



**Supplemental Material
Received at the Meetings of
City Council
Redevelopment Agency
Housing Authority
Financing Authority**

For

January 15, 2008

Item #: Public Comments-Matters Not on the Agenda (2 pm)

- a. Letter to the City Council from Jeff Hadden regarding code enforcement issues related to his fire wood business on Lexington Street.

Item #19: Workshop: Greenbriar (M05-046 / P05-06)

- a. Letter to the City Council from Attorney William Kopper representing the Environmental Council of Sacramento, Inc.; the Friends of the Swainsons Hawk, Inc.; a various individuals.
- b. Document to the City Council from Jacqueline Delu consisting of a two page excerpt from the "agriculture" section of the City of Sacramento's 2030 General Plan dated 11/20/07 "final draft policies".
- c. Document to the City Council from Chris Tooker containing comments of the speaker on the project.
- d. Text of AB 1259 dated February 23, 2007 submitted to the City Council from Robert Burness.
- e. Letters dated September 26 and December 11, 2007 addressed to Larry Greene at the Sacramento Metropolitan Air Quality Management District submitted to the City Council from George Alexeeff, the Deputy Director for Scientific Affairs in the State Office of Environmental Health Hazard Assessment.
- f. Documents submitted to the City Council by applicant's project manager Phil Serna:
 - 1) Powerpoint presentation
 - 2) Inventory of e-mails and letters in support of project
 - 3) Map of Village Center Detail / Land Use

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DECEMBER 10, 2007

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OPEN LETTER TO ALL SACRAMENTO CITY COUNCIL MEMBERS.
PLEASE STOP SACRAMENTO CITY CODE ENFORCEMENT FROM
SHUTTING DOWN N.P.C. FIREWOOD AND ALL OTHER FIREWOOD LOTS
ON SACRAMENTO CITY JUST BECAUSE WE CANNOT PAVE 100% OF OUR
LOTS.

SACRAMENTO CITY CODE ENFORCEMENT CASE #06-255023-022023
WE ARE NOW APPEALING A \$4,999.99 FINE WHICH WAS PAYABLE
12/6/2007.

REASONS WHY NATURAL PEST CONTROLS AND FIREWOOD SHOULD BE
ALLOWED TO CONTINUE TO OPERATE AT THE ABOVE LOCATION
WITHOUT IMPROVING THE EXISTING ASPHALT ENTRANCE AND TURN
AROUND (APPROXIMATELY 15,000 SQ. FEET) AND GRAVEL. THE
TOTAL LOT SIZE IS 35,000 TO 38,000 SQ. FEET. THESE ARE
ALSO REASONS WHY THE CITY OF SACRAMENTO SHOULD NOT BE
ALLOWED TO DRIVE MY BUSINESS OF THE PROPERTY THROUGH THE
HEAVY HAND OF CODE ENFORCEMENT.

WE PROCESS (RECYCLE) AND SELL WHOLESALE AND RETAIL LOCALLY
GROWN TREES INTO FIREWOOD AND WHOLESALE NURSERY SUPPLIES
LIKE COMPOST AND TO A SMALL EXTENT WE SELECT THE CHOICEST
TREES TO MILL INTO LUMBER. WE ALSO PACKAGE AND SHIP
WHOLESALE NURSERY SUPPLIES UNDER THE NAME NATURAL PEST
CONTROLS ITEMS SUCH AS LADY BUGS PRAYING MANTIS EGGS HERE
AND BY PHONE WE HAVE OTHER COMPANIES SHIP FOR US MANY
DIFFERENT TYPES OF BENEFICIAL ORGANISMS. WE DO NOT HANDLE
ANY "CHEMICALS" WHICH DO NOT FIT THIS DESCRIPTION.

THE LOT HAS BEEN ZONED M1 FOR PROBABLY FOR AT LEAST 60
YEARS AND HAS BEEN IN CONTINUES USE UNDER THIS CATEGORY
FOR ALL OF THIS TIME WITH DIFFERENT OWNERS AND DIFFERENT
BUSINESSES.

THIS M1 ZONING ALLOWS THE TYPES OF USES N.P.C. (SHORT
NAME) HAS BEEN DOING ON THIS LOT SINCE 1979 AT THIS
LOCATION.

IN 1979 N.P.C. RENTED A SMALL PORTION OF THIS LOT FROM THE
CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION IN
MARYSVILLE. AFTER A FEW YEARS THEY SENT ME A LETTER
ADVISING ME THAT THEY HAD SOLD THE PROPERTY TO THE FLEIGS
WHO OWNED THE ADJOINING PROPERTY AND THAN ADVISED ME THAT
I SHOULD CONSIDER RENTING FROM THEM.

N.P.C. HAS MAINTAINED THE PROPER CITY, COUNTY, AND STATE
LICENCES AND PAID ALL DUE TAXES AND FEES DURING THE TIME
WE HAVE BEEN AT THIS LOCATION.

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WE HAVE MADE SOME IMPROVEMENTS WITH THE PROPER PERMITS,
ALSO DURING THIS TIME. THE IMPROVEMENTS THAT HAVE BEEN
MADE WITHOUT PERMITS HAVE BEEN REMOVED.

THE ONE IMPROVEMENT THAT IS A STICKING POINT IS THE
"PAVING REQUIREMENT".
THIS IS WHY WE CANNOT PAVE THE PROPERTY AND SHOULD NOT BE
FORCED TO DO SO.

A. THE COST OF PAVING A LOT THAT MAY BE AS LARGE AS
38,000 SQ. FEET, MAY BE AS MUCH AS \$150,000.00 TO
\$300,000.00 OR EVEN MORE, DEPENDING UPON WHAT ADDITIONAL
STIPULATIONS THE CITY PLANNING DEPARTMENT MAY INSIST UPON.
UNDER CURRENT MARKET CONDITIONS THIS MAY EQUAL THE VALUE
OF THIS PROPERTY IN THIS LOCATION. THIS COST COULD NOT BE
RECOUPEO DOING BUSINESS IN THIS LOCATION FOR A VERY LONG
TIME.

B. THE CITY OF SACRAMENTO HAS FORMED SEVERAL "TRANSIT
VILLAGE" DISTRICTS AROUND VARIOUS LIGHT RAIL STATIONS.
THIS PROPERTY IS LOCATED WITHIN THE "SWANSTON TRANSIT
VILLAGE" DISTRICT. THEIR EXPRESS PURPOSE IS TO GRADUALLY
OR QUICKLY CONVERT THIS AREA INTO MULTI LEVEL CONCENTRATED
HOUSING. AT THE CURRENT TIME THIS IS NOT A MARKETABLE
IDEA, HOWEVER, THIS IDEA WOULD INTERFERE WITH
N.P.C.FIREWOOD'S ABILITY TO RECOUP THE COST OF PAVING AND
OTHER IMPROVEMENTS ON THIS PROPERTY THE PLANNING
DEPARTMENT WOULD PROBABLY INSIST UPON.

C. THIS ACTION BY THE CITY OF SACRAMENTO CODE
ENFORCEMENT IS SEVERELY ANTI-COMPETITIVE. I HAVE OVER THE
LAST 10-15 YEARS VISITED OR INFORMALLY SURVEYED OVER 100
FIREWOOD RETAILING LOTS IN NORTHERN CALIFORNIA. MANY OF
THEM IN CITIES AND MANY IN RURAL AREAS. NONE OF THESE
FIREWOOD LOTS ARE 100% PAVED WITH SOME FEW EXCEPTIONS
WHERE THE COMPANIES RECEIVE COMPLETELY PROCESSED FIREWOOD
AND STOCKPILE NO MORE THAN 5-10 CORDS AT A TIME ALONG WITH
THEIR OTHER PRIMARY BUSINESSES.

D. IF I AM FORCED TO PAVE THIS LOT, WHICH I DO NOT OWN, I
WILL HAVE TO RAISE MY FIREWOOD PRICES SO HIGH THAT I
CANNOT STAY IN BUSINESS.

E. NATURAL PEST CONTROLS AND FIREWOOD DESERVES TO STAY IN
BUSINESS BECAUSE WE PROVIDE A COMMUNITY SERVICE BY
CONVERTING CITY AND COUNTY TREES INTO PRODUCTS THAT ARE
THEN USABLE BY THE PUBLIC. NO OTHER BUSINESS IN THE CITY
CURRENTLY DOES THIS. WE ALSO DO THE NATURAL PEST CONTROLS
BUSINESS WHERE WE PROVIDE BENEFICIAL ORGANISMS LIKE LADY
BUGS TO LOCAL AND NATIONWIDE NURSERIES AND GARDENERS. WE
NEED THE REFRIGERATION AND MORE SPECIFICALLY THE SPECIAL
220 VOLT THREE PHASE ELECTRICITY CONNECTION I HAVE GOTTEN
A CITY PERMIT FOR AND INSTALLED AT A COST OF APPROXIMATELY

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\$5,000.00. THE 53 FOOT REFRIGERATED TRACTOR TRAILER I HAVE MOVED TO THE POWER POLE IN 2001, WAS AS A RESULT OF NECESSITY BECAUSE I COULD NOT FIND REFRIGERATION CLOSER THAN 90 MINUTES AWAY, IN MODESTO.

F. 30 YEARS AGO, WHEN I STARTED CUTTING FIREWOOD THERE WERE 10-15 COMPANIES LISTED IN THE SACRAMENTO PHONE BOOK AS SELLERS OF FIRE WOOD. SOME WERE IN THE CITY, SOME WERE NOT. THEY ARE ALL OUT OF BUSINESS. THIS IS A HARD BUSINESS. THERE ARE NOW ONLY 3 EXCLUSIVELY FIREWOOD COMPANIES WITHIN THE CITY. NONE OF US ARE 100% PAVED. IF THE CITY CODE ENFORCEMENT DEPARTMENT IS ALLOWED TO PURSUE THIS TO THE ULTIMATE END THERE WILL BE NO PLACE WITHIN THE CITY WHERE ANYONE CAN GO TO PURCHASE ANYTHING LARGER THAN A BOX OR A BUNDLE OF FIREWOOD BY THE END OF THIS YEAR. ALSO IF N.P.C. IS FORCED OUT OF BUSINESS THERE WILL BE NO PLACE WHERE A CITY RESIDENT WILL BE ABLE TO GO TO REUSE A CITY TREE THAT HAS BEEN RECYCLED INTO ANYTHING OTHER THAN CHIPS.

AS FAR AS I CAN TELL, NO TREE REMOVAL COMPANIES IN THE CITY ARE ALLOWED TO PROCESS, STORE OR SELL TREES THAT THEY REMOVE IN THE CITY TO CUSTOMERS BECAUSE OF ACTIONS TAKEN BY CODE ENFORCEMENT OVER THE LAST 5 YEARS. THIS IS WHY MANY OF THEM BRING US THEIR TREES. HOWEVER, MOST OF THESE TREES NOW GO TO THE DUMP.

WHY DO WE AND ALL OTHER FIREWOOD LOTS NEED TO HAVE A PORTION OF THEIR LOT GRAVELED, IE. UNPAVED? CONSIDER WHAT WOULD HAPPEN TO PAVING WHEN A LARGE TRUCK (HIGH SIDE END DUMP) BACKS UP ONTO PAVEMENT WITH 50,000 POUNDS OF TREE LOGS TO DUMP. ONE LOG MAY WEIGH 25,000 POUNDS. WHEN DROPPED FROM THE TRUCKS DUMP AT THE HEIGHT OF 10-20 FEET ON END IT WILL POKE HOLES THROUGH ANY PAVING. THIS IS WHY NO FIREWOOD LOT IS 100% PAVED.

IS THE PROBLEM POLLUTION? WE ONLY HAVE 2" TO A MAXIMUM OF 12 INCHES OF WOOD DUST ON OUR LOT ANY PLACE IN THE YARD. MUCH RESEARCH HAS SHOWN THAT WOOD DUST MIXED WITH ORGANIC POLLUTION SUCH AS OILS ALLOWS BACTERIA TO CLEAN UP THIS POLLUTION. WHY IS SO MUCH LANDSCAPING COVERED WITH WOOD DUST AND CHIPS IF POLLUTION IS A CONCERN ?

THERE ARE SO MANY LOTS WITHIN THE CITY THAT APPEAR TO BE AVAILABLE FOR THIS PURPOSE. I HAVE CHECKED WITH THE CITY PROPERTY MANAGERS, PRIVATE REAL ESTATE PEOPLE, AIR BASE PROPERTY MANAGERS, ETC. MANY TIMES OVER THE LAST 9 MONTHS. THE ONLY PROPERTIES WHICH APPEAR TO BE AVAILABLE ARE "CLOUDED" ONE WAY OR THE OTHER BY POLLUTION OR BY OTHER PLANS THE CITY HAS FOR THOSE PROPERTIES INCLUDING OUTRIGHT PURCHASE. THE CITY HAS, IN EFFECT CREATED A "GHOST TOWN", WHERE THIS VERY BASIC OF BUSINESSES CANNOT FIND ROOM TO OPERATE.

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THIS IS DEFINITELY A PARADOX. THE SACRAMENTO TREE FOUNDATION ESTIMATES THAT THERE ARE 7,000,000 TREES STANDING IN THE GREATER SACRAMENTO REGION EACH CONTAINING 4.2 DRY TONS OF WOOD ON AVERAGE. AT \$100.00 PER BARREL OF OIL THIS STANDING TREE VALUE IS APPROXIMATELY \$2,000,000,000.00. TWO BILLION DOLLARS THAT IF USED LOCALLY WE DO NOT HAVE TO SEND TO FOREIGN OIL COMPANIES. MANY OF THESE OIL COMPANIES ARE OWNED BY UNFRIENDLY GOVERNMENTS. SOME, INCLUDING THE PRESIDENT, WOULD ARGUE THAT THE MORE WE ARE DEPENDENT UPON FOREIGN OIL THE MORE WE HAVE TO SEND OUR YOUNG SOLDIERS ABROAD TO DEFEND THAT DEPENDENCY.

THE CITY CODE ENFORCEMENT DEPARTMENT CLAIMS THAT ALL THE BUSINESSES IN THIS AREA ARE BEING BROUGHT UP TO THIS PAVING CODE STANDARD. THE "LIGHT RAIL" WHICH WAS BUILT ADJACENT TO US IN THE LATE 1980'S HAS A GRAVELED STORAGE LOT ACROSS THE STREET FROM US WHICH IS NOT PAVED NOR FENCED AND ALLOWS A LOT OF GRAVEL TO BE TRACKED OUT ONTO CALVADOS STREET CONTINUOUSLY. FURTHER, MR. MOTOR HOME SERVICE DEPT. LOCATED ACROSS THE STREET FROM US ON CALVADOS 2-3 YEARS AGO. THEY HAVE A LARGE GRAVELED LOT THAT THEY ARE USING CONTINUOUSLY WITHOUT CODE ENFORCEMENTS PRESSURE.

LASTLY; N.P.C. HAS BEEN OPERATING AT THIS LOCATION FOR 27-28 YEARS. I AM NOT A RICH MAN. I HAVE A HOME THAT WAS REFINANCED 5 YEARS AGO. THIS INTEREST RATE ON THIS LOAN WILL ADJUST FOR THE FIRST TIME IN APRIL 2008. THIS LOAN IS NOT COVERED UNDER THE PRESIDENTS "NEW DEAL" WITH THE BANKS. IF I LOOSE THIS PROPERTY AND THEREFORE MY BUSINESS BECAUSE OF THIS CODE ENFORCEMENT ACTION, THAN THE CITY WILL BE DIRECTLY RESPONSIBLE FOR ONE MORE DISPLACED FAMILY AND POSSIBLE FORECLOSURE.

PLEASE STOP THE CITY CODE ENFORCEMENT DEPARTMENT FROM CLOSING DOWN MY VERY BASIC BUSINESS, NATURAL PEST CONTROLS AND FIREWOOD AND THE TWO OTHER FIREWOOD BUSINESS IN THE CITY FOR THIS SILLY LITTLE REASON: "PAVING". ONCE WE ARE GONE WHO WILL DO WHAT WE ARE DOING? WHO, IN THE CITY, WILL ALLOW CUSTOMERS TO COME IN WITH THERE CARS OR PICK-UPS AND BUY FRACTIONS OF A CORD OF FIREWOOD FOR CAMPING, COOKING, OR HOME HEATING, MADE FROM TREES HARVESTED FROM SACRAMENTO?

SINCERELY


JEFF HADDEN

NATURAL PEST CONTROLS AND FIREWOOD

← 1/2 (AMINO) →
2 BLOCKS NORTH

Map Title



- Select Layer
- City Limits
- Parcels
- Zoning Labels
- 2006 Merrick Orthophotos

- Cities
- Auburn
 - Citrus
 - Colton
 - Davis
 - FIREWOOD
 - Folsom
 - Galt
 - Healdsburg
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Refer to the Accela GIS Administrators Guide for instructions on how to set the display text displayed in this area.

ADEN WACUP

NO TOP HOME

FAVORITE

ADEN WACUP

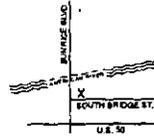
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N. Sacramento

William D. Kopper

Attorney at Law
417 E Street
Davis, CA 95616
(530) 758-0757
Fax (530) 758-2844

Paralegal
Kristin Rauh

January 15, 2008

City Council
City of Sacramento
915 I Street
Sacramento, CA 95814

RE: Greenbriar Development Project

Dear Members of the City Council:

I represent Environmental Council of Sacramento, Inc., Friends of the Swainsons Hawk, Inc., Rudolph L. Bargas, Jacob C. Snyder, and Charles T. Link. These are their comments. I also include the comments of all other individuals and entities in these comments. My clients oppose the Greenbriar Development Project.

We oppose the Greenbriar Development Project because the Project is a danger to the health of children. The proposed plan allows housing within 500 feet of a freeway. The California Air Resources Board has thoroughly researched the dangers associated with placement of housing within 500 feet of a freeway, and concluded it is improper because of health risks. The attached, very thorough study by Dr. W. James Gauderman and his associates, published in the February 17, 2007 edition of Lancet, sets forth additional reasons why housing should not be built close to freeways. The study shows that, "Children who live within 500 meters of a freeway have substantial have substantial deficits in 8-year growth of [lung capacity]." 500 meters is approximately 1500 feet. The study shows that children who live within 500 meters of a freeway are in danger of having lifetime respiratory problems.

With respect to the noise analysis, the noise analysis for the project is inadequate. Every road, both local two-lane roads and freeway/divided highways, is shown with the exact same percentage of automobile, medium truck, and heavy truck traffic for the three periods used to calculate the Community Noise Equivalent (CNEL). This assumption is completely wrong. CalTrans publishes traffic volumes for automobiles, medium trucks, and heavy trucks for each year on their website. The 2004 annual average daily truck publication shows the daily heavy truck volume of 9.63% for Interstate 5 and 6.12% for SR99/70, not 2.2% given in the Draft EIR. The much larger volume of heavy trucks obtained from the CalTrans data has a big influence on noise impacts because the source of sound for the heavy trucks is assumed to be eight feet above the road level rather than 0 for automobiles and light trucks. By discounting the impacts of heavy trucks, the EIR seriously underestimates the noise impacts of the surrounding freeways. The EIR fails to account for the impact of low-frequency pure tones, as measured for heavy trucks when passing. Pure tones increase the annoyance from sound.

The EIR fails to consider the impact of night time truck trips. The percentage of truck trips at night is higher and the influence of night time truck noise is much greater on people trying to sleep. The EIR fails to discuss traffic counts during field tests or calibration of the model used for the roads and highways to estimate noise. The lack of traffic counts or calibration of the model limits the value of any predictions of CNEL, or day-night sound levels (Ldn) for existing, baseline, or cumulative plus Project conditions.

The Draft EIR states that the 1988 FHWA Traffic Noise Prediction computer model program was used to estimate CNEL sound levels from road traffic. CalTrans allows only the 1978 FHWA Traffic Noise Prediction model or the Transportation Noise Model version 2.5 to be used for modeling road traffic. The reference in the Draft EIR lacks sufficient detail to determine whether the computer program refers to the 1978 report or to some other report.

The FHWA Noise Prediction Model was not correctly used because it assumed "soft ground". Because noise barriers are to be used, the assumption should have been acoustically "hard". The predicted sound levels would be substantially higher with acoustically hard ground. None of the EIR documents discuss the sound generated by traffic traveling on ramps from Interstate 5 southbound to SR99/70 northbound or from SR99/70 southbound to Interstate 5 southbound or northbound. The first two ramps are elevated, resulting in acoustically hard ground and allowing sound to affect more residences without encountering sound walls or barriers at ground level. Higher sounds will be received at the homes and school from this source. The EIR did not consider this noise source. The EIR fails to show that the proposed school can meet the sound levels required by the City or the California High Performance Schools Program.

According to the Draft EIR, the maximum sound levels were only around 75dB(A) due to commercial aircraft overflight and up to 109 dB(A) due to military aircraft flying out of Sacramento International Airport. The City's maximum interior noise limit appears to apply only when the Ldn sound level exceeds 60dB(A), due to the source of interest. No relationship exists between the Ldn sound level and the maximum instantaneous sound level. The hourly average sound level of a maximum sound level of 109 dB(A) that lasted one second would be no less than 73 dB(A). This is significantly above the CNEL or Ldn sound level average of less than 60 projected for average aircraft operations from Sacramento International Airport. This is in fact twenty times the sound energy level. The Draft EIR states that there is a debate concerning the appropriateness of Single Event Noise Level (SENL) analysis. This is incorrect. The case of *Berkeley Keep Jets Over the Bay Committee v. Board of Port Commissioners* (2001) 91Cal.App 4th 1344 has resolved this debate. The ruling stated that an agency could not rely on standard sound level criteria to define the noise impact of aircraft overflights to a neighborhood. The EIR does not adequately address the noise impacts for overflights. Likewise, the EIR Noise Analysis uses improper techniques to reduce the noise impacts from freeways in the neighborhood.

Sincerely,



WILLIAM D. KOPPER

WDK/sw

Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study

W James Gauderman, Hita Vora, Rob McConnell, Kiros Berhane, Frank Gilliland, Duncan Thomas, Fred Lurmann, Edward Avol, Nino Kunzli, Michael Jerrett, John Peters

Summary

Background Whether local exposure to major roadways adversely affects lung-function growth during the period of rapid lung development that takes place between 10 and 18 years of age is unknown. This study investigated the association between residential exposure to traffic and 8-year lung-function growth.

Methods In this prospective study, 3677 children (mean age 10 years [SD 0.44]) participated from 12 southern California communities that represent a wide range in regional air quality. Children were followed up for 8 years, with yearly lung-function measurements recorded. For each child, we identified several indicators of residential exposure to traffic from large roads. Regression analysis was used to establish whether 8-year growth in lung function was associated with local traffic exposure, and whether local traffic effects were independent of regional air quality.

Findings Children who lived within 500 m of a freeway (motorway) had substantial deficits in 8-year growth of forced expiratory volume in 1 s (FEV₁, -81 mL, $p=0.01$ [95% CI -143 to -18]) and maximum midexpiratory flow rate (MMEF, -127 mL/s, $p=0.03$ [-243 to -11]), compared with children who lived at least 1500 m from a freeway. Joint models showed that both local exposure to freeways and regional air pollution had detrimental, and independent, effects on lung-function growth. Pronounced deficits in attained lung function at age 18 years were recorded for those living within 500 m of a freeway, with mean percent-predicted 97.0% for FEV₁ ($p=0.013$, relative to >1500 m [95% CI 94.6–99.4]) and 93.4% for MMEF ($p=0.006$ [95% CI 89.1–97.7]).

Interpretation Local exposure to traffic on a freeway has adverse effects on children's lung development, which are independent of regional air quality, and which could result in important deficits in attained lung function in later life.

Introduction

Both cross-sectional^{1–9} and longitudinal^{10–15} studies have shown that lung function in children is adversely affected by exposure to urban, regional air pollution. Evidence has emerged that local exposure to traffic is related to adverse respiratory effects in children, including increased rates of asthma and other respiratory diseases.^{16–28} Cross-sectional studies in Europe have shown that deficits in lung function are related to residential exposure to traffic.^{27,29–32} However, does traffic exposure have an adverse effect on lung-function development in children? The answer to this question is important in view of the extent of traffic exposure in urban environments and the established relation between diminished lung function in adulthood and morbidity and mortality.^{33–39}

We investigated the association between residential exposure to traffic and 8-year lung-function development on the basis of cohort data from the Children's Health Study. We also studied the joint effects of local traffic exposure and regional air quality on children's lung development.

Methods

Participants

The Children's Health Study recruited two cohorts of fourth-grade children (mean age 10 years [SD 0.44], one in 1993 (cohort 1, $n=1718$) and the other in 1996 (cohort 2, $n=1959$). All children were recruited from schools in

12 southern California communities as part of an investigation into the long-term effects of air pollution on children's respiratory health.^{7,14,40} A consistent protocol was used in all communities to identify schools, and all students targeted for study were invited to participate.⁴⁰ Overall, 82% (3677) of available students agreed to participate. Pulmonary-function data were obtained yearly by trained field technicians, who travelled to study schools to undertake maximum effort spirometry on the children, using the same equipment and testing protocol throughout the study period. Details of the testing protocol have been previously reported.^{7,15} Children in both cohorts were followed up for 8 years.

A baseline questionnaire, completed at study entry by each child's parent or legal guardian, was used to obtain information on race, Hispanic ethnic origin, parental income and education, history of doctor-diagnosed asthma, in-utero exposure to maternal smoking, and household exposure to gas stoves, pets, and environmental tobacco smoke.⁴⁰ A yearly questionnaire, with similar structure to that of the baseline questionnaire, was used to update information on asthma status, personal smoking, and exposure to environmental tobacco smoke. For statistical modelling, a three-category socioeconomic status variable was created on the basis of total household income and education of the parent or guardian who completed the questionnaire. High socioeconomic status (23% of children, $n=823$) was defined as a parental

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Department of Preventive Medicine, University of Southern California, 1540 Alcazar Street, Suite 220, Los Angeles, CA 90033, USA (WJ Gauderman PhD, H Vora MS, Prof R McConnell MD, K Berhane PhD, Prof F Gilliland MD, Prof D Thomas PhD, E Avol MS, Prof J Peters MD); Sonoma Technology Inc., #C, Petaluma, CA 94954, USA (F Lurmann MS); Respiratory and Environmental Research Unit, Institut Municipal d'Investigació Mèdica, C. Doctor Aiguader, 80, 08003 Barcelona, Spain (N Kunzli MD); and Division of Environmental Health Sciences, School of Public Health, University of California, Berkeley, CA 94720-7360, USA (M Jerrett PhD)

Correspondence to:
Dr W James Gauderman
jimg@usc.edu

income greater than US\$100 000 per year, or an income over US\$15 000 per year and at least 4 years of college education. The middle category (36%, n=1283) included children with a parental income between US\$15 000 and US\$100 000 and some (less than 4 years) college or technical school education, and low socioeconomic status (41%, n=1483) included all remaining children.

The study protocol was approved by the institutional review board for human studies at the University of Southern California, and written consent was provided by a parent or legal guardian for every study participant.

Exposure data

We characterised exposure of every study participant to traffic-related pollutants by two types of measures—proximity of the child's residence to the nearest freeway or to the nearest major non-freeway road, and model-based estimates of traffic-related air pollution at the residence, derived from dispersion models that incorporated distance to roadways, vehicle counts, vehicle emission rates, and meteorological conditions.⁴ Regional air pollution was continuously monitored at one central site location within each study community over the course of the investigation. Further details of exposure assessment are available in the webappendix.

See Online for webappendix

Statistical methods

The outcome data consisted of 22 686 pulmonary-function tests recorded from 3677 participants during 8 years in both cohorts. We focused on three pulmonary-function measures: forced vital capacity (FVC), forced expiratory volume in 1 s (FEV₁), and maximum midexpiratory flow rate (MMEF, also known as FEF₂₅₋₇₅). The exposures of primary interest were the traffic measures described above.

We used a hierarchical mixed-effects model to relate 8-year growth in each lung-function measure to traffic exposure, with basic structure that has been previously described.⁴ To account for the growth pattern in lung function during this period, we used a linear spline model,⁴ constructed so that 8-year growth in lung function was estimated jointly with other model parameters. We estimated and tested the effect of traffic exposure on 8-year growth, and in some analyses on mean lung function at 10 and 18 years of age. The model allowed for separate growth curves for each sex, race, ethnic origin, cohort, and baseline-asthma subgroup. The model also included adjustments for height, height squared, body-mass index (BMI), BMI squared, present asthma status, exercise or respiratory illness on the day of the test, any tobacco smoking by the child in the previous year, and indicator variables for field technician. Random effects for the intercept and 8-year growth parameters were included at the level of participant and community.

To keep the potential effect of outliers to a minimum and to examine possible non-linear exposure-response relations, we used categorical forms of each traffic

indicator in our models. For distance to the freeway, we formed four categories—less than 500 m, 500–1000 m, 1000–1500 m, and more than 1500 m. Distances to non-freeway major roads were similarly categorised based on distances of 75 m, 150 m, and 300 m. Model-based estimates of pollution from freeways and non-freeways were categorised into quartiles on the basis of their respective distributions (see webappendix). The categories for all traffic indicators were fixed before any health analyses were done. Traffic effects are reported as the difference in 8-year growth for each category relative to the least exposed category, so that negative estimates signify reduced lung-function growth with increased exposure.

We also considered joint estimation of traffic effects within the community and pollution between communities, which was based on the long-term average pollutant concentrations measured at the central sites (see webappendix). Pollutant effects are reported as the difference in 8-year growth in lung function from the least to the most polluted community, with negative differences indicating growth deficits with increased exposure. Possible modification of a traffic effect by community-average ambient pollutant concentration was tested by inclusion of the appropriate interaction term in the model.

To examine attained lung function, we computed percent-predicted lung function for participants who were measured in 12th grade, our last year of follow-up (n=1497, mean age 17.9 years [SD 0.41]). To estimate predicted FEV₁ values, we first fitted a regression model for observed FEV₁ (log transformed) with predictors log height, BMI, BMI squared, sex, asthma status, race or ethnic origin, field technician, and sex-by-log height, sex-by-BMI, sex-by-BMI squared, sex-by-asthma, and sex-by-race or ethnic origin interactions. We calculated predicted FEV₁ on the basis of this model and percent-predicted as observed divided by predicted FEV₁. We used a regression model to calculate the mean percent-predicted value for each category of distance to the freeway, with adjustment for community. To aid in interpretation, we scaled percent-predicted values so that children who lived furthest (>1500 m) from a freeway had a mean of 100%, and we give means for the remaining distance groups relative to this benchmark. Analogous calculations were used to obtain the percent-predicted mean for FVC and MMEF.

Regression procedures in SAS (version 9.0) were used to fit all models. Associations denoted as significant were those with a p value less than 0.05, assuming a two-sided alternative hypothesis.

Role of the funding source

The funding sources of this study had no role in the study design, collection, analysis, or interpretation of data, in the writing of the report, or in the decision to submit the paper for publication. The corresponding

author had full access to all the data in the study and had final responsibility for the decision to submit for publication.

Results

An average of 6.2 pulmonary function tests were done per child. There were equal proportions of male and female participants (webtable 1). Most children were of non-Hispanic white or Hispanic ethnic origin. 440 (12%) children lived within 500 m of a freeway, with most of these children residing in six of the 12 communities (webtable 2 and webfigure). Model-based estimates of pollution from a freeway were skewed toward either high or low values within most study communities.

8-year growth in FVC, FEV₁, and MMEF averaged 1512 mL, 1316 mL, and 1402 mL/s, respectively, in girls, and 2808 mL, 2406 mL, and 2476 mL/s, respectively, in boys. Closer residential distance to a freeway was associated with reduced growth in lung function (table 1). In children who lived within 500 m of a freeway, 8-year growth was significantly reduced compared with those who lived at least 1500 m from a freeway. Large deficits in FEV₁ and MMEF growth were also estimated for the two highest-exposure quartiles of model-based pollution from a freeway, although neither deficit was statistically significant. Indicators of traffic from non-freeway roads, including both distance and model-based pollution estimates, were not associated with reduced growth.

The association between FEV₁ growth and distance to a freeway was significant in various sensitivity analyses (table 2). Compared with the results shown in table 1 (base model), distance-effect estimates were larger with additional adjustment for socioeconomic status. Further investigation showed that low socioeconomic status was associated with increased traffic exposure, with mean residential distance to freeways of 1.8 km (SD 1.32), 2.0 km (1.65), and 2.5 km (1.91) for low, middle, and high groups respectively. However, socioeconomic status was not significantly associated with FEV₁ growth, and therefore adjustment for this variable induced only a modest change. Adjustment for indoor sources of air pollution including gas stoves, pets, and exposure to environmental tobacco smoke also resulted in little change in the estimated freeway-distance effects.

Significant distance effects were seen in the subset of children who reported never having had asthma, and in the subset of children who reported no active tobacco smoking. The relation between FEV₁ growth and distance was noticeably larger in boys than in girls, although a test of effect modification by sex was non-significant (p=0.10). Only six of the 12 communities had substantial numbers of children living within 500 m of a freeway. The estimated effects of freeway distance on lung development were more pronounced in these six higher-traffic communities than in the other communities. There was no significant evidence of heterogeneity in the local distance effects in these six communities (data not shown). Furthermore,

	FEV ₁ (mL) difference (95% CI)	FEV ₁ (mL) difference (95% CI)	MMEF (mL/s) difference (95% CI)
Freeway distance			
<500 m	-63 (-131 to 5)	-81 (-143 to -18)	-127 (-243 to -11)
500-1000 m	-31 (-93 to 32)	-41 (-99 to 17)	-35 (-142 to 73)
1000-1500 m	-19 (-84 to 46)	-33 (-93 to 26)	-94 (-204 to 16)
Model-based pollution from freeway			
4th quartile (high)	-66 (-186 to 54)	-69 (-179 to 42)	-147 (-352 to 58)
3rd quartile	-61 (-151 to 29)	-78 (-161 to 5)	-144 (-298 to 9)
2nd quartile	-27 (-90 to 36)	-22 (-80 to 36)	-37 (-144 to 71)
Non-freeway distance			
<75 m	5 (-63 to 72)	-35 (-97 to 27)	-66 (-181 to 49)
75-150 m	4 (-59 to 68)	22 (-37 to 80)	35 (-74 to 144)
150-300 m	-10 (-63 to 42)	-8 (-56 to 40)	-16 (-105 to 73)
Model-based pollution from non-freeway			
4th quartile (high)	13 (-70 to 96)	3 (-74 to 80)	2 (-140 to 144)
3rd quartile	42 (-27 to 111)	16 (-47 to 80)	-23 (-141 to 95)
2nd quartile	6 (-54 to 66)	2 (-53 to 57)	11 (-91 to 113)

	Freeway distance (m)					
	0-500	500-1000	1000-1500	1500-2000	>2000	0-2000
Base model	-63	-31	-19	-10	-10	-10
Additional covariates						
Base+socioeconomic status	-92	0.005	-50	0.092	-37	0.228
Base+gas stove in the home	-86	0.008	-42	0.160	-33	0.281
Base+pets in the home	-80	0.013	-41	0.165	-33	0.275
Base+in-utero exposure to maternal smoking	-83	0.011	-33	0.269	-36	0.245
Base+second-hand smoke exposure	-86	0.008	-41	0.163	-37	0.230
Subgroups						
Non-asthmatics only	-83	0.025	-70	0.042	-61	0.091
Non-smokers only	-99	0.006	-49	0.154	-48	0.182
Boys only	-158	0.003	-54	0.264	-77	0.123
Girls only	12	0.750	-39	0.254	3	0.932
Six communities with closest freeway proximity†	-105	0.003	-56	0.101	-40	0.260
Deleting observations after a residence change‡	-86	0.030	-73	0.042	-53	0.148

around 34% (1267) of children moved from their baseline residence during follow-up but remained in one of the 12 study communities and thus continued to participate. If we omitted post-move lung-function measurements from the analysis, the estimated effects of freeway-distance on FEV₁ growth were more pronounced.

See Online for webtables 1 and 2 and webfigure

	Regional pollutant effect		Local freeway distance (m)						
			<500	500-1000	1000-1500	>1500	Interaction		
000-1800 h ozone									
Nitrogen dioxide	-109	0.003	-80	0.012	-41	0.166	-33	0.279	0.81
PM ₁₀	-111	0.013	81	0.012	-42	0.158	-32	0.287	0.24
PM _{2.5}	-100	0.009	80	0.017	-41	0.150	-35	0.287	0.24
Elemental carbon	-101	0.001	-80	0.012	-42	0.156	-33	0.282	0.63

Table 3. Joint effect of regional pollution and local distance to a freeway on 8-year FEV₁ growth

Reduced lung-function growth was independently associated with both freeway distance and with regional air pollution (table 3). Statistically significant joint models of regional pollution with distance to freeway were seen for nitrogen dioxide, acid vapour, elemental carbon, and particulate matter with aerodynamic diameter less than 10 µm and less than 2.5 µm. Ozone was not associated with reduced lung-function growth. There was no significant evidence of effect modification (interaction) of local traffic effects with any of the regional pollutants.

A subset of 1445 children were observed over the full 8 years of the study, from age 10 to 18 years. In this group, we noted significant deficits in 8-year FEV₁ growth and MMEF growth for those who lived within 500 m of a freeway (table 4). At 10 years of age, there was some evidence of reduced lung function for those who lived closer to a freeway than those who did not, although none of the differences between distance categories was statistically significant. However, by 18 years of age, participants who lived closest to a freeway had

substantially lower attained FEV₁ and MMEF than those who lived at least 1500 m from a freeway.

These deficits in average FEV₁ and MMEF translated into pronounced deficits in percent-predicted lung function at 18 years of age (figure). There was a trend of lower percent-predicted lung function for children who lived closer to a freeway than for those who lived further away. The effect was most pronounced for those who lived less than 500 m from a freeway, with average percent predicted values of 97.0% (95% CI 94.6-99.4) for FEV₁ (p=0.013 relative to >1500 m) and 93.4% (89.1-97.7) for MMEF (p=0.006).

Discussion

This study shows that residential proximity to freeway traffic is associated with substantial deficits in lung-function development in children. 8-year increases in both FEV₁ and MMEF were smaller for children who lived within 500 m of a freeway, than for those who lived at least 1500 m from a freeway. Freeway effects were seen in subsets of non-asthmatic and non-smoking participants, which is an indication that traffic exposure has adverse effects on otherwise healthy children. Deficits in 8-year growth resulted in lower attained FEV₁ and MMEF at 18 years of age for participants who lived within 500 m of a freeway than for those who lived further away. Since lung development is nearly complete by age 18 years, an individual with a deficit at this time will probably continue to have less than healthy lung function for the remainder of his or her life.

We previously reported an association between community-average pollutant concentrations and 8-year lung-function growth.¹⁵ That result relied on comparisons in communities that had different concentrations of regional air pollution, and implicated many pollutants such as nitrogen dioxide, acid vapour, particulate matter with aerodynamic diameter less than 10 µm and 2.5 µm, and elemental carbon. Our present study builds on that result, and shows that in addition to regional pollution, local exposure to large roadways is associated with diminished lung-function development

	Freeway distance	Lung function		Distance (95% CI)
		Age 10 years	Age 18 years	
		Distance (95% CI)	Distance (95% CI)	
FEV ₁				
	<500 m	-17 (-70 to 37)	-85 (-192 to 22)	-69 (-160 to 22)
	500-1000 m	-12 (-61 to 37)	-54 (-151 to 43)	-42 (-125 to 41)
	1000-1500 m	-30 (-80 to 21)	-81 (-181 to 19)	52 (-137 to 33)
FEV ₁				
	<500 m	-23 (-73 to 28)	-121 (-219 to -23)	-98 (-182 to -15)
	500-1000 m	-32 (-78 to 14)	-93 (-183 to -4)	-61 (-137 to 15)
	1000-1500 m	-34 (-81 to 14)	-78 (-170 to 14)	-44 (-122 to 34)
MMEF				
	<500 m	-57 (-169 to 56)	230 (-432 to -28)	-173 (-327 to -19)
	500-1000 m	-92 (-195 to 10)	-105 (-289 to 79)	-12 (-152 to 128)
	1000-1500 m	-45 (-150 to 60)	-151 (-340 to 38)	-106 (-250 to 38)

Table 4. Cumulative effect of regional distance in the 1445 children with full 8-year follow-up

in children. We did not find any evidence that traffic effects varied depending on background air quality, which suggests that even in an area with low regional pollution, children living near a major roadway are at increased risk of health effects. Our results also suggest that children who live close to a freeway in a high pollution area experience a combination of adverse developmental effects because of both local and regional pollution.

We noted a larger freeway effect in boys than in girls, although the difference between sexes was not significant. By contrast, a cross-sectional European study²⁹ reported larger traffic effects on lung function in girls than in boys.²⁹ Several factors could explain this discrepancy in sex-specific effects between studies, from differences in specific air pollution mixtures and underlying population susceptibilities, to the general difficulty of comparisons between longitudinal and cross-sectional study effect estimates. In general, however, both studies show that lung function in children is adversely affected by exposure to traffic.

The concentrations of several pollutants are raised near major freeways. Daytime concentrations of black carbon, ultrafine particulate, and other exhaust pollutants have been reported to be high, but decline exponentially, within 500 m of a freeway,^{44,45} although night-time concentrations of ultrafine particulate remain above background concentrations for distances greater than 500 m from a freeway.⁴⁶ Some studies have reported increased traffic pollution, particularly nitrogen dioxide, at distances over 1000 m from a freeway.^{46,49} Elemental carbon, an indicator of pollution from diesel exhaust, varies with nearby high-traffic roads^{49,50,51} but can also be transported across large distances.⁵² Diesel exhaust is one of the primary contributors to particulate-matter concentrations in those communities most affected by traffic.⁵³ A pollutant such as elemental carbon could explain our reported health effects both locally and regionally.

Both regional ambient and ultrafine particulate matter present in high concentration in close proximity to roadways can elicit oxidative and nitrosative stress in the airways, which results in inflammation.^{54,55} Kulkarni and co-workers⁵² reported that traffic-related particulate matter was correlated with the amount of carbon in the airway macrophages of children, which in turn was associated with reductions in FEV₁, MMEF, and FVC. Chronic airway inflammation could produce our reported deficits in MMEF and FEV₁. Additional research is needed to identify the specific traffic pollutants that bring about health effects, and to elucidate the contribution of each pollutant to regional and local associations.

A strength of this study was the long-term, prospective follow-up of two large cohorts of children, with exposure and outcome data obtained consistently. However, as in any epidemiological study, our results could be confounded by one or more other factors related to both traffic and lung-function growth. Our results were robust

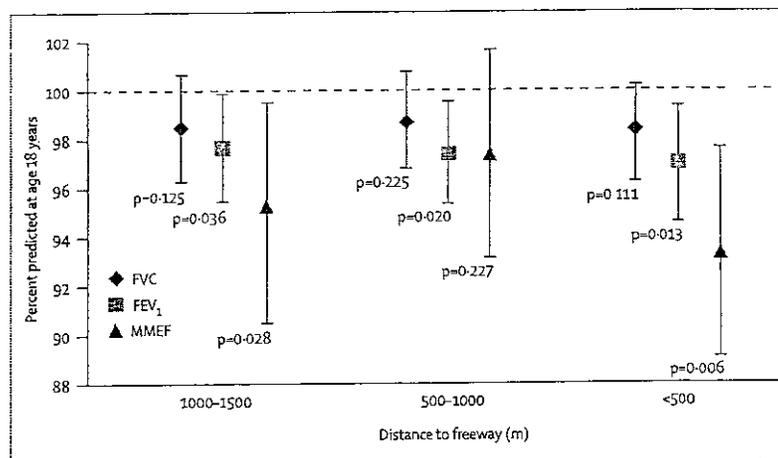


Figure: Percent-predicted lung function at age 18 years versus residential distance from a freeway. The horizontal line at 100% corresponds to the referent group, children living >1500 m from a freeway.

to adjustment for several factors, including socioeconomic status and indoor sources of air pollution, but the possibility of confounding by other factors still exists. Throughout the 8-year follow-up, we noted around an 11% loss of study participants per year. Participant attrition is a potential source of bias in cohort studies. We analysed the subset of children who were followed up for the full 8-year duration of the study and also noted significant traffic-effect estimates, which make participant loss an unlikely explanation for our results. We did not note a significant association between growth and model-based pollution from a freeway, despite large estimated deficits in the highest-exposure quartiles (table 1). However, we were restricted in detection of an association with model-based pollution from freeways because there was little variation in this measure within most of our study communities (webtable 2).

We have shown that residential distance from a freeway is associated with significant deficits in 8-year respiratory growth, which result in important deficits in lung function at age 18 years. This study adds to evidence that the present regulatory emphasis on regional air quality might need to be modified to include consideration of local variation in air pollution. In many urban areas, population growth is forcing the construction of housing tracts and schools near to busy roadways, with the result that many children live and attend school in close proximity to major sources of air pollution. In view of the magnitude of the reported effects and the importance of lung function as a determinant of adult morbidity and mortality, reduction of exposure to traffic-related air pollutants could lead to substantial public-health benefits.

Contributors

W J Gauderman, R McConnell, F Gilliland, E Avol, J Peters, M Jerrett, and N Kunzli participated in the writing of the manuscript. W J Gauderman, H Vora, K Berhane, D Thomas, and F Lurmann participated in the analysis of the data. All named authors took part in the interpretation of results, and approved the final version of the manuscript.

Conflict of interest statement

We declare that we have no conflict of interest.

Acknowledgments

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AGRICULTURE (ER 4)

Agriculture policies promote opportunities for urban agriculture and encourage the distribution and marketing of locally grown and organic foods and the creation and continuation of community and rooftop gardens. These policies also support the continued preservation and protection of existing agricultural lands and operations outside of the City. Viable local food sources contribute to the long-term sustainability of Sacramento by providing food security in a future challenged by global climate change and uncertain energy supplies. Agricultural land provides other benefits such as habitat, open space, flood protection, and aesthetic values.

Goal

ER 4.1 Access to Locally-Grown and Organic Foods. Support access to locally grown and organic foods to Sacramento residents as a means of supporting local farmers, keeping agricultural lands in production, improving access to fresh produce, promoting sustainable agricultural practices, reducing energy expended on food transport, and preserving Sacramento's agricultural heritage.

Policies

ER 4.1.1 Urban and Regional Agriculture. The City shall promote opportunities for urban agriculture (e.g., community and rooftop gardens) and expand connections to regional agriculture.

ER 4.1.2 Locally Grown and Organic Foods. The City shall provide venues for farmer's markets and encourage serving locally-grown and organic foods at City public facilities.

ER 4.1.3 Community and Rooftop Gardens. The City shall support community and rooftop gardens and recognize their value in providing fresh food in urban areas in addition to their recreational, community building, landscaping, and educational value.

Goal

ER 4.2 Growth and Agriculture. Support the preservation and protection of agricultural lands and operations outside of the city for its open space, habitat, flood protection, aesthetic values, and aid in future food security.

Policies

ER 4.2.1 Support Farming Operations. The City shall support existing farming operations within rural areas outside of the City by continuing to recognize the importance of intact agricultural infrastructure and existing Williamson Act contracts.

ER 4.2.2 Protect Agricultural Lands. The City shall encourage infill development and compact new development within the existing urban areas in order to minimize the pressure for conversion of productive agricultural lands for urban uses.

ER 4.2.3 Permanent Preservation. The City shall work with Sacramento County, Natomas Basin Conservancy, and other entities to establish a method to protect and

permanently preserve a one mile buffer that can serve as a means to preserve viable agricultural activities and as a community separator between Sutter and Sacramento Counties and along the Sacramento River.

- ER 4.2.4** **Coordinate to Protect Farmland.** The City shall continue to work with Sacramento County and other adjacent jurisdictions to ensure consistency and implementation with all existing conservation plans to preserve prime farmland and critical habitat outside of the city.
- ER 4.2.5** **Development Adjacent to Agriculture.** The City shall control development abutting agricultural areas and require open space or other appropriate buffers to protect the viability of existing agricultural operations outside of the City and the health and safety of residents in adjacent areas.
- ER 4.2.6** **Homeowner Notification.** The City shall require that purchasers of homes located in the vicinity of agricultural operations be provided notification of such activities by way of their deeds and/or escrow documentation.

**Comments to Sacramento City Council
On the
Greenbriar Project Proposed Annexation
1/15/08**

Good evening, my name is Chris Tooker. I live at 3399 Barberry Lane, Sacramento, CA 95864.

I serve as the Public Member Commissioner on the Sacramento Local Agency Formation Commission, LAFCO, and have done so for almost 10 years.

I am speaking to you tonight, however, as a private citizen with a long-standing interest in managing growth and preserving agricultural lands and open space in Sacramento County.

I am here tonight because I believe that Sacramento LAFCO, in its recent decision to approve the Greenbriar Sphere of Influence, failed to live up to its statutory responsibilities to:

Discourage Urban Sprawl and Incurae the orderly and timely growth of government agencies by:

Guiding urban growth to those areas where services are already available;

Preserving agricultural lands and open space; and

Assuring the timely and efficient provision of adequate and efficient public services where they are not yet available;

***** Where these criteria cannot be met, I believe that it is inappropriate to approve a Sphere Of Influence to plan for future**

growth, much less an Annexation of the area to proceed with development.

Spheres of Influence are required to be up-dated every five years, so growth plans that are not likely to be implemented within five years should not be considered sufficiently certain to justify the approval of a change in the city's sphere of influence, especially where major issues exist regarding the avoidable loss of prime agricultural lands and important open space, and the adequacy of flood protection services.

The Farm Bureau has already pointed out that there is no plan for preserving the viability of prime (and other productive) agricultural lands in Sacramento County. This is an issue that should be addressed, at a minimum in the Joint Vision currently being developed, before any action is taken that would result in the permanent loss of prime agricultural lands.

The Greenbrian project and the proposed conditions of approval:

Fail to guide urban growth to areas where services are already available.

Fail to contribute to maintaining the physical and economic integrity and viability of prime agricultural lands in Sacramento County. Mitigation proposals are inadequate both in quantity and in failing to assure the integrity and viability of the mitigation lands provided.

Fail to provide timely, efficient and adequate public services – current flood protection is wholly inadequate and 200 year flood protection is not likely to be provided before the project breaks ground.

Unless and until the City and the County of Sacramento recognize and address these issues, the Annexation of the Greenbriar project is premature and should not be pursued.

BILL NUMBER: AB 1259 CHAPTERED
BILL TEXT

CHAPTER 696

FILED WITH SECRETARY OF STATE OCTOBER 14, 2007

APPROVED BY GOVERNOR OCTOBER 14, 2007

PASSED THE SENATE SEPTEMBER 11, 2007

PASSED THE ASSEMBLY SEPTEMBER 12, 2007

AMENDED IN SENATE SEPTEMBER 5, 2007

AMENDED IN SENATE JUNE 21, 2007

AMENDED IN ASSEMBLY APRIL 26, 2007

INTRODUCED BY Assembly Member Caballero
(Coauthor: Assembly Member Laird)
(Coauthors: Senators Cox, Denham, and Steinberg)

FEBRUARY 23, 2007

An act to amend Section 65588 of, and to add and repeal Section 65584.7, the Government Code, relating to local planning.

LEGISLATIVE COUNSEL'S DIGEST

AB 1259, Caballero. Local planning: housing element.

(1) The Planning and Zoning Law specifies the dates of revision for the housing element and prescribes the time periods for the submission of draft and adopted local general plan housing elements to the Department of Housing and Community Development and for the review of those elements by the department. That law also requires the department, based upon data provided by the Department of Finance and in consultation with each council of government (COG), to determine the regional share of the statewide housing need for the subsequent revisions to the housing element, and local governments within the regional jurisdiction of the Sacramento Area Council of Governments (SACOG) are required to revise their housing elements by June 30, 2002, for the 3rd revision, and June 30, 2008, for the 4th revision.

This bill would until January 1, 2014, authorize the Department of Housing and Community Development, consistent with the revised population projections released by the Department of Finance on July 9, 2007, to revise its regional housing need determination for the Sacramento Area Council of Governments for the 4th revision of the housing element, and prior to the adoption of the final regional housing need allocation plan by the Sacramento Area Council of

Governments.

(2) Existing law requires every city, county, and city and county to revise the housing element of its general plan as frequently as is appropriate, but not less than every 5 years, to reflect the results of the periodic review of the housing element. Existing law further provides that specified councils of governments must complete the 3rd and 4th revisions of the housing elements of their general plans by specified dates. Local governments within the regional jurisdiction of the Association of Monterey Bay Area Governments are required to complete the 4th revision on June 30, 2008.

This bill would extend the date by which local governments within the regional jurisdiction of the Association of Monterey Bay Area Governments must complete the 4th revision to June 30, 2009, and would make various technical, nonsubstantive changes.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 65584.7 is added to the Government Code, to read:

65584.7. (a) The Legislature finds and declares all of the following:

(1) Accurate and current data to estimate housing needs is necessary to ensure that state, regional, and local agencies plan effectively.

(2) The Department of Finance, which is charged with providing demographic data to aid effective state and local planning and policymaking, released updated population projections for the state on July 9, 2007.

(3) The updated projections released by the Department of Finance represent a decline of over 30 percent from the prior projection in the near-term population growth for the area within the regional jurisdiction of the Sacramento Area Council of Governments.

(4) Authorizing the department to adjust its regional housing needs determination for the Sacramento Area Council of Governments region is allowed only because a substantially different projection was released by the Department of Finance prior to the adoption of the Sacramento Area Council of Governments' final regional housing need allocation plan, and will not alter the schedule for its adoption.

(b) (1) Consistent with the revised population projections released by the Department of Finance on July 9, 2007, the

department, for the fourth revision of the housing element pursuant to Section 65588, and prior to the adoption of the final regional housing need allocation plan by the Sacramento Area Council of Governments, may revise its regional housing need determination for the Sacramento Area Council of Governments. The revised determination by the department shall be consistent with the current population projections of the Department of Finance and with the methodology used for the initial determination for the region.

(2) The revision of the regional housing need determination shall not extend the time for, or reinstate any right to, an appeal, request for revision, or public comment or consultation period established pursuant to this article with respect to the determination of the regional housing need and the allocation to local government members of the Sacramento Area Council of Governments.

(3) This section does not change or modify the deadline established in Section 65588 by which local governments within Sacramento Area Council of Governments are required to adopt revised housing elements.

(c) This section is not intended to change or modify the deadlines in Sections 65584.01 to 65584.08, inclusive.

(d) This section shall remain in effect only until January 1, 2014, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2014, deletes or extends that date.

SEC. 2. Section 65588 of the Government Code is amended to read:

65588. (a) Each local government shall review its housing element as frequently as appropriate to evaluate all of the following:

(1) The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the state housing goal.

(2) The effectiveness of the housing element in attainment of the community's housing goals and objectives.

(3) The progress of the city, county, or city and county in implementation of the housing element.

(b) The housing element shall be revised as appropriate, but not less than every five years, to reflect the results of this periodic review.

(c) The review and revision of housing elements required by this section shall take into account any low- or moderate-income housing provided or required pursuant to Section 65590.

(d) The review pursuant to subdivision (c) shall include, but need not be limited to, the following:

(1) The number of new housing units approved for construction within the coastal zone after January 1, 1982.

(2) The number of housing units for persons and families of low or

moderate income, as defined in Section 50093 of the Health and Safety Code, required to be provided in new housing developments either within the coastal zone or within three miles of the coastal zone pursuant to Section 65590.

(3) The number of existing residential dwelling units occupied by persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code, that have been authorized to be demolished or converted since January 1, 1982, in the coastal zone.

(4) The number of residential dwelling units for persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code, that have been required for replacement or authorized to be converted or demolished as identified in paragraph (3). The location of the replacement units, either onsite, elsewhere within the locality's jurisdiction within the coastal zone, or within three miles of the coastal zone within the locality's jurisdiction, shall be designated in the review.

(e) Notwithstanding subdivision (b) or the date of adoption of the housing elements previously in existence, each city, county, and city and county shall revise its housing element according to the following schedule:

(1) Local governments within the regional jurisdiction of the Southern California Association of Governments: June 30, 2006, for the fourth revision.

(2) Local governments within the regional jurisdiction of the Association of Bay Area Governments: June 30, 2007, for the fourth revision.

(3) Local governments within the regional jurisdiction of the Council of Fresno County Governments, the Kern County Council of Governments, and the Sacramento Area Council of Governments: June 30, 2002, for the third revision, and June 30, 2008, for the fourth revision.

(4) Local governments within the regional jurisdiction of the Association of Monterey Bay Area Governments: December 31, 2002, for the third revision, and June 30, 2009, for the fourth revision.

(5) Local governments within the regional jurisdiction of the San Diego Association of Governments: June 30, 2005, for the fourth revision.

(6) All other local governments: December 31, 2003, for the third revision, and June 30, 2009, for the fourth revision.

(7) Subsequent revisions shall be completed not less often than at five-year intervals following the fourth revision.

Office of Environmental Health Hazard Assessment



Linda S. Adams
Secretary for Environmental Protection

Joan E. Denton, Ph.D., Director
Headquarters • 1001 I Street • Sacramento, California 95814
Mailing Address: P.O. Box 4010 • Sacramento, California 95812-4010
Oakland Office • Mailing Address: 1515 Clay Street, 16th Floor • Oakland, California 94612



Arnold Schwarzenegger
Governor

September 26, 2007

Mr. Larry Greene
Air Pollution Control Officer
Sacramento Metropolitan Air Quality Management District
777 12th Street, 3rd Floor
Sacramento, California 95814-1908

Subject: Review of the Recirculated Draft EIR for Greenbriar Project

Dear Mr. Greene:

I am replying to the District's letter dated July 17, 2007 to Dr. Joan E. Denton, the Director of the Office of Environmental Health Hazard Assessment (OEHHA), which requested assistance in addressing deficiencies in the Recirculated Draft Environmental Impact Report (DEIR) for the Greenbriar Farms development. The project involves building 3,473 residences on 577 acres at the junction of Interstate-5 and Highway 99, north of Sacramento. The materials transmitted by the District have been reviewed by OEHHA staff, including the 13 page Draft Health Risk Assessment for the Proposed Greenbriar Farms Development dated October 4, 2005. We identified several concerns about the document including: 1) Proposing the citing of residences 209 feet from the freeway instead of following the recommendation in the California Air Resources Board (CARB) April 2005 document "Air Quality and Land Use Handbook: A Community Health Perspective" that residences be located at least 500 feet from a major highway; 2) Not addressing risks for cardiovascular effects and asthma due to diesel exhaust and other emissions from the freeway; 3) Inappropriate use of yet-to-be realized emissions reductions in the health risk assessment; and 4) Inappropriate comparison of risk estimates with background risk. In addition, we were unable to reproduce the cancer risk estimates due to the lack of detailed information.

The CARB Air Quality and Land Use Handbook is an attempt by state government to be proactive rather than reactive in protecting the public health. CARB and OEHHA used the best data available at the time to recommend a setback for residences of 500 feet from a major highway. This recommendation was made by CARB and OEHHA staffs after review of the recent literature on particulate matter and adverse health effects, including asthma, on children and adults. Many studies now show elevated rates of asthma and asthma symptoms in children living near major roadways. Further, studies have shown increased risk of heart attack in adults exposed to traffic-related air pollutants. The EIR does not address these risks from traffic-related

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September 26, 2007
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air pollutants, including particulates; thus, the science regarding health effects of traffic-related air pollution has not been adequately considered in the EIR.

The project proposes to build some residences 209 feet from the highway edge. In the present case, one highway bordering the proposed development is Interstate 5, the main car and truck route from the Mexican to the Canadian border. Although per-vehicle emissions in California vehicles are expected to decrease, this will be partially offset by an increased total number of vehicles in the future. As a result of the North American Free Trade Agreement, the possible presence on Interstate 5 of trucks registered in Mexico, where emissions are unregulated, may offset any reductions in emissions of vehicles registered in the United States. Whenever possible, State law requires a setback from major highways of 500 feet for schools to protect children and school workers from the adverse effects of vehicle exhaust pollution. Building residences 200 feet from the freeway will result in some children in this development being exposed to a greater risk at home, where they spend more time, than at school, due to the shorter setback.

There are a number of conceptual errors in the presentation of the material. In addition some of the information included needs clarification or correction.

1. Estimate of the cancer risk from exposure to the 21 Toxic Air Contaminants in Table 1 on page 4 does not address risks for cardiovascular effects and for asthma due to diesel exhaust and other combustion particulate emissions emanating from the freeway.
2. Also on page 4, the EMFAC model addresses particulate matter less than 10 microns in diameter, not greater than 10 microns in diameter, as stated in the report.
3. On page 5, footnote 6 states that no health risk factors were available for furans. This is incorrect. OEHHA has developed Toxic Equivalency Factors for furans. These can be found in Appendix C of our Air Toxics Hot Spots Program Technical Support Document for Describing Available Cancer Potency Factors at http://www.oehha.ca.gov/air/hot_spots/pdf/May2005Hotspots.pdf
4. On page 8, the assessment states that the cancer and non-cancer risks from vehicle sources tend to decrease with time. We assume that this refers to per-vehicle emissions, and includes yet-to-be implemented emissions reductions. As indicated above, this will be offset by an increased number of vehicles and possibly by out-of-country vehicles subject to more lax regulations. Further, it is inappropriate to include these yet-to-be realized emissions reductions in a health risk assessment.

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Page 3

5. On page 9, the highest acute and chronic non-cancer hazard indices are given as 0.63 and 0.26 per million. Unlike cancer risks, hazard indices are not expressed per million (unless the values are actually 0.00000063 and 0.00000026). It is also usual to state which chemicals contribute to the non-cancer hazard indices.
6. On page 9, the brief discussion about cancer risk and relative cancer risk is not clear. It appears that the risk assessment (paragraphs 2 and 3) is devaluing the cancer risks estimated from 21 air toxics emanating from the freeway because the estimated cancer risk is lower than the average background for the Sacramento Valley air basin. The risk estimates from the freeway are additive to the background risk, and it is not appropriate to dismiss cancer risks on the order of 100 in a million (based on an interpretation of figures 3 and 4) because they are lower than overall background. The risk assessment does not present the numerical value of the cancer risk estimates from freeway emissions in the brief discussion, but rather presents them as a percent of total background risk from air toxics in the Sacramento air basin. The risk estimates should be presented in this report in tabular form rather than requiring the reader to interpolate from graphs.
7. Further, there is a misconception of the reason behind CARB's recommendation to avoid siting residences nearer to freeways than 500 feet. Although increasing distance from a major roadway would also reduce exposure to carcinogens in traffic-related air pollution, the recommendation is primarily based on exacerbation of cardiovascular and respiratory diseases from traffic-related air pollutants, as well as measurements made in a few studies of decreasing concentrations of traffic-related air pollutants with distance from a freeway. The wording in paragraph 2 on page 9 incorrectly mixes this recommendation with a statement regarding background cancer risks in the basin.
8. It is not clear that the report considered that the southbound Highway 99 interchange with I-5 is elevated and thus that vehicular emissions from that portion of the highway should probably be modeled differently from emissions that occur at the same ground level as the proposed residences.

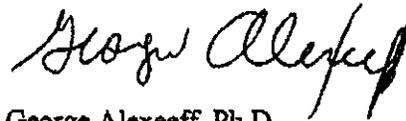
Although not covered in the materials reviewed by OEHHA, an environmental nuisance associated with vehicle traffic is noise. Vehicular noise from I-5 and Highway 99 will occur around the clock and will likely increase with time. Even the nearby Sacramento Airport has a quiet time from midnight to 6 am. The noise can be a continual reminder of the vehicle pollution and 209 feet is quite close to the noise from the freeway, even with mitigation. Sound walls and trees planted in tiers are likely to mitigate both noise pollution and particulate pollution.

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OEHHA is mandated by the Children's Environmental Health Protection Act of 1999 to consider the sensitivities of infants and children in its risk assessments. The recommended 500-foot setback from schools and major highways is a practical measure to protect infants and children from vehicular air pollution. Infants and children are more susceptible to carcinogenic effects of some air pollutants, as well as to some noncancer health effects. OEHHA is revising our risk assessment guidelines to reflect this, but it should be noted that the Greenbriar assessment has not taken this into account.

If you should have any questions, or would like to discuss OEHHA's comments, please call Dr. Melanie Marty of my staff at (510) 622-3150, or you may call me at the same number.

Sincerely,



George Alexeeff, Ph.D.
Deputy Director for Scientific Affairs

cc: Joan E. Denton, Ph.D.
Director

Office of Environmental Health Hazard Assessment



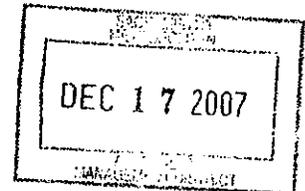
Linda S. Adams
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Arnold Schwarzenegger
Governor

December 11, 2007



Mr. Larry Greene
Air Pollution Control Officer
Sacramento Metropolitan Air Quality Management District
777 12th Street, 3rd Floor
Sacramento, California 95814-1908

Subject: Review of the Recirculated Draft EIR for Greenbriar Project

Dear Mr. Greene:

In July the District requested assistance from Dr. Joan Denton, the Director of the Office of Environmental Health Hazard Assessment (OEHHA), in evaluating the Recirculated Draft Environmental Impact Report (DEIR) for the Greenbriar Farms development, which involves building 3,473 residences on 577 acres at the junction of Interstate-5 and Highway 99, north of Sacramento. The materials transmitted by the District were reviewed by OEHHA staff and a comment letter describing OEHHA's concerns was sent to the District on September 27, 2007 by Dr. George Alexeeff, Deputy Director for Scientific Affairs.

We identified several concerns about the document including: 1) Proposing the siting of residences 209 feet from the freeway instead of following the recommendation in the California Air Resources Board (CARB) April 2005 document "Air Quality and Land Use Handbook: A Community Health Perspective" that residences be located at least 500 feet from a major highway; 2) Not addressing risks for cardiovascular effects and asthma due to diesel exhaust and other emissions from the freeway; 3) Inappropriate use of yet-to-be realized emissions reductions in the health risk assessment; and 4) Inappropriate comparison of risk estimates with background risk. In addition, we were unable to reproduce the cancer risk estimates due to the lack of detailed information in the materials transmitted to us.

On October 25, 2007 Mr. Gary Rubenstein of Sierra Research sent the District a letter addressing OEHHA's concerns in a comment-response format. Unfortunately the responses to two of our comments are incomplete. In regard to our point 4, we believe that comparison of freeway risk with background is not appropriate. The freeway risk is in addition to the background risk, not part of it.

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Mr. Larry Greene
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Page 2

We also stated that there is a misconception in the DEIR of the reason behind CARB's recommendation to avoid siting residences nearer to freeways than 500 feet (point 2 above). Although increasing distance from a major roadway would also reduce exposure to carcinogens in traffic-related air pollution, the recommendation is primarily based on exacerbation of cardiovascular and respiratory diseases from traffic-related air pollutants, as well as measurements made in a few studies of decreasing concentrations of traffic-related air pollutants with distance from a freeway. The wording in paragraph 2 on page 9 of the DEIR incorrectly mixes this recommendation with a statement regarding background cancer risks in the basin. The consultant's response stated: "While we understand OEHHA's comment in this regard, the only quantitative analyses presented in CARB's land use guidance document that relates distances from freeways to health risks were both focused on diesel particulate matter as toxic air contaminants." However, on page 12 of CARB's document are several examples from the peer-reviewed medical literature of non-cancer risks that should be addressed, even if not quantifiable by the proponent. These include:

- Reduced lung function in children was associated with traffic density, especially trucks, within 1,000 feet and the association was strongest within 300 feet (Brunekreef, 1997).
- Increased asthma hospitalizations were associated with living within 650 feet of heavy traffic and heavy truck volume. (Lin, 2000)
- Asthma symptoms increased with proximity to roadways and the risk was greatest within 300 feet. (Venn, 2001)
- Asthma and bronchitis symptoms in children were associated with high traffic in a San Francisco Bay Area community with good overall regional air quality (Kim, 2004).
- A San Diego study found increased medical visits in children living within 550 feet of heavy traffic (English, 1999).

OEHHA staff carried out one of the studies (Kim, 2004), which was confirmatory of studies already in the literature. There are many more studies demonstrating adverse respiratory and cardiovascular health effects resulting from exposures to traffic-related air pollutants.

As stated previously, the CARB Air Quality and Land Use Handbook is an attempt by state government to be proactive rather than reactive in protecting the public health. CARB and OEHHA used the best data available to recommend a setback for residences of 500 feet from a major highway. This recommendation was made by CARB and OEHHA staffs after review of the recent literature on particulate matter and adverse health effects, including asthma, on children and adults. Many studies now show elevated rates of asthma and asthma symptoms in children living near major roadways. Further, studies have shown increased risk of heart attack

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in adults exposed to traffic-related air pollutants. The EIR still does not address these risks from traffic-related air pollutants, including particulates; thus, the science regarding health effects of traffic-related air pollution has not been adequately considered in the EIR.

Mr. Rubenstein's letter also did not address OEHHA's comment about noise.

OEHHA is mandated by the Children's Environmental Health Protection Act of 1999 to consider the sensitivities of infants and children in its risk assessments. The recommended 500-foot setback from schools and major highways is a practical, proactive measure by public health officials to protect infants and children from vehicular air pollution. Infants and children are more susceptible to carcinogenic effects of some air pollutants, as well as to some noncancer health effects. OEHHA is revising our risk assessment guidelines to reflect this. We believe that the Greenbriar assessment has not adequately addressed this emerging public health concern.

If you should have any questions, or would like to discuss OEHHA's comments, please call Dr. Jim Collins of my staff at (510) 622-3150, or you may call me at the same number.

Sincerely,



Melanie A. Marty, Ph.D.
Chief, Air Toxicology and
Epidemiology Branch

cc: Joan E. Denton, Ph.D.
Director

George V. Alexeeff, Ph.D.
Deputy Director for Scientific Affairs

Council Meeting of January 15, 2008

Item # 19: Greenbriar

Documents submitted at meeting by applicant's project manager Phil Serna:

- a. Powerpoint presentation
- b. Inventory of e-mails and letters in support of project
- c. Map of Village Center Detail / Land Use

Greenbriar

(M05-046 / P05-069)

City of Sacramento **City Council Workshop (cont)** **Applicant Presentation**

January 15, 2008

Presented by Phil Serna
Project Manager

Presentation Outline

- **Project Chronology**
- **Project Philosophy**
- **Key Project Characteristics**
- **Project Challenges & Solutions**
- **Project Support & Endorsement**

Project Chronology

- December, 2004 – SACOG Board of Directors adopts SACOG *Blueprint Scenario* after many months of community outreach
- Summer 2005 – City of Sacramento City Council and Sacramento County Board of Supervisors unanimously agree to “concurrent processing” of SOIA and Air Quality Act (AQIA) and prepare a single EIR (co-lead agency joint preparation).
- July 29, 2005 – Applicant, FWS and DFG biologists visit project site to assess the prospect of habitat buffer along property’s western edge.
- Summer 2005 – Refinements made to land plan to include habitat buffer and riparian area. EIR project description.
- EIR (NOP to Final EIR: more than two years to complete)
 - Draft EIR – July 19, 2006
 - Recirculated DEIR #1 (*Air Quality and Hydrology* in response to concerns about flood concerns) – November 14, 2006
 - Recirculated DEIR #2 (*Transportation* in response to concerns about cumulative roadway impacts) – April 10, 2007
 - Final EIR – August 17, 2007

Project Chronology (cont'd)

- Late Summer 2005 to July 19, 2006 – NBHCP Effects Analysis including active solicitation of resource agency comments (part preparation).
- 2006 & 2007 – Applicant working closely with City, LAFCo, SH staff prepares/refines documents and maps for local agency comment while EIR is prepared:
 - General Plan Amendment
 - Rezoning
 - NNCP Amendment (boundary adjustment only)
 - PUD Establishment
 - PUD Guidelines
 - Finance Plan
 - Inclusionary Housing Plan
 - Sphere of Influence Amendment
 - Municipal Services Review
 - Joint Vision Open Space Mitigation Proposal
 - Airport Land Use Commission Override (proposed LRT station)

Project Chronology (cont'd)

- March 8, 2007 – Applicant, City and LAFCo staff commence joint meeting with U.S. Fish & Wildlife Service, and Department of Fish & Game to vet project strategy, and discuss project-specific HCP: on-going.
- September 19, 2007 – Following completion of Final EIR and Mitigation Services Review, Sacramento LAFCo approves Sphere of Influence Amendment (including MSR) and certifies Final EIR.
- July 19, 2007 to November 8, 2007 – City of Sacramento Planning Commission considers project; recommends denial 5 to 3; one planning commissioner recuses himself after attending at least one earlier hearing as planning commissioner.
- January 8, 2008 – City staff and EIR consultant share detailed information during City of Sacramento City Council Workshop; applicant speaks.
- January 15, 2008 – PFP (afternoon mtg.); Continuation of City of Sacramento City Council Workshop and public testimony.
- January 22, 2008 – Noticed City of Sacramento City Council Public Hearing; City staff and applicant respond to issues raised; Council may enter the request for legislative entitlements.

Project Chronology (cont'd)

- January 29, 2008 – City of Sacramento City Council may take override CLUP (proposed light rail station only).
- March 5, 2008 – Sacramento LAFCo may consider request for
- 2008 (on-going) – Applicant and local agency staff will continue state and federal resource agencies regarding project-specific preparation of Environmental Impact Statement.

Project Philosophy

- Use recently adopted *Blueprint* Principles and Scenario as a design road map.
- Objective: Plan and implement a **model new one based on Blueprint Principles**; i.e., ‘Smart Growth’ the way our region – through ample community input – has defined it. Not store-bought smart growth; home-grown.
- Plan from the “inside out” around proposed DN extension and station site. Use “Transit Center” model to plan appropriate densities, uses and pedestrian amenities.
- Take advantage of our geography and context to integrate with nearby land uses.

Key Project Characteristics

- Opportunity to use transit/density/affordability as project focus.
- Greenbriar plan complements developing Metro office/light industrial project; housing and employment.
- Greenbriar proposes an unprecedented amount of mitigation for special status species, open space, and agriculture.
- The Greenbriar plan is designed to be inclusive of different housing types, including low- and very low-income; mostly medium density first time- and move-up buyers: affordability by design. No gaps anywhere in the community – lakewalk access for everyone.

Key Project Characteristics

- Project development costs are approximately 20% higher across the board compared to the North Natona Community Plan; e.g., more intense mitigation for species, including more than half-to-one just for hawk, and 1:1 for open space per the NJV MOU; multi-million dollar supplemental school fee agreement with RLUSD.
- Project development costs for a medium-density Greenbriar home are about the same as for a large NNCP home; difficult to maintain affordability on small lots, cost per acre increases.

Project Challenges & Solutions

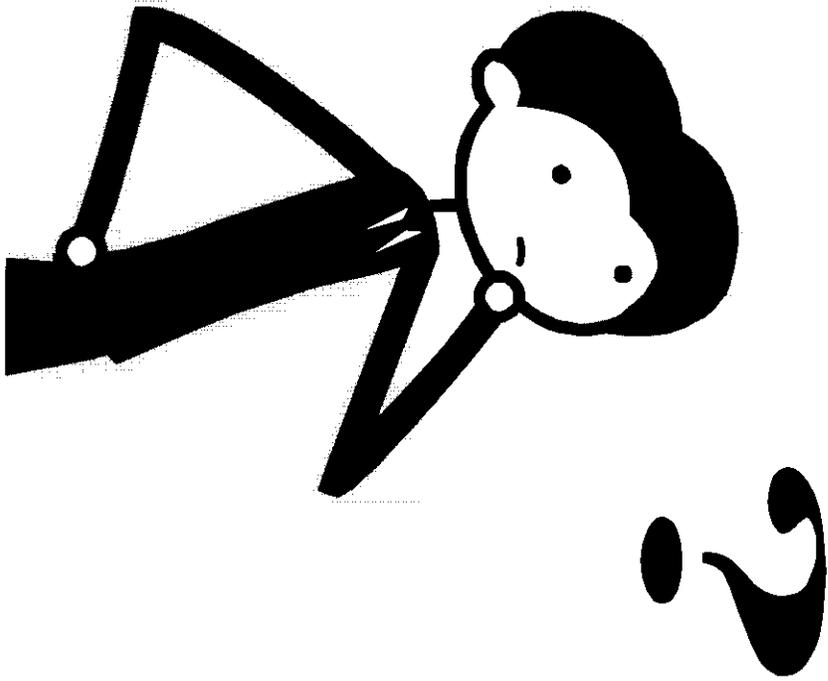
- Airport overflight constraints – project density lies east of geographic center, away from overflight area.
- Project is within the Natomas Basin:
 - Habitat – Completed an Effects Analysis and proposed quantity, quality and functionality of mitigation components NBHCP.
 - Flood threats – Applicant agrees not to pursue vertical construction until and unless the property has 100-year SAFCA plan: 200-year protection by 2013.
 - Open Space and Agriculture – Project is first project to meet Natomas Joint Vision 1:1 mitigation.
- Per the City's Mixed Income Housing Ordinance, projects must provide proportional share of low- and very-low income housing opportunities – Project accomplishes this and satisfies City goals: three sites, 449 total units, 142 for seniors.

Project Support & Endorsements

- **Sacramento City Council and LAFCo** – In 2005 both unanimously endorse processing of SOI Amendment and Annexation, and joint-preparation of EIR.
- **Sacramento LAFCo** – Approves Sphere of Influence Amendment and Municipal Review, and certifies Environmental Impact Report on September 19, 2007.
- **SACOG / *Blueprint*** – Mike McKeever, Executive Director
 - Two letters of strong support, and testimony in support of project at Sacramento and City Planning Commission.
- **Regional Transit**
 - Former RT CEO and General Manager, Dr. Beverly Scot testifies in support of processing of SOI amendment/annexation/EIR.
 - Current RT Interim General Manager, Mike Wiley co-signs strong letter in support of project (w/Mike McKeever) and testifies in support of SOI amendment.
 - RT provides ample public testimony in support of project at Planning Commission hearings.

Project Support & Endorsements (cont'd)

- **Sacramento Metropolitan Air Quality Management District** – Larry Green, Pollution Control Officer, submits letter of support to City of Sacramento and speaks in support of project at Planning Commission hearing.
- **Caltrans** – Deputy District Director, Wayne Lewis issues letter to City of Sacramento and LAFCo supporting proposed mitigation for traffic congestion on local highway (SR 70/99).
- **North and South Natomas Transportation Management Associations** – Submit letters of support to City of Sacramento.
- **Rio Linda Union School District** – Superintendent Frank Porter and two parents from the RLUSD PTA testify in support of project at Planning Commission hearing.
- **Sacramento Metropolitan Chamber of Commerce** – Strongly endorses project. Submit letters of support and testimony supporting SOI Amendment, approval of MCE Review and certification of EIR, and City approvals at previous workshop.
- **Ethnic Chambers of Commerce** – All submit strong letters of support.
- **Friends of Light Rail** – Strong letter of support.



INVENTORY OF E-MAILS AND LETTERS
IN SUPPORT OF GREENBRIAR PROJECT

Letter	Dated
Alexis Jones	9/8/2007
Judith Levy	9/10/2007
Kelly Hughes	9/13/2007
William James	9/14/2007
Sabine Bever	9/14/2007
Sally Pettigrew	9/15/2007
Ted Gibson	9/16/2007
Patrick Robrecht	9/17/2007
Gina McKeever	9/17/2007
Belle Mertz	9/18/2007
David Huhn	9/18/2007
Marc & Allison Thomas	9/18/2007
Michael Rockenstein	9/18/2007
Pedro Martinez	No Date
Rio Linda Union School District	9/19/2007
Ed Cox, Comment on TSM Measures	9/26/2007
North Natomas TMA	10/10/2007
South Natomas TMA	10/10/2007
Sacramento Area Council of Governments	10/11/2007
Regional Transit & SACOG	10/24/2007
Sacramento Asian Chamber of Commerce	No Date
Sacramento Metropolitan Chamber of Commerce	9/19/2007
Sacramento Metropolitan Chamber of Commerce	1/4/2008
Sacramento Hispanic Chamber of Commerce	12/18/2007
Sacramento Black Chamber of Commerce	1/7/2008
Friends of Light Rail	12/10/2007

September 8, 2007

Chairperson
Sacramento LAFCO
1112 I Street, Suite 100
Sacramento, CA 95814

SUBJECT: Please support Greenbriar

Dear Chairperson,

My housemate and I moved to North Natomas about two years ago. It is very frustrating to be so isolated and we would like more options nearby. We cannot even buy gas without driving several miles. It is tedious to have to go down Del Paso to get anything.

We live east of Highway 99 in the Regency Park development and are excited for the retail that Greenbriar will bring. It will be convenient to travel a short distance to do our grocery shopping or get a bite to eat at one of the restaurants. With Greenbriar so close to home, I could ride my bike instead of drive and also enjoy the area parks and public lake.

I am eager to welcome my new neighbor and enjoy what it has to offer. Please help make Greenbriar a reality and approve this much desired development quickly.

Thank you,



Alexis Jones
North Natomas Resident

Copies: Planning Commissioners
City Council

September 10, 2007

Charles T. Rose,
Chairperson
Sacramento LAFCO
C/o Peter Brundage, Executive Officer
1112 I Street, Suite 100
Sacramento, CA 95814

RE: Please Approve Greenbriar

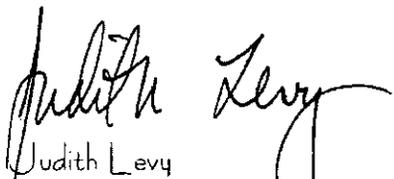
Dear Charles Rose:

Please approve the Greenbriar project in North Natomas

As an area resident, I support any project that can make rapid transit to the airport a reality. For too many years there has been talk of light rail to the airport but nothing. This line will benefit Natomas and regional residents alike. With light rail, we will no longer have to rely on taxis or our cars to get to the airport; nor will we have to rely on congested commutes into downtown. We simply need light rail in Natomas.

I understand that Greenbriar is a critical link in getting funding for the future light rail line. So, to support Greenbriar is to support the future Natomas light rail which is a good thing. For this, I urge you to approve the Greenbriar project.

Sincerely,



Judith Levy
Heritage Park Homeowner, and
Downtown Business and Property Owner

September 13, 2007

Charles T. Rose, Chairperson
Sacramento LAFCO
C/O Peter Brundage, Executive Officer
1112 I Street, Suite 100
Sacramento, CA 95814

Re: Support for Greenbriar Project and Future Natomas Light Rail

Dear Mr. Rose,

Various articles about the Greenbriar project in North Sacramento have been in the Sacramento Bee in the past few years. Tuesday's "Connecting Communities" ad in the newspaper prompted me send you this letter of support for the Greenbriar project.

As a resident of Natomas, I am very eager for light rail and expanded transit to be a greater part of my community. I believe the approval of the Greenbriar project will help support and stimulate the funding, development and construction of the Natomas light rail line.

I very much support the Greenbriar project and ask that you approve this transit-friendly development.

Should you have any questions, please telephone me at (916) 923-5387.

Sincerely,



Kelly Hughes
Homeowner

Cc: Sacramento City Planning Commissioners
Sacramento City Council Members
Sacramento Bee

The Hughes Family
3070 Bridgeford Drive
Sacramento, CA 95833

Brundage. Peter

From: William James [bpcjames@sbcglobal.net]
Sent: Friday, September 14, 2007 3:07 PM
To: Thorpe. Diane; Brundage. Peter; redbanes@comcast.net; mnotestine@mognot.com; planning.samuels@yahoo.com; blw2@mindspring.com; dwoo@insurance.ca.gov; jyee@oyarch.com; john.w.boyd@kp.org; hfargo@cityofsacramento.org; rtretheway@cityofsacramento.org; ssheedy@cityofsacramento.org; rkfong@cityofsacramento.org; lhammond@cityofsacramento.org; kmccarty@cityofsacramento.org; rwaters@cityofsacramento.org; bpannell@cityofsacramento.org
Cc: bmoore@sacbee.com
Subject: re: Greenbriar Project, Mass Transit, & Taxes

14 September 2007

Dear LAFCo Commissioners, Sacramento City Council Members, and Sacramento City Planning Commissioners:

My name is Dr. William James. In addition to being an educator and a downtown Sacramento resident, I am also a homeowner. There are taxes, fees, and assessments that are regularly, and rightfully, levied against my home. I do not argue against these, because I know that they are needed for the proper functioning of our society. However, just because money needs to be spent on the public weal does not mean that it must of necessity come from taxpayers.

Without a doubt, Sacramento needs pleasant, secure, and affordable mass transportation from the airport to its urban core to be considered a world class city. The Greenbriar project by offering to help fund this necessary project relieves taxpayers like me of whatever portion of the obligation they voluntarily choose to take on. Further, by the very nature of transit oriented development, ridership on Sacramento's mass transit system can reasonably be expected to increase beyond that which would occur simply by extending light rail to the airport. This increase in ridership will provide additional revenues, further reducing the tax burden on homeowners such as myself.

I urge your strong support of the Greenbriar project.

Sincerely,

William James, Ph.D.
2717 2nd Avenue
Sacramento, CA 95818

Sabine Bever
6301 Elkhorn Manor Dr.
Rio Linda, CA 95673

September 14, 2007

Mr. Charles Rose
Sacramento LAFCO
C/o Peter Brundage
1112 I Street, Suite 100
Sacramento, CA 95814

Re - Letter of Support for Greenbriar

Dear Mr. Rose,

I understand that you are one of several officials currently reviewing the Greenbriar project proposed in North Sacramento. This letter is written in support of the Greenbriar project.

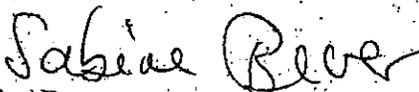
I have been a resident of Rio Linda for the past eight years and can tell you that we are woefully deficient in neighborhood restaurants, retail shops and grocery stores. The Greenbriar project will provide the opportunity for these desired restaurants and shops to locate in North Sacramento.

In addition, the project will enhance our North Sacramento area with more parks and open space.

The development of light rail transit to North Sacramento would also be a highly desired feature as I work in downtown Sacramento and I would appreciate the ability to utilize the light rail as a commute option.

Please support the Greenbriar project and approve this development. I am also sending a copy of this letter to the Mayor of Sacramento. If you have any questions, you may call me at 991-5453.

Respectfully,


Sabine Bever

cc: Mayor Fargo

September 15, 2007

Mr. Rose and Mr. Brundage
LAFCO
1112 I Street, #100
Sacramento, California
95814

Greenbriar

Dear Sirs:

Please approve the retail and neighborhood services, and new houses in the Greenbriar project. The school and parks will be very nice for new families moving to the area.

I live in the adjacent Hamptons development and would love to have a grocery store at Elkhorn Blvd. We need more services up here.

Thank you.


Sally Pettigrew

September 16th

Mr. Charles Rose
LAFCO
c/o Peter Brundage
1112 I Street, Suite 100
Sacramento, Calif.
95814

Request: Please Approve Greenbriar

Mr. Rose:

I am a tax payer and a senior citizen.

I would like to ask you to approve the Greenbriar project. Anything that helps bring rapid transit to our area and to the airport is positive for our neighborhood. We need good public transit to the airport and to jobs to provide for those that do not have cars, and to help reduce traffic.

Yours sincerely,



Ted Gibson
Taxpayer
2384 Cotterdale Alley
Sacramento, Calif.
95835

c. City Council and Supervisors

From: "Patrick Robrecht" <pcrobrecht@earthlink.net>
To: <diane.thorpe@saclafco.org>, <peter.brundage@saclafco.org>, <redbanes@comcast.net>, <mnotestine@mognot.com>, <planning.samuels@yahoo.com>, <blw2@mindspring.com>, <dwoo@insurance.ca.gov>, <jyee@oyarch.com>, <john.w.boyd@kp.org>, <hfargo@cityofsacramento.org>, <rtretheway@cityofsacramento.org>, <ssheedy@cityofsacramento.org>, <rkfong@cityofsacramento.org>, <lhammond@cityofsacramento.org>, <kmccarty@cityofsacramento.org>, <rwaters@cityofsacramento.org>, <bpannell@cityofsacramento.org>
Date: 9/17/07 8:18PM
Subject: Greenbriar Project

To: Sacramento City Council Members, Sacramento City Planning Commissioners and LAFCo Commissioners

I grew up in this area, and have seen it change. What were once farm lands have given way to massive growth in residential housing. These houses lack the character often found in traditional housing developments. It is for this reason that I support the Greenbriar project.

Greenbriar is to be celebrated. It preserves open space and follows the concepts of smart growth in ways that all other projects in this region should be required to follow for some time to come. A mixture of residential office and retail means that density in housing units per square mile is greater, and thus less land is needed for the same number of people. For too long developers have claimed that this type of development is not feasible, and that the economics of home-building in our region simply will not permit this type of community to be economically viable. The construction of the Greenbriar project will positively change the dynamics of the current development trends.

Help preserve the character of the region I grew up in by supporting the smart growth Greenbriar project.

Sincerely,
Patrick C. Robrecht, MBA

CC: <bmoore@sacbee.com>

Arwen Wacht - In Support of Greenbriar Project

From: "Gina S. McKeever" <gsmckeever@hotmail.com>
To: <diane.thorpe@saclafco.org>, <peter.brundage@saclafco.org>, <redbanes@comcast.net>, <mnotestine@mognot.com>, <planning.samuels@yahoo.com>, <blw2@mindspring.com>, <dwoo@insurance.ca.gov>, <jyee@oyarch.com>, <john.w.boyd@kp.org>, <hfargo@cityofsacramento.org>, <rtretheway@cityofsacramento.org>, <ssheedy@cityofsacramento.org>, <rkfong@cityofsacramento.org>, <lhammond@cityofsacramento.org>, <kmccarty@cityofsacramento.org>, <rwaters@cityofsacramento.org>, <bpannell@cityofsacramento.org>
Date: 09/17/2007 3:02 PM
Subject: In Support of Greenbriar Project
CC: <bmoore@sacbee.com>

Dear LAFCo Commissioners, Sacramento City Council Members and Sacramento City Planning Commissioners:

I am a north Natomas resident who respectfully requests your support of the Greenbriar project.

Living in north Natomas for more than five years, I have watched this area grow from open fields to acres of housing developments. But where are the restaurants, the retailers and the grocery stores to serve our consumer needs? It is no wonder that the roadways leading to the few retail options in places like Park Place and Natomas Marketplace/Promenade are congested. But from what I have learned about Greenbriar, it will not only give us other shopping options but also help facilitate the desperately needed light rail link to help ease Natomas traffic.

I am excited about what Greenbriar can do for our growing community and I hope that you share in my excitement by supporting this significant development.

Sincerely,
Gina McKeever
North Natomas Resident

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SEPTEMBER 18, 2007

CHARLES T. ROSE
CHAIRPERSON
SACRAMENTO LAFCO
1112 I STREET, SUITE 100
SACRAMENTO, CA 95814

DEAR MR. ROSE,

AS A SENIOR CITIZEN I URGE YOUR APPROVAL OF THE GREENBRIAR PROJECT.

I LIVE IN THE ADJACENT HAMPTON'S DEVELOPMENT. WITH THE GRAYING OF THE
POPULATION (MYSELF INCLUDED), THERE IS GREAT NEED FOR SENIOR HOUSING.
WE ALSO NEED TO HAVE THE LIGHT RAIL SERVICE TO OUR AREA AND THE AIRPORT. I HAVE
LONG SINCE GIVEN UP DRIVING AND MY DAUGHTER AND I WOULD WELCOME THE CHANCE TO
USE RAIL TO THE AIRPORT

RESPECTFULLY,



BELLE MERTZEL
36 CAMROSA
NORTH NATOMAS

From: "David Huhn" <dhuhn@lawsondb.com>
To: <planning.samuels@yahoo.com>
Date: 9/18/07 3:35PM
Subject: Support for Greenbriar

Dear Sacramento City Planning Commissioners , LAFCo Commissioners and Sacramento City Council Members ,

I am writing to you to voice my support for the Greenbriar project. Sacramento needs the light rail extension to the airport that Greenbriar will help make a reality. Beyond that, Greenbriar is a wonderful example of the type of smart growth, Transit Oriented Development that our area truly needs.

As an avid cyclist, the bicycle friendly design that the Greenbriar developer is pioneering in our area is the critical missing link in promoting a better quality of life. In Greenbriar even a non-cyclist would be able to go to work, go to the grocery and visit a store, all without an automobile. This is not just about reducing vehicle miles or pollution, it is about enabling a lifestyle change where one can live, work and play largely without the need of a car. Other places have this down pat, why shouldn't we have access to mixed use community designs like the Dutch have had for years.

Finally, anyone can see that a proposal like this is visionary, and isn't just another blob of sprawl dropped in our community. It is projects like Greenbriar that are needed if we are not to become just another L.A. This is ultimately why support of Greenbriar is needed: because if we cannot do this now, when will we get to the point when we can have this type of community? If this program is shot down now, when it does everything that a great community plan is supposed to do, what will we see from other developers?

Thanks you in advance for your support of the Greenbriar project.

Yours,

From: "Marc" <mbtrcimi@gmail.com>
To: <diane.thorpe@saclafco.org>, <peter.brundage@saclafco.org>, <redbanes@comcast.net>, <mnotestine@mogot.net>, <planning.samuels@yahoo.com>, <blw2@mindspring.com>, <dwoo@insurance.ca.gov>, <jyee@oyarch.com>, <john.w.boyd@kp.org>, <hfargo@cityofsacramento.org>, <rtrethaway@cityofsacramento.org>, <ssheedy@cityofsacramento.org>, <rkfong@cityofsacramento.org>, <lhammond@cityofsacramento.org>, <kmccarty@cityofsacramento.org>, <rwaters@cityofsacramento.org>, <bpannell@cityofsacramento.org>
Date: 9/18/07 8:41PM
Subject: Support for Greenbriar

Dear LAFCo Commissioners, Sacramento City Planning Commissioners and Sacramento City Council Members:

I write to you not just as a north Natomas resident, but also as a homeowner, a taxpayer, a husband, and a father. It is for all of these reasons that I support the Greenbriar project.

As a north Natomas resident I must say that nothing excites me about this project more than its ability to help make light rail to the airport a reality. As a taxpayer and homeowner though, nothing excites me as much as a project that helps make light rail to the airport a reality with someone else's money. To my knowledge there aren't too many other instances in recent Sacramento development history where a developer has voluntarily offered substantial assistance in the expansion of our collective mass transit system as a part of a proposed development. It doesn't seem very sensible to me to turn down an offer like this for a system that we desperately need.

As a husband and north Natomas resident another facet of the Greenbriar project that deeply appeals to me is the introduction of more retail into my neighborhood. Moreover, due to the transit oriented development nature of the Greenbriar project the retail that is part of Greenbriar looks like it will have less traffic associated with it than standard retail developments would elsewhere. I place this type of outcome in the "best of both worlds" category.

I urge you to support Greenbriar as I do.

Sincerely,

Marc and Alison Thomas

North Natomas Homeowners

CC: <bmoore@sacbee.com>

From: "rockusc@jps.net" <rockusc@jps.net>
To: <jyee@oyarch.com>, <john.w.boyd@kp.org>, <hfargo@cityofsacramento.org>, <diane.thorpe@saclafoo.org>, <peter.brundage@saclafoo.org>, <redbanesjyee@oyarch.com@comcast.net>, <mnotestine@mognot.com>, <planning.samuels@yahoo.com>, <blw2@mindspring.com>, <dwoo@insurance.ca.gov>
Date: 9/18/07 4:24PM

Dear LAFCo Commissioners, Sacramento, City Council Members and Sacramento City Planning Commissioners:

I am writing you in support of the Greenbriar project. For the last 3 years, I have been a member, and am currently Vice Chairperson, of the Sacramento City Unified School District Bond Oversight Committee. Our responsibility is to insure the wise and legal use of bond funds approved by voters. In such a capacity, I have become intimately aware of the funding challenges that confront public officials when looking at capital outlay projects.

It is in light of this experience that I write you. More than any other project that I know of, Greenbriar shows how a committed developer can voluntarily design a community so as to lessen the burden on taxpayers in the surrounding community. Greenbriar is of course outside the Sacramento City Unified School District, but that does not mean that I cannot see the value of the contribution towards the new K-6 school that Greenbriar has proposed. Beyond the school, Greenbriar includes parks that do not need to be paid for by a Recreation and Parks District, and a substantial contribution towards the Downtown-Natomas-Airport light rail extension. That all of this comes at a time when revenues from other building fees are looking to be reduced makes it even more impressive.

Please support Greenbriar.

Sincerely,

Michael Rockenstein

Sacramento

mail2web LIVE – Free email based on Microsoft® Exchange technology - <http://link.mail2web.com/LIVE>

CC: <rtretheway@cityofsacramento.org>, <ssheedy@cityofsacramento.org>, <rkfong@cityofsacramento.org>, <lhammond@cityofsacramento.org>, <kmccarty@cityofsacramento.org>, <rwaters@cityofsacramento.org>, <bpannell@cityofsacramento.org>

Charles T. Rose,
Chairperson
Sacramento LAFCO
C/o Peter Brundage, Executive Officer
1112 I Street, Suite 100
Sacramento, CA 95814

Topic: More Transit and Light Rail Service in North Natomas – Approval Needed for Greenbriar

Dear Charles Rose,

Please approve the Greenbriar project in North Sacramento. This project appears to be well-planned and will bring more preferable transit and light rail to North Natomas.

I am very much in favor of getting more transit services for the North Natomas area. Traffic in our neighborhoods and on the highway (Highway 99 and interstate 5) continues to increase and the light rail extension is a positive solution that can provide a serious benefit for Sacramento.

I understand that the Greenbriar development will donate nearly six and one half acres of land for the future use of the light rail line and the project will be designed to generate a significant number of light rail riders.

I am also in favor of the Greenbriar project because it will add many acres of parks, a public lake and open space for Sacramento residents.

Your approval of this project will help to further the transit opportunities for North Natomas residents. Please vote to approve this project. I can be reached at (916) 804-1880, if you have any questions.

Sincerely,

Pedro Martinez
North Natomas Resident/Homeowner

Copies: Planning Commissioner
City Council Members
The Sacramento Bee

From: "Frank Porter" <Frank.Porter@rlusd.org>
To: <bpannell@cityofsacramento.org>, <hfargo@cityofsacramento.org>, <kmccarty@cityofsacramento.org>, <lhammond@cityofsacramento.org>, <rkfong@cityofsacramento.org>, <rtretheway@cityofsacramento.org>, <rwaters@cityofsacramento.org>, <ssheedy@cityofsacramento.org>, <redbanes@comcast.net>, <dwoo@insurance.ca.gov>, <john.w.boyd@kp.org>, <blw2@mindspring.com>, <mnotestine@mognot.com>, <jyee@oyarch.com>, <diane.thorpe@saclafo.org>, <peter.brundage@saclafo.org>, <planning.samuels@yahoo.com>
Date: 9/19/07 10:25AM
Subject: 9-19-07 - LAFCO Hearing - Greenbriar development- RLUSD Support

Dear LAFCO Board Members:

The Rio Linda Union School District (RLUSD) Board of Trustees and North Natomas 575 Investors LLC have reached agreement on both a Memorandum of Agreement and a Mutual Benefit agreement to provide for the construction of a new elementary school in the proposed Greenbriar development. These agreements were approved in July-August 2006 by both the RLUSD Board of Trustees and North Natomas 575 Investors LLC. These agreements provide supplemental mitigation payments to purchase land and construct a new elementary school in the Greenbriar neighborhood to serve this new proposed development.

RLUSD facilities and planning staff have worked with a design team of teachers, parents, management staff, and the district's architect to develop an initial conceptual design for the proposed school site. The Rio Linda Union School District looks forward to building a new elementary school to serve the families and children in the proposed Greenbriar development.

We appreciate the willingness of the North Natomas 575 Investors LLC to enter into this supplemental fee agreement to provide adequate funding for a new elementary school in this proposed new community.

Sincerely,

Frank Porter,
Superintendent
Rio Linda Union School District
627 "L" Street
Rio Linda, CA 95673

Telephone: 916-566-1600, ext.1334
Fax: 916-991-6593
E-mail: frank.porter@rlusd.org

"A learning community supporting extraordinary achievement for children."

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all copies of this communication, including attachments, without reading them or saving them to disk. Thank you.

CC: <bmoore@sacbee.com>



DEPARTMENT OF
TRANSPORTATION

CITY OF SACRAMENTO
CALIFORNIA

915 J STREET
ROOM 2000
SACRAMENTO, CA
95814-3604

ENGINEERING SERVICES
DIVISION

PH 916 808-8200
FAX 916-808-8357

September 26, 2007

The Hoyt Company
660 J Street, Suite 444
Sacramento, CA 95814
Attn: Heidi Endsley

SUBJECT: Greenbriar Development

Dear Heidi,

As you know, developments projects for employment centers that have 100 or more employees are required to submit Transportation Systems Management plans prior to approval for building permits. This requirement applies to developments within the city limits.

Thank you for allowing me to make an early review and comment on the proposed Greenbriar development in November 2005. Overall, I have been impressed with the commitment by the project to making bike, pedestrian and transit connectivity. Having made some suggestions for improving the project, I am pleased to see that most of the ideas that I expressed were incorporated as changes. These included the following:

- Adding bike lanes on Meister Way, including the overcrossing of Highway 99,
- Incorporating city standard sidewalks separated from the curb with tree planters,
- Bridge connectivity over the water features,
- Improved north-south connectivity between Elkhorn Boulevard and the village center,
- Additional crossing points over Meister Way,
- Public access to the pathways that run along all of the water features, and
- An off-street bike trail along the east and south boundaries of the proposed project.

I feel that the changes made to the plan will be beneficial to bicycle and pedestrian users. I look forward to seeing these items as the project moves forward through its approval process.

Sincerely,

Edward Cox
Program Analyst



▶ NORTH NATOMAS TRANSPORTATION MANAGEMENT ASSOCIATION
1930 Del Paso Road, Suite 121 | Sacramento, CA 95834 | P: (916) 419-9955 | F: (916) 419-0055

October 10, 2007

Joseph Yee, Chairperson
Planning Commission
City of Sacramento
1731 J Street, Ste. 200
Sacramento, CA 95814

Dear Mr. Yee,

We have met with the developers of Greenbriar earlier this year and now appreciate the opportunity to comment on this project.

Overall we find the project's commitment to bike, pedestrian and transit connectivity impressive and consistent with the plans of North Natomas development. With the North Natomas community of 33,000 residents and 10,000 employees just southeast of the proposed Greenbriar project, good attention to bike, pedestrian and transit infrastructure and services will be paramount in lessening the impact on the North Natomas community.

This project has very positive implications for the Downtown-Natomas-Airport future light rail line and early estimates indicate it could enjoy one of the highest riderships on the light rail system. Approval of Greenbriar is particularly important as its population significantly enhances the viability of this line to secure federal funding.

I look forward to seeing more of about this project as it moves forward through the approval process.

Regards,

A handwritten signature in black ink that reads 'Becky Heieck'.

Becky Heieck
Executive Director

CC: Sacramento Planning Commission, Sacramento City Council, LAFCo,
SACOG, Sacramento Regional Transit



October 10, 2007

Joseph Yee, Chairperson
Planning Commission
1731 J Street, Suite 200
Sacramento, California 95814

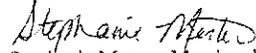
Dear Mr. Yee,

The South Natomas Transportation Management Association is pleased to support the Greenbriar project and endorse its approval.

Greenbriar is structured to conform to smart growth principles, is a transit oriented development and is consistent with the elements contained in the Joint Vision of both the City Council and Board of Supervisors. The project will improve the job and housing balance due to its proximity to Metro Air Park, a developing light industrial business park with 35,000 new jobs.

Our interest remains in supporting the development of meaningful transportation alternatives for South Natomas and the entire Sacramento region. Greenbriar will generate approximately 1,162 daily transit riders. Therefore Greenbriar will help in the region's efforts to secure the final leg of the DNA light rail extension project right of way and will support the zoning crucial to qualify for federal funds for the future light rail alignment to the airport. Consequently, the South Natomas Transportation Management Association unhesitatingly supports the City of Sacramento's annexation and approval of the Greenbriar project.

Respectfully yours,



Stephanie Merten, Membership Services Manager
South Natomas Transportation Management Association

CC. Sacramento Planning Commission, Sacramento City Council, LAFCo, SACOG,
Sacramento Regional Transit



October 11, 2007

City Planning Commission
City of Sacramento
915 I Street, 2nd Floor
Sacramento, CA 95814

Re: Greenbriar

The Planning Commission has made it clear that it is interested in the transit oriented development characteristics of the proposed Greenbriar project. I very much appreciate your commitment to thoroughly examining this issue before making your recommendation. It is critical that we boost transit ridership in this City and region. Any development project at any scale that is within ½ mile of an existing or planned light rail station should be studied carefully for its impacts on transit ridership.

Development densities, particularly housing densities, are a common metric to use to assess the transit ridership potential of a development. On this variable, the Greenbriar project falls somewhat short. Transit planners generally use a rule of thumb that projects should have minimum residential densities of 15 dwelling units per acre, and ridership gets much better at even higher densities. The Greenbriar densities are slightly higher than 15 dwellings per acre within ¼ mile, and slightly lower within ½ mile. I think that the primary reasons for this are the airport proximity issues, the land values at a location are pretty far from downtown Sacramento, and the fact that it is being developed near the edge of an urbanized area. (i.e., not in the middle of downtown).

However, no single metric can tell the whole story. For instance, there are 52 stations in our current light rail system. There is an average of 1,624 dwelling units within ½ mile of these stations. Greenbriar will have 2,367 dwelling units within ½ mile of the light rail station, 46% higher than the average of all stations in the current system. In fact, it would have more housing close to transit than all but eleven of the existing 52 stations.

The real metric that counts, of course, is transit ridership. Greenbriar also scores well here. Our travel modeling for the updated Metropolitan Transportation Plan projects that at build-out (before 2035) the Greenbriar stop would generate 1,994 boardings per day. We project 1,460 boardings at the average station on the Downtown to North Natomas to Airport (DNA) light rail line in 2035. Therefore, Greenbriar would generate about 37% more boardings than the average of the 14 stations on that line, and 10% of the approximately 20,000 daily boardings for the entire line. The travel model we are using for these projections is one of the most sophisticated in the country. We are confident these projections will be usable in the region's application for federal transit dollars to assist in building that line.

Again, thank you for your interest in the transit oriented development issue. I believe you can understand from the data presented above one of the primary reasons why I believe this project will assist in meeting the future public transportation needs of the region.

Sincerely,

Mike McKeever
Executive Director

Aucam
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Sacramento
Regional Transit

1400 29th Street
Sacramento, CA
95816
tel: 916.321.2800
www.sacr.com



October 24, 2007

Joseph Yee, Chair
Sacramento City Planning Commission
New City Hall
915 I Street, Third Floor
Sacramento, CA 95814

Dear Chair Yee and Members of the Planning Commission:

Sacramento Regional Transit District and the Sacramento Area Council of Governments have presented you with testimony about the significant transit ridership that would be generated by the Greenbriar project. In this letter, we add some detail about the timing of our pursuit of federal funds for this important project.

The current Federal Transportation Bill will need to be reauthorized by Congress in 2009. We will want Congress to specifically list the complete Downtown to North Natomas to Airport (DNA) light rail line as a project eligible for funding in that bill. There will be a great deal of activity in 2008 in preparation for the 2009 work. Most important for the prospects for DNA funding is that the Federal Transit Authority will be working on its list of light rail projects to recommend for inclusion in the bill. We expect them to complete their recommendations in mid to late fall, 2008. That means that we will be actively advocating with them through 2008 to include the DNA line on their recommended list. That process will start in a few short months.

As the travel model information we have presented you clearly shows, the inclusion of transit riders from the Greenbriar project will significantly improve our argument. Conversely, if the City decides to reject that project now, even if it intends to reconsider its decision at a future date, our argument will be significantly weakened. We will not be able to project riders from an unapproved transit-oriented project.

The DNA project is included in SACOG's existing MTP, and in the draft update to the MTP before the SACOG Board on Monday, October 29. It has been a very high priority project for RT for several years. It is also a high priority project for the City of Sacramento, demonstrated by the central role it plays in the North Natomas Community Plan. Recent polls and community workshop results clearly show the public's support for continued expansion of our region's light rail system.

Proceeding with Greenbriar now is an important component of helping the City and region to compete in very stiff competition for federal funding for this project. The magnitude of the issue is substantial - hundreds of millions of dollars. Please let us know if you have any questions about this information or our prior testimony.

Sincerely,

Mike McKeever
Executive Director
SACOG

Michael R. Wiley
Interim General Manager
Regional Transit



sacramento
ASIAN PACIFIC
chamber of commerce

sacasiancc.org

2012 H Street, Suite 202, Sacramento, CA 95814 - Phone: (916) 446-7883 - Fax: (916) 446-7098

Honorable Mayor Fargo and Councilmembers
Sacramento City Hall
915 I Street, 5th Floor
Sacramento, CA 95814

Re: The Greenbriar project

Dear Mayor Fargo and Councilmembers:

I am writing on behalf of the Sacramento Asian Pacific Chamber of Commerce to express our strong support for the Greenbriar project.

Located between the developing Metro Air Park light industrial/office complex and the North Natomas Community Plan, the Greenbriar project is a logical and well-reasoned addition to the City of Sacramento and will serve to enhance the urban landscape of North Natomas. The Chamber has taken the time to become familiar with the Greenbriar proposal and understand the project's unique characteristics that warrant our support.

As you are aware, Greenbriar was designed with the future Downtown-Natomas-Airport light rail extension in mind, including a station site centrally located within the project. The Chamber believes the DNA extension is critical to broadening our region's transportation alternatives and that appropriate development along the planned extension route is necessary to successfully implement light rail service in North Natomas. Greenbriar has been intentionally planned to complement the DNA extension with a wide variety of housing densities planned near and around the station site, including affordable and senior units. Nearly 80% of all housing within the project is located within 1/2 mile of the station site, and average residential densities within 1/4 mile of the station will exceed 17 dwelling units per acre.

Besides its support for public transit, Greenbriar also represents one of the first large-scale master-planned projects to incorporate SACOG's *Regional Blueprint* principles. Following many months of community input, the *Blueprint* suggests a more sustainable way to plan future communities based on expanding housing variety, providing transportation alternatives, preserving natural resources, and bringing jobs and housing closer together. Greenbriar achieves these laudable objectives with more than a dozen different housing types, light rail as the project's centerpiece, an extraordinary amount of habitat and open space preservation including satisfying the Joint Vision MOU – and the project would locate nearly 3,000 homes immediately adjacent to 38,000 jobs planned at the neighboring Metro Air Park employment center. Because of these and other project attributes, the Chamber sees Greenbriar as a model project for the City of Sacramento to approve in order to implement the *Blueprint*, and to responsibly plan the City's future.

I look forward to expressing the Chamber's endorsement for Greenbriar during the public hearing process. Should you have questions about our position, please don't hesitate to contact me.

Respectfully,

Patricia Fong Kushida
President/CEO

Pat Fong Kushida

cc: Sacramento LAFCo

9/19/07



metrochamber

SACRAMENTO METROPOLITAN
CHAMBER OF COMMERCE

September 19, 2007

The Honorable Charles Rose
Chair, LAFCO
1112 I Street, Suite 100
Sacramento, CA 95814

RE: Greenbriar Project

Dear Commissioner Rose:

The Sacramento Metro Chamber has completed a preliminary analysis of the Greenbriar project and believes it incorporates many of the smart growth principles included in the SACOG Blueprint preferred scenario. A thorough review of the project is underway.

Representing nearly 2,500 member businesses and business organizations in the six-county Sacramento region, the Sacramento Metro Chamber serves as the region's voice of business and is the leading proponent of regional cooperation on issues affecting business, economic development and quality of life. The Metro Chamber strongly encourages cooperation across jurisdictional lines to address important public policy issues that impact jobs and the economy.

Over the last several years, the Metro Chamber has been one of the main proponents the SACOG Preferred Blueprint Scenario. "Blueprint," as it is commonly known, provides a regional land use guide that encourages growth in a smarter, more responsible and coordinated way.

The Blueprint preferred scenario shows that if the Sacramento region grows in a more sustainable manner, we can minimize traffic congestion and serve to improve air quality. This approach also allows us to maximize the use of existing critical infrastructure that helps to support improved housing affordability.

By design, the Blueprint is only a guideline. In order for Blueprint to be successful, local land use agencies need to authorize projects that incorporate Blueprint densities and smart growth principles. We believe the Greenbriar project is consistent with the densities and smart growth principles contained within Blueprint.

The Greenbriar project includes:

- 389 acres of residential development
- 30 acres of neighborhood commercial uses
- 150 acres of parks and open space
- The Greenbriar project is a transit-oriented development. Greenbriar is in close proximity to a future light rail station and is expected to generate

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Wells Fargo Bank

Deborah Pacyna
Vice President, Public Affairs
Fishman-Hillard Inc.

Legal Counsel
Christopher Delfino
Attorney
Downey Brand Attorneys LLP

Treasurer
Warren Kashiwagi
Partner
Perry-Smith LLP

President & CEO
Matthew R. Mahood
Sacramento Metro Chamber

One Capitol Mall, Suite 300
Sacramento, California 95814

Phone 916.552.6800
Fax 916.443.2672

chamber@metrochamber.org

approximately 1,162 daily riders, which significantly enhances the viability of the Downtown/Natomas/Airport line and the ability to secure federal funding.

- The owners of the proposed development are donating 6.42 acres of land, valued at \$5.4 million for the exclusive use of the DNA Light Rail Extension project.
- The owners of the proposed development are underwriting the establishment of a Transportation Congestion Relief Fund administered by the City of Sacramento that could be used to ease highway traffic.

The Metro Chamber respectfully requests LAFCO approve the Greenbriar project as presented.

Sincerely,

A handwritten signature in black ink, appearing to read "Matthew R. Mahood". The signature is fluid and cursive, with the first name being the most prominent.

Matthew R. Mahood
President & CEO



metrochamber

SACRAMENTO METROPOLITAN
CHAMBER OF COMMERCE

January 4, 2008

Hon. Heather Fargo, Mayor
City of Sacramento
915 I Street
Sacramento, CA 95814

RE: Greenbriar Project

Dear Mayor Fargo:

On December 4, 2007 The Sacramento Metro Chamber Board of Directors formally reviewed and voted to endorse the Greenbriar project and believes it incorporates many of the smart growth principles included in the SACOG Blueprint preferred scenario. This endorsement followed a comprehensive review of the project by both our Land Use and Natural Resources Committee and Executive Committee. We strongly encourage the City Council to approve this project when it comes before the Council.

The Sacramento Metro Chamber is the largest, oldest and most prominent voice of business in the greater Sacramento area. Representing nearly 2,500 member businesses and business organizations in the six county Sacramento region, the Sacramento Metro Chamber serves as the region's leading proponent of regional cooperation and primary advocate on issues affecting business, economic development and quality of life.

Over the last several years, the Metro Chamber has been one of the main proponents of the SACOG Preferred Blueprint Scenario. "Blueprint," as it is commonly known, provides a regional land use guide that encourages growth in a smarter, more responsible and coordinated way. The Metro Chamber is a proud advocate of the The Blueprint preferred scenario as it shows that if the Sacramento region grows in a more sustainable manner, we can minimize traffic congestion and serve to improve air quality. This approach also allows us to maximize the use of existing critical infrastructure that helps to support improved housing affordability.

By design, the Blueprint is only a guideline. In order for Blueprint to be successful, local land use agencies and cities like Sacramento need to authorize projects that incorporate Blueprint densities and smart growth principles. We believe the Greenbriar project is consistent with the densities and smart growth principles contained within Blueprint.

Chair 2008
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California Public Affairs Manager
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Perry-Smith LLP

President & CEO
Matthew Mahood
Sacramento Metro Chamber

One Capitol Mall, Suite 300
Sacramento, California 95814

Phone 916.552.6800
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chamber@metrochamber.org

The Greenbriar project includes:

- 389 acres of residential development
- 30 acres of neighborhood commercial uses
- 150 acres of parks and open space
- The Greenbriar project is a transit-oriented development. Greenbriar is in close proximity to a future light rail station and is expected to generate approximately 1,162 daily riders, which significantly enhances the viability of the Downtown/Natomas/Airport line and the ability to secure federal funding.
- The owners of the proposed development are donating 6.42 acres of land, valued at \$5.4 million for the exclusive use of the DNA Light Rail Extension project.
- The owners of the proposed development are underwriting the establishment of a Transportation Congestion Relief Fund administered by the City of Sacramento that could be used to ease highway traffic.

The Metro Chamber respectfully requests the City of Sacramento to approve the Greenbriar project as presented.

Sincerely,

A handwritten signature in black ink, appearing to read "Matthew R. Mahood". The signature is fluid and cursive, with the first name "Matthew" being the most prominent.

Matthew R. Mahood
President & CEO

Cc: Sacramento City Council



December 18, 2007

Honorable Members
Sacramento City Council
City Hall
915 I Street, 5th Floor
Sacramento, CA 95814

Re: Greenbriar

Dear Mayor Fargo and Council members:

On behalf of the Sacramento Hispanic Chamber of Commerce, I herewith submit our endorsement of the proposed Greenbriar project located in North Natomas.

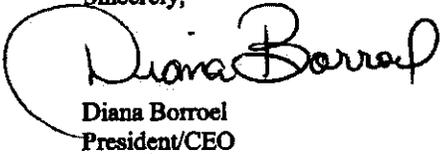
Having reviewed the Greenbriar proposal and what it has to offer the City of Sacramento and our region, The Sacramento Hispanic Chamber of Commerce (SHCC) finds it is a project deserving our support and that of the City Council. The project will serve as a catalyst for the extension of the Downtown-Natomas-Airport (DNA) light rail line, and the project's land uses have been designed to complement transit and to reflect months of community input provided through SACOG's *Blueprint* effort.

The Chamber also notes the support Greenbriar has received thus far, namely from four regional agencies: Sacramento LAFCo, The Sacramento Metropolitan Air Quality Management District, Regional Transit and SACOG. Other civic organizations have also issued their firm support of the Greenbriar proposal including the Sacramento Metropolitan Chamber of Commerce, the Asian Pacific Chamber of Commerce, the TMAs for both North and South Natomas, the Rio Linda Union School District and Friends of Light Rail. Like these organizations, the SHCC feels Greenbriar will enhance the City of Sacramento as a well-planned new addition to the Natomas community. It will offer a wide variety of housing for first-time and move-up home buyers and provide ample open space and habitat acreage. The project satisfies the City's Mixed-Income Housing Ordinance and will balance housing with local job growth expected from the neighboring Metro Air Park employment center.

Again, the Sacramento Hispanic Chamber of Commerce is pleased to register our support for Greenbriar and we strongly encourage the City Council to approve the project. Should you have questions about this transmittal, I would be happy to speak with you or address the Council in person at the upcoming public hearings.

Thank you for your consideration.

Sincerely,



Diana Borroel
President/CEO

cc: Sacramento LAFCo

Uniendo nuestra comunidad de comercio

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T (916) 486 7700 F (916) 486 7728

1491 River Park Drive, Suite 101
Sacramento, CA 95815

www.sachcc.org

Sacramento Black Chamber of Commerce

"TAKING CARE OF BUSINESS"

January 7, 2008

Honorable Members
Sacramento City Council
City Hall
915 I Street, 5th Floor
Sacramento, CA 95814

Re: Greenbriar

Dear Mayor Fargo and Councilmembers:

On behalf of the Sacramento Black Chamber of Commerce, I submit our endorsement for the proposed Greenbriar project.

Greenbriar is one of the first opportunities for the City of Sacramento to approve a large-scale master-planned community that was designed based on *Blueprint* planning principles. The project incorporates a wide variety of housing opportunities planned around a proposed light rail station, and the project's system of roadways is designed according to a more traditional grid pattern, avoiding standard suburban cul-de-sacs. The project site itself lies next door to the Metro Air Park employment center that is expected to generate nearly 40,000 jobs when completed. Greenbriar will improve the local jobs housing balance while at the same time providing a viable transportation alternative that minimizes dependence on single-occupant auto use. The City Council has been very supportive of the *Blueprint* and should approve this project in the interest of advancing one of the region's most sustainable project proposals.

The Sacramento Black Chamber of Commerce is pleased to register our support for Greenbriar project and we strongly encourage the City Council to approve the project.

Thank you for your consideration.

Sincerely,


Azizza Davis Goines
President/CEO



Friends of Light Rail & Transit
P.O. Box 2110
Sacramento, CA 95812
916.978.4045

December 10, 2007

Sacramento City Councilmembers
915 I Street
Sacramento, CA 95814

Dear Honorable Councilmembers:

On behalf of the Board of Directors of Friends of Light Rail & Transit (FLRT) I am offering this letter of support for the Greenbriar project in the Natomas community.

In October our board heard a presentation on the project from Brett Hogge, Riverwest Investments. Mr. Hogge shared details of the project, and as followup, completed our organization's Transit Oriented Development (TOD) Evaluation form. Our TOD Criteria and Evaluation sheet was created in 2002 in response to years of work in the region promoting TOD planning and development. Although our evaluation form is simple by design, we feel it addresses the key components of successful TOD projects.

The Greenbriar project scored well when reviewed using our evaluation sheet. To support the scoring, our staff further researched details of the project, including a review of information from both opponents and proponents of the project. Paramount to our support is the projected ridership generation (for the future DNA line) and the planned housing densities within ½ mile of the future light rail station. FLRT believes that the DNA light rail extension is critical to the success of our transit system, and projects such as Greenbriar will help us ensure that the line is funded and built in the future, giving thousands of community residents an alternative to driving into Downtown Sacramento, or to the dozens of communities light rail will service. We did not review or have an extensive discussion on process, environmental impacts or land use policy.

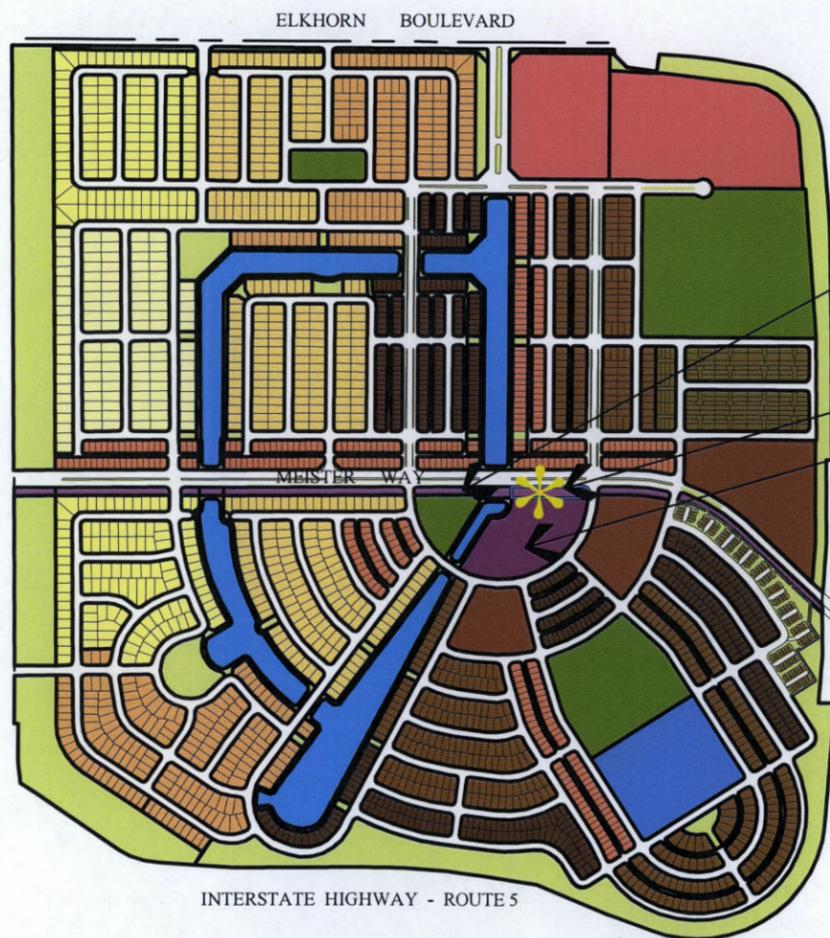
I have attached our TOD Criteria and Evaluation form for your information. We can be reached by contacting our Executive Director Seann Rooney at (916) 447-1960.

Sincerely,

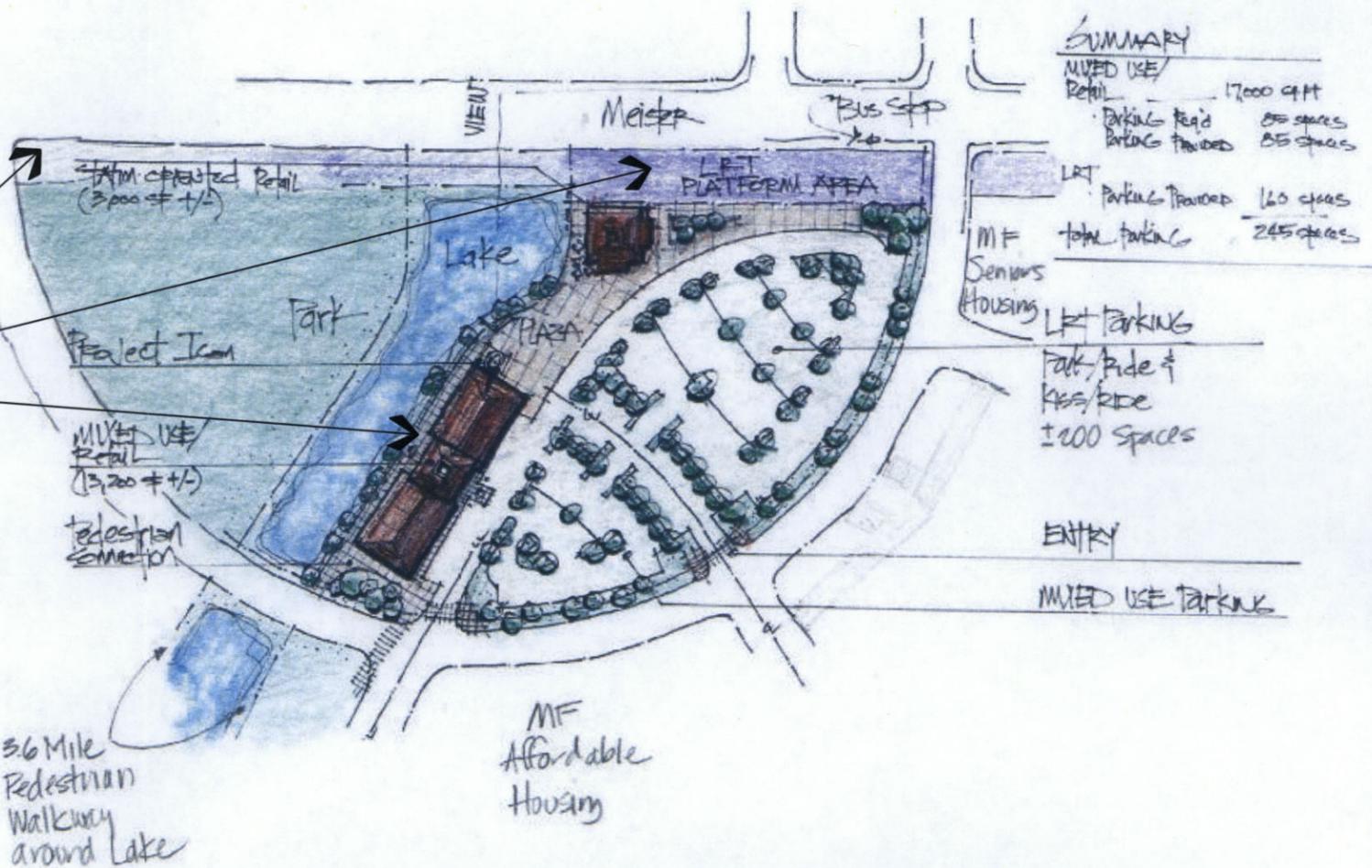
Dain Domich
President

Attachments

VILLAGE CENTER DETAIL
GREENBRIAR
 CITY OF SACRAMENTO, CALIFORNIA
 JANUARY 9, 2008



OVERALL LAND USE PLAN



GREENBRIAR VILLAGE CENTER DETAIL
(TOD COMMERCIAL SITE)

NOTE

THESE DRAWINGS ARE CONCEPTUAL ONLY FOR PRELIMINARY PURPOSES AND ARE SUBJECT TO CHANGE PER FURTHER PLANNING AND DESIGN.



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