



Correspondence is available for review in the Office of the City Clerk or on the City's Official Website at http://www.cityofsacramento.org/webtech/streaming_video/live_council_meetings.htm

Correspondence

Meeting of December 11, 2007

1. Item # 21 Greenbriar (M05-046 / P05-069) – Airport Land Use Commission (ALUC) Determination

Please note correspondence has been received from many sources and duplications may have occurred.

a. Correspondence

1. Mel Billingsley
2. Ken Oneto, President Sacramento County Farm Bureau
3. Stan Jones
4. Nick J. Zuvela
5. Richard A. Vantine
6. Environmental Council of Sacramento
7. Alan Kilgore
8. Stephanie Merten
9. Becky Heieck
10. Jacqueline T. DeLu
11. Sue Thompson
12. Frank Porter
13. Marc and Alison Thomas
14. Josh Ehlers
15. Michael Rockenstein
16. David Huhn, P.E.
17. Mike McKeever
18. Patrick C. Robrecht, MBA
19. Molly Fling
20. Gina S. McKeever
21. Don Lockhart, AICP
22. William James, Ph.D.
23. Tina A. Thomas
24. Alexis Jones
25. Belle Mertz
26. Ted Gibson
27. Sally Pettigrew
28. Sabine Bever
29. Kelly Hughes
30. Judith Levy
31. Thomas Reavey
32. Bob Blymyer

lal

From: "Deanna Marquart" <marquart-policy@comcast.net>
To: "Mel Billingsley" <melbilljr@comcast.net>, "SAC - Brooks Truitt" <Brooks...
CC: "CC - District #6" <KMccarty@cityofsacramento.org>, "CC - Mayor" <hfargo...
Date: 11/10/2007 12:23 PM
Subject: Re: Kudos to Planning Commission

Kudos to Planning Commission Right on, Mel! ~ Deanna Marquart

----- Original Message -----

From: Mel Billingsley

To: SAC - Brooks Truitt

Cc: CC - District #6 ; CC - Mayor ; CC - District #3 ; GPAC - Michael Notestine ; GPAC - Joe Yee ; NAG3 - Chris Seward (Elm ; SAC - Maria Alvarez ; Mark Friedman ; SAC - MaryLynne Vellinga ; SAC - Shawn Eldredge ; SAC - Sotiris Kolokotronis ; lucasenterprises@msn.com ; rsr@rrproperties.net ; SACOG - Mike McKeever ; TPNA President ; CC - City Manager ; UDA - Barry Wasserman ; UDA - Ron Vrillakas ; UDA - Greg Taylor ; SAC - David Mogavero ; NAG1 - Paul Harriman ; GPAC - Deanna Marquart ; GPAC - Chris Holm ; GPAC - BruceStarkweathr ; tleon@cadanet.org ; tleon@cadanet.org ; TPNA - Don Meyers ; SAC - Kay KNEPPRATH ; SAC - Sparky Harris ; SAC - Kimberly Ka-Brisby ; CalTrans - Associate Planner ; SAC - Anne Geraghty ; SAC - Mary Brill ; SAC - Luree Stetson

Sent: Saturday, November 10, 2007 11:37 AM

Subject: Kudos to Planning Commission

Well Brooks,

Just when you feel like maybe you are wasting your time being on committees to provide neighborhood input to land use planning, along comes the Planning Commission who actually "walks the talk" on an important land use decision - a-la the Thursday evening denial recommendation on the Greenbriar project.

Over a year ago the Jane Jacobs Reading Group (Kay Knepprath) was invited to review and comment on the Greenbriar project. There was a letter from Tina Thomas that I recall used all the "Smart Growth" buzz-words, and laid claim, much as Phillip R. Serna now does - that Greenbriar is a Blueprint project.

Well, I said it then, and I repeat now - just because you SAY it is a Blueprint project; that does not MAKE IT a Blueprint, or Smart Growth project.

Jodi Samuels and the other four Planning Commission members who voted to recommend the City Council deny the application GET IT. Jodi was so very right on in her e-mail comments. This City is making a commitment to prioritizing infill projects, to strengthening its urban core. We are fortunate that we have several very dedicated infill developers, architects and builders who are trying very hard, on small margins, to compete with the "big Greenfield developers".

For instance, I would like to see Marc Lucas get subsidy money allocated to him from City Council for the 65th and Folsom Blvd southeast corner development he's trying to pull together. But his project isn't a jazzy downtown tower, and he doesn't have the big bucks pull. He's just a hardworking guy, with a commitment to making our urban core a better place. Just f.y.i., Marc has resisted renting out the buildings he has - to preserve the opportunity to pull together a great project (preview coming soon at a future 65th Street RAC meeting) that will make our existing neighborhood a better place!

Yeah, I harp on the 65th Street area, but the mid-town NAG harps on their turf too - and rightly so. We ALREADY LIVE HERE! We're not talking about a patch of dirt out on the edge of town that will need all the already over-taxed city services to extend yet even further out - not to mention the need to fix the existing infrastructure where, yes - you got it - where we already live!!

Maybe we've hit a tipping point - I hope so!

I can only hope that our City Council walks the talk when they get their opportunity!

Mel

704-5658

p.s. please forward to Jodi Samuels - I don't have her e-mail address.

<<...>> well, I couldn't send this without bringing up the proposed Target project at 65th Street and 4th Avenue. They claim their proposed design is urban - I suggest the store shown in the attached e-mail that they built in their hometown (where they live!) is a true Urban design - why should we accept less where we live??!!! I will need yours and the other mid-towner's help when it comes time to review the Target application at Planning Commission and City Council.

Right on, Mel! ~ Deanna Marquart

----- Original Message -----

From: Mel Billingsley

To: SAC - Brooks Truitt

Cc: CC - District #6 ; CC - Mayor ; CC - District #3 ; GPAC - Michael Notestine ; GPAC - Joe Yee ; NAG3 - Chris Seward (Elm) ; SAC - Maria Alvarez ; Mark Friedman ; SAC - MaryLynne Vellinga ; SAC - Shawn Eldredge ; SAC - Sotiris Kolokotronis ; lucasenterprises@msn.com ; rsr@rrrproperties.net ; SACOG - Mike Mckeever ; TPNA President ; CC - City Manager ; UDA - Barry Wasserman ; UDA - Ron Vrilakas ; UDA - Greg Taylor ; SAC - David Mogavero ; NAG1 - Paul Harriman ; GPAC - Deanna Marquart ; GPAC - Chris Holm ; GPAC - BruceStarkweathr ; tleon@cadanet.org ; tleon@cadanet.org ; TPNA - Don Meyers ; SAC - Kay KNEPPRATH ; SAC - Sparky Harris ; SAC - Kimberly Ka-Brisby ; CalTrans - Associate Planner ; SAC - Anne Geraghty ; SAC - Mary Brill ; SAC - Luree Stetson

Sent: Saturday, November 10, 2007 11:37 AM

Subject: Kudos to Planning Commission

Well Brooks,

Just when you feel like maybe you are wasting your time being on committees to provide neighborhood input to land use planning, along comes the Planning Commission who actually "walks the talk" on an important land use decision – a-la the Thursday evening denial recommendation on the Greenbriar project.

Over a year ago the Jane Jacobs Reading Group (Kay Knepprath) was invited to review and comment on the Greenbriar project. There was a letter from Tina Thomas that I recall used all the "Smart Growth" buzz-words, and laid claim, much as Phillip R. Serna now does – that Greenbriar is a Blueprint project.

Well, I said it then, and I repeat now – just because you SAY it is a Blueprint project; that does not MAKE IT a Blueprint, or Smart Growth project.

Jodi Samuels and the other four Planning Commission members who voted to recommend the City Council deny the application GET IT. Jodi was

so very right on in her e-mail comments. This City is making a commitment to prioritizing infill projects, to strengthening its urban core. We are fortunate that we have several very dedicated infill developers, architects and builders who are trying very hard, on small margins, to compete with the "big Greenfield developers".

For instance, I would like to see Marc Lucas get subsidy money allocated to him from City Council for the 65th and Folsom Blvd southeast corner development he's trying to pull together. But his project isn't a jazzy downtown tower, and he doesn't have the big bucks pull. He's just a hardworking guy, with a commitment to making our urban core a better place. Just f.y.i., Marc has resisted renting out the buildings he has – to preserve the opportunity to pull together a great project (preview coming soon at a future 65th Street RAC meeting) *that will make our existing neighborhood a better place!*

Yeah, I harp on the 65th Street area, but the mid-town NAG harps on their turf too – and rightly so. **We ALREADY LIVE HERE!** We're not talking about a patch of dirt out on the edge of town that will need all the already over-taxed city services to extend yet even further out – not to mention the need to fix the existing infrastructure where, yes – you got it – **where we already live!!**

Maybe we've hit a tipping point – I hope so!

I can only hope that our City Council walks the talk when they get their opportunity!

Mel

704-5658

p.s. please forward to Jodi Samuels – I don't have her e-mail address.

<<...>> well, I couldn't send this without bringing up the proposed Target project at 65th Street and 4th Avenue. They claim their proposed design is urban – I suggest the store shown in the attached e-mail that

they built in **their hometown** (*where they live!*) is a **true** Urban design – why should we accept less where we live??!!! I will need yours and the other mid-towner's help when it comes time to review the Target application at Planning Commission and City Council.

1a2

From: "Sac County Farm Bureau" <sacfarmbur@msn.com>
To: "Jimmie Yee" <jyee@saccounty.net>, "Don Nottoli" <nottolid@saccounty.net...
Date: 11/7/2007 12:59 PM
Subject: attachment to Greenbriar Project
Attachments: Greenbriar Project concerns.doc

Attached is the letter of concern regarding the Greenbriar Project. We urge that it is read prior to the Commission meeting tomorrow, Thursday.

Sacramento County Farm Bureau
8970 Elk Grove Blvd.
Elk Grove, CA 95624-1946
(916)685-6958 (916) 685-7125 fax
sacfarmbur@msn.com<mailto:sacfarmbur@msn.com>

Attached is the letter of concern regarding the Greenbriar Project. We urge that it is read prior to the Commission meeting tomorrow, Thursday.

Sacramento County Farm Bureau
8970 Elk Grove Blvd.
Elk Grove, CA 95624-1946
(916)685-6958 (916) 685-7125 fax
sacfarmbur@msn.com

Sacramento County Farm Bureau
8970 Elk Grove Blvd. Elk Grove, CA 95624
Phone: (916) 685-6958 Fax: (916) 685-7125



November 6, 2007

Mayor Heather Fargo
City Hall
915 I Street, 5th Floor
Sacramento, California 95814-2604

RE: Proposed Greenbriar Project

Dear Mayor Fargo:

The Sacramento County Farm Bureau has significant concerns regarding the proposed Greenbriar project. We believe these concerns are not being appropriately addressed by the City of Sacramento, the County of Sacramento or LAFCo.

The proposed Greenbriar project will pave over some of the County's remaining prime farmland with no discernible mitigation to help preserve farmland in our region. The City of Sacramento and County of Sacramento both have General Plans that recognize the importance of protecting agriculture land, yet the City of Sacramento is allowing the Greenbriar project to count habitat mitigation land as agriculture preservation with no evidence that it can and will be used for farmland in perpetuity. Jurisdictions in the region require at least 1:1 mitigation for the intent purposes of agriculture only. Anything less than 1:1 mitigation for agriculture is unacceptable and this project should be no exception. In addition, the project lies outside the Permit Areas of the Natomas Basin Habitat Conservation Plan, the NBHCP mitigation plan relied on the assumption that most of the Basin outside of the Permit Areas would remain undeveloped and agricultural for the 50 year Permit Term.

It should be recognized that agriculture's economic impact to Sacramento County is over \$306 million in farm gate sales and over \$1.2 billion in supportive industries, such as transportation, processing and sales. It should also be recognized that Farm Bureau respects the position of the City and County's need to grow to accommodate future population growth. However, agriculture should be of highest priority and protected against urban sprawl because of its economic contribution. Agriculture is an important economic engine that drives

the vitality of not only our State's economic health, but habitat for our wildlife, food and fiber for people around the world. **We urge that infill projects and revitalization of existing developed areas are the priority before the development of existing farmland.**

In addition, the proposed development is slated for over 3,400 housing units, shopping malls, an elementary school and several parks in a deep floodplain prior to any repairs of Natomas levees; which lacks 100 year flood protection. This is poor public planning.

In closing, the proposed Greenbrier project does not adequately address the impacts to agriculture and is clearly inconsistent with the City's and County's General Plan and Natomas Basins Habitat Conservation Plan. Farm Bureau first urges that infill projects are priority before further expansion. If expansion must occur, we ask this project remain consistent with other jurisdictions in the region that require at least 1:1 mitigation for the intent purposes of agriculture only. Anything less than 1:1 mitigation for agriculture is unacceptable.

Sincerely,



Ken Oneto, President

cc: City of Sacramento Council Members
City of Sacramento Planning Commission
Sacramento County Board of Supervisors
Sacramento Local Agency Formation Commission

1a3

From: sw jones <sierras009@sbcglobal.net>
To: <hfargo@cityofsacramento.org>
Date: 11/7/2007 10:59 AM
Subject: GREENBRIAR PROPOSAL IN NATOMAS

Dear Heather,

The proposed Greenbriar Project in North Natomas really STINKS !!
There are many reasons that it should not be approved. Here's a few:

1. Flood Plain area. Questionable levies. (this is a no brainer.)

2. Flight Path at Airport. It will be risky and noisy. Planes do crash on occasion. Remember the air freight crash near Mather a couple years ago?

You are a student of history, and may recall the housing near LAX that the city of LA had to buy back due to increased noise? Back in the 50's and 60's, they allowed homes to be built near the LA airport. Then a few years later the residents banded together and complained about the noise from the airport. They were given "CLASS ACTION" status on their lawsuit, and won their case. The city then had to buy back all the houses, at huge costs. The area is now zoned industrial and commercial. We don't need a repeat of history...

3. There are many other areas within the existing city boundaries that need development. The railyard, south Sac, etc. Allowing development in a leapfrog manner will cause the other undeveloped areas to never get full utilization, cuz "new" areas are always more popular and sexy. Sac. needs more development pressure within existing boundaries.

Do the City a big favor. JUST VOTE "NO."

Regards,
Stan Jones
Sac. resident.
sierras009@sbcglobal.net

1a4

From: <nzuvela@netscape.net>
To: <dkwong@cityofsacramento.org>, <hfargo@cityofsacramento.org>, <rtrethewa...>
CC: <ssheedy@cityofsacramento.org>, <scohn@cityofsacramento.org>, <rkfong@ci...>
Date: 11/6/2007 9:47 AM
Subject: Greenbriar development / Natomas in-fill issues

I am a resident of Westlake Natomas. I urge the City of Sacramento to take a step back and seriously reconsider it's planned development?for ?Natomas and North Natomas.

Regarding current proposals for in-fill at Del Paso Rd and El Centro, I am alarmed at the disregard for traffic planning and neighborhood quality of life issues for us current residents of West Natomas - all in violation of the stated intention of city planners and leaders for Natomas. Now comes?a?flawed proposal to pave?over yet another major floodplain to the north - without any serious deference to flood safety, infrastrucure, traffic, and true neighborhood?friendly vision.

As our elected leaders, I urge you to not?enable the?vision of the developers. We?must not kid ourselves. The gateway to Sacramento from the north is well on it's way to becoming a paved-over?eyesore of commercialization, high-density neighborhoods,?and congestion. This is not only grossly inappropriate for such a dangerous floodplain but unfair for us residents' quality-of-life. We?need?to?stop and reconsider this direction. We are truly at a crucial point for the future heart and soul of this town - our city should at least somewhat resemble a neighborhood place to live - and not?some unattractive concrete sprawl.?

Sacramento can?become a beautiful river city and even a stunning tourist attraction - which it currently is not. That vision can?be substantially?achieved by not marring our northern gateway.?Let's authorize?pedestrian friendly neighborhoods and commerce centers we can be proud of - one's that have proper infrastrucure first, low residential density, an an attractive appearance.

Thank You,
Nick J. Zuvela
24 Parnell Ct
Sacramento, Ca 95835

Check Out the new free AIM(R) Mail -- Unlimited storage and industry-leading spam and email virus protection.

1a5

From: "Richard Vantine" <ravantine@msn.com>
To: <hfargo@cityofsacramento.org>, <rtretheway@cityofsacramento.org>, <sshee...>
CC: <bmoore@sacbee.com>, <tbizjak@sacbee.com>, <Peter.Brundage@saclafco.org>
Date: 10/29/2007 6:23 AM
Subject: Greenbriar Support Letter
Attachments: Greenbriar Letter.doc

Honorable Mayor and City Council of Sacramento, CA:

Attached please find a letter of support for the Greenbriar development to be discussed on October 30th. While I will try to be in attendance for this important council meeting, other personal events may preclude my attendance.

This absenteeism notwithstanding, I do wish to have my thoughts and standpoint on this important matter brought to your attention.

As a member of the local transit advocacy group Friend of Light Rail and Transit, certainly my attachment will bring valued perspective to the meeting.

Most sincerely,

Richard A. Vantine
Friends of Light Rail and Transit

Greenbriar Letter of Support

To: Sacramento City Council, et al:

In reviewing the proposed Greenbriar development proposal, particularly in regards to the portion regarding transit-oriented development, I have found personal comment regarding this development necessary.

As a member of the local transit advocacy group, Friends of Light Rail and Transit (FLRT), many various forms of transit-oriented development have been studied over the years. FLRT has responded to numerous requests from various developers and agencies in providing a forum for, and acting as a sounding board for these proposals, providing comment and feedback with regard to transit-oriented development portions of presented cases to the FLRT meeting. In this particular instance, the Greenbriar development represents not only transit-oriented development, but literally transit-oriented development from the ground up. While there have been number of transit-oriented developments constructed of late, these developments were more strictly infill developments whereas the Greenbriar proposal is on the periphery of the urban/suburban boundaries of the developed area of North Natomas.

The Greenbriar development will also certainly enhance the local area by providing housing and other support facilities adjacent to the soon to be developed Metro Air Park immediately east of Sacramento International Airport.

That the developers of the Greenbriar development have included in their proposal to not only underwrite the establishment of a Transportation Congestion Relief Fund to be administered by the City of Sacramento, but willing to donate 6-1/2 acres of the overall development towards the proposed Downtown-Natomas-Airport Light Rail Extension (DNA Line) and thereby enhancing the transit portion of this development to a degree not previously presented to any group in the Sacramento area, represents an outstanding willingness on the part of the developer to look more positively towards the future of development of new housing and facilities while keeping transportation, particularly transit in the form of rail, more at the forefront of cooperation with the local community. Further, the donating of rail right of way (ROW) so far in advance of a proposed rail line not only saves the constructing agency, Sacramento RT, money in the obtaining of necessary ROW, it also provides evidence the developer shows great faith the DNA will not just be a local pipe dream but reality in the very near future.

The construction of the Greenbriar development will also serve to enhance the effectiveness of the DNA Extension by providing additional ridership in the area currently devoid of any present development for the proposed DNA Line, that being between highway 99 and the airport itself. Indeed, with the development of the Greenbriar Project and the Metro Airpark, this area of greater Sacramento

will also serve as a destination as well as a point of departure for those desiring to commute via rail transit. These developments will also serve to further enhance and respond to federal requirements for new starts (for rail transit) allocations so necessary in the construction of rail transit systems, particularly with these federal new starts monies so tight.

As a personal example, one of the reasons for purchasing my home near Cosumnes College was not only the proximity to my workplace at the time of purchase, but the RT South Line proposed to be constructed in the (then) immediate future. Even though that immediate future has stretched out to cover a period of time beyond the term "immediate" and patience to see that line extended to Cosumnes College tested at length, the fruits of that patience will soon (and finally) pay off with the start of construction next year – 2008. With regards to the Greenbriar development and the DNA Line, I ask that these soon enough residents and workers to be of the Greenbriar development, as well as the Sacramento International Airport and Metro Air Park not have to wait so long and patiently as I have.

Sacramento is one of the very few cities in the country blessed with a number of existing and potential rail transit lines radiating in a large number of directions from the downtown city core: northeast to Antelope and Roseville, east to Rancho Cordova and Folsom, north via two potential lines to the Robla and Rio Linda areas, south-southwest to the Pocket and Freeport areas, south to the South Sacramento and Elk Grove areas, southeast to the currently and largely undeveloped southeast part of Sacramento to Sheldon and Wilton, and west to West Sacramento and Davis as well as southwest to the Southport area of West Sacramento. In fact the Sacramento area has virtually every major direction away from the downtown core so blessed with a potential rail transit corridor save but one: north-northwest to Natomas and the Sacramento Valley's primary and growing air passenger facility, Sacramento International Airport. The development of the Greenbriar project will certainly serve to aid Sacramento in acquiring this increasingly vital mode of transit.

While there have presented to FLRT as well as other groups and agencies examples of how rail transit helped to serve redevelopment of areas of cities in other parts of the country, the Greenbriar development is a prime example of forward-looking project with inclusion of rail transit as part of the overall project scope having few, if any examples in the country for comparison thereby placing Sacramento in that category of providing an example for others to follow as opposed to Sacramento following some other place's example to follow, Portland, OR, being one the primary cities for such a comparison of new ideas to be built and tried.

The current housing development downturn notwithstanding, the Sacramento area will continue to attract new residents and therefore new developments for these new residents to live and work. With all these positive aspects for this far-

sighted development at hand, it would nonsense to not approve such a forward-looking development, the Greenbriar project.

Most sincerely,

Richard A. Vantine

lab

From: ECOS <info@ecosacramento.net>
To: <hfargo@cityofsacramento.org>
Date: 10/25/2007 11:08 AM
Subject: ECOS Challenges City Fast-Tracking More Natomas Sprawl

Proposed Greenbriar project severely flawed
Thursday, October 25, 2007

For more information, contact James Pachl,
Attorney at Law - 916-446-3978

~~~~~  
Attorneys for the Environmental Council of  
Sacramento (ECOS), Friends of the  
Swainson's Hawk, and three named plaintiffs  
filed a lawsuit today to block approval of  
the "Greenbriar Project," a proposed 577 acre  
development atop prime farmland  
immediately northwest of the I-5 and Highways  
99 and 70 interchange.

The City of  
Sacramento has fast-tracked this proposal in  
spite of concerns about flood risk, loss of  
endangered species habitat, and the loss of  
more prime farmland.

Last month, the  
Sacramento Local Agency Formation Commission  
(LAFCO) approved the City's request  
to expand it's Sphere of influence to  
include the Greenbriar property, which is the  
first  
step towards annexation and development by  
the City.

The lawsuit challenges the  
LAFCO's expansion of the City's Sphere and  
certification of the environmental impact  
report (EIR) on the Greenbriar project. The  
Plaintiffs attorneys for plaintiffs are William  
Kopper of Davis and James P. Pachl of Sacramento.

"LAFCO's decision to certify the EIR must be  
challenged because of the serious errors in  
evaluating the environmental impacts of the  
Greenbriar project," said ECOS President Andy  
Sawyer. "LAFCO should not approve a City's  
expansion onto prime farmland when  
there is enough land inside the City to  
accommodate housing needs. The City should  
focus on facilitating and approving infill  
development rather than rushing to pave over  
more working farms and habitat for endangered

species."

A Local Agency Formation Commission (LAFCO) is a countywide Commission, required in each California county. The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 requires LAFCOs to preserve agricultural and open space lands and discourage sprawl. LAFCOs are required by State Law to make certain findings before approving Sphere of Influence expansions into agricultural and open space lands in order to ensure orderly urban development and discourage urban sprawl.

On September 19, 2007, the Sacramento LAFCO, by a split 4-3 vote, approved the City of Sacramento application to expand its Sphere of Influence and certified the City's environmental impact report. The project is now being considered by the City Planning Commission and will then go to City Council for consideration of annexation and approval of the development project.

ECOS and associated environmental organizations have repeatedly argued in public hearings and comment letters that the Greenbriar EIR should not be certified because of:

- > unsafe levees in North Natomas and potential for catastrophic flooding
- > significant unmitigated impact of toxic air contaminants on future Greenbriar residents from the two freeways and the overflight zone of the airport
- > excessive airport noise impacts
- > inadequate endangered species habitat mitigation and failure to identify effects of development on the conservation program of the Natomas Habitat Conservation Plan
- > no mitigation for impact of paving over 518 acres of prime farmland
- > lack of evidence for LAFCO's arbitrary finding that city lacks space inside its existing boundary to meet housing needs for the next 15 years
- > reliance on a hoped-for light rail line

that is not funded and will not be built for at least two decades, if ever, due to very high construction costs and inadequate local operating revenue

~~~~~  
Please visit www.swainsonshawk.org
(http://rs6.net/tn.jsp?e=001m7ct1JT8W8Ze6JMux_qmhykpknMyAYYopsvaFoT7TTBifYg_RMIDScISMj34QTfh-CCc9OVwTIRy2iyLxhgU9LSTVKZv42ex9quoha-8hD8Eee7QID0UE0511bU9b3tdLkL1pwJyNyA=)
for more information.

ECOS is a non-profit public benefit corporation established in 1970 to protect the environment in Sacramento County. Friends of the Swainson's Hawk is a non-profit public benefit corporation established in 1994 to protect the California Swainson's Hawk, listed as threatened under the Endangered Species Act, whose breeding range has been reduced to just a few counties in California.

do NOT reply to this message

~~~~~  
ECOS  
Environmental Council of Sacramento

~~~~~  
email: info@ecosacramento.net
phone: 916-444-0022
web: <http://www.ecosacramento.net>

Forward email
<http://ui.constantcontact.com/sa/fwtf.jsp?m=1100830164179&ea=hfargo%40cityofsacramento.org&a=1101855936766>

This email was sent to hfargo@cityofsacramento.org,
by info@ecosacramento.net

Update Profile/Email Address
<http://visitor.constantcontact.com/d.jsp?p=oo&m=1100830164179&ea=hfargo%40cityofsacramento.org&t=1101855936766&lang=en&reason=F>

Instant removal with SafeUnsubscribe(TM)
<http://visitor.constantcontact.com/d.jsp?p=un&m=1100830164179&ea=hfargo%40cityofsacramento.org&t=1101855936766&lang=en&reason=F>

Privacy Policy:
<http://ui.constantcontact.com/roving/CCPrivacyPolicy.jsp>

Email Marketing by
Constant Contact(R)
www.constantcontact.com

Environmental Council of Sacramento | 909 12th Street, Suite 100 | Sacramento | CA | 95814

1a7

From: a kilgore <arkilgore@yahoo.com>
To: <redbanes@comcast.net>, <mnotestine@mognot.com>, <planning.samuels@yahoo...>
CC: Judith Lamare <judelam@sbcglobal.net>
Date: 10/11/2007 7:07 AM
Subject: I urge you not to accept or certify the Greenbriar EIR

1025 University Ave. #70
Sacramento, CA 95825
October 10, 2007

Dear Mayor, Commissioners, Councilpersons,

Subject: Greenbriar EIR

I am writing as a concerned citizen of the City of Sacramento, in opposition to the acceptance of the Greenbriar EIR. I am not particularly anti-development, I simply believe opportunities exist to accommodate growth and economic development without the loss of prime agricultural, wildlife impacts to one of the most significant populations of Giant Garter Snakes, and over 50 Swainson's Hawk nesting sites in the project area of Greenbriar.

Mostly, I am very concerned about the decision making process on multiple levels which appear to be streamlined to approve this project. In every measure I have observed, the process has been biased in favor of the project, without regard to other factors that must be considered.

There is sufficient developable land in the existing urban services boundary and the City's existing sphere of influence. The LAFCo approval of an expansion for this project violates the rules under which they are governed. LAFCo should be approving annexations for orderly growth, and conserving agricultural lands, not project-specific. This project consumes valuable greenfield lands outside city boundaries, and urban limit lines.

The NBHCP is the mechanism to prevent a jeopardy take of Giant Garter Snake, and for the protection of Swainson's Hawk. However, mitigation lands have not been secured, or purchased, and no incidental take permit has been issued by the US Fish and Wildlife Service. The original HCP assumed areas outside the HCP permit area would remain in agriculture.

Mitigation lands identified are offsite, and essential connectivity through wildlife corridors is not provided.

Safety to residents and wildlife. Flood control levees have been de-certified, and do not meet the 100-year flood standard. Risk to life, property and the environment are unacceptable.

Air quality concerns have not been fully addressed in the EIR. Two neighboring freeways, and a nearby airport will impact the potential residents. The project does nothing to address the single-rider transportation patterns that maintain dependencies on fossil fuels, and degrade air quality.

Mitigation for loss of Prime Agricultural (~600 acres of Prime Agricultural Land are lost by this project) should occur at a minimum of a 1:1 ratio. Other jurisdictions have mitigated at a 3:1 ratio.

In summary, the Greenbriar project appears to be "rule by developer", rather than a well-planned project that Sacramento County and City both need and deserve. I urge all decision makers to reject not only the Greenbriar EIR, but all others like it. If decision makers do not act responsibly now, our future will be devoid of clean air, open space, locally grown food, flood free places to live, continued global warming, and loss of biodiversity. Our children will be stuck paying the hidden costs for this type of development.

Sincerely,
Alan Kilgore

1a8

From: "Stephanie Merten" <stephanie@sntma.org>
To: <diane.thorpe@saclafco.org>, <peter.brundage@saclafco.org>, <redbanes@co...>
CC: <bmoore@sacbee.com>
Date: 10/10/2007 3:17 PM
Subject: South Natomas TMA / Greenbriar project
Attachments: Greenbriar 10_10_07.jpg

Please see the attached letter in support of the Greenbriar project.

Best regards,

Stephanie Merten, Membership Services Manager
South Natomas Transportation Management Association
2595 Capitol Oaks Drive, Suite 275
Sacramento, CA 95833
916.396.7639 cell
916.646.0928 phone
916.646.0463 fax
www.sntma.org <<http://www.sntma.org/>>

...working cooperatively with the greater South Natomas community to develop, operate and advocate for successful programs that reduce traffic and improve air quality in the Sacramento region.

Please see the attached letter in support of the Greenbriar project.

Best regards,

Stephanie Merten, Membership Services Manager
South Natomas Transportation Management Association™
2595 Capitol Oaks Drive, Suite 275
Sacramento, CA 95833
916.396.7639 cell
916.646.0928 phone
916.646.0463 fax
www.sntma.org

...working cooperatively with the greater South Natomas community to develop, operate and advocate for successful programs that reduce traffic and improve air quality in the Sacramento region.



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
Stephanie Merten, Membership Services Manager
South Natomas Transportation Management Association

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

1a9

From: "Becky Heieck" <becky@northnatomastma.org>
To: <blw2@mindspring.com>, "Bonnie Pannell" <bpannell@cityofsacramento.org>, ...
Date: 10/10/2007 2:35 PM
Subject: North Natomas TMA/Greenbriar
Attachments: Planning Commission - Greenbriar.JPG

Please find attached input on the proposed Greenbriar project. Becky Heieck

Becky Heieck

Executive Director

NorthNatomasTma.org - "Pointing You in a New Direction"

North Natomas Transportation Management Association

1930 Del Paso Blvd. Suite 121

Sacramento, CA 95834

ph 419-9955

fax 419-0055

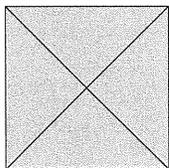
cell 719-4996

Please find attached input on the proposed Greenbriar project. Becky Heieck

Becky Heieck

Executive Director

NorthNatomasTma.org - "Pointing You in a New Direction"



North Natomas Transportation Management Association

1930 Del Paso Blvd. Suite 121

Sacramento, CA 95834

ph 419-9955

fax 419-0055

cell 719-4996



▶ 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

1a10

From: "coveydelu@jps.net" <coveydelu@jps.net>
To: <hfargo@cityofsacramento.org>
Date: 10/3/2007 1:23 PM
Subject: Greenbriar Project

October 2, 2007

Dear Mayor Fargo,

I would like to ask that you consider the effect of expanding Sacramento's urban footprint for the Greenbriar Project on the remaining Sacramento County agricultural lands. You are obligated to protect farmland yet the EIR for the Greenbriar project has not mitigated for the loss of 518 acres of highly productive farmland. The acreage west of the airport can be suitable for permanent agricultural easement. As other cities in our region have worked to preserve farmland, so should Sacramento with a 1:1 mitigation!

The EIR also assumes that agricultural lands north of the project will develop in 10 or 20 years. What is the basis for this assumption? Are we to assume there is no plan to save agricultural land in the Sacramento County? Development is not a given since it will require take permits from the regulatory agencies.

The developers of the Greenbriar project claim that they will meet the agricultural mitigation requirement through the habitat lands conserved. There is no evidence that habitat mitigation can meet the requirements of the wildlife regulatory agencies and that this same land will be used for agricultural production.

In summary, to be true to its policies and to public interests, the city should require more mitigation for impacts on agricultural lands lost by the Greenbriar development.

Thank you for your time and consideration.

Sincerely,

Jacqueline T. DeLu
Secretary of Save Our Sandhill Cranes

coveydelu@jps.net

October 2, 2007

Dear Mayor Fargo,

I would like to ask that you consider the effect of expanding Sacramento's urban footprint for the Greenbriar Project on the remaining Sacramento County agricultural lands. You are obligated to protect farmland yet the EIR for the Greenbriar project has not mitigated for the loss of 518 acres of highly productive farmland. The acreage west of the airport can be suitable for permanent agricultural easement. As other cities in our region have worked to preserve farmland, so should Sacramento with a 1:1 mitigation!

The EIR also assumes that agricultural lands north of the project will develop in 10 or 20 years. What is the basis for this assumption? Are we to assume there is no plan to save agricultural land in the Sacramento County? Development is not a given since it will require take permits from the regulatory agencies.

The developers of the Greenbriar project claim that they will meet the agricultural mitigation requirement through the habitat lands conserved. There is no evidence that habitat mitigation can meet the requirements of the wildlife regulatory agencies and that this same land will be used for agricultural production.

In summary, to be true to its policies and to public interests, the city should require more mitigation for impacts on agricultural lands lost by the Greenbriar development.

Thank you for your time and consideration.

Sincerely,

Jacqueline T. DeLu

Secretary of Save Our Sandhill Cranes

coveydelu@jps.net

lali

From: "Sue Thompson" <suet@sac.sticare.com>
To: <HFargo@cityofsacramento.org>, "Ray Tretheway" <RTretheway@cityofsacra...>
Date: 9/27/2007 4:10 PM
Subject: Greenbriar

September 27, 2007

Members of the Council:

I understand that the Planning Commission will be hearing the Greenbriar project this evening. Unfortunately, because of the lack of notice, I am not able to attend, but wish to voice my concerns. Developing Greenbriar is nothing more than a legitimized ponzi scheme on the part of the City of Sacramento. North Natomas already has a \$70 million+ gap in funding for services and infrastructure that was promised and never delivered. What happened to the finance plan that was in place when North Natomas was developed? If the finance plan is broken, fix it! Either charge more for the housing, invest more wisely or provide the services at the time of construction of homes, eliminating the expensive lag time and escalation of costs. By fast tracking the Tsakopoulos Greenbriar project of another 3000+ high density homes northwest of the City limits; you will be exacerbating the services and transportation gridlock already in existence in Natomas. What will you annex to fix the increased services that are generated by this project? "Smart growth" mandates that mixed use high density housing be built in urban, not suburban environments, with alternate transportation and services in place. This development has no reason to move forward until the levees are strengthened, gridlocked roads are improved or alternative modes of transportation are in place. Light rail will not be built in time to serve this community. Interstate 5 is already gridlocked. This development should not move forward under the guise of attracting federal light rail funds. Housing, schools, parks and the environment will have negative noise, air and safety impacts from the neighboring highways and international airport. Homes, schools and parks should not be cited in flight paths or hemmed in by freeways. This parcel begs to be agricultural, commercial or industrial. Listen to the representatives of the people, who voted against this project at LAFCO. And shame on any elected official who has received campaign funds from the developer and votes for this project.

Sue Thompson

5041 Sienna Lane

Sacramento, CA 95835

916-928-4220

suet@sac.sticare.com

September 27, 2007

Members of the Council:

I understand that the Planning Commission will be hearing the Greenbrier project this evening. Unfortunately, because of the lack of notice, I am not able to attend, but wish to voice my concerns. Developing Greenbrier is nothing more than a legitimized ponzi scheme on the part of the City of Sacramento. North Natomas already has a \$70 million+ gap in funding for services and infrastructure that was promised and never delivered. What happened to the finance plan that was in place when North Natomas was developed? If the finance plan is broken, fix it! Either charge more for the housing, invest more wisely or provide the services at the time of construction of homes, eliminating the expensive lag time and escalation of costs. By fast tracking the Tsakopoulos Greenbrier project of another 3000+ high density homes northwest of the City limits; you will be exacerbating the services and transportation gridlock already in existence in Natomas. What will you annex to fix the increased services that are generated by this project? "Smart growth" mandates that mixed use high density housing be built in urban, not suburban environments, with alternate transportation and services in place. This development has no reason to move forward until the levees are strengthened, gridlocked roads are improved or alternative modes of transportation are in place. Light rail will not be built in time to serve this community. Interstate 5 is already gridlocked. This development should not move forward under the guise of attracting federal light rail funds. Housing, schools, parks and the environment will have negative noise, air and safety impacts from the neighboring highways and international airport. Homes, schools and parks should not be cited in flight paths or hemmed in by freeways. This parcel begs to be agricultural, commercial or industrial. Listen to the representatives of the people, who voted against this project at LAFCO. And shame on any elected official who has received campaign funds from the developer and votes for this project.

Sue Thompson

5041 Sienna Lane

Sacramento, CA 95835

916-928-4220

suet@sac.sticare.com

1a12

From: "Frank Porter" <Frank.Porter@rlusd.org>
To: <bpannell@cityofsacramento.org>, <hfargo@cityofsacramento.org>, <kmccart...>
CC: <bmoore@sacbee.com>
Date: 9/19/2007 10:26 AM
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."

CONFIDENTIALITY NOTICE:

This communication and any documents, files or previous e-mails attached to it contain confidential or legally privileged information intended for the designated recipient(s). The unlawful use, disclosure, review or distribution of such information is strictly prohibited. If you are not the intended recipient, or have received this communication in error, please notify the sender immediately by reply e-mail (frank.porter@rlusd.org) or by telephone at (916) 566-1785 and delete all copies of this communication, including attachments, without reading them or saving them to disk. Thank you.

1a13

From: "Marc" <mbtrcimi@gmail.com>
To: <diane.thorpe@saclafco.org>, <peter.brundage@saclafco.org>, <redbanes@co...>
CC: <bmoore@sacbee.com>
Date: 9/18/2007 8:42 PM
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

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

1a14

From: JOSH EHLERS <josh.ehlers@sbcglobal.net>
To: <don.lockhart@saclafco.org>, <rtretheway@cityofsacramento.org>, <rwaters...>
CC: <rkfong@cityofsacramento.org>, <ctooker@winfirst.com>, <susanpeters@sacc...>
Date: 9/18/2007 6:05 PM
Subject: REJECT GREENBRIER IN NATOMAS!

WE DO NOT HAVE THE INFRASTRUCTURE TO SUPPORT SUCH A PROJECT. WE LACK FLOOD PROTECTION, POLICE, FIRE, AND OTHER CITY SERVICES. REJECT GREENBRIER NOW!

Sincerely,
Josh Ehlers
North Natomas resident, law enforcement professional, and concerned neighbor
916-263-9321

WE DO NOT HAVE THE INFRASTRUCTURE TO SUPPORT SUCH A PROJECT. WE LACK FLOOD PROTECTION, POLICE, FIRE, AND OTHER CITY SERVICES. REJECT GREENBRIER NOW!

Sincerely,

Josh Ehlers

North Natomas resident, law enforcement professional, and concerned neighbor
916-263-9321

1a15

From: "rockusc@jps.net" <rockusc@jps.net>
To: <jyee@oyarch.com>, <john.w.boyd@kp.org>, <hfargo@cityofsacramento.org>, ...
CC: <rtretheway@cityofsacramento.org>, <ssheedy@cityofsacramento.org>, <rkfo...
Date: 9/18/2007 4:25 PM

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>

1a16

From: "David Huhn" <dhuhn@lawsondb.com>
To: <hfargo@cityofsacramento.org>
Date: 9/18/2007 3:36 PM
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,

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

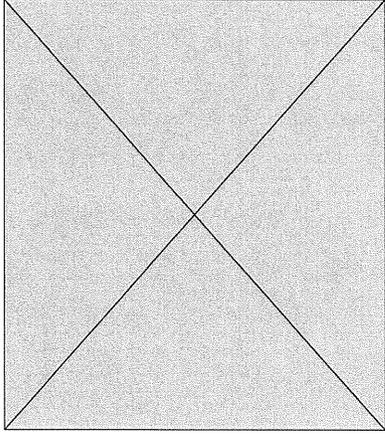
I am writing to you to voice my support for the Greenbriar project. Sacramento needs the light rail extension to the airport that Greenbriar will help make a reality. Beyond that, Greenbriar is a wonderful example of the type of smart growth, Transit Oriented Development that our area truly needs.

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.

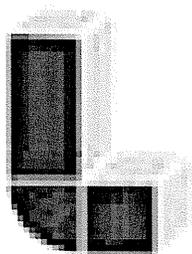
Finally, anyone can see that a proposal like this is visionary, and isn't just another blob of sprawl dropped in our community. It is projects like Greenbriar that are needed if we are not to become just another L.A. This is ultimately why support of Greenbriar is needed: because if we cannot do this 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,



*Dave Hulth. P.E.
Mechanical Engineer*



L A W S O N

designBUILD

916.368.0500 < Office

916.730.7324 < Cell

916.368.0600 < Fax

1017

From: "Mike McKeever" <MMcKeever@sacog.org>
To: "Heather Fargo" <HFargo@cityofsacramento.org>, <lauren.hammond@cityofsac...>
CC: "Chuck Dalldorf" <CDalldorf@cityofsacramento.org>, "Rebecca Sloan" <RSlo...>
Date: 9/18/2007 3:16 PM
Subject: Greenbriar
Attachments: Greenbriar091307.pdf

Last week the LAFCO staff asked us to update, if appropriate, our comments on the Greenbriar project. Attached are copies of the original letter we sent two years ago and the updated comments we sent last week. Yesterday Council Member Tretheway's office called to request that I attend the LAFCO meeting tomorrow. I don't intend to comment one way or another on what LAFCO's decision should be, but will just focus on how the Greenbriar project relates to Blueprint, our 2035 MTP land use allocation, and the DNA line. As you will see from the most recent letter we ARE assuming the project will be built, but we are not projecting any homes to be occupied until 2019 at the earliest. We do expect it to build out no later than 2035. Let me know if you have any questions.

Mike McKeever
Executive Director
Sacramento Area Council of Governments
(916) 340-6205
(916) 321-9551 (Fax)

Sacramento Area
Council of
Governments

1415 L Street,
Suite 300
Sacramento, CA
95814

tel: 916.321.9000
fax: 916.321.9551
tdd: 916.321.9550
www.sacog.org



September 13, 2007

Mr. Don Lockhart
Sacramento Local Agency
Formation Commission
1112 I Street, Suite 100
Sacramento, CA 95814

Dear Mr. Lockhart:

This letter is to confirm and expand on our analysis of the Greenbriar project letter dated August 3, 2005 (attached). All of the technical analysis included in that letter is unchanged. Greenbriar is an excellent example of implementing many of the Blueprint land use principles, include a mix of uses, compact development, and design for walking, bicycling and transit in addition to the automobile. Our modeling indicates that it will offer substantial benefits in lower vehicle miles traveled and air emissions, and higher percentages of non-auto trips, compared to conventional development.

This development is particularly important to the last leg of the Downtown-North Natomas-Airport future light rail line, generating riders that will help this line in the competition for federal transit money.

Since the August 2005 letter, SACOG has made substantial progress in development of our updated Metropolitan Transportation Plan, and the growth pattern through 2035 that plan is designed to serve. The Greenbriar development is included in the growth pattern adopted by the SACOG Board. We estimate that it will begin to be occupied after 2018 and be fully built-out before 2035. Although that time period is not binding on Greenbriar, we selected it based on our best estimate of market demand, local government policy direction, and flood management issues.

Please do not hesitate to contact me with any questions.

Sincerely,

Mike McKeever
Executive Director

MM:ef
Attachment

S:\Projects 07-08\0501-Blueprint\Lockhart\tr.091307.doc

- Auburn*
- Clara Heights*
- Colfax*
- Davis*
- El Dorado County*
- Elk Grove*
- Folsom*
- Galt*
- Isleton*
- Linden*
- Live Oak*
- Loomis*
- Marysville*
- Placer County*
- Placerville*
- Rancho Cordova*
- Rocklin*
- Roseville*
- Sacramento*
- Sacramento County*
- Sutter County*
- West Sacramento*
- Woodland*
- Yuba City*
- Yuba County*

Mr. Don Lockhart

Page 2

August 3, 2005

- Compact development is considered essential for the Blueprint to succeed. This project offers a net density of 10.4 dwelling units per net acre, a slight increase from the Blueprint Preferred Scenario density of 10.3 dwelling units per net acre.
- The proposal also includes a light rail station as part of the Downtown-Natomas-Airport line. For light rail to be successful, it requires high concentrations of residential and/or commercial uses, particularly within a quarter mile radius. The proposal offers a mix of uses within the station area, including retail areas, vertical mixed use and residential densities ranging from 15 to 30 dwelling units per acre.
- A variety of housing options are important to the Blueprint principles so that multiple segments of the housing market can be met. The Greenbriar proposal offers a mixture of housing types including attached, detached, senior, and cluster products. Detached products range in densities from 8 to 11 dwelling units per acre, and attached products vary from 11 to 30 units per acre.
- A commonly used measure within the planning profession to determine whether automotive transportation is reduced is vehicle miles traveled. VMT is the amount of mileage the average residential household and employee in the proposed area will travel in one day. The Greenbriar proposal reduces VMT per household by 8% from the Blueprint Preferred Scenario. A VMT per employee reduction of similar magnitude would be realized.
- The Greenbriar project site is inside of the urban footprint of the Blueprint Preferred Scenario map for development through 2050. The Blueprint map does not recommend a phasing schedule for development, although SACOG is undertaking this process currently for its 2030 map.

Blueprint Project and Preferred Scenario

SACOG's Blueprint Project serves as the 6-county Sacramento region's voluntary land use and transportation vision to the year 2050. The Blueprint Project has been widely accepted by the region's 28 cities and counties and the basis for managing the region's projected doubling of population over the next 45 years. The success of Blueprint will be measured by how well individual jurisdictions are able to plan and implement the fundamental principles of smart growth: compact development, mixes of uses, transportation and housing choices, quality design, open space, and utilization of existing resources.

The following attachment provides a fuller background about the Blueprint Project, including a description of what the Blueprint map depicts.

Airport Land Use Commission Law

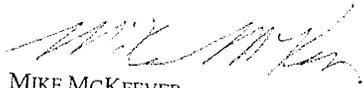
Note: The proposal could be stronger with higher residential densities and employment if not for regulations regarding airport flight safety. At a later point when all the data is collected, this proposal will need to be reviewed by the Airport Land Use Commission, which is another role that SACOG plays. Airport Land Use Commission Law, which is a state regulation as implemented by SACOG through the Comprehensive Land Use Plan for Sacramento

Mr. Don Lockhart
Page 3
August 3, 2005

International Airport, does seek to cap overall densities for airport safety reasons. The Greenbriar project area is mostly located with the airport's Overflight (safety) Zone. This letter is strictly the review from SACOG's Blueprint standpoint. The Greenbriar development team has been working closely with ALUC staff to prepare the highest development that will be allowed within the airport safety regulations.

If you have any questions, please feel free to contact me. Thank you for your consideration.

Sincerely,



MIKE MCKEEVER
Executive Director

MM:ef

Sacramento Area Council of Governments

Blueprint Project

What the Blueprint Maps Show

The Blueprint map depicts a way for the region to grow through the year 2050 in a manner generally consistent with the growth principles: housing choice and diversity, use existing assets, compact development, natural resource conservation, design for quality, mixed development, and transportation choices. The map is a result of numerous public workshops and meetings with local staff and elected officials. The map is intended to be interpreted and used as a concept-level illustration of the growth principles. It was developed with parcel-level data and analysis to help ensure that the growth concepts were being applied in a realistic manner; however, it is not intended to be applied or implemented in a literal, parcel-level manner.

For example, the map assumes certain levels and locations of both "reinvestment," i.e. additional development on already built parcels) and greenfield development, i.e. large-scale development on vacant land). The purpose of this mapping is to illustrate, generally, the amounts and locations for these types of growth. It is not intended to indicate that a specific parcel should or should not be developed in a particular manner. That level of planning is the responsibility of local governments, and is beyond the specificity appropriate for regional-scale, long-term scenario planning.

Next Steps for the Blueprint Project

SACOG will work with its member cities and counties to:

Maintain and enhance the regional database, research and modeling tools and make them available for use on an on-going basis.

Continue to implement the Community Design Program in order to provide incentives for capital and planning projects that are consistent with Blueprint.

Provide technical assistance to local governments and the development community to develop plans and design projects that are consistent with Blueprint.

Develop a tool-box of Best Planning and Development Practices that are consistent with Blueprint (e.g. model codes, Guidebook for using Blueprint principles to promote neighborhood livability, street design guidelines, on-line tutorials and manual for using the PLACE3S software, model educational and citizen involvement practices, etc.).

Track and publicize local planning and development actions consistent with Blueprint, and consider implementing a Blueprint awards or certification system

{continued on other side}

In 2005, **prepare a 2030 growth forecast and land use allocation** that represents the best estimate of what type of development is most likely to occur, taking into consideration past and projected market, demographic and regulatory trends and consideration of actions local governments have taken and any future actions they indicate they are likely to take to help support Blueprint growth principles

Develop and implement a Benchmarking system to occur on a regular basis to track the extent to which the region is growing in ways that improve the transportation system and air quality, and are consistent with Blueprint. Examples of topics to be monitored included, but are not limited to: transportation system performance (e.g. congestion, travel times, trip distances, types of trips), type and amount of housing constructed, air emissions, mix of land uses, and amount of new land devoted to urbanization. The system must take into account local differences, market and regulatory considerations, and the fact that many aspects of Blueprint will need to be phased in over time.

Conduct a study of other actions that could be taken to reduce barriers and take advantage of opportunities to implement Blueprint growth principles. Recommendations for possible action will be forwarded to the SACOG Board of Directors as opportunities are identified. It is expected that this study would include, but not be limited to: state issues such as CEQA, construction defect liability and prevailing wage reform; amendments to standards, guidelines and decision processes in local codes; systems to manage the supply of land for urban development through multi-jurisdictional cooperation that ensure an adequate and reliable supply of land for housing and other uses, reduce upward pressures on land prices, preserve natural resources and farmland and encourage infill and reinvestment, and methods for providing green and open space throughout the region.

Update the Blueprint Conceptual Map and Growth Principles regularly to include new and better information and knowledge. This will occur annually whenever feasible, and no less frequently than the update cycle for the Metropolitan Transportation Plan.

1a1B

From: "Patrick Robrecht" <pcrobrecht@earthlink.net>
To: <diane.thorpe@saclafo.org>, <peter.brundage@saclafo.org>, <redbanes@co...>
CC: <bmoore@sacbee.com>
Date: 9/17/2007 8:18 PM
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 not track 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

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 not track 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

1a19

From: "Molly Fling" <mdfling@gmail.com>
To: <brundagep@saccounty.net>, <hfargo@cityofsacramento.org>, <rtretheway@ci...>
Date: 9/17/2007 4:54 PM
Subject: Greenbriar Annexation

I would like to add my *disapproval* regarding the Greenbriar annexation and the levees. I am very concerned about the levees and would like to see monies spent there. I greatly concur with the following issues.

- LAFCo and the City should not consider expanding the city limits further in Natomas until the levees are recertified in Natomas.
- LAFCo's job is to protect prime agricultural land from premature development; Greenbriar is a perfect example of the kind of annexation LAFCo should deny. The EIR says significant and unmitigated impacts on agricultural land will result.
- The City should not ignore the numerous community organizations asking that this project not go forward now, including the Natomas Community Association, Sacramento County Taxpayers' League, Environmental Council of Sacramento and Grand Jury.
- LAFCo and the City should address municipal services issues raised by the Natomas community and in the Sacramento Grand Jury Report before considering further expansion of the Natomas Community.
- Before acting, LAFCo and the City must receive definitive direction from US Fish and Wildlife and California Fish and Game on what mitigation will be required to offset the negative impacts of this development on the Natomas Habitat Conservation Plan and on the species covered by it.
- No decisionmaker that has received campaign contributions from AKT and its principals should vote on this land use project. Nor should the City representative vote on the LAFCo findings since the City is the proponent and he is representing the City on LAFCo.
- Greenbriar should be included in the City's General Plan and Joint Vision planning process and fully planned for all its impacts and does not deserve to have a special treatment status outside the state mandated planning process.

Molly Fling
1871 Bridgecreek Dr.
Sacramento, CA95833
916-923-1527

1a20

From: "Gina S. McKeever" <gsmckeeper@hotmail.com>
To: <diane.thorpe@saclafco.org>, <peter.brundage@saclafco.org>, <redbanes@co...>
CC: <bmoore@sacbee.com>
Date: 9/17/2007 3:04 PM
Subject: In Support of Greenbriar Project

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

Get the device you want, with the Hotmail® you love.

la21

From: "Lockhart. Don" <Donald.Lockhart@SacLAFCo.org>
To: "Amanda Olekszulín" <Amanda.Olekszulín@edaw.com>, <dschamber@cityofsacra...>
CC: "Brundage. Peter" <BrundageP@saccounty.net>, "Madeline Miller" <madeline...>
Date: 9/17/2007 12:28 PM
Subject: RE: Update: Greenbriar Special Meeting Request (LAFCo 12-05)

At the request of the Greenbriar applicant, a Special Meeting of the Commission will be held @ 5:30 PM on Wednesday, September 19, 2007.

Item 3 is the Greenbriar Report. It may be downloaded @ http://www.saclafco.org/Meetings/Agenda/SAC_LAFCO_DF_091907. Please check the website later, as more info is being loaded. Thank you for your interest in this project.

The location for the Commission meeting will be 700 H Street, County Board of Supervisors Chambers, Sacramento, CA. The Commission may consider the Municipal Services Review and the Final Environmental Impact Report and applicant request for Sphere of Influence Amendments for the City of Sacramento, Sacramento Regional County Sanitation District, and County Sanitation District #1 at that time. Please feel free to contact me if any further information is needed.

Don Lockhart, AICP
 Assistant Executive Officer
 Sacramento LAFCo
 1112 I Street, Suite 100
 Sacramento, CA 95814-2836
 916.874.2937
 916.874.2939 (FAX)
 Donald.Lockhart@SacLAFCo.org

 This e-mail and any attachments thereto may contain private, confidential, and privileged material for the sole use of the intended recipient. Any review, copying, or distribution of this email (or any attachments thereto) by other than Sacramento LAFCo or the intended recipient is strictly prohibited.
 If you are not the intended recipient, please contact the sender immediately and permanently delete the original and any copies of this email and any attachments thereto.

COUNTY OF SACRAMENTO EMAIL DISCLAIMER:
 This email and any attachments thereto may contain private, confidential, and privileged material for the sole use of the intended recipient. Any review, copying, or distribution of this email (or any attachments thereto) by other than the County of Sacramento or the intended recipient is strictly prohibited.

If you are not the intended recipient, please contact the sender immediately and permanently delete the original and any copies of this email and any attachments thereto.

1922

From: "William James" <bpcjames@sbcglobal.net>
To: <diane.thorpe@saclafco.org>, <peter.brundage@saclafco.org>, <redbanes@co...>
CC: <bmoore@sacbee.com>
Date: 9/14/2007 3:07 PM
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, leveled 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

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

1a23

RECEIVED
MAYOR/COUNCIL OFFICE
CITY OF SACRAMENTO

REMY, THOMAS, MOOSE and MANLEY, LLP
ATTORNEYS AT LAW

MICHAEL H. REMY
1944 - 2003

NOV -8 P 5:08

455 CAPITOL MALL, SUITE 210
SACRAMENTO, CALIFORNIA 95814

TINA A. THOMAS
JAMES G. MOOSE
WHITMAN F. MANLEY
ANDREA K. LEISY
TIFFANY K. WRIGHT
SABRINA V. TELLER
ASHLE T. CROCKER

Telephone: (916) 443-2745
Facsimile: (916) 443-9017
E-mail: info@rtmmlaw.com
http://www.rtmmlaw.com

JENNIFER S. HOLMAN
MICHELE A. TONG
AMY R. HIGUERA
HOWARD F. WILKINS III
MEGAN M. QUINN
AMANDA R. BERLIN
JASON W. HOLDER
LAURA M. HARRIS
KATHRYN C. COTTER
COURTNEY K. FRIEH

BRIAN J. PLANT
OF COUNSEL

November 7, 2007

Hand Delivered

Ken Oneto, President
Sacramento County Farm Bureau
8970 Elk Grove Boulevard
Elk Grove, CA 95624

Re: Proposed Greenbriar Project

Dear Mr. Oneto:

This letter is in response to your November 6, 2007 letter to Mayor Fargo regarding the Sacramento County Farm Bureau's concerns related to the proposed Greenbriar project. We offer the following response to address these concerns. Specifically, we address concerns regarding mitigation of agricultural impacts; development outside the Natomas Basin Habitat Conservation Plan (NBHCP) area; the need for development of Greenbriar to accommodate future growth; and flooding impacts.

1. Mitigation of Agricultural Impacts

Your letter raises concerns that the mitigation measures to address agricultural impacts count habitat mitigation land as agricultural preservation and states that other jurisdictions require mitigation at a ratio of 1:1.

The Sacramento County General Plan designates the project site as Agricultural Cropland. The majority of the project site is currently dry farmed and has accommodated a seasonal rotation of wheat planting for a number of years. The California Department of Conservation, Division of Land Resource Protection, Sacramento County Important Farmland Map has designated the project site as Prime Farmland (329 acres) interspersed with areas designated as Farmland of Statewide Importance (68 acres), Farmland of

of the Joint Vision MOU control and the project is consistent with these terms. CEQA does not require additional mitigation for loss of agricultural lands. Moreover, there is no factual basis on which to make a determination that requiring the project applicant to acquire farmland conservation easements at a ratio greater than required by the Joint Vision MOU bears reasonable proportionality to the impact of the project.¹

2. Development Outside of the Natomas Basin HCP

Your letter also raises concerns regarding the fact that the project lies outside of the NBHCP area. While development of the Greenbriar site was not analyzed in the NBHCP and therefore is not covered by the NBHCP incidental take permits (“ITPs”) issued to the City by the USFWS or by the DFG (jointly referred to as the “Agencies”), the Agencies entered into an implementation agreement (IA) with the City, Sutter County, and the Natomas Basin Conservancy to effectuate the NBHCP and the IA includes provisions that allow development outside the NBHCP.

The language in the IA establishing the prerequisites for City approval of development not covered by the NBHCP, such as Greenbriar, is as follows:

Because the effectiveness of NBHCP’s Operating Conservation Program is based upon CITY limiting total development to 8,050 acres within the CITY’s Permit Area, and SUTTER limiting total development to 7,467 acres within SUTTER’s Permit Area, approval by either the CITY or SUTTER of future urban development within the Plan Area or outside of their respective Permit Areas would constitute a significant departure from the Plan’s Operating Conservation Program. Thus, CITY and SUTTER further agree that in the event this future urban development should occur, prior to approval of any related rezoning or pre-zoning, such future urban development shall trigger a reevaluation of the Plan and Permits, a new effects analysis, potential amendments and/or revisions to the Plan and Permits, a separate conservation strategy and issuance of Incidental Take Permits to the permittee for that additional development, and/or possible suspension or revocation of CITY’s or SUTTER’s Permits in the event the CITY or SUTTER violate such limitations. (NBHCP IA § 3.1.1(a).)

As required by the IA, the project applicant has prepared a conservation strategy, has assisted the City in completing an effects analysis, and is seeking project-specific ITPs

^{1/} See, CEQA Guidelines, Section 15126.4(a)(4)(B): “The mitigation measure must be ‘roughly proportional’ to the impacts of the project.” (Citing cases.)

from the Service based on a stand-alone HCP. The Greenbriar HCP, now in the development stage, will be submitted to the Service in order to obtain a project-specific ITP. Consultation meetings with the USFWS and CDFG have been initiated as part of the HCP preparation process. Coordination with the Natomas Basin Conservancy will further reinforce the compatibility of the applicant's mitigation strategy with the NBHCP model. The HCP/ITP document will be consistent with the prior analysis and the mitigation set out in the Draft EIR report for the project, and will include any additional mitigation, if additional mitigation is required, resulting from the completion and approval of the HCP.

Of particular note, the Analysis of Effects on the Natomas Basin Conservation Plan Report ("Effects Analysis") was completed as part of the CEQA review process. Among its conclusions are: (1) that Greenbriar, as mitigated, is consistent with the existing NBHCP conservation strategy; (2) that Greenbriar is not an appropriate reserve location and is not needed to achieve applicable conservation goals; and (3) that development of Greenbriar will not jeopardize the continued existence of any species covered by the NBHCP.

3. Development of Greenbriar Site to Meet Future Growth Projections

Your letter urges the City to consider infill projects and revitalization of existing developed areas before developing existing farmland. The City considers Greenbriar an infill development project and has determined that development of the site is necessary to meet future growth projections. Assuming the current rate of development absorption and vacant land inventory, sufficient holding capacity does not exist within the City to accommodate projected growth. Development of Greenbriar will help the City accommodate projected growth.

According to the City's General Plan technical background reports, as of September 2005, there were approximately 14,000 acres of low and medium density parcels of vacant land available. However, the actual number is likely less than this total, because a substantial quantity of land has been developed subsequently in the North Natomas area, where the majority of this land is concentrated. For example, projects considered in a cumulative context include the Westborough, Cambay West, Natomas Crossing, Natomas Town Center, Natomas Creek and Panhandle (595 acres with 3,075 dwelling units) projects; each of which are in the North Natomas area. In the south Sacramento area, M&H Realty and SunCal Companies and Dunmore Homes have submitted an application to develop one of the last remaining large blocks of land in the City, the 925-acre Delta Shores site. Vacant industrial sites at the 240-acre downtown Sacramento railyards (up to 10,000 dwelling units) and 72 acre Curtis Park railyards (540 dwelling units and 188,941 square feet of retail/commercial) are being actively pursued for development, with

Mr. Ken Oneto
November 7, 2007
Page 5 of 6

applications submitted and the environmental review process begun on both. As this shows, the North Natomas area continues to be actively developed, and other large, vacant, or undeveloped parcels are being actively pursued. Thus, very little vacant land is available for larger developments such as Greenbriar within the City's boundaries.

Over the next 25 years, the City is expected to grow by 200,000 people. However, the current General Plan, including the current sphere-of-influence, would only accommodate an additional estimated 114,000 people. Additional land would be needed if the City intends to accommodate the 86,000 people above the General Plan's holding capacity that are anticipated to live in the City. The City believes that, as a result of the lack of available vacant land within its boundaries, the City will need to look to areas outside its sphere of influence, like Greenbriar, in order to accommodate projected growth.

4. The City's Current Floodplain Development Policy

Finally, your letter raises concerns regarding development of the project site prior to repairs to the Natomas levees.

With approval of the Greenbriar project, construction activities could commence only upon receipt of all discretionary permits and approvals from trustee and responsible agencies including approval of the project's Habitat Conservation Plan from the U.S. Fish and Wildlife Service (USFWS).

Based on the permits and approvals required for the project, the City anticipates that building permits will not be issued before 2010. Therefore, it is anticipated that FEMA will have issued the selected SFHA designation prior to the commencement of any construction activities and that new vertical construction of damageable property will be governed by the requirements of the designation. SAFCA is currently proceeding with implementation of levee improvements and is anticipated to complete these improvements for 100-year flood protection by 2010 and 200-year flood protection by 2012 (SAFCA 2007). As such, the Greenbriar project site would be expected to have 100-year flood protection by 2010.

In addition, the project applicant submitted a letter to Sacramento LAFCo dated September 19, 2007, wherein the applicant states that it will not pursue vertical residential construction until and unless the property has 100-year flood protection. (Letter dated September 19, 2007, from AKT Development to Sacramento LAFCo.)

Mitigation Measure 6.10-3 requires the City to comply with all applicable FEMA regulations and requires the project applicant to participate in a funding mechanism

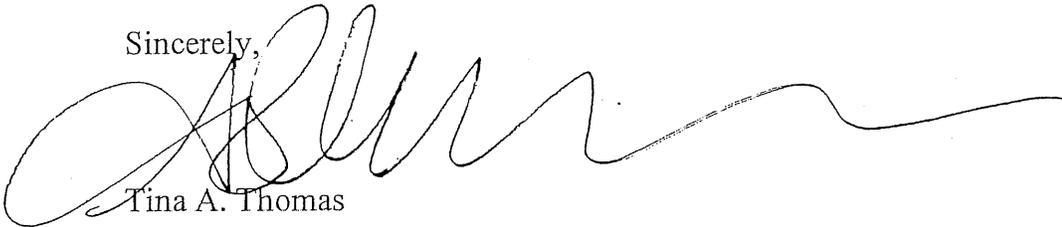
Mr. Ken Oneto
November 7, 2007
Page 6 of 6

established by SAFCA for the purpose of implementing levee improvements that would provide no less than 100-year flood protection for the project site. The measure specifies that no building permits may be issued prior to the requirements of the applicable FEMA zone and corresponding requirements under the City's Floodplain Management Ordinance being met. With implementation of the levee improvements planned by SAFCA and contributed to by the project, the project's flood hazard impacts would be less than significant.

* * * * *

If you have any questions or concerns regarding the above, or regarding any other matters pertaining to the Greenbriar project, please contact me or my partner Ashle Crocker at your convenience.

Sincerely,

A large, stylized handwritten signature in black ink, appearing to read 'Tina A. Thomas', written over the word 'Sincerely,'.

Tina A. Thomas

cc: Mayor Heather Fargo
City of Sacramento Council Members
City of Sacramento Planning Commissioners
Sacramento County Board of Supervisors
Sacramento Local Agency Formation Commission
Rich Archibald
Scot Mende
Nancy Miller
Phil Serna

1a24

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

1a25

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

1926

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

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

1928

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 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,

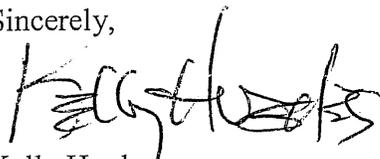
Various articles about the Greenbriar project in North Sacramento have been in the Sacramento Bee in the past few years. Tuesday's "Connecting Communities" ad in the newspaper prompted me send you this letter of support for the Greenbriar project.

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

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

THOMAS C. REAVEY

1431

October 5, 2007

Mayor Heather Fargo
City of Sacramento
915 I Street, 5th Floor
Sacramento, CA 95814-2604

VIA FACSIMILE (916) 264-7680 AND US MAIL

RE: Greenbriar: Please Disallow Its Annexation By The City of Sacramento

Dear Mayor Fargo,

I am writing to urge you and the members of the City Planning Commission to disallow the Greenbriar annexation project outside of the Sacramento city limits in North Natomas. I reviewed the draft and final Environmental Impact Reports (EIRs) for Greenbriar and found that the EIRs identify severe, unavoidable, and significant impacts, and would further strain the city's ability to deliver desperately-needed police, fire, and emergency services to North Natomas. As referenced in the Sacramento County Grand Jury's 2006-2007 final report, North Natomas residents already struggle with compromised levees, a lack of roads, dangerous traffic congestion, a lack of bus services, a lack of police services, and a lack of fire prevention services. To add Greenbriar to this dangerous situation at this time is unthinkable. Additionally, local nonprofit organizations, including the Sacramento County Taxpayer's League, and state and federal agencies have detailed numerous problems with the Greenbriar project such as the higher taxes and infrastructure costs that will result.

Furthermore, there is no reason to put this project in front of the City General Plan update and in front of the very necessary fixing of the compromised North Natomas levees. Finally, any rationale for the project's need based on light rail funding/planning/construction to the airport is likely fictional and thus insufficient to merit continuing this annexation process. For all of these reasons, I therefore urge you to disallow the Greenbriar annexation project by the City of Sacramento. Thank you for your consideration, and please convey my concerns to other City officials.

Respectfully,



Thomas Reavey, a North Natomas resident of Council District 1
170 Vista Cove Circle
Sacramento, CA 95835

Cc: Councilmember Ray Tretheway



SACRAMENTO COUNTY TAXPAYERS LEAGUE

October 6, 2007

Joseph Yee, Chairperson
City of Sacramento Planning Commission
915 I Street, NCH, 3rd Floor
Sacramento, CA 95814-2671

2007
Officers & Directors

- President
KEN PAYNE
Hazardous Substances Scientist
- Vice-Presidents
JONATHAN COUPAL
Howard Jarvis Taxpayers Association
- BOB CREEDON
Senator Ford, Inc.
- Secretary
W. BRUCE LEE
Fiscal Policy Advisor
- Treasurer
JOE SULLIVAN
Sullivan & Associates
- Executive Director
BOB BLYMYER
Transportation Historian
- Office Manager
SUSAN FERRELL
- Directors
JEFF ATTEBERRY, P.E.
Civil Engineer
CARL BURTON
People's Advocate, Inc.
PAUL CARR
Financial Consultant
TROY DININ
Raley's Supermarkets
FELICIA ELKINSON
Taxpayer
ED GREBITUS, JR.
E. A. Grebitus & Sons, Inc.
ADAM GRZYBICKI
AT&T
THOMAS W. HILTACHK
Bell, McAndrews & Hiltachk
BILL HIRSCHFELT
John O. Bronson Company
BILL JOHNSON, P.E.
Geophysicist & Civil Engineer
BILL LAWRENCE, SR.
AAA RV Appliance Parts, Inc.
JIM LOFGREN
Rental Housing Association
of Sacramento Valley
AL MCNULTY
Taxpayer
RICHARD MERSEREAU
Taxpayer-Policy Analyst
DOLORES O'BRIEN
Taxpayer
JAY O'BRIEN
Taxpayer
HARVEY ROSE, M.D.

RE: Opposition to the Annexation of Greenbriar by the City of Sacramento

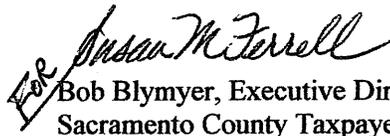
Dear Chairperson Yee,

On behalf of the Sacramento County Taxpayers League, I am writing to urge you and the other members of the Commission to disallow the Greenbriar annexation project outside of the Sacramento City limits in North Natomas. We first expressed our opposition to Greenbriar in September 2006 through both a letter and testimony to the Local Area Formation Commission (LAFCO Commission), and again in testimony to the LAFCO Commission in September 2007. Our primary opposition was then and is still now based on the substantial infrastructure costs to taxpayers that it will take to make this area safe and well-served, and due to the tremendous risks and costs that allowing additional development in a severe flood plain lacking 100-year protection would present to taxpayers.

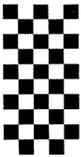
Secondly, the League now notes severe additional risks to the taxpayers due to a conflict between the existing "Joint Vision" memorandum of understanding (MOU) between the City of Sacramento and the County of Sacramento that governs potential development of this area, in which all tax revenues would be shared equally between them, and the Greenbriar Municipal Services Review and Financing Plan, which assumes that all of these revenues would be available to the City of Sacramento to build, operate, and fund municipal services. This conflict could result in a legal challenge by the County of Sacramento to recover the tax revenues, leaving the project in serious deficit and the City's taxpayers exposed to huge financial liabilities to finish it.

Finally, the City of Sacramento has a dismal track record in delivering tax-supported public services to the existing North Natomas community. The Sacramento Bee recently reported that the City still needs \$74 million dollars, presumably coming from City taxpayers, to provide already-promised public services to North Natomas such as police and fire services, libraries and schools, parks and recreation, and even basic bus service. The Sacramento County Grand Jury also noted in its 2006-2007 final report, "North Natomas: Development Gone Awry" the serious deficit in municipal services and infrastructure in the build-out of the North Natomas Community Plan. The City of Sacramento must finish North Natomas and deliver the services already paid for and promised to its taxpayers as a first priority, not expose the taxpayers to even greater risks and liabilities with Greenbriar. Thank you for your consideration, and please convey our concerns to other members of the commission.

Respectfully,


Bob Blymyer, Executive Director
Sacramento County Taxpayers League

Cc: Sacramento City Council Members



THOMAS C. REAVEY

October 5, 2007

Mayor Heather Fargo
City of Sacramento
915 I Street, 5th Floor
Sacramento, CA 95814-2604

VIA FACSIMILE (916) 264-7680 AND US MAIL

RE: Greenbriar: Please Disallow Its Annexation By The City of Sacramento

Dear Mayor Fargo,

I am writing to urge you and the members of the City Planning Commission to disallow the Greenbriar annexation project outside of the Sacramento city limits in North Natomas. I reviewed the draft and final Environmental Impact Reports (EIRs) for Greenbriar and found that the EIRs identify severe, unavoidable, and significant impacts, and would further strain the city's ability to deliver desperately-needed police, fire, and emergency services to North Natomas. As referenced in the Sacramento County Grand Jury's 2006-2007 final report, North Natomas residents already struggle with compromised levees, a lack of roads, dangerous traffic congestion, a lack of bus services, a lack of police services, and a lack of fire prevention services. To add Greenbriar to this dangerous situation at this time is unthinkable. Additionally, local nonprofit organizations, including the Sacramento County Taxpayer's League, and state and federal agencies have detailed numerous problems with the Greenbriar project such as the higher taxes and infrastructure costs that will result.

Furthermore, there is no reason to put this project in front of the City General Plan update and in front of the very necessary fixing of the compromised North Natomas levees. Finally, any rationale for the project's need based on light rail funding/planning/construction to the airport is likely fictional and thus insufficient to merit continuing this annexation process. For all of these reasons, I therefore urge you to disallow the Greenbriar annexation project by the City of Sacramento. Thank you for your consideration, and please convey my concerns to other City officials.

Respectfully,

Thomas Reavey, a North Natomas resident of Council District 1
170 Vista Cove Circle
Sacramento, CA 95835

Cc: Councilmember Ray Tretheway