



# REPORT TO COUNCIL

## City of Sacramento

# 26

915 I Street, Sacramento, CA 95814-2671  
www. CityofSacramento.org

STAFF REPORT  
**November 1, 2005**

Honorable Mayor and  
Members of the City Council

**Subject:** Initiation of an application to Sacramento Local Agency Formation Commission (LAFCo) for the sequential processing of a Sphere of Influence amendment and annexation of the Greenbriar project, and approval of a City-Sacramento LAFCo Memorandum of Understanding (MOU) for the processing of the Greenbriar project (M05-046)

**Location/Council District:**

Unincorporated portion of the Natomas Basin, within Sacramento County. The project site is located at the northwest intersection of State Route 99 and Interstate 5. (APNS: 201-0300-049, 201-0300-067 to 071, 201-0300-076 to 077, 201-0300-079 to 081, 201-0300-083, 201-0300-085)

**Recommendation:**

1) Adopt a Resolution initiating an application to amend the City's Sphere of Influence (SOI) to include the area known as Greenbriar Farms located in the Natomas Joint Vision Area, 2) Adopt a Resolution initiating the annexation of the area known as Greenbriar Farms located in the Natomas Joint Vision Area, and 3) Adopt a Resolution authorizing the City Manager to sign a MOU between the City of Sacramento and Sacramento LAFCo for the preparation of an Environmental Impact Report for processing the SOI amendment and annexation.

**Contact:** Ashley Feeney, Assistant Planner, 808-1941; Steve Peterson, Principal Planner, 808-5981

**Presenters:** Ashley Feeney, Assistant Planner, 808-1941

**Department:** Development Services

**Division:** Planning

**Organization No:** 4827



**Summary:**

This is a report requesting initiation of an application to Sacramento LAFCo for the sequential processing of a SOI amendment and annexation of the Greenbriar project (See Attachment 1). This report further requests authorization of a City-LAFCo MOU for the preparation of an Environmental Impact Report.

**Committee/Commission Action:**

This item will be forwarded to the Planning Commission for land use approvals after completion of the environmental analysis.

**Background Information:**

On December 10, 2002, the City Council and the Board of Supervisors approved a MOU regarding principles of land use and revenue sharing for the Natomas area. This has come to be known as the Joint Vision for Natomas. The City-County MOU identifies the City of Sacramento as the appropriate agency for development within the Natomas Joint Vision Area.

In May 2005, the City of Sacramento received a landowner application to process an annexation and land use entitlements for a 577 acre site known as Greenbriar. The project site is located in the Natomas Joint Vision Area.

The Greenbriar project is a transit oriented, mixed use development located adjacent to Metro Airpark and the City limits. The Greenbriar territory is recognized in the Sacramento Area Council of Governments Blueprint growth scenario as land suitable for urban development. The SACOG Blueprint was established based on the application of Smart Growth principles to logical areas for urban expansion.

The proposed alignment of the Downtown-Natomas-Airport light-rail line (DNA line) runs directly through the Greenbriar territory. The DNA line would provide a transportation link between the Sacramento International Airport, Metro Airpark, North and South Natomas, Richards Blvd, the Railyards and the Central City Amtrak Depot (See Attachment 2). Regional Transit is required to demonstrate increased ridership based on existing and future development to be competitive for the limited federal funding available. The Greenbriar project would provide Regional Transit a significant boost in potential ridership, thereby contributing to the funding of a crucial link in the region's transportation system.

The applicant desires to have a single EIR prepared for the Greenbriar project. The applicant, City staff and LAFCo staff feel that this is a cost-effective approach and may result in time savings.

On August 3, 2005, the Local Agency Formation Commission authorized the LAFCo Executive Officer to sign a Memorandum of Understanding with the City of Sacramento setting forth the roles, responsibilities, terms and conditions for a collaborative co-lead agency status in the preparation of an Environmental Impact Report for the Greenbriar

project. The City-LAFCo MOU provides for a collaborative effort in maintaining an expedited approval goal. A copy of the City-LAFCo MOU is included in the Resolution authorizing a City-LAFCo MOU as Exhibit A.

#### Sphere of Influence Amendment and Annexation:

A "Sphere of Influence" is a plan for the probable ultimate physical boundaries and service area of a local governmental agency, as determined by LAFCo. The Greenbriar project site is located outside of the City's existing Sphere of Influence and adjacent to City limits on two sides. LAFCo policies require that unincorporated lands be in the City's sphere prior to processing of an annexation. A Council Resolution is required to initiate the application to Sacramento LAFCo for the required SOI amendment.

The project applicant (River West Investments) has requested the annexation of the Greenbriar Farms territory to the City of Sacramento. The annexation will require LAFCo approval of the SOI amendment prior to processing the annexation. A Council Resolution is required to initiate the application to Sacramento LAFCo for the processing of the annexation.

#### Natomas Joint Vision Implementation Status:

Since the approval of the Natomas Joint Vision MOU, City, County and LAFCo staffs continue to work together to implement the shared vision. In August 2005, LAFCo authorized staff to enter into a cooperative agreement with the City that provides for the joint processing of an EIR for the Sphere of Influence Amendment. Staff will return later this month with a work program to implement the larger Joint Vision planning process.

#### **Financial Considerations:**

The applicant is paying all costs associated with the processing of the Greenbriar project.

#### **Environmental Considerations:**

Potential environmental issues related to the processing of the Greenbriar project will be evaluated in the Environmental Impact Report (EIR). The EIR process will include a full opportunity for review and comment by the public and would be completed in compliance with the requirements of the California Environmental Quality Act.

#### **Policy Considerations:**

It is the policy of the City to work with LAFCo to adjust the LAFCo Sphere of Influence to be in conformity with the City's adopted Annexation Policy. The City's adopted Annexation Policy states that the City should encourage landowner applications which:

- a. Constitute fiscally sound additions to the existing City.

- b. Are consistent with State law and Local Agency Formation Commission standards and criteria.
- c. Preserve neighborhood identities.
- d. Ensure the provision of adequate municipal services.
- e. Are consistent with General Plan and Community Plan land use policies.

Staff feels the collaborative relationship with LAFCo staff defined by the attached City-LAFCo MOU will result in an efficient processing of the Greenbriar EIR. Staff supports the initiation of the SOI amendment and annexation of the Greenbriar project for the unique merits of the project, coupled with policy consistency.

Greenbriar is consistent with City adopted Smart Growth principles per the City-County Natomas Joint Vision Memorandum of Understanding and SACOG Blueprint goals. The Greenbriar site is proximate to development on the south, east and western boundaries. Strategically the Greenbriar territory would be a logical extension of the City's North Natomas Community Plan area.

**Emerging Small Business Development (ESBD):**

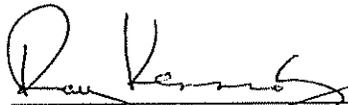
No goods or services are being purchased under this report.

Respectfully submitted by:



CAROL SHEARLY  
Interim Planning Director, Planning Division

Recommendation Approved:



FOR ROBERT P. THOMAS  
City Manager

Table of Contents:

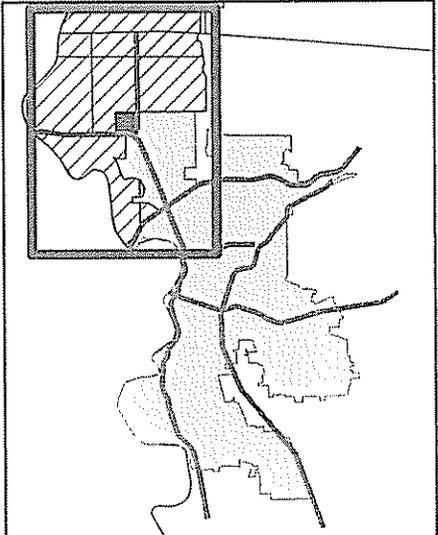
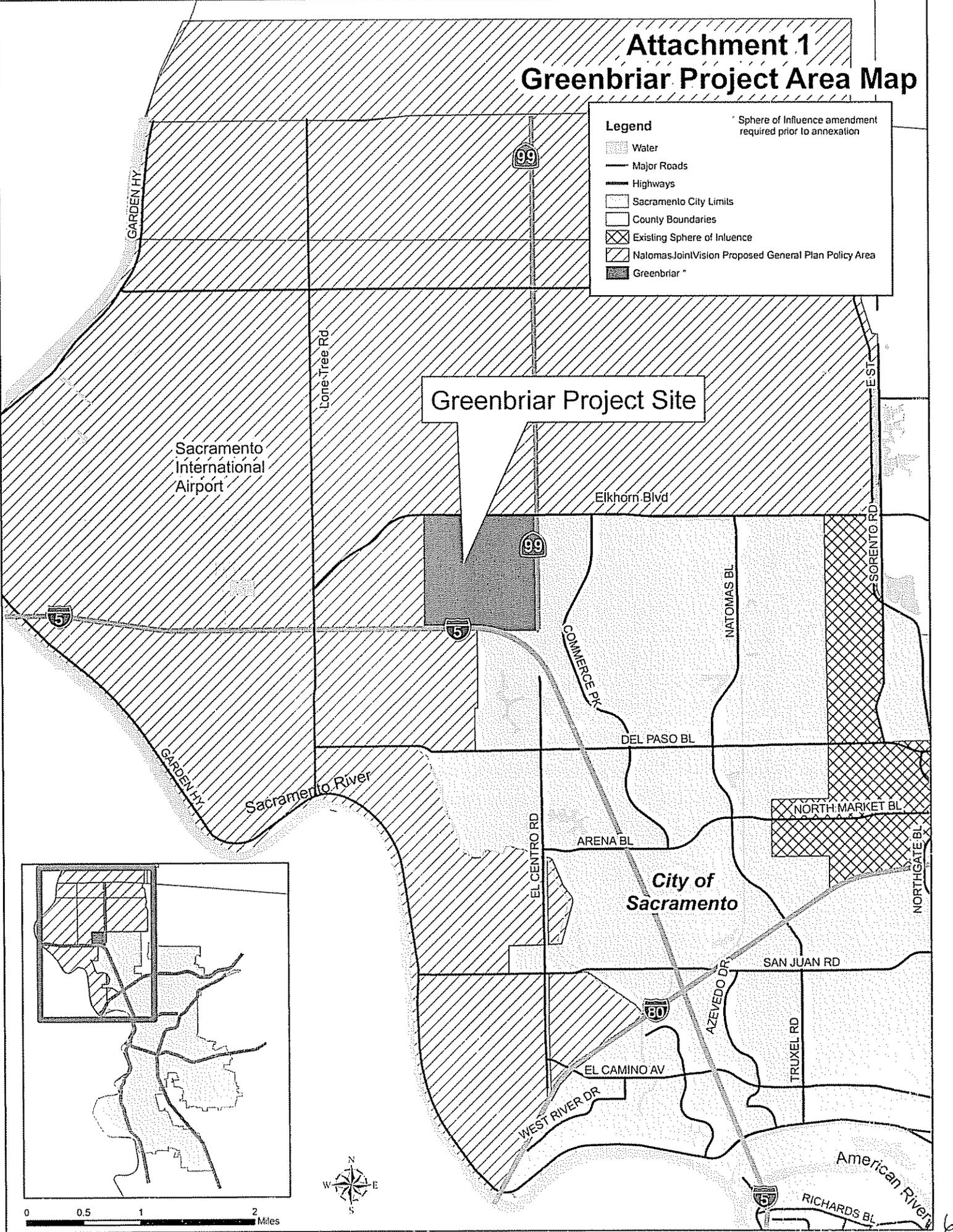
Pg 1-5	Staff Report
Pg 6	Attachment 1 – Greenbriar Project Location Map
Pg 7	Attachment 2 – DNA Line Map
Pg 8-12	Attachment 3 – SACOG Letter to Sacramento LAFCo
Pg 13-15	Resolution authorizing City-LAFCo MOU
Pg 16-19	Exhibit A – Draft City-LAFCo Memorandum of Understanding
Pg 20-22	Resolution initiating SOI amendment for the Greenbriar project site
Pg 23	Exhibit A – Greenbriar Sphere of Influence Amendment Map
Pg 24-26	Resolution initiating Annexation of the Greenbriar project site
Pg 27	Exhibit A - Greenbriar Annexation Legal Description
Pg 28	Exhibit B – Greenbriar Project Location Map

# Attachment 1 Greenbriar Project Area Map

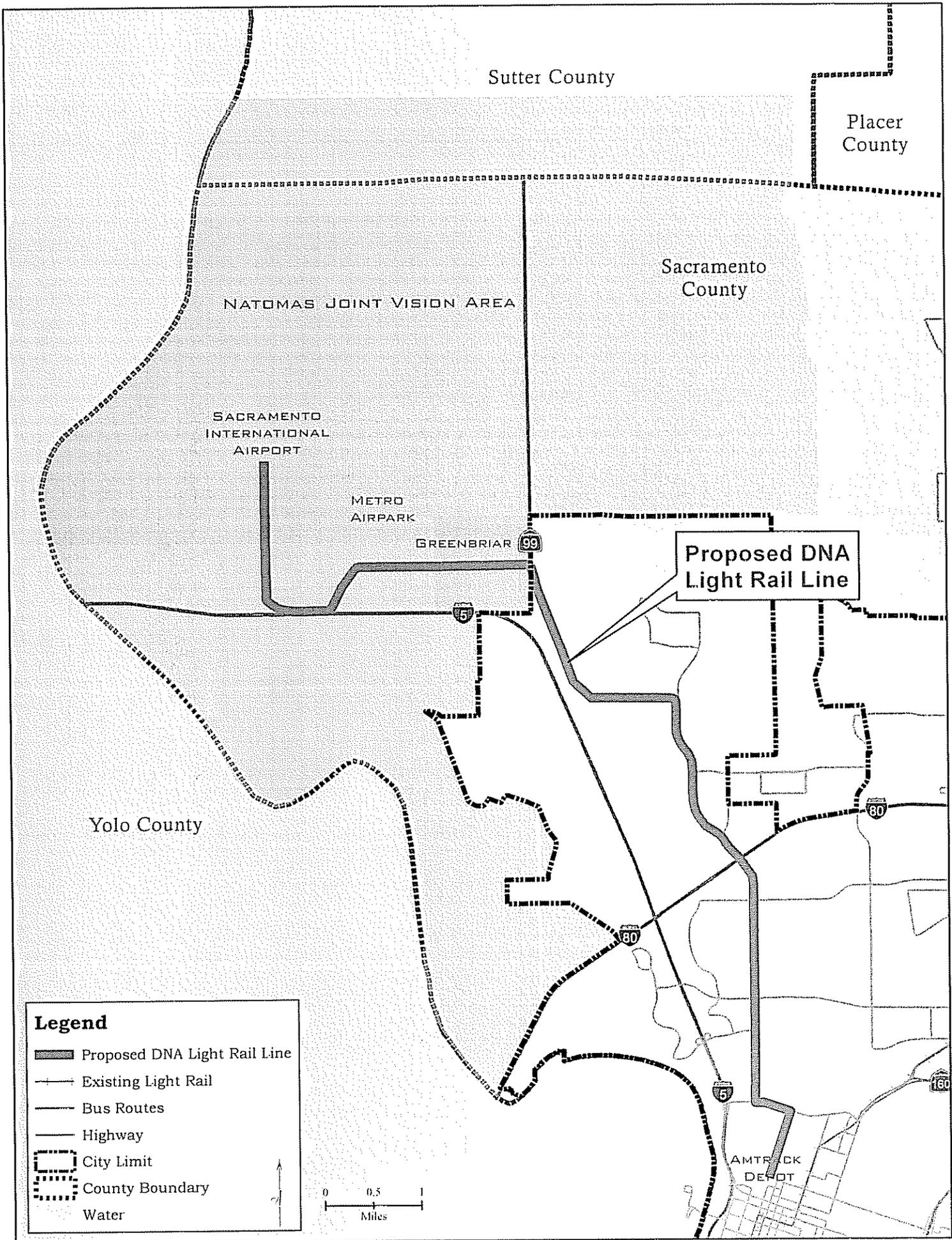
## Legend

- Water
  - Major Roads
  - Highways
  - Sacramento City Limits
  - County Boundaries
  - Existing Sphere of Influence
  - Natomas Joint Vision Proposed General Plan Policy Area
  - Greenbriar
- Sphere of Influence amendment required prior to annexation

**Greenbriar Project Site**



0 0.5 1 2 Miles





1415 L Street,  
Suite 300  
Sacramento CA  
95814

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

Sacramento Area  
Council of  
Governments

August 3, 2005

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

Mr. Lockhart:

On behalf of the Sacramento Area Council of Governments, I am submitting to you the following comments regarding the Greenbriar Farms development proposal. As cities and counties in the region review development applications, SACOG staff is occasionally asked to provide an assessment of how well a proposal meets the principles of SACOG's Blueprint Project (which is described later in this letter and in the attachment). The city of Sacramento requested that SACOG review the Greenbriar application.

Findings and Evaluation

Overall, the project clearly conforms with the principles of the Blueprint Project. SACOG used the PLACE<sup>3</sup>S modeling software to review the application, which revealed a number of observations related to the principles of the Blueprint Project:

- The Blueprint Project encourages mixed land uses. Mixed use allows more opportunities for people to live, work and play within one community, thus making the community more complete. This helps reduce the need for residents to drive to other parts of the region. The Greenbriar proposal does offer a mixture of uses: residential, commercial, park/open space and public schools. Our analysis of the surrounding 610-acre site includes 389 acres of residential development, 30 acres of neighborhood commercial uses, 100 acres of park and lake, 30 acres of open space buffer. Parks are also dispersed throughout the project area, thus reducing the distance residents must travel for recreational purposes.
- Balancing jobs and housing is another Blueprint principle. If jobs are closer to where people live, the amount of traffic congestion and air pollution will be reduced. The applicant's ratio of 2.6 dwelling units per job improves on the 3.6 dwelling units per job for the site in the Blueprint scenario.
- The project offers non-automotive transportation alternatives, which is another Blueprint Principle. The proposal provides a grid street system, which helps pedestrian travel. In addition, pedestrian paseos and trails are included throughout the development.

Auburn  
Citrus Heights  
Colfax  
Davis  
El Dorado County  
Elk Grove  
Folsom  
Galt  
Istleton  
Lincoln  
Live Oak  
Loomis  
Marysville  
Placer County  
Placerville  
Rancho Cordova  
Rocklin  
Roseville  
Sacramento  
Sacramento County  
Sutter County  
West Sacramento  
Wheatland  
Woodland  
Yolo County  
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

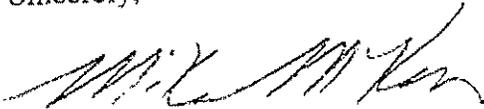
Note: The proposal could be stronger with higher residential densities and employment if not for regulations regarding airport flight safety. At a later point when all the data is collected, this proposal will need to be reviewed by the Airport Land Use Commission, which is another role that SACOG plays.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

## **RESOLUTION NO. 2005-XXXX**

Adopted by the Sacramento City Council

November 1, 2005

### **RESOLUTION AUTHORIZING STAFF TO SIGN A MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF SACRAMENTO AND SACRAMENTO LOCAL AGENCY FORMATION COMMISSION (LAFCo) FOR PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR A SEQUENTIAL SPHERE OF INFLUENCE (SOI) AMENDMENT AND ANNEXATION OF THE PROJECT KNOWN AS GREENBRIAR (M05-046)**

#### **BACKGROUND**

- A. On December 10, 2002, the Sacramento City Council and the Sacramento County Board of Supervisors approved the Memorandum of Understanding (MOU) regarding principles of land use and revenue sharing for the Natomas area. This has come to be known as the "Joint Vision for Natomas".
- B. The City-County MOU identifies the City of Sacramento as the appropriate agency for development within the Natomas Joint Vision Area.
- C. In May 2005, the City of Sacramento received a landowner application to process entitlements for a 577 acre site known as Greenbriar. The project site is located within the Natomas Joint Vision Area at the northwest intersection of State Route 99 and Interstate 5. It is consistent with the City's annexation policy to encourage owner initiated annexations which constitute fiscally sound additions to the existing City, ensure the provision of adequate municipal services, and are consistent with the City's General Plan and Community Plan land use policies and consistent with State law and LAFCo standards and criteria. The site is located outside the current City of Sacramento SOI.
- D. The applicant desires to have a single EIR prepared for the Greenbriar project. The applicant, City staff and LAFCo staff feel that this is a cost-effective approach and may result in time savings.
- E. On August 3, 2005, the Local Agency Formation Commission (LAFCo) authorized the LAFCo Executive Officer to sign a Memorandum of Understanding with the City of Sacramento setting forth the roles, responsibilities, terms and conditions for a collaborative co-lead agency status in the preparation of an Environmental Impact Report for the Greenbriar project.

F. The terms and conditions are defined in the attached draft City-LAFCo MOU (Exhibit A) based upon the following proposed principles adopted by LAFCo at the August 3, 2005 commission meeting:

1. LAFCo and the City will cooperate in the scoping and drafting of the EIR.
2. LAFCo will retain the authority to certify the Draft EIR as to the SOI issues.
3. LAFCo will retain the authority to adopt independent mitigation measures and independently review the issue of SOI environmental impacts.
4. LAFCo and the City are not waiving any rights with respect to their lead agency status.
5. LAFCo will certify the EIR prior to certification by the City of Sacramento.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

The City Council of the City of Sacramento hereby authorizes the City Manager to enter into a Memorandum of Understanding with Sacramento LAFCo for preparation of an Environmental Impact Report for a sequential Sphere of Influence amendment and annexation of the project known as Greenbriar consistent with the principles stated in section F, above.

**Table of Contents:**

Exhibit A: Draft City-LAFCo Memorandum of Understanding

**Adopted by the City of Sacramento City Council on November 1, 2005 by the following vote:**

Ayes:

Noes:

Abstain:

Absent:

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MAYOR

ATTEST:

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CITY CLERK

M05-046

Memorandum of Understanding between the  
Sacramento Local Agency Formation Commission and the City of Sacramento  
Relating to the Preparation of an Environmental Impact Report  
for the Greenbriar Project and Establishment of Co-Lead Agencies for the  
purpose thereto

Recitals

1. The City of Sacramento (City) has received an application for development of approximately 577 acres at the northwest quadrant of the intersection of State Route 99 and Interstate 5. The site is located in the unincorporated portion of Sacramento County and outside of the current City of Sacramento Sphere of Influence. The development application is comprised of a General Plan Amendment, Community Plan Amendment, Rezoning, Master Tentative Parcel Map, Tentative Subdivision Map, Planned Unit Development and Development Agreement. In addition, the proposed development requires the City to apply to the Sacramento Local Agency Formation Commission (LAFCo) for a Sphere of Influence Boundary Amendment (including a related Municipal Services Review) and Reorganization (annexation and related detachments). Taken together these applications comprise a "project" within the meaning of and subject to the California Environmental Quality Act (Pub. Res. Code §21000 *et seq.*) (CEQA) for which an environmental impact report will be prepared and which are referred to collectively in this Memorandum of Understanding as the Greenbriar Project.

2. LAFCo is the appropriate Lead Agency for the proposed Sphere of Influence Boundary Amendment (Gov. Code § 56425 subd. (a); Pub. Res. Code § 21067; LAFCo Policies, IV.F.1, p. IV-7), and will require that the EIR adequately address the environmental issues associated with this application. The City is the appropriate Lead Agency for the remaining elements of the proposed Greenbriar Project and will require the EIR to adequately address the environmental issues associated with applications related to all entitlements except the Sphere of Influence Boundary Amendment. (14 CCR §15051 subd. (b)(2); LAFCo Policies, §IV F.1.d... p. IV-7.)

3 The City desires to have a single EIR prepared for the Greenbriar project. LAFCo has agreed to a single EIR and the City and LAFCo will cooperate in the preparation of a single EIR as authorized by CEQA Guidelines, 14 CCR § 15051 subd. (d). (*Sierra Club v. West Side Irrig. Dist.* (2005) 128 Cal.App.4<sup>th</sup> 690, 700.)

4. It is well established in the law that a Lead Agency may comply with CEQA by adopting EIR materials provided by an applicant or an applicant's consultant as long as the Lead Agency independently reviews, evaluates, and exercises its independent judgment over the documents and the issues they raise and address. (14 CCR §15084 subd. (d) and (e); *Friends of La Vina v. County of Los Angeles* (1991) 232 Cal App 3<sup>rd</sup> 1446 (disapproved on other grounds in *Western States Petroleum v Superior Court* (1991) 9 Cal.4<sup>th</sup> 559, 570 fn. 2, 576 fn. 6); *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal App4th 656).

5. City and LAFCo enter into this Memorandum of Understanding to establish themselves as Co-Lead Agencies for the Greenbriar Project and to establish their respective roles and responsibilities relating to the oversight and management of the preparation of a single EIR. The purpose of this Memorandum of Understanding is to ensure that the resulting Greenbriar Project EIR adequately addresses the environmental issues of the Greenbriar Project as a whole and provides both LAFCo and the City with the information each needs to review, consider, and take action on the Greenbriar Project applications in full compliance with the law.

#### Determinations

The Sacramento Local Agency Formation Commission and the City of Sacramento agree to the following:

6. City may allow the Greenbriar Project applicant to select and contract directly with a consultant to prepare the EIR on the Greenbriar Project, which EIR shall include the environmental review of all of the following: the Sphere of Influence Boundary Amendment, General Plan amendment, Community Plan amendment, Rezoning, Master Tentative Parcel Map, Tentative Subdivision Map, Development Agreement, Reorganization (annexation and detachments), Planned Unit Development and Tentative Map approval.

7. City and LAFCo shall cooperate and work collaboratively to insure that the EIR fully satisfies LAFCo's requirements for conducting a legally adequate environmental review of the Sphere of Influence Boundary Amendment in accordance with CEQA, the CEQA Guidelines, the Cortese-Knox-Hertzberg Local Governmental Reorganization Act of 2000 (Gov. Code §56000 *et seq.*), and LAFCo's locally adopted Policies, Standards and Procedures. The parties agree to the following protocols for preparation of the EIR:

A. City, through its staff, shall be the primary contact point for the applicant's EIR consultant for purposes of generally directing the work of preparing the EIR; transmitting, receiving and disseminating reports, studies, drafts, and other documents related to the EIR; transmitting, receiving and

responding to questions, comments, requests for clarification or additional information; scheduling meetings; and the like.

B. LAFCo, through its Commission staff, and independent consultants, shall have final oversight, review, and approval authority over the content of the administrative draft EIR (ADEIR), the draft EIR (DEIR), and the final EIR (FEIR) as they each relate to the Sphere of Influence Boundary Amendment and shall have Responsible Agency review over the Reorganization (annexation and related detachments). City, through its staff, shall coordinate and work cooperatively and collaboratively with LAFCo to ensure that LAFCo has sufficient and meaningful opportunity to review, evaluate, and exercise its independent judgment over the content of the EIR as it relates to the Sphere of Influence Boundary Amendment and as a responsible agency over the Reorganization (annexation and related detachments).. To this end, LAFCo shall have the right to approve all studies, reports, drafts, and other documents prepared for or in connection with the EIR before public release, to edit or request changes to the ADEIR, DEIR, and FEIR, and request additional work as LAFCo, in the exercise of reasonable judgment and discretion, determines to be necessary to ensure the adequacy and objectivity of the EIR as needed for LAFCo's action as lead agency for the Sphere of Influence Boundary Amendment and as responsible agency for the Reorganization (annexation and related detachments).. At a minimum, City shall notify reasonably in advance (minimum 72 hours) and give LAFCo the opportunity to attend all meetings with the EIR consultant and shall copy LAFCo of all correspondence between the City and its consultant(s), except those related solely to contract and billing issues.

C. City and LAFCo shall each identify and notify the other of their respective staff contacts responsible for implementing this MOU.

D. City and LAFCo staffs shall hold regular status meetings to discuss the progress of the work in conformance with the agreed schedule.

E. LAFCo shall schedule and hold at least one public hearing during the DEIR comment period to receive comments on and proposed revisions to the DEIR.

8. City and LAFCo understand that the City shall be fully and solely responsible for the costs of its EIR consultant and for the costs incurred by LAFCo for retaining its independent environmental consultant as well as its normal processing fees, including, but not limited to, consultant fees, staff time and legal review.

9. City and LAFCo agree to use all reasonable effort and due diligence to process the Project through to the final hearings in a timely fashion to meet City's objective of having LAFCo set for public hearing the SOIA prior to City Council consideration of related entitlements.. City and LAFCo agree to

work cooperatively with each other, and the project applicant and/or EIR consultants as necessary to develop a project schedule listing key steps and dates to aid in achieving City's objectives, which schedule shall be attached to and become a part of this Memorandum of Understanding.

11. City and LAFCo agree to the following sequence of actions to be taken to complete processing of the Greenbriar Project:

A. Completion of FEIR and submittal to LAFCo

B. LAFCo public hearing and exercise of discretionary action on certification of the FEIR and Sphere of Influence Boundary Amendment

C. If the Sphere of Influence amendment is approved, a City public hearing and action on the General Plan Amendment, Community Plan Amendment, Prezone, Master Tentative Subdivision Map, Tentative Subdivision Map, Planned Unit Development and Development Agreement will follow.

D. If the City approves the items in subsection C above, a LAFCo hearing and action on the Reorganization (annexation and related detachments) will follow.

Nothing contained in this Memorandum of Understanding is intended, nor shall it be construed, to commit, control, or influence in any manner whatsoever the authority, judgment, or discretion of the LAFCo Commission or the City Council of City in their future hearings on all or any aspect of the Greenbriar Project and the ultimate decision of each to approve, approve with conditions, or disapprove the Greenbriar Project, in whole or in part, or to require or impose mitigation measures as a result of the environmental review of the Greenbriar Project.

This Memorandum of Understanding is entered into as of \_\_\_\_\_.

By \_\_\_\_\_  
Peter Brundage, Executive Officer  
Sacramento Local Agency  
Formation Commission

By \_\_\_\_\_  
Robert Thomas, City Manager  
City of Sacramento

## **RESOLUTION NO. 2005-XXXX**

Adopted by the Sacramento City Council

November 1, 2005

### **RESOLUTION INITIATING THE AMENDMENT OF THE CITY'S SPHERE OF INFLUENCE (SOI) TO INCLUDE THE AREA KNOWN AS GREENBRIAR FARMS LOCATED IN THE NATOMAS JOINT VISION AREA (M05-046)**

#### **BACKGROUND**

- A. On December 10, 2002, the Sacramento City Council and the Sacramento County Board of Supervisors approved the Memorandum of Understanding (MOU) regarding principles of land use and revenue sharing for the Natomas area. This has come to be known as the "Joint Vision for Natomas".
- B. The City-County MOU identifies the City of Sacramento as the appropriate agency for development within the Natomas Joint Vision Area.
- C. In May 2005, the City of Sacramento received a landowner application to process entitlements for a 577 acre site known as Greenbriar. The project site is located within the Natomas Joint Vision Area at the northwest intersection of State Route 99 and Interstate 5. It is consistent with the City's annexation policy to encourage owner initiated annexations which constitute fiscally sound additions to the existing City, ensure the provision of adequate municipal services, and are consistent with the City's General Plan and Community Plan land use policies and consistent with State law and Local Agency Formation Commission standards and criteria. The site is located outside the current City of Sacramento SOI.
- D. This SOI amendment is being initiated pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Government Code Section 56000 et. seq.).
- E. A map of the exterior boundaries of the affected territory subject to this SOI amendment is attached hereto as Exhibit A incorporated herein by reference.
- F. The City Manager and County Executive Officer have met and conferred regarding proposed SOI amendment, and development standards, zoning requirements, and its boundaries, and have reached agreement on the proposed boundaries and related matters, as required, per Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Government Code Section 56000 et. seq.).

- G. The reasons for the reorganization are as follows:
1. The SOI amendment is required in order to carry out the City's responsibilities for planning and shaping the logical orderly development of the proposed territory. The SOI amendment represents a logical and reasonable future physical boundary of the City, since it is located adjacent to development within the City limits on the south and east and adjacent to development of Metro Airpark on the west.
  2. The City will have the capacity of public facilities and services to support the SOI area, without adversely impacting existing service delivery and capacity that will be demonstrated in the required Municipal Services Review.
  3. The SOI amendment is consistent on social and economic communities of interest that exist in the area.
  4. The City of Sacramento's existing SOI was adopted by the Sacramento LAFCo in 1981, and has been updated periodically since that time, most recently in 1995 for the Natomas Panhandle. Beginning in 2000, Cortese-Knox-Hertzberg requires the sphere to be reviewed and updated, as necessary, not less than once every five years.
  5. The affected territory is designated for urban development under the Sacramento Agency Council of Governments Blueprint regional project and is necessary to accommodate future growth anticipated in the City's General Plan Update.
  6. The affected territory is within the Natomas Joint Vision area and any future development within the SOI amendment area will be consistent with the principles of the City-County MOU.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

The City Council of the City of Sacramento hereby initiates the Sphere of Influence amendment described in paragraph E, above, and requests that proceedings be taken for the proposal pursuant to Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Government Code Section 56700, etal.)

**Table of Contents:**

Exhibit A: Sphere of Influence Map

**Adopted by the City of Sacramento City Council on November 1, 2005 by  
the following vote:**

Ayes:

Noes:

Abstain:

Absent:

---

MAYOR

ATTEST:

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CITY CLERK

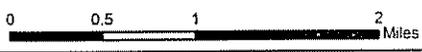
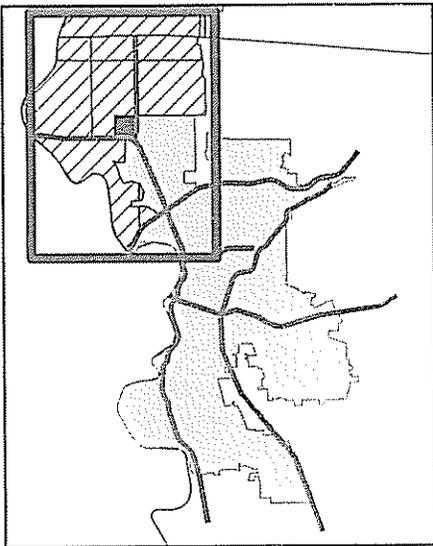
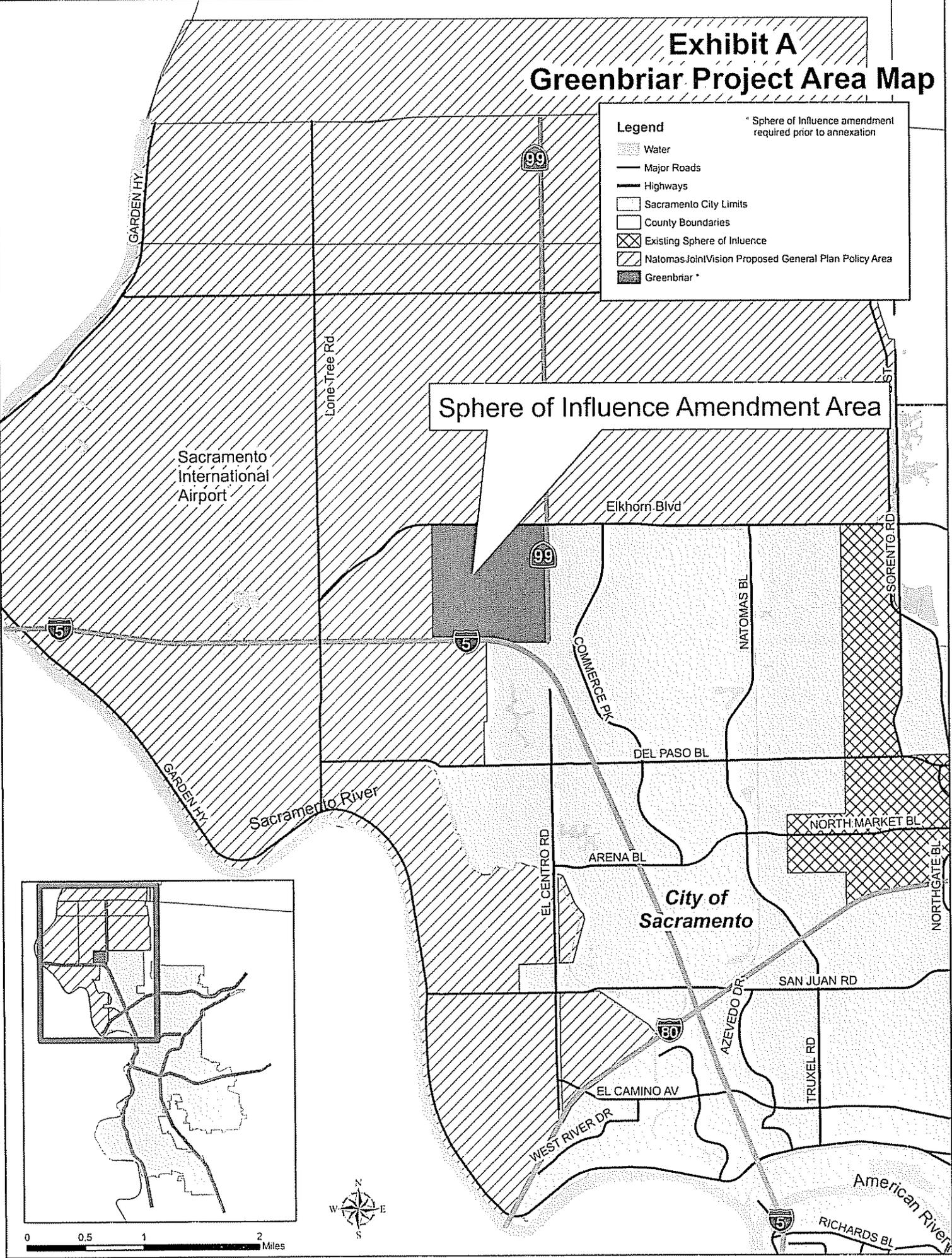
M05-046

# Exhibit A Greenbriar Project Area Map

## Legend

- Water
  - Major Roads
  - Highways
  - Sacramento City Limits
  - County Boundaries
  - Existing Sphere of Influence
  - Natomas Joint Vision Proposed General Plan Policy Area
  - Greenbriar \*
- \* Sphere of Influence amendment required prior to annexation

Sphere of Influence Amendment Area



## **RESOLUTION NO. 2005-XXXX**

Adopted by the Sacramento City Council

November 1, 2005

### **RESOLUTION INITIATING THE ANNEXATION OF THE AREA KNOWN AS GREENBRIAR FARMS LOCATED IN THE NATOMAS JOINT VISION AREA (REORGANIZATION) (M05-046)**

(APNS: 201-0300-049, 201-0300-067 to 071, 201-0300-076 to 077, 201-0300-079 to 081, 201-0300-083, 201-0300-085)

#### **BACKGROUND**

- A. On December 10, 2002, the Sacramento City Council and the Sacramento County Board of Supervisors approved the Memorandum of Understanding (MOU) regarding principles of land use and revenue sharing for the Natomas area. This has come to be known as the "Joint Vision for Natomas".
- B. The City-County MOU identifies the City of Sacramento as the appropriate agency for development within the Natomas Joint Vision Area.
- C. In May 2005, the City of Sacramento received a landowner application to process entitlements for a 577 acre site known as Greenbriar. The project site is located within the Natomas Joint Vision Area at the northwest intersection of State Route 99 and Interstate 5. It is consistent with the City's annexation policy to encourage owner initiated annexations which constitute fiscally sound additions to the existing City, ensure the provision of adequate municipal services, and are consistent with the City's General Plan and Community Plan land use policies and consistent with State law and Local Agency Formation Commission standards and criteria. The site is located outside the current City of Sacramento Sphere of Influence.
- D. This action of reorganization is being taken pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Government Code Section 56000 et. seq.).
- E. This reorganization involves the annexation of the Greenbriar territory to the City of Sacramento, Sacramento Regional County Sanitation District, and other service providers as determined through the LAFCo proceedings; and detachment from Natomas Fire Protection District and County Service Area # 1.

- F. A description of the exterior boundaries of the affected territory subject to this reorganization is attached hereto as Exhibits A and B, and incorporated herein by reference.
- G. The reasons for the reorganization are as follows:
  - 1. The annexation represents a logical and reasonable extension of the City boundaries since it is located adjacent to development within the City limits on the south and east and adjacent to development of Metro Airpark on the west.
  - 2. The affected territory is designated for urban development under the Sacramento Area Council of Governments Blueprint regional project and is necessary to accommodate future growth anticipated in the City's General Plan Update.
  - 3. The annexation of the affected territory would provide Regional Transit a significant boost in projected ridership numbers, thereby contributing to the funding of the proposed Downtown-Natomas-Airport light-rail line (DNA line).
  - 4. The annexation would constitute a fiscally sound addition to the City and would provide efficient municipal services to future residents. Without adversely impacting existing service delivery and capacity.
  - 5. The affected territory is within the Natomas Joint Vision area and consistent with the principles of the City-County MOU.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

The City Council of the City of Sacramento hereby initiates the reorganization described in paragraph E, above, and requests that proceedings be taken for the proposal pursuant to Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Government Code Section 56700, etal.)

**Table of Contents:**

Exhibit A: Greenbriar Annexation Legal Description

Exhibit B: Greenbriar Project Location Map

**Adopted by the City of Sacramento City Council on November 1, 2005 by the following vote:**

Ayes:

Noes:

Abstain:

Absent:

---

MAYOR

ATTEST:

---

CITY CLERK

M05-046

**EXHIBIT 'A'**

#1116 002

**LEGAL DESCRIPTION  
FOR  
GREENBRIAR ANNEXATION**

All that certain real property situated in the County of Sacramento, State of California, described as follows:

BEGINNING at a point on the City Limits line of the City of Sacramento, said point being the northwest corner of Lot 89 as shown on the map entitled "Natomas Central Subdivision", recorded in Book 16 of Maps, at Page 3, in said County, said point also being the northwest corner of said Lot 89 per "Natomas Annexation Area No. 1", as described in Sacramento City Ordinance No. 2295 – Forth Series, also being on the south boundary line of Lot 93 of said Natomas Central Subdivision; thence westerly along the south boundary line of said Lot 93 to the southwest corner of said Lot 93; thence northerly along the westerly boundary line of Lots 93, 94, 95, 127, 128 and 129 of said Natomas Central Subdivision to the northwest corner of said Lot 129, also being a point of intersection with the centerline of Elkhorn Road; thence westerly along the northerly boundary line of Lots 129, 125 and 124, also being on the centerline of Elkhorn Road, to the intersection with El Centro road as described in said Natomas Annexation No. 1; thence southerly along the centerline of El Centro Road to a point of intersection with the easterly prolongation of the north boundary line of Lot 88 of said Natomas Central Subdivision, also being on the boundary of said Natomas Annexation No. 1; thence westerly along said prolongation, the north boundary line of said Lots 88 and 89 to the northwest corner of said Lot 89, also being on the boundary of said Natomas Annexation No. 1 and the POINT OF BEGINNING.

October 18, 2005

END OF DESCRIPTION

PREPARED BY WOOD RODGERS, INC.  
SACRAMENTO, CALIFORNIA

# Exhibit B Greenbriar Project Area Map

## Legend

-  Water
  -  Major Roads
  -  Highways
  -  Sacramento City Limits
  -  County Boundaries
  -  Existing Sphere of Influence
  -  Natomas Joint Vision Proposed General Plan Policy Area
  -  Greenbriar \*
- \* Sphere of Influence amendment required prior to annexation

**Greenbriar Project Site**

Sacramento International Airport

Elkhorn Blvd

DEL PASO BL

Sacramento River

ARENA BL

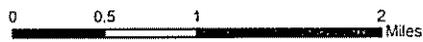
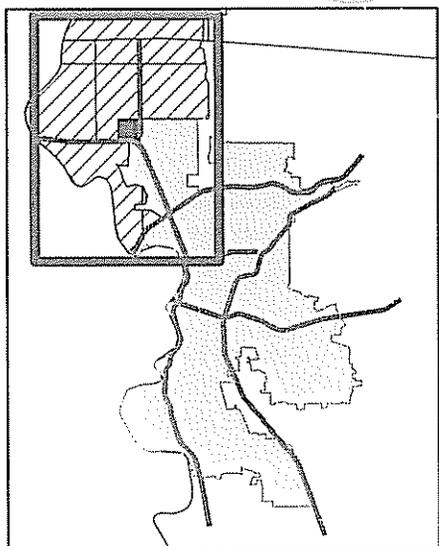
**City of Sacramento**

SAN JUAN RD

EL CAMINO AV

American River

RICHARDS BL



GARDEN HY

Lone Tree Rd

99

99

5

5

GARDEN HY

EL CENTRO RD

WEST RIVER DR

NATOMAS BL

AZEVEDO DR

TRUXEL RD

SORENTO RD

NORTHGATE BL

5