

12-2-08

Sacramento City Council

Regarding 65th Street/University Village Opportunity Area and General Plan
To mayor and councilmembers:

I am reiterating comments I made at the November 18, 2008 City Council
Hearing.

Regarding the 65th Street University Village Opportunity Area, at the
juncture of the Union Pacific(UP) railroad tracks and the spur track (parallel
to Brighton Avenue near Ramona Avenue) near the light rail overpass and
US Highway 50, there is a seasonal wetland/drainage area with an adjacent
field which is home to many species of animals such as frogs, fairy shrimp,
water striders, audubon cottontail rabbits, snakes, lizards, sandpipers,
Canadian geese, ducks, herons, hawks, owls, jack rabbits, and so on. This
area should be preserved as permanent open space. No buildings should be
put on this area. In the Draft 2030 General Plan on p. 2-291 under
Environmental Resources, Water Resources, Goal ER 1.1, p. 2-291 Policies
ER 1.1.1 Conservation of Open Space Areas, it states that "The City shall
conserve undeveloped open-space areas and drainage canals for the purpose
of protecting water resources in the City's watershed and the Sacramento
and American Rivers." Also in the section ER 2.1.6, Wetland Protection, it

states that "The City shall preserve and protect wetland resources including creeks, rivers, ponds, marshes, vernal pools, and other seasonal wetlands...".

The proposal to put another light rail station at Ramona and Brighton is not a good idea. The light rail ramp comes down right at the juncture of Ramona and Brighton and is very close to the Power Inn Station and the 65th Street Station. The trains would barely start up and then would have to stop again if this station were put in. A better idea is to have buses serve the Ramona Avenue area.

There should not be high rise-multiple story buildings on Ramona Avenue, nor should industry be pushed out of this area. These businesses provide valuable services to people and pushing them out of the area will cause people to drive their cars even more to get to them.

There should not be buildings next to 64th Street any higher than two stories. There should not be buildings any higher than two stories next to traditional neighborhoods with one-to-two story homes. The people in our neighborhood like to see the sun and moon rise and not be overshadowed by tall buildings.

Elvas Avenue should not have any buildings higher than two stories next to the UP Railroad tracks. Also, access to Elvas Avenue from Folsom Boulevard heading west out of the UP overcrossing should not be cut off, as this would be detrimental to businesses along Elvas Avenue.

Regarding the proposed 4th Avenue extension to Ramona Avenue, extending another road under the UP heavy rail line would create too much traffic in this area. More tunnels under the UP tracks will cause grave flood danger to the East Sacramento area should the primary levees fail.

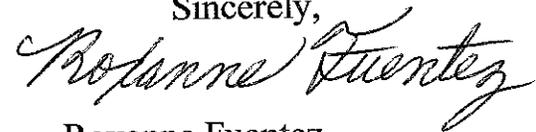
Regarding the former proposed Centrage area bounded by UP railroad tracks and U.S. Highway I-80 across from Sutter's Landing, this area is not suitable for development as it is an extremely low area subject to heavy flooding. It is best designated as an open space-park area. It was originally an orchard and wildlife occurs in this area.

Another area of concern is the cloverleaf at Elvas Avenue and J Street. This should not be changed, as this area is a permanent greenspace as promised by Sacramento City Councilpersons. Also, any alteration would bring too much traffic into East Sacramento, which is one of the most cherished neighborhoods in Sacramento.

Concerning the overall General Plan for Sacramento, I believe it is important to leave some open space undeveloped. Unregulated areas are home to wildlife, and people enjoy knowing that some open space still exists within the city. It is important to preserve these small areas even if they are not contiguous wildlife corridors, so that people, especially children, can see frogs, rabbits and other animals and feel some connection to nature within the city. We should not require that every parcel be developed.

Also, I don't think Folsom Blvd. should be reduced from four travel lanes to two travel lanes from 34th St. to 47th St. and from 59th St. to 65th St. This would bottleneck traffic on Folsom Blvd. and siphon it to residential side streets and degrade the quality of life for residents on those streets. The same holds true for J St. from 43rd St. to 56th St. if the number of travel lanes were reduced. Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Roxanne Fuentes". The signature is written in black ink and is positioned to the right of the typed name.

Roxanne Fuentes