discharge into the City Interceptor. The City is responsible for determining if additional flow from development at Haggin Oaks would result in a discharge to the City Interceptor that exceeds these permitted (and design) rates; the City would be responsible for any

mitigation that may be required. Currently, SRCSD is studying capacity constraints within the City Interceptor through the Interceptor Sequencing Study, slated for completion in Fall 2009.

Drainage in Areas A and B

The Haggin Oaks Golf Course is located within the Arcade Creek Watershed. Much of the water from the north and east of the Fulton Ave. Development project enters the drainage culvert located north of the Mel Raption Honda auto dealership. The culvert has been sized at 30 inches, but has become restricted over the years so that it currently operates as an approximate 24-inch culvert¹³.

Drainage in area C

The natural habitat area in Area C is located in and adjacent to Norris Tributary, a tributary to Arcade Creek. Flows into Norris Tributary are comprised of return flows from garden and lawn watering, runoff from rainfall, leakage from water mains and sewers, and groundwater interception.

Solid Waste Disposal

The City, a franchised hauler of the Sacramento Regional Solid Waste Authority, collects all of the single family residential waste and about a third of the commercial waste within the City. Private franchised haulers collect the remaining commercial waste. The City utilizes the Lockwood Landfill and the Sacramento Recycling and Transfer station solid waste facilities. The City of Sacramento Solid Waste Department currently provides trash pickup to the park site. The Mel Raption Honda Auto Dealership uses a private commercial hauler for refuse service.

Dry Utilities

Pacific Gas & Electric (PG&E), Sacramento Municipal Utilities District (SMUD), and Comcast Cable would provide the needed dry utilities to the site. Electrical services to the area are currently provided by SMUD and capacity is available to provide future service to the area. SMUD would be able to serve whatever is planned for the area. Service voltage level(s) will be based on the type of development and estimated demand. Once any future development is proposed PG&E will review the proposal and determine any necessary service upgrades.

Public Services

The City of Sacramento provides fire protection and police protection to the Haggin Oaks area. Two fire stations are located within 5 to 8 miles by road of the proposed project site: Fire Station number 17 at 1311 Bell Avenue and Fire Station number 18 at 746 N. Market

Boulevard (*Draft EIR for the Fulton Avenue Project, Page 2-9*). The unincorporated County area to the south is served by Sacramento Metropolitan Fire District (Metro Fire) and the nearest station is Station 103 located at: 3824 Watt Avenue. All fire and emergency services in the County of Sacramento, including the City of Sacramento and Metro Fire, have developed a Joint Powers Authority (JPA) for a unified service area dispatch system. Under the JPA, the closest unit available is dispatched to an incident and service area boundaries are not an issue when an incident occurs. The JPA does not include a reimbursement component between responders.

The Sacramento Police Department (SPD) facility assigned to serve the Haggin Oaks area is the Central Command Police Facility (CCPF) located at 300 Richards Boulevard. The CCPF responds to calls in the central portion of the City.

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Chapter 6: Environmental Considerations

Toxics

The Sacramento Trapshooting Club (STC) leased a 20 acre site (currently Mel Raption Honda site) from the City of Sacramento from 1915 to 2006. Participants of the STC used shotguns to shoot at clay pigeons launched from trap houses. The shotguns were loaded with shells containing lead pellets, referred to as “shot”. The use of lead shot and clay pigeons by the STC contaminated soils on the site.

The lead shot consists of lead with additions of arsenic, antimony, and nickel. The clay pigeons consist of crushed limestone and petroleum pitch, which typically includes significant quantities of polynuclear aromatic hydrocarbons (PAHs).

The former STC site was subdivided in early 2007 into Parcel A (10.8 acres) and Parcel B (6.5 acres) for the Fulton Avenue PUD. As part of the remediation chosen by the City, contaminated soils were moved to the newly created Parcel B and capped with two-feet of clean fill and 8-inches of aggregate base and an asphalt cap. As a result, a deed restriction was placed on Parcel B to prohibit future residential development or other sensitive uses.

Archeological Resources

Between 6000-3000 BC, people of the Early Horizon period came to live near Arcade Creek and the surrounding area. These people were seed gatherers. At a mound site near the Science Center, now the Discovery Museum Learning Center, erosion of the creek revealed an artifact-bearing layer under 9 feet of soil. Seventy five pieces were recovered which included cores and flakes of hand stones, mortar and pestles, cobble-choppers, hammer-stones and projectile points. This site is classified as one of the most important in the United States¹⁴.

Wetlands, Habitat Areas, and Biological Resources

Arcade Creek flows for 16.2 miles from Orangevale to the American River via the Natomas East Main Drainage Canal (also known as Steelhead Creek). Arcade Creek's main stem runs through Citrus Heights, the City of Sacramento and parts of the unincorporated County.

Historically, Arcade Creek flowed through a large wetland and then to Bush (or lower American) Lake. It has been cut off by the NEMDC (operated by Reclamation District 1000) and has been channelized through the North Sacramento area. With the exception of Del Paso Park, its watershed is mostly developed and there have been many local alterations in its upper reaches. Approximately 80% of Arcade Creek's 25,600 acre watershed is developed. Once intermittent, the creek now maintains a summer flow from urban run-off, and swells to flood stage during periodic winter storms¹⁵.

Arcade Creek flows along the northern boundary of the study area, south of Longview Drive and Park Road. Riparian vegetation consisting of valley oak, interior live oak, blue oak, willow, cottonwood, walnut, and a variety of other trees and shrubs borders the creek and provides the main visual relief in the study area.

Beginning in the early 1900s, salmon came to spawn in Arcade Creek. There were still swimming holes 6-7 feet deep in the 1950s. Since the 1950's, Arcade Creek has changed significantly. This creek is a relatively small and quiet waterway that runs under many streets, through schools, countless backyards, and also through the Haggin Oaks golf course and Del Paso Park. Approximately a 3 mile stretch of Arcade Creek passes through the Del Paso Regional Park's northern boundary. Much of the water from the Regional Park to the east and the north of the opportunity area enters a drainage culvert located north of the Mel Rapton Honda Auto Dealership and then flows into Arcade Creek¹⁶.

The creek is still partially bordered with blue, interior, and valley oaks. There are scattered places with Fremont Cottonwood, small willows and Oregon ash. The natural and open spaces, and native vegetation provide, habitat for wildlife. Prior to any development proposals an Arborist's Report should be completed.

Appendices

Sales Tax Sharing Agreement

On August 26, 2008 City Council adopted a Resolution to execute an agreement between the City of Sacramento and the County of Sacramento regarding the joint support and apportionment of sales tax revenues of vehicle dealers. The goal of the agreement is to eliminate the competition for jurisdictional sales tax revenue while protecting each jurisdiction's existing auto sales tax revenue.

Base Revenue from Existing Dealerships: Each jurisdiction will maintain its respective Base Tax Revenue amounts from vehicle dealers. A Base Revenue will be established for the fiscal year 2007/2008. The annual auto-based revenue for the City is estimated to be \$2,307,649 for new auto sales and \$678,058 for used auto sales. The annual auto-based revenue for the County is estimated to be \$6,485,689 for new auto sales and \$1,232,006 for used auto sales.

Growth above Base Revenue from existing Dealerships: Sales tax revenue in excess of the other party's base will be shared equally. If there is no growth, the parties will maintain revenue up to their respective bases until one or both parties exceeds their established base.

New Dealership within the City or County: The jurisdictions will share equally from a New Vehicle Dealer that locates within the City or the County.

Closed Dealerships within the City or County: In the event that a dealership goes out of business or relocates to a jurisdiction outside of the City or County, the Base Tax Revenue attributable to that dealer will be deducted from the respective jurisdiction's Base Tax Revenue.

Arden Arcade Incorporation Effort

The Arden Arcade community is located immediately south of the Haggin Oaks Area. The community is presently discussing potential governance options.

Boundaries

The unincorporated Arden Arcade area is located northeast of the City of Sacramento at the convergence of several major freeways and thoroughfares. The area encompasses over 10,000 acres (15.6 square miles) and is bounded on the north by Auburn Boulevard and Winding Way, on the south by the American River and the Sacramento city limits, on the east by Mission Avenue and the southeasterly extension of Arden Way, and on the west by Ethan Avenue. Arden Arcade is a major contributor to the local economy and Sacramento County's tax base and includes about 38 distinct unincorporated neighborhood areas.

History

Arden Arcade is a relatively new growth area compared to Sacramento's Central City, but the area has played an important part in Sacramento's history. Largely agricultural for the first part of the twentieth century, this area was part of the "Haggin Grant" in 1910, which was part of an old Mexican land grant to John Sutter. Arden Arcade began to develop more aggressively in the 1940s with construction of the Town and Country Village shopping center (the first suburban shopping center in Northern California). Between 1947 and 1960, the average annual population growth was estimated at more than 15 percent, over two and a half times the growth rate of the entire county. Most of the population growth in Arden Arcade occurred during the 1960s and 1970s, when about 75 to 80 percent of the area developed. Arden Arcade is now one of the most heavily developed areas of Sacramento County.

Incorporation as the City of Arden Arcade

Incorporation Efforts

The Arden Arcade Incorporation Committee (AAIC) is currently spearheading the incorporation effort. The mission of the AAIC is "to create the City of Arden Arcade as an independent government that focuses on improving and sustaining the quality of life in Arden Arcade by securing local control of decision making for Arden Arcade residents." The AAIC is proposing that the new City of Arden Arcade be created as a general law city with a city manager form of government. The general governmental structure would include management, administration, and support operations that would be provided by the new City of Arden Arcade. A six-member city council elected at large would govern the city. The city manager, city clerk, city treasurer and city attorney would be appointed and removed by the city council.

Annexation to the City of Sacramento

The City of Sacramento has expressed interest in possibly annexing the Arden Arcade area to consolidate public services. While the City of Sacramento looked at Arden Arcade in the 1960s while annexing other areas, it failed to bring an annexation proposal to either a vote or a protest proceeding. Currently (2008), many Arden Arcade residents and businesses favor staying within the county or incorporating the area as its own city to protect existing special districts, such as fire protection, water districts, and parks.

Unincorporated Community

If incorporation efforts fail and annexation efforts are not pursued, Sacramento County would retain control over Arden Arcade. Services would likely continue as they are currently provided and future growth and planning efforts would be governed by the Sacramento County General Plan, Sacramento County Arden Arcade Community Plan, and the Sacramento County Zoning Ordinance.

DRAFT

The Sacramento Horsemen's Facility

The first formation meeting of the Sacramento County Horsemen's Association (SCHA) was held January 19, 1942. By July 1942, the club had more than 500 on the roster, and by 1945 there were about 700. The association continued to meet at Clunie Clubhouse, the Coca Cola Bottling plant, and various places around town. Members rode their horses on trails in William Land Park, Del Paso Park and other places.

In September 1946, SCHA obtained a 20-year lease from the city for a clubhouse and arena in the Del Paso area. The arena was built most likely in the eastern area of what is today Haggin Oaks Golf Club. The facility was kept active with numerous horse shows and events. For the clubhouse, SCHA purchased a building from Camp Beale and moved it to a new location on Auburn Boulevard near Fulton in August 1949.

By 1956, the Haggin Oaks Golf Club wanted to expand its course to the southeast, which would intrude on the horsemen's activities. SCHA was asked to move its clubhouse by the end of 1957 and a new clubhouse and arena was built in 1959 at the present location.

A new arena was built with the grandstand, and hosted numerous horse shows and affiliated riding clubs' activities. The area was called Phillips Field, named for James Phillips, who had been chairman of SCHA's 1946 legislative committee and 1959 building committee.

Construction began in April 1962 on the existing barn. By 1963, a trailer for a caretaker was added where the Memorial Building now stands, and the trees along Longview Drive and along the entrance driveway were planted. In the 1970s, the small arena was added, and the trees were planted around it in 1985. The Memorial Building was erected in 1987 and dedicated to the memory of LaVanche Forbes¹⁷.

The City of Sacramento currently has a lease agreement with the Sacramento Horsemen's Association which will expire on April 30, 2010.

Arcade Creek Watershed Group

The Arcade Creek Watershed Group was formed in 2002 with initial support from the City of Sacramento and the U.S. Environmental Protection Agency. Today, with the continued support from the City and additional support from CALFED Bay-Delta Program in conjunction with the State Water Resources Control Board, the Arcade Creek Watershed group is working hard to support the community. Watershed group members include local residents, representatives from the cities of Sacramento and Citrus Heights, the County of Sacramento, and other interested stakeholders.

The Arcade Creek Watershed Group's mission is to:

- Improve water quality
- Reduce flood damage
- Enhance habitat, increase recreational opportunities, and
- Encourage local participation in protection efforts.

Funding for the Arcade Creek Watershed activities sponsored by the City of Sacramento are funded by a grant for the CALFED Watershed Program and administered by the State Water Resource Control Board.

The Auburn Boulevard Redevelopment Area

The Auburn Boulevard Redevelopment Project Area comprises 118 acres within both the City and County of Sacramento along a two-mile commercial corridor fronting the Business 80 freeway between the Marconi Curve on the west and Watt Avenue on the east. Because most of the Project Area is within county boundaries, the County acts as lead agency in administering the Project Area. The City portion comprises just four properties.

A notable characteristic of the Plan area is the former role of the Boulevard as a link in the first trans-continental highway. Highway 40 also called the Lincoln Highway, stretched from San Francisco to Chicago and provided a key link in the nation's transportation network. Although replaced by the current State Route 51 (the Capital City Freeway) on the north side of the Boulevard, the Plan area retains many elements of that earlier era, most notably in the older motels and traveler's rests scattered along the Boulevard. Elements of this historical highway provide a potential theme for the design of features and landscaping along the Boulevard.¹⁸

The Redevelopment Area was adopted in October 1992, in response to physical, economic and social deterioration. Since plan adoption, the area has also suffered from property tax reductions and exemptions. In response to extensive physical, economic and social deterioration, the Agency successfully partnered with other agencies to address health and safety issues affecting the Boulevard.

There are 12 small motels along Auburn Boulevard, left over from the heyday of Business 80 as the main artery from the Bay Area to Lake Tahoe. Taken together, the motels occupy 26 acres, or 22 percent of the Project Area. The poor structural condition of the motels, a result of long-term deferred maintenance, was also a critical concern. SHRA has successfully used multi-agency enforcement to address the health and safety issues involved. In addition, the Agency has funded two full-time sheriff deputies to address crime and coordinate the different enforcement agencies and programs operating in the area. Although not eradicated, crime has now been reduced to a level that facilitates private investment in the Project Area.

The Project Area also contains eight trailer parks with approximately 700 spaces. They are poorly maintained and mostly open to both the Boulevard and freeway visibility. The trailer parks encompass 19 acres, or 16 percent of the Project Area.

Freeway accessibility and visibility are important for Auburn Boulevard properties. General and light commercial businesses such as auto centers, car lots, furniture stores, auto service centers, repair shops and warehouses have been attracted to the Boulevard.

The Project Area has the following strengths and selling points:

- Ease of access, number of freeway off-ramps

- Visibility from the freeway
- Name recognition as a place to conduct business and to frequent
- Traffic counts of 180,000 ADT: the number of cars that pass daily and stack up during peak hours with the drivers sitting and looking at the businesses on the Boulevard.
- The successful existing business on the strip (i.e., Maita Toyota, the Surgical Center, Skip's Music)
- Central location, close to downtown
- Lack of available, affordable freeway sites elsewhere
- Zoning that allows a wide variety of uses
- Lower costs of doing business. Affordable sales and lease rates¹⁹

Further challenges for redevelopment include inadequate public improvements such as unsightly freeway barriers, missing or deteriorating sidewalks, insufficient landscaping, and poorly maintained housing. The Plan area currently is experiencing a period of significant transition. The older, highway service-oriented businesses, such as older lodging facilities, mobile home parks, and a scattering of highway-oriented restaurants will be replaced in time by emerging retail and service businesses that relate to the larger community. These uses will benefit from freeway visibility, but will no longer depend solely on the patronage of long distance travelers. In time, the Boulevard will become a retail and service center serving the regional and local communities²⁰.

In 2008 SHRA and the County of Sacramento prepared the West Auburn Boulevard Special Planning Area Ordinance and Streetscape Master Plan. The intent of this planning document is to set clear goals that will guide future development along West Auburn Boulevard in the manner that will help revitalize and reinforce the boulevard's competitiveness within the market place. The SPA Ordinance, combined with the Streetscape Master Plan defines a set of economic development strategies that are designed to increase visibility and create a strong sense of community identity, promote infill development and business improvement projects, and establish an appropriate mix of design principles and development standards to regulate land uses and urban form.

Recent development projects are revitalizing Auburn Boulevard. One such example is the Holiday Inn Express which is reflective of another significant investment in the Agency's efforts to improve the business corridor. Built by the owner of the adjacent Hampton Inn and Suites, the 3-story, 81 room hotel puts 2.3 acres of vacant land to a higher and better use, has created an additional 51 jobs within the community and serves as an additional catalyst to attract business opportunities along the boulevard. The development project represents a private investment of over \$9 million in the redevelopment area.

In the near future the County Department of Transportation is to prepare a detailed design of Auburn Boulevard between Howe and Watt Avenue. This effort will include obtaining the necessary design approvals, producing construction level drawings and preparing a

construction cost estimate. These documents will also cover the work necessary to bid, construct and put a Phase 1 Improvement Project into operation.

DRAFT

The Fulton Avenue Association

Fulton Avenue is centrally located in the heart of Sacramento County and the heart of the greater Sacramento Region. In recent times it has served as the premier location for automotive retail. In the center of the district, at the northeast corner of Fulton Avenue and Marconi Avenue is the renovated Town & County Village. Just west of Fulton Avenue, on Arden Way is Arden Fair Mall. Fulton Avenue offers a great deal of commercial vitality, but is competing with newer commercial corridors in the Sacramento region that offer a more attractive setting, primarily with respect to amount of land available. Vehicular circulation in the area provides consistent travel patterns and convenience with several widely used streets bringing traffic to Fulton Avenue that support the area's commercial viability. Interstate 80 to the north, Marconi Avenue, Arden Way and Fair Oaks Boulevard all provide a key link to strong regional shopping areas²¹.

Fulton Avenue Association

The Fulton Avenue Association is a Benefit Assessment District, stretching 2.3 miles between Arden Way and Auburn Boulevard, developed by a coalition of property and business owners to improve the commercial area of Fulton Avenue. The service area includes approximately 230 properties, and approximately 130 property owners. The District manages the following:

- A landscape and streetscape improvement plan
- An economic development program
- A security program
- Marketing and promotion services.

Budget: Total maximum district budget for each year of its five year operation is approximately \$375,000.

Cost: Annual assessments on property shall be \$.02 (2 cents) per square foot of land plus \$8.50 per linear foot of street footage along Fulton Avenue per year.

County Services: The County of Sacramento has adopted a Resolution pursuant to State Law that establishes a policy of maintaining the existing level of services within the proposed District. In addition the County has agreed to match the \$375,000 assessment with \$375,000 worth of physical improvements along Fulton Avenue, over and above currently planned projects. All County expenditures will be subject to annual appropriation by the Board of Supervisors²².

Exhibit 14 –Auburn Blvd Redevelopment Area & Zoning

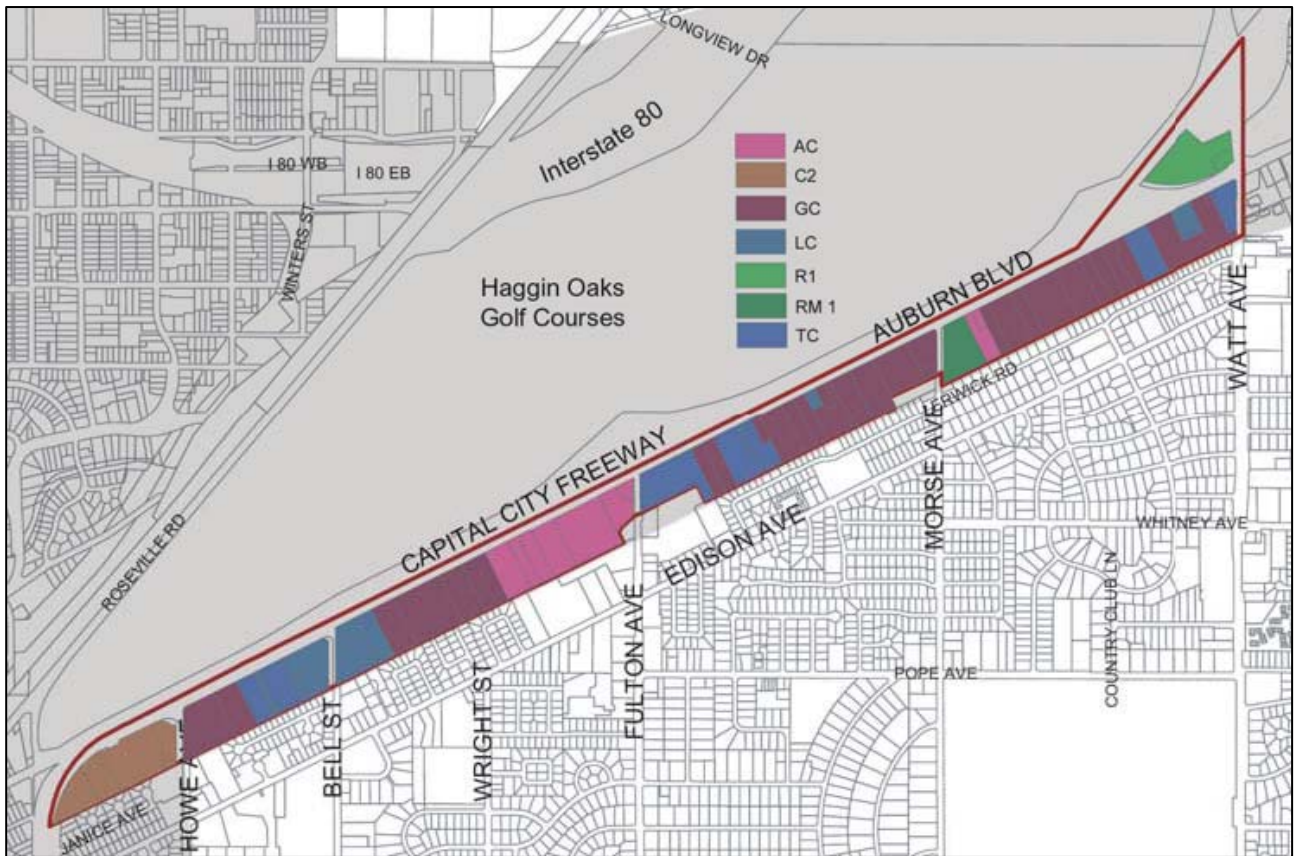


Table
Existing Zone Classification

	Land Use	Parcels	Acres
(AC)	Auto Commercial	10	15.2
(C2)	Commercial (City of Sacramento)	4	9.6
(GC)	General Commercial	32	56.3
(LC)	Limited Commercial	6	10.4
(R1)	Single Family Residential	2	5.3
(RM-1)	Mobile Home Subdivision	4	10.0
(TC)	Highway Travel Commercial	13	16.5
	Total	71	123.3

Exhibit 15-McClellan Air Force Base Land Use Compatibility Guidelines for Safety Zones

LAND USE CATEGORY and (Standard Industrial Classification Code)	COMPATIBILITY WITH		
	CLEAR ZONE	APPROACH- DEPARTURE ZONE	OVERFLIGHT ZONE
RESIDENTIAL			
Single-family detached	No	Yes ¹	Yes
Two-family dwelling	No	No	Yes
Multi-family dwelling (3+ families)	No	No	Yes
Group quarters & rooming houses (702, 704)	No	No	Yes
Mobile home parks or courts (6515)	No	No	Yes
MANUFACTURING			
Food & kindred products (20)	No	Yes ²	Yes
Textiles & apparel (22, 23)	No	Yes ²	Yes
Transportation equipment (37)	No	Yes ²	Yes
Lumber & wood products (24)	No	Yes ²	Yes
Furniture & fixtures (25)	No	Yes ²	Yes
Paper & allied products (26)	No	Yes ²	Yes
Printing & publishing (27)	No	Yes ²	Yes
Chemicals & allied products (28)	No	No	No
Asphalt paving & misc. petroleum (295, 299)	No	No	Yes
Petroleum refining (2911)	No	No	No
Rubber & plastics (30)	No	No	No
Stone, clay, glass & concrete products (32)	No	Yes ²	Yes
Primary & fabricated metals (33, 34)	No	Yes ²	Yes
Electrical and electronic equipment (36)	No	Yes ^{2,13}	Yes ¹³
Leather products (31)	No	Yes ²	Yes
Industrial, commercial & computer equipment (35)	No	Yes ^{2,13}	Yes ¹³
Photo, optical & medical equipment (38)	No	Yes ²	Yes
Miscellaneous manufacturing (39)	No	Yes ²	Yes
TRANSPORTATION, COMMUNICATIONS & UTILITIES			
Streets, roads, & highways	No	Yes	Yes
Heavy rail lines: freight & passenger (40)	No	Yes	Yes
Light rail lines: passenger (41)	No	Yes	Yes
Trucking & rail freight terminals (42)	No	Yes ²	Yes
Warehousing & storage (422) ⁴	No	Yes ²	Yes
Passenger terminals & stations	No	No	Yes
Water transportation: freight & passenger (44)	No	Yes	Yes
Parking lots (752)	No	Yes ²	Yes
Transportation services (47)	No	Yes ^{2,5}	Yes
Radio, TV & telephone (48)	No	No	Yes ¹³
Courier service (4215)	No	Yes ²	Yes
Electrical & natural gas generation & switching (491, 492)	No	No	Yes ¹³
Natural gas & petroleum pipelines & storage (46)	No	No	Yes
Water treatment plants (494)	No	No	Yes ⁵
Sewer treatment plants (4952)	No	No	Yes ⁵
Sanitary landfills (4953)	No	No	Yes ⁵
Recycling & transfer facilities (4953) ⁷	No	Yes ^{2,6}	Yes ⁵
Hazardous material facilities (4953)	No	No	Yes ⁵

Exhibit 15-McClellan Air Force Base Land Use Compatibility Guidelines for Safety Zones

LAND USE CATEGORY and (Standard Industrial Classification Code)	COMPATIBILITY WITH		
	CLEAR ZONE	APPROACH- DEPARTURE ZONE	OVERFLIGHT ZONE
WHOLESALE TRADE			
Paints, varnishes & supplies (5198)	No	No	Yes
Chemicals & allied products	No	No	Yes
Petroleum truck terminals	No	No	Yes
Miscellaneous wholesale trade	No	Yes ²	Yes
RETAIL TRADE			
Department & variety stores (single) (53)	No	No	Yes
Lumber, building materials & nurseries (521, 526)	No	Yes ²	Yes
Grocery stores & drug stores (54)	No	No	Yes
Paint, glass, wallpaper & hardware (523, 525)	No	No	Yes
Auto, truck, boat & RV dealers (55)	No	Yes ²	Yes
Mobile home dealers (527)	No	Yes ²	Yes
Auto & truck service stations (554)	No	No	Yes
Fuel dealers (598)	No	No	Yes
Apparel & shoes (56)	No	No	Yes
Home furnishings (57)	No	No	Yes
Eating & drinking (58)	No	No	Yes
Miscellaneous retail trade (59)	No	No	Yes
BUSINESS & PERSONAL SERVICES			
Auto, truck, boat, RV & miscellaneous repair (75, 76)	No	Yes ²	Yes
Mobile home repair (1521)	No	Yes ²	Yes
Commercial laundries & cleaning (721)	No	Yes ²	Yes
Coin-operated laundries (7215)	No	No	Yes
Photographers, beauty & barber, shoe repair (722-725)	No	No	Yes
Funeral services (726)	No	No	Yes
Business services (73)	No	Yes ²	Yes
Computer programming & data processing (737)	No	No	Yes
Travel Agencies (4724)	No	No	Yes
Legal & engineering (81, 87)	No	No	Yes
Banks, credit unions & financial (63, 64, 65)	No	No	Yes
Hotels, motels, inns, bed & breakfast (701)	No	No	Yes
Business parks & industrial clusters	No	Yes ^{2,8}	Yes
Office buildings (offices for rent or lease)	No	No	Yes
Business & vocational schools (824, 829)	No	No	Yes
Construction businesses (15, 16, 17)	No	Yes ²	Yes
Miscellaneous personal services (729)	No	No	Yes
SHOPPING DISTRICTS			
Neighborhood shopping centers	No	No	Yes
Community shopping centers	No	No	Yes
Regional shopping centers	No	No	No

Exhibit 15-McClellan Air Force Base Land Use Compatibility Guidelines for Safety Zones

LAND USE CATEGORY and (Standard Industrial Classification Code)	COMPATIBILITY WITH		
	CLEAR ZONE	APPROACH- DEPARTURE ZONE	OVERFLIGHT ZONE
<u>PUBLIC AND QUASI-PUBLIC SERVICES</u>			
Post offices (53)	No	No	Yes
Government offices (91-96)	No	No	Yes
Government social services (83)	No	No	Yes
Elementary & secondary schools (821)	No	No	Yes ³
Colleges & universities (822)	No	No	No
Hospitals (806)	No	No	No
Medical & dental laboratories (807)	No	Yes ²	Yes
Doctor & dentist offices (801-804)	No	No	Yes
Museums & art galleries (84)	No	No	Yes
Libraries (823)	No	No	Yes
Churches (866)	No	No	Yes
Cemeteries (6553)	No	Yes ^{2,10}	Yes
Jails & detention centers (9223)	No	No	No
Child care programs (6 or more children) (835)	No	No	Yes
Nursing care facilities (805)	No	No	Yes
<u>RECREATION</u>			
Neighborhood parks	No	No	Yes
Community-wide & regional parks	No	No	Yes
Riding stables (7999)	No	Yes ²	Yes
Golf courses (7992)	No	Yes ^{2,11}	Yes
Open space & natural areas	Yes ^{3,6}	Yes ^{2,5,12}	Yes ⁶
Natural water areas	Yes ^{3,6}	Yes ^{2,5,12}	Yes ⁶
Recreation & amusement centers (793, 799)	No	No	Yes
Physical fitness & gyms (7991)	No	No	Yes
Camps, campgrounds & RV parks (703)	No	No	Yes
Dance halls, studios & schools (791)	No	No	Yes
Theaters - live performance (7922)	No	No	Yes
Motion picture theater - single or double (783)	No	No	Yes
Motion picture theater complex - 3 or more (783)	No	No	No
Professional sports (7941)	No	No	No
Stadiums and arenas	No	No	No
Auditoriums, concert halls, amphitheatres	No	No	No
Fairgrounds and expositions (7999)	No	No	No
Racetracks (7948)	No	No	No
Theme parks	No	No	No

Exhibit 15-McClellan Air Force Base Land Use Compatibility Guidelines for Safety Zones

LAND USE CATEGORY AND (Standard Industrial Classification Code)	COMPATIBILITY WITH		
	CLEAR ZONE	APPROACH- DEPARTURE ZONE	OVERFLIGHT ZONE
AGRICULTURE AND MINING			
Row & field crops (011, 013, 016)	Yes ^{3,5}	Yes ^{2,5}	Yes ⁶
Tree crops (012)	No	Yes ^{2,6}	Yes ⁶
Intensive livestock (021, 024, 027)	No	Yes ^{2,6}	Yes ⁶
Nursery products (018)	No	Yes ^{2,6}	Yes ⁶
Poultry (025)	No	Yes ^{2,6}	Yes ⁶
Pasture & grazing	Yes ^{3,5}	Yes ^{2,6}	Yes ⁶
Agricultural services (7)	No	Yes ²	Yes
Mining & quarrying (10, 12, 14)	No	Yes ^{2,6}	Yes ⁶
Oil & gas extraction (13)	No	No	Yes

FOOTNOTES:

- ¹ Single family residential is a compatible land use only if the density is five acres or more per single family residence.
- ² Uses compatible only if they do not result in a large concentration of people. A large concentration of people is defined as a gathering of individuals in an area that would result in an average density of greater than 25 persons per acre per hour during any 24 hour period ending at midnight, not to exceed 50 persons per acre at any time. (See Appendix A)
- ³ 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.
- ⁴ No bulk petroleum products or chemical storage.
- ⁵ Tour operator passenger facilities not allowed.
- 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 Household hazardous waste facilities operated as part of an integrated waste management program and resulting in only temporary storage of materials is allowed.
- ⁸ Uses in buildings must be compatible.
- ⁹ Use compatible only if requirements of California Education Code, Sections 39005.7, 81036 and 81038 are fulfilled.
- ¹⁰ No chapels or funeral homes.
- ¹¹ No club houses, bars, restaurants or banquet facilities. Ancillary uses such as pro shops, snack bars, and specialty food and beverage services are allowed. New course layouts and revisions to existing courses must be reviewed by the ALUC for impacts.
- ¹² No high intensity uses or facilities, such as structured playgrounds, ball fields, or picnic pavilions.
- ¹³ No use that would cause electrical interference that would be detrimental to the operation of aircraft or aircraft instrumentation.

Exhibit 16-McClellan Air Force Base Land Use Compatibility Guidelines for Noise Contours

LAND USE CATEGORY and (Standard Industrial Classification Code)	COMPATIBILITY WITH				
	60-65 CNEL	65-70 CNEL	70-75 CNEL	75-80 CNEL	80-85 CNEL
RESIDENTIAL ¹					
Single-family detached ²	Yes	No	No	No	No
Two-family dwelling	Yes	No	No	No	No
Multi-family dwelling (3+ families)	Yes	No	No	No	No
Group quarters & rooming houses (702, 704)	Yes	No	No	No	No
Mobile home parks or courts (6515)	Yes	No	No	No	No
MANUFACTURING					
Food & kindred products (20)	Yes	Yes	Yes ³	Yes ³	Yes ³
Textiles & apparel (22, 23)	Yes	Yes	Yes ³	Yes ³	Yes ³
Transportation equipment (37)	Yes	Yes	Yes ³	Yes ³	Yes ³
Lumber & wood products (24)	Yes	Yes	Yes ³	Yes ³	Yes ³
Furniture & fixtures (25)	Yes	Yes	Yes ³	Yes ³	Yes ³
Paper & allied products (26)	Yes	Yes	Yes ³	Yes ³	Yes ³
Printing & publishing (27)	Yes	Yes	Yes ³	Yes ³	Yes ³
Chemicals & allied products (28)	Yes	Yes	Yes ³	Yes ³	Yes ³
Asphalt paving & misc. petroleum (295, 299)	Yes	Yes	Yes ³	Yes ³	Yes ³
Petroleum refining (29)	Yes	Yes	Yes ³	Yes ³	Yes ³
Rubber & plastics (30)	Yes	Yes	Yes ³	Yes ³	Yes ³
Stone, clay, glass & concrete products (32)	Yes	Yes	Yes ³	Yes ³	Yes ³
Primary & fabricated metals (33, 34)	Yes	Yes	Yes ³	Yes ³	Yes ³
Electrical & electronic equipment (36)	Yes	Yes	Yes ³	Yes ³	Yes ³
Leather products (31)	Yes	Yes	Yes ³	Yes ³	Yes ³
Industrial, commercial & computer equipment (35)	Yes	Yes	Yes ³	Yes ³	Yes ³
Photo, optical & medical equipment (38)	Yes	Yes	Yes ³	Yes ³	Yes ³
Miscellaneous manufacturing (39)	Yes	Yes	Yes ³	Yes ³	Yes ³
TRANSPORTATION, COMMUNICATIONS & UTILITIES					
Streets, roads & highways	Yes	Yes	Yes	Yes	Yes
Heavy rail lines: freight & passenger (40)	Yes	Yes	Yes ³	Yes ³	Yes ³
Light rail lines: passenger (41)	Yes	Yes	Yes ³	Yes ³	Yes ³
Trucking & rail freight terminals (42)	Yes	Yes	Yes ³	Yes ³	Yes ³
Warehousing & storage (422)	Yes	Yes	Yes ³	Yes ³	Yes ³
Passenger terminals & stations	Yes	Yes	Yes ³	Yes ³	No
Water transportation: freight & passenger (44)	Yes	Yes	Yes ³	Yes ³	No
Parking lots (752)	Yes	Yes	Yes	Yes	Yes
Transportation services (47)	Yes	Yes	Yes ³	Yes ³	No
Radio, TV & telephone (48)	Yes	Yes	Yes ³	Yes ³	No
Courier service (4215)	Yes	Yes	Yes ³	Yes ³	No
Electrical & natural gas generation & switching (491, 492)	Yes	Yes	Yes ³	Yes ³	Yes ³
Natural gas & petroleum pipelines & storage (46)	Yes	Yes	Yes ³	Yes ³	Yes ³
Water treatment plants (494)	Yes	Yes	Yes ³	Yes ³	Yes ³
Sewer treatment plants (4952)	Yes	Yes	Yes ³	Yes ³	Yes ³
Sanitary landfills (4953)	Yes	Yes	Yes ³	Yes ³	Yes ³
Recycling & transfer facilities (4953)	Yes	Yes	Yes ³	Yes ³	Yes ³
Hazardous material facilities (4953)	Yes	Yes	Yes ³	Yes ³	Yes ³

Exhibit 16-McClellan Air Force Base Land Use Compatibility Guidelines for Noise Contours

LAND USE CATEGORY and (Standard Industrial Classification Code)	COMPATIBILITY WITH				
	60-65 CNEL	65-70 CNEL	70-75 CNEL	75-80 CNEL	80-85 CNEL
<u>WHOLESALE TRADE</u>					
Paints, varnishes & supplies (5198)	Yes	Yes	Yes ³	Yes ³	Yes ³
Chemicals & allied products (516)	Yes	Yes	Yes ³	Yes ³	Yes ³
Petroleum terminals & wholesalers (517)	Yes	Yes	Yes ³	Yes ³	Yes ³
Miscellaneous wholesale trade (50, 51)	Yes	Yes	Yes ³	Yes ³	Yes ³
<u>RETAIL TRADE</u>					
Department & variety stores (single) (53)	Yes	Yes	Yes ³	Yes ³	No
Lumber, building materials & nurseries (521, 526)	Yes	Yes	Yes ³	No	No
Grocery & drug stores (54)	Yes	Yes	Yes ³	Yes ³	No
Paint, glass, wallpaper & hardware (523, 525)	Yes	Yes	Yes ³	Yes ³	No
Auto, truck, boat & RV dealers (55)	Yes	Yes	Yes ³	Yes ³	No
Mobile home dealers (527)	Yes	Yes	Yes ³	Yes ³	No
Auto & truck service stations (554)	Yes	Yes	Yes ³	Yes ³	No
Fuel dealers (598)	Yes	Yes	Yes ³	Yes ³	No
Apparel & shoes (56)	Yes	Yes	Yes ³	Yes ³	No
Home furnishings (57)	Yes	Yes	Yes ³	Yes ³	No
Eating & drinking (58)	Yes	Yes	Yes ³	Yes ³	No
Miscellaneous retail trade (59)	Yes	Yes	Yes ³	Yes ³	No
<u>BUSINESS & PERSONAL SERVICES</u>					
Auto, truck, boat, RV & miscellaneous repair (75, 76)	Yes	Yes	Yes ³	Yes ³	No
Mobile home repair (1521)	Yes	Yes	Yes ³	Yes ³	No
Commercial laundries & cleaning (721)	Yes	Yes	Yes ³	Yes ³	No
Coin-operated laundries (7215)	Yes	Yes	Yes ³	Yes ³	No
Photographers, beauty & barber, shoe repair (722, 725)	Yes	Yes	Yes ³	Yes ³	No
Funeral services (726)	Yes	Yes	Yes ³	Yes ³	No
Business services (73)	Yes	Yes	Yes ³	Yes ³	No
Computer programming & data processing (737)	Yes	Yes	Yes ³	Yes ³	No
Travel agencies (4724)	Yes	Yes	Yes ³	Yes ³	No
Legal & engineering (81, 87)	Yes	Yes	Yes ³	Yes ³	No
Banks, credit unions & financial (63, 64, 65)	Yes	Yes	Yes ³	Yes ³	No
Hotels, motels, inns, bed & breakfast (701)	Yes	Yes	Yes ³	Yes ^{3,4}	No
Business parks & industrial clusters	Yes	Yes	Yes ³	Yes ³	No
Offices for rent or lease	Yes	Yes	Yes ³	Yes ³	No
Business & vocational schools (824, 829)	Yes	Yes	Yes ³	Yes ³	No
Construction businesses (15, 16, 17)	Yes	Yes	Yes ³	Yes ³	No
Miscellaneous personal services (729)	Yes	Yes	Yes ³	Yes ³	No
<u>SHOPPING DISTRICTS</u>					
Neighborhood shopping centers	Yes	Yes	Yes ³	Yes ³	No
Community shopping centers	Yes	Yes	Yes ³	Yes ³	No
Regional shopping centers	Yes	Yes	Yes ³	Yes ³	No

Exhibit 16-McClellan Air Force Base Land Use Compatibility Guidelines for Noise Contours

LAND USE CATEGORY and (Standard Industrial Classification Code)	COMPATIBILITY WITH				
	60-65 CNEL	65-70 CNEL	70-75 CNEL	75-80 CNEL	80-85 CNEL
<u>PUBLIC AND QUASI-PUBLIC SERVICES</u>					
Post Offices (53)	Yes	Yes	Yes ³	Yes ³	No
Government offices (91-96)	Yes	Yes	Yes ³	Yes ³	No
Government social services (83)	Yes	Yes	Yes ³	Yes ³	No
Elementary & secondary schools (821)	Yes	Yes ^{3,4}	No	No	No
Colleges & universities (822)	Yes	Yes ^{3,4}	No	No	No
Hospitals (806)	Yes	Yes ^{3,4}	Yes ^{3,4}	No	No
Medical & dental Laboratories (807)	Yes	Yes	Yes ³	Yes ³	No
Doctor & dentist offices (801-804)	Yes	Yes	Yes ³	Yes ³	No
Museums & art galleries (84)	Yes	Yes ^{3,4}	No	No	No
Libraries (823)	Yes	Yes ^{3,4}	No	No	No
Churches (866)	Yes	Yes ^{3,4}	No	No	No
Cemeteries (6553)	Yes	Yes	Yes ³	Yes ³	No
Jails & detention centers (9223)	Yes	Yes	Yes ³	No	No
Child care programs (6 or more children) (835)	Yes	Yes ^{3,4}	No	No	No
Nursing care facilities (805)	Yes	Yes ^{3,4}	No	No	No
<u>RECREATION</u>					
Neighborhood parks	Yes	Yes	Yes ³	No	No
Community-wide & regional parks	Yes	Yes	Yes ³	No	No
Riding stables (7999)	Yes	Yes	Yes ³	No	No
Golf courses (7992)	Yes	Yes	Yes ³	Yes ³	No
Open space & natural areas	Yes	Yes	Yes ³	Yes ³	Yes ³
Natural water areas	Yes	Yes	Yes ³	Yes ³	Yes ³
Recreation & amusement centers (793, 799)	Yes	Yes	Yes ³	Yes ³	No
Physical fitness & gyms (7991)	Yes	Yes	Yes ³	Yes ³	No
Camps, campgrounds & RV parks (703)	Yes	Yes	No	No	No
Dance halls, studios, schools (791)	Yes	Yes	Yes ³	Yes ³	No
Theaters - live performance (7922)	Yes	Yes ^{3,4,5}	Yes ^{3,4,5}	No	No
Motion picture theater - single or double (783)	Yes	Yes ^{3,4}	Yes ^{3,4}	No	No
Motion picture theater complex - 3 or more (783)	Yes	Yes ^{3,4}	Yes ^{3,4}	No	No
Professional sports (7941)	Yes	Yes	Yes	No	No
Stadiums and arenas	Yes	Yes	Yes	No	No
Auditoriums, concert halls, amphitheaters	Yes	Yes ^{3,4,5}	Yes ^{3,4,5}	No	No
Fairgrounds and expositions (7999)	Yes	Yes	Yes	No	No
Racetracks (7948)	Yes	Yes	Yes	No	No
Theme parks	Yes	Yes	Yes	No	No

Exhibit 16-McClellan Air Force Base Land Use Compatibility Guidelines for Noise Contours

LAND USE CATEGORY and (Standard Industrial Classification Code)	COMPATIBILITY WITH				
	60-65 CNEL	65-70 CNEL	70-75 CNEL	75-80 CNEL	80-85 CNEL
AGRICULTURE AND MINING					
Row & field crops (011, 013, 016)	Yes	Yes	Yes ³	Yes ³	Yes ³
Tree crops (012)	Yes	Yes	Yes ³	Yes ³	Yes ³
Intensive livestock (021, 024, 027)	Yes	Yes	Yes ³	No	No
Nursery products (018)	Yes	Yes	Yes ³	Yes ³	Yes ³
Poultry (025)	Yes	Yes	Yes ³	No	No
Pasture & grazing	Yes	Yes	Yes ³	Yes ³	Yes ³
Agricultural services (07)	Yes	Yes	Yes ³	Yes ³	Yes ³
Mining & quarrying (10, 12, 14)	Yes	Yes	Yes ³	Yes ³	Yes ³
Oil & gas extraction (13)	Yes	Yes	Yes ³	Yes ³	Yes ³

FOOTNOTES:

- ¹ Caretaker residences are a compatible use within all CNEL ranges, provided that they are ancillary to the primary use of a property, intended for the purpose of property protection or maintenance, and subject to the condition that all residential units be designed to limit intruding noise such that interior noise levels do not exceed 45 CNEL, with windows closed, in any habitable room.
- ² Second residential units are a compatible use within all CNEL ranges, subject to the condition that the proposed second unit be consistent with the provisions of Sections 65852.1 and 65852.2 of the California Government Code.
- ³ Measures to achieve an interior noise level of 50 CNEL must be incorporated into the design and construction of portions of buildings where the public is received, office areas and other areas where people work or congregate.
- ⁴ Measures to achieve an interior noise level of 45 CNEL must be incorporated into the design and construction of all noise sensitive areas including, but not limited to, rooms designed for the purpose of sleep, libraries, churches, and areas intended for indoor entertainment events.
- ⁵ Only indoor uses permitted.

Exhibit 17-DRAFT McClellan Air Field Land Use Compatibility for Noise Contours

Land Use Category ¹	Exterior Noise Exposure (CNEL dB)					Criteria for Conditional Uses
	55- 60	60- 65	65- 70	70- 75	75- 80	
Note: Multiple land use categories and compatibility criteria may apply to a project Interior noise level limits shown in yellow cells also apply See Policy 3.1.7						
<i>Outdoor Uses (limited or no activities in buildings)</i>						
Natural Land Areas: woods, brush lands, desert						Compatible at levels indicated, but noise disruption of natural quiet will occur
Water: flood plains, wetlands, lakes, reservoirs						
Agriculture (except residences and livestock): crops, orchards, vineyards, pasture, range land						
Livestock Uses: feed lots, stockyards, breeding, fish hatcheries, horse stables						Exercise caution with uses involving noise-sensitive animals
Outdoor Major Assembly Facilities (capacity ≥ 1,000 people): spectator-oriented outdoor stadiums, amphitheaters, fairgrounds, zoos						Exercise caution if clear audibility by users is essential
Group Recreation (limited spectator stands): athletic fields, water recreation facilities, picnic areas						Exercise caution if clear audibility by users is essential
Small/Non-Group Recreation: golf courses, tennis courts, shooting ranges						Exercise caution if clear audibility by users is essential
Local Parks: children-oriented neighborhood parks, playgrounds						Exercise caution if clear audibility by users is essential
Camping: campgrounds, recreational vehicle/motor home parks						
Cemeteries (excluding chapels)						Compatible at levels indicated, but noise disruption of outdoor activities will occur
<i>Residential and Lodging Uses</i>						
Single-Family Residential: individual dwellings, townhouses, mobile homes, bed & breakfast inns		Alt. 1 45				Alternative 1: Allow only in infill or site-specific exception areas shown on Map 6
		Alt. 2				
Multi-Family Residential		Alt. 1 45				Alternative 1: Allow only in infill or site-specific exception areas shown on Map 6
		Alt. 2				
Long-Term Lodging (> 30 nights): extended-stay hotels, dormitories		45				
Short-Term Lodging (≤ 30 nights): hotels, motels, other transient lodging(except conference/assembly facilities)		45	45			
Congregate Care: retirement homes, assisted living, nursing homes, intermediate care facilities		45				
<i>Educational and Institutional Uses</i>						
Family day care homes (≤14 children)		45				
Children's Schools: K-12, day care centers (> 14 children); school libraries		45				
Adult Education classroom space: adult schools, colleges, universities		45	45			Applies only to classrooms; offices, laboratory facilities, gymnasiums, outdoor athletic facilities, and other uses to be evaluated as indicated for those land use categories
Community Libraries		45				

Exhibit 17-DRAFT McClellan Air Field Land Use Compatibility for Noise Contours

Land Use Category ¹	Exterior Noise Exposure (CNEL dB)					Criteria for Conditional Uses
	55-60	60-65	65-70	70-75	75-80	
Note: Multiple land use categories and compatibility criteria may apply to a project						
Indoor Major Assembly Facilities (capacity ≥1,000 people): auditoriums, conference centers, concert halls, indoor arenas		45	45			Interior noise level limits shown in yellow cells also apply See Policy 3.1.7
Indoor Large Assembly Facilities (capacity 300 to 999 people): movie theaters, places of worship, cemetery chapels, mortuaries		45	45			
Indoor Recreation: gymnasiums, club houses, athletic clubs, dance studios			50			
In-Patient Medical: hospitals, mental hospitals		45				
Out-Patient Medical: health care centers, clinics		45	45	45		
Penal Institutions: prisons, reformatories		45	45			
Public Safety Facilities: police, fire stations			50	50		
<i>Commercial, Office, and Service Uses</i>						
Major Retail: regional shopping centers, 'big box' retail			50	50		Outdoor dining or gathering places incompatible above CNEL 70 dB
Local Retail: community/neighborhood shopping centers, grocery stores			50	50		Outdoor dining or gathering places incompatible above CNEL 70 dB
Eating/Drinking Establishments: restaurants, fast-food dining, bars			50	50		Outdoor dining or gathering places incompatible above CNEL 70 dB
Limited Retail/Wholesale: furniture, automobiles, heavy equipment, lumber yards, nurseries			50	50		
Offices: professional services, doctors, finance, civic; radio, television & recording studios, office space associated with other listed uses			50	50		
Personal & Miscellaneous Services: barbers, car washes, print shops			50	50		
Vehicle Fueling: gas stations, trucking & transportation terminals				50	50	
<i>Industrial, Manufacturing, and Storage Uses</i>						
Hazardous Materials Production: oil refineries, chemical plants						
Heavy Industrial						
Light Industrial, High Intensity: food products preparation, electronic equipment				50	50	
Light Industrial, Low Intensity: machine shops, wood products, auto repair				50	50	
Research & Development			50	50		
Indoor Storage: wholesale sales, warehouses, mini/other indoor storage, barns, greenhouses						
Outdoor Storage: public works yards, automobile dismantling						
Mining & Extraction						
<i>Transportation, Communication, and Utilities</i>						
Airport Terminals: airline, general aviation				50	50	
Rail & Bus Stations				50	50	

Exhibit 17-DRAFT McClellan Air Field Land Use Compatibility for Noise Contours

Land Use Category ¹	Exterior Noise Exposure (CNEL dB)					Criteria for Conditional Uses
	55-60	60-65	65-70	70-75	75-80	
Note: Multiple land use categories and compatibility criteria may apply to a project						Interior noise level limits shown in yellow cells also apply See Policy 3.1.7
Transportation Routes: road & rail rights-of-way, bus stops						
Auto Parking: surface lots, structures						
Communications Facilities: emergency communications, broadcast & cell towers						
Power Plants						
Electrical Substations						
Wastewater Facilities: treatment, disposal						
Solid Waste Disposal Facilities: landfill, incineration						
Solid Waste Transfer Facilities, Recycle Centers						

Land Use Acceptability	Interpretation/Comments
Normally Compatible	<p><i>Indoor Uses:</i> Either the activities associated with the land use are inherently noisy or standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL); for land use types that are compatible because of inherent noise levels, sound attenuation must be provided for associated office, retail, and other noise-sensitive indoor spaces sufficient to reduce exterior noise to an interior maximum of CNEL 50 dB</p> <p><i>Outdoor Uses:</i> Except as noted in the table, activities associated with the land use may be carried out with minimal interference from aircraft noise</p>
Conditional	<p><i>Indoor Uses:</i> Building structure must be capable of attenuating exterior noise to the indoor CNEL indicated by the number in the cell (either 45 or 50)</p> <p><i>Outdoor Uses:</i> Caution should be exercised with regard to noise-sensitive outdoor uses; these uses are likely to be disrupted by aircraft noise events; acceptability is dependent upon characteristics of the specific use ²</p>
Incompatible	<p><i>Indoor Uses:</i> Unacceptable noise interference if windows are open; at exposures above CNEL 65 dB, extensive mitigation techniques required to make the indoor environment acceptable for performance of activities associated with the land use</p> <p><i>Outdoor Uses:</i> Severe noise interference makes the outdoor environment unacceptable for performance of activities associated with the land use</p>

Notes

¹ Land uses not specifically listed shall be evaluated using the criteria for similar uses.

² Noise-sensitive land uses are ones for which the associated primary activities, whether indoor or outdoor, are susceptible to disruption by loud noise events. The most common types of noise-sensitive land uses include, but are not limited to, the following: residential, hospitals, nursing facilities, intermediate care facilities, educational facilities, libraries, museums, places of worship, child-care facilities, and certain types of passive recreational parks and open space.

Exhibit 18-DRAFT McClellan Air Field Land Use Compatibility for Safety Zones

Land Use Category ¹	Safety Zone						Criteria for Conditional Uses
	1	2	3	4	5	6	
Note: Multiple land use categories and compatibility criteria may apply to a project							Numbers below indicate zone in which condition applies; Floor Area Ratio (FAR) limits also apply where shown in yellow cells
Max. Sitewide Average Intensity (people/acre)	10	60	100	160	160	no limit	Maximum Intensity and Lot Coverage Criteria apply to Normally Compatible as well as Conditional land uses <i>See Policy 3.2.7</i>
Max. Single-Acre Intensity (people/acre) <i>applicable to all nonresidential development</i>	20	120	250	400	400	limit	
Maximum Lot Coverage (bldg. footprint) <i>applicable to all development</i>	0%	40%	60%	70%	70%	100%	
Outdoor Uses (limited or no activities in buildings)							
Natural Land Areas: woods, brush lands, desert							1: Objects above runway elevation not allowed in OFA
Water: flood plains, wetlands, lakes, reservoirs *							1: Objects above runway elevation not allowed in OFA
Agriculture (except residences and livestock): crops, orchards, vineyards, pasture, range land							1: Not allowed in OFA
Livestock Uses: feed lots, stockyards, breeding, fish hatcheries, horse stables *							
Outdoor Major Assembly Facilities (capacity ≥ 1,000 people): spectator-oriented outdoor stadiums, amphitheaters, fairgrounds, zoos							6: Allowed only if site outside zone would not serve intended function
Group Recreation (limited spectator stands): athletic fields, water recreation facilities, picnic areas							3, 5: Allowed only if site outside zone would not serve intended function 5: Not allowed within 1,000 feet of runway centerline
Small/Non-Group Recreation: golf courses, tennis courts, shooting ranges *							
Local Parks: children-oriented neighborhood parks, playgrounds							3, 5: Allowed only if site outside zone would not serve intended function 5: Not allowed within 1,000 feet of runway centerline
Camping: campgrounds, recreational vehicle/motor home parks							3, 4, 5: Allowed only if intensity criteria met 5: Not allowed within 1,000 feet of runway centerline
Cemeteries (except chapels)							
Residential and Lodging Uses							
Single-Family Residential: individual dwellings, townhouses, mobile homes, bed & breakfast inns							2, 5: Portions of parcel including accessory buildings can be in zone; dwelling must be outside of zone 3, 4: Incompatible at density > 4.0 d.u./acre sitewide average or > 12.0 d.u./single acre <i>See Policy 3.2.6</i>
Multi-Family Residential							
Long-Term Lodging (> 30 nights): extended-stay hotels, dormitories							
Short-Term Lodging (≤ 30 nights): hotels, motels, other transient lodging (except conference/assembly facilities) [approx. 200 s.f./person]			0.46	0.74			3, 4: FAR limits as indicated
Congregate Care: retirement homes, assisted living, nursing homes, intermediate care facilities							

Exhibit 18-DRAFT McClellan Air Field Land Use Compatibility for Safety Zones

Land Use Category ¹ <small>Note: Multiple land use categories and compatibility criteria may apply to a project</small>	Safety Zone						Criteria for Conditional Uses <small>Numbers below indicate zone in which condition applies; Floor Area Ratio (FAR) limits also apply where shown in yellow cells</small>
	1	2	3	4	5	6	
Max. Sitewide Average Intensity (people/acre)	10	60	100	160	160	no	<small>Maximum Intensity and Lot Coverage Criteria apply to Normally Compatible as well as Conditional land uses See Policy 3.2.7</small>
Max. Single-Acre Intensity (people/acre) <small>applicable to all nonresidential development</small>	20	120	250	400	400	limit	
Maximum Lot Coverage (bldg. footprint) <small>applicable to all development</small>	0%	40%	60%	70%	70%	100%	
Educational and Institutional Uses							
Family day care homes (≤14 children)							
Children's Schools: K-12, day care centers (> 14 children); school libraries							3, 4: No new sites or land acquisition; bldg replacement/expansion allowed for existing schools; expansion limited to ≤50 students
Adult Education classroom space: adult schools, colleges, universities [approx. 40 s.f./person]			0.09	0.15			3, 4: FAR limits as indicated; also see individual components of campus facilities (e.g., assembly facilities, offices, gymnasiums)
Community Libraries [approx. 100 s.f./person]			0.23	0.37			3, 4: FAR limits as indicated
Indoor Major Assembly Facilities (capacity ≥1,000 people): auditoriums, conference centers, concert halls, indoor arenas							6: Allowed only if site outside zone would not serve intended function
Indoor Large Assembly Facilities (capacity 300 to 999 people): movie theaters, places of worship, cemetery chapels, mortuaries [approx. 15 s.f./person]			0.03	0.05			3, 4: FAR limits as indicated
Indoor Recreation: gymnasiums, club houses, athletic clubs, dance studios [approx. 60 s.f./person]			0.14	0.22			3, 4: FAR limits as indicated
In-Patient Medical: hospitals, mental hospitals							3, 4: No new sites or land acquisition; replacement/expansion of existing facilities limited to existing size
Out-Patient Medical: health care centers, clinics [approx. 240 s.f./person]			0.55	0.88			3, 4: FAR limits as indicated
Penal Institutions: prisons, reformatories							
Public Safety Facilities: police, fire stations							3 - 5: Allowed only if site outside zone would not serve intended public function 5: Not allowed within 1,000 feet of runway centerline
Commercial, Office, and Service Uses							
Major Retail: regional shopping centers, 'big box' retail [approx. 110 s.f./person]			0.25	0.40			3, 4: FAR limits as indicated; capacity < 1,000 people per bldg; evaluate eating/drinking areas separately if > 10% of total floor area
Local Retail: community/neighborhood shopping centers, grocery stores [approx. 170 s.f./person]			0.39	0.62			3, 4: FAR limits as indicated; evaluate eating/drinking areas separately if > 10% of total floor area
Eating/Drinking Establishments: restaurants, fast-food dining, bars [approx. 60 s.f./person]			0.14	0.22	0.22		3 - 5: FAR limits as indicated 5: Not allowed < 1,000 feet from runway centerline
Limited Retail/Wholesale: furniture, automobiles, heavy equipment, lumber yards, nurseries [approx. 250 s.f./person]		0.34			0.92		2, 5: FAR limits as indicated; design site to place parking inside and bldgs outside of zone if possible

Exhibit 18-DRAFT McClellan Air Field Land Use Compatibility for Safety Zones

Land Use Category ¹	Safety Zone						Criteria for Conditional Uses
Note: Multiple land use categories and compatibility criteria may apply to a project	1	2	3	4	5	6	Numbers below indicate zone in which condition applies; Floor Area Ratio (FAR) limits also apply where shown in yellow cells
Max. Sitewide Average Intensity (people/acre)	10	60	100	160	160	no	Maximum Intensity and Lot Coverage Criteria apply to Normally Compatible as well as Conditional land uses <i>See Policy 3.2.7</i>
Max. Single-Acre Intensity (people/acre) <i>applicable to all nonresidential development</i>	20	120	250	400	400	limit	
Maximum Lot Coverage (bldg. footprint) <i>applicable to all development</i>	0%	40%	60%	70%	70%	100%	
Offices: professional services, doctors, finance, civic; radio, television & recording studios, office space associated with other listed uses [approx. 215 s.f./person]		0.30	0.49	0.79	0.79		2 - 5: FAR limits as indicated 5: Not allowed within 1,000 feet of runway centerline
Personal & Miscellaneous Services: barbers, car washes, print shops [approx. 200 s.f./person]		0.28					2: FAR limits as indicated
Vehicle Fueling: gas stations, trucking & transportation terminals							5: No fuel tanks within 1,000 feet of runway centerline
<i>Industrial, Manufacturing, and Storage Uses</i>							
Hazardous Materials Production: oil refineries, chemical plants							6: Allowed only if site outside zone would not serve intended function
Heavy Industrial							3, 4: Avoid bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft
Light Industrial, High Intensity: food products preparation, electronic equipment [approx. 200 s.f./person]			0.46	0.74			3 - 4: FAR limits as indicated; avoid bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft
Light Industrial, Low Intensity: machine shops, wood products, auto repair [approx. 300 s.f./person]		0.41			1.10		2 - 5: FAR limits as indicated; avoid bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft 5: Not allowed within 1,000 feet of runway centerline
Research & Development [approx. 300 s.f./person]			0.69	1.10			3 - 4: FAR limits as indicated; avoid bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft
Indoor Storage: wholesale sales, warehouses, mini/other indoor storage, barns, greenhouses [approx. 1,000 s.f./person]		1.38					2: FAR limits as indicated
Outdoor Storage: public works yards, automobile dismantling							
Mining & Extraction							
<i>Transportation, Communication, and Utilities</i>							
Airport Terminals: airline, general aviation							

Exhibit 18-DRAFT McClellan Air Field Land Use Compatibility For Safety Zones

Land Use Category ¹	Safety Zone						Criteria for Conditional Uses
Note: Multiple land use categories and compatibility criteria may apply to a project	1	2	3	4	5	6	Numbers below indicate zone in which condition applies; Floor Area Ratio (FAR) limits also apply where shown in yellow cells
Max. Sitewide Average Intensity (people/acre)	10	60	100	160	160	no	Maximum Intensity and Lot Coverage Criteria apply to Normally Compatible as well as Conditional land uses <i>See Policy 3.2.7</i>
Max. Single-Acre Intensity (people/acre) <i>applicable to all nonresidential development</i>	20	120	250	400	400	limit	
Maximum Lot Coverage (bldg. footprint) <i>applicable to all development</i>	0%	40%	60%	70%	70%	100%	
Rail & Bus Stations							2, 5: Allowed only if site outside zone would not serve intended public function
Transportation Routes: road & rail rights-of-way, bus stops							1: Not allowed in Object Free Area ²
Auto Parking: surface lots, structures							1: Not allowed in Object Free Area ²
Communications Facilities: emergency communications, broadcast & cell towers							2 - 6: Allowed only if site outside zone would not serve intended public function
Power Plants							3, 4: Primary plants not allowed; peaker plants only
Electrical Substations							2, 5: Allowed only if site outside zone would not serve intended public function
Wastewater Facilities: treatment, disposal							
Solid Waste Disposal Facilities: landfill, incineration *							
Solid Waste Transfer Facilities, Recycle Centers *							

Land Use Acceptability	Interpretation/Comments
<div style="width: 20px; height: 20px; background-color: green; margin: 0 auto;"></div> <i>Normally Compatible</i>	Normal examples of the use are compatible under the presumption that usage intensity and maximum lot coverage criteria will be met. Atypical examples may require review to ensure compliance with usage intensity and lot coverage criteria. Noise, airspace protection, and/or overflight limitations may apply.
<div style="width: 20px; height: 20px; background-color: yellow; margin: 0 auto;"></div> <i>Conditional</i>	Use is compatible if indicated Floor Area Ratio (FAR), Lot Coverage, and other listed conditions are met.
<div style="width: 20px; height: 20px; background-color: red; margin: 0 auto;"></div> <i>Incompatible</i>	Use should not be permitted under any circumstances.

Notes

¹ Land uses not specifically listed shall be evaluated using the criteria for similar uses.

² Object Free Area (OFA): Dimensions are established by FAA airport design standards for the runway.

* These uses may attract birds or otherwise pose hazards to flight. See Section 3.3 for applicable policies.

Footnotes

1. Warren A. Beck and Ynez D. Haase, *Historical Atlas of California* (Norman, Oklahoma: University of Oklahoma Press, 1974), 28; Raymond Oliver, *Rancho del Paso: A History of the Land Surrounding McClellan Air Force Base* (Office of History, Sacramento Air Logistics Center, McClellan Air Force Base, California, 1983), 2-19.
2. Oliver, *Rancho del Paso*, 20-27.
3. Agreement between Sacramento Valley Colonization Company and the City of Sacramento, February 20, 1911, on file at Sacramento Archives and Museum Collection Center (hereafter "SAMCC"), Department of Neighborhood Services, Park Files, Del Paso Park, Box 5, Folder 1.
4. "Del Paso Name for City Park," *Sacramento Bee*, April 25, 1911; "Del Paso Park is Transferred," *Sacramento Bee*, November 6, 1912; Office of the Sacramento County Clerk, Official Records Volume 397, Page 157, deed dated February 27, 1914.
5. "Acquisition & Development Costs," handwritten ledger on file at SAMCC, Department of Neighborhood Services, Park Files, Del Paso Park, Box 5, Folder 3; "Brief History of Del Paso Park," typescript on file at SAMCC, Department of Neighborhood Services, Park Files, Del Paso Park, Box 5, Folder 3.
6. Draft Fulton Avenue Development Project Utility EIR Memorandum (September 2006 by Wood Rodgers)
7. <http://www.hagginaoaks.com>
8. McClellan Airport Land Use Compatibility Plan Study: Discussion Paper #2 (March 2007)
9. Draft EIR for the Fulton Avenue Project
10. Draft EIR for the Fulton Avenue Project
11. Draft EIR for the Fulton Avenue Project
12. Draft EIR for the Fulton Avenue Project
13. 2006 Fulton Avenue Development Project initial study
14. <http://www.sacto-ucc.org/ucc-arcade-hist.htm>
15. Timothy J. Vendlinski and Steven N. Talley *PUBLIC PARTICIPATION AND NATURAL HABITAT PRESERVATION ALONG ARCADE CREEK, DEL PASO REGIONAL PARK, SACRAMENTO, CALIFORNIA*
16. Initial Study for the Fulton Avenue Project, page 59
17. http://www.sachorsemen.com/history/sha_65yr_history.htm
18. West Auburn Boulevard Special Planning Area Ordinance and Streetscape Master Plan, Adopted August 13, 2008
19. <http://www.shra.org/Content/CommunityDevelopment/AuburnBlvd/AuburnBlvdTOC.htm>
20. West Auburn Boulevard Special Planning Area Ordinance and Streetscape Master Plan, Adopted August 13, 2008
21. [Fulton Avenue Conceptual Beautification Master Plan Auburn Boulevard to Arden Way, May 1999](#)
22. <http://www.fultonavenue.com/association/index.html>