

**From:** [Clerk of the Board](#)  
**To:** [Evans, Florence](#); [Munoz, Alma](#)  
**Cc:** [Bishop, Amanda](#)  
**Subject:** FW: Upper Westside Specific Plan hearing comment letter  
**Date:** Friday, February 22, 2019 8:03:20 AM  
**Attachments:** [Upper Westsidefinal.pdf](#)  
[image001.png](#)

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*Stephanie Townsend*

Deputy Clerk II  
Board of Supervisors | Clerk of the Board  
700 H Street, Suite 2450, Sacramento, CA 95814  
916-874-8022



---

**From:** FOSH <swainsonshawk@sbcglobal.net>  
**Sent:** Thursday, February 21, 2019 9:35 PM  
**To:** Kennedy, Patrick <KennedyP@saccounty.net>; Supervisor Serna <SupervisorSerna@saccounty.net>; Susan Peters <SusanPeters@saccounty.net>; Nottoli, Don <nottolid@saccounty.net>; Frost, Supervisor <SupervisorFrost@saccounty.net>; Moffitt, Leighann <moffittl@saccounty.net>; Clerk of the Board <BoardClerk@saccounty.net>  
**Cc:** Wood, Dylan@Wildlife <Dylan.A.Wood@wildlife.ca.gov>; Jeff@Wildlife Drongesen <Jeff.Drongesen@wildlife.ca.gov>; John Roberts <jroberts@natomasbasin.org>; Angelique Ashby <aashby@cityofsacramento.org>; ECOS Office <office@ecosacramento.net>; Matt Baker <habitat@ecosacramento.net>; Sacramento Sierra Club <sacramentosierraclub@gmail.com>; Sean Wirth <wirthsoscranes@yahoo.com>; rmburness@comcast.net; Jim Pachl <jpachl@sbcglobal.net>; Jude Lamare <judelam@sbcglobal.net>; Ralph Propper <rpropper@jps.net>  
**Subject:** Upper Westside Specific Plan hearing comment letter

---

**EXTERNAL EMAIL:** If unknown sender, **do not** click links/attachments.

Please open, print and review this letter prior to the Feb 26 hearing. Thank you,

Friends of the Swainson's Hawk  
[swainsonshawk@sbcglobal.net](mailto:swainsonshawk@sbcglobal.net)  
Judith Lamare  
James Pachl  
916 769 2857 c



PO Box 1526 Sacramento, CA 95812  
(916) 444-0022



8867 Bluff Lane, Fair Oaks CA  
95628 916 769 2857



909 12<sup>th</sup> St., Sacramento CA  
95814

February 21, 2019

Sacramento County Board of Supervisors  
County Executive Nav Gill  
700 H Street  
Sacramento, CA 95814

via email

Re: PLNP-2018-00284: proposed "Upper Westside Specific Plan",  
Tentatively on Supervisor's agenda TUESDAY, FEBRUARY 26, 2019, 9:30 am.

Dear Chair Kennedy, Members of the Board, and Mr. Gill:

This is a landowners' proposal to start the County planning process for a proposed 2,083-acre Specific Plan ("Upper Westside Specific Plan") for urban development on prime farmland (also known as the "Natomas Boot") in the unincorporated Natomas Community, outside of the County Urban Service Boundary and Urban Policy Area. It is sandwiched between the City limit and the Sacramento River, and bordered on the northwest by existing habitat preserves of the Natomas Basin Conservancy, the conservation operator for the Natomas Basin Habitat Conservation Plan.

Most of the project area is within the Swainson's Hawk Zone, a mile-wide strip of agriculture and open space land designated by the 2003 Natomas Basin Habitat Conservation Plan ("NBHCP") which is critical to the mitigation program of NBHCP. We strongly urge the Board to reject this proposal for the following reasons:

1. It would undermine the existing 2003 Natomas Habitat Conservation Plan and related protected wildlife mitigation in the Basin.
2. It is outside of the County Urban Service Boundary and fails to meet the County General Plan criteria required to permit expansion of the Urban Services Boundary.
3. The project is within a deep flood basin lacking even 100-year flood protection.

This letter does not respond to the County Staff Report because the latter is not available to us at this time. We would like ample opportunity to review and respond to the Staff Report before public hearing.

Please send separate notices of availability of all documents and hearings pertaining to proposed Upper Westside Specific Plan to Sierra Club Sacramento, Friends of the Swainson's Hawk, and Environmental Council of Sacramento at the addresses of each organization shown above. Also please send notice by email to Friends of the Swainson's Hawk at Friends of the Swainsons Hawk <swainsonshawk@sbcglobal.net>

**1. The proposed new urban development would undermine the 2003 Natomas Basin Habitat Conservation Plan and related habitat mitigation plans that have enabled the development of Metro Air Park in the County, the County owned airport, SAFCA's flood control projects which serve the County, as well as the City of Sacramento, and Sutter County's Sutter Pointe.**

The proposal directly contradicts and would undermine the Natomas Basin Habitat Conservation Plan ("NBHCP") which covers the entire Natomas Basin. The NBHCP and associated incidental take permits were required by state and federal governments as a condition of the state and federal approvals needed to urbanize within the Natomas Basin after 1991. Subsequent infrastructure projects, and Metro Air Park, have mitigated for impacts to wildlife consistent with and in support of the conservation strategy defined by the NBHCP.

The 2003 NBHCP and related documents are available on the website of The Natomas Basin Conservancy, under "Useful documents." (<https://www.natomasbasin.org/>)

The Natomas Basin Habitat Plan designates the mile-wide strip of land alongside the inland toe of the Sacramento River levee from Hwy 80 to the Natomas Cross-Canal, including most of the proposed project area, as the Swainson's Hawk Zone. The NBHCP — a binding contract between the city of Sacramento and County of Sutter, and the state and federal wildlife agencies — relies in part on the Swainson's Hawk Zone, including the project area, also known as the "Natomas Boot" continuing to remain in agriculture and open space and to be available as potential mitigation land. A map of the Swainson's Hawk zone is ATTACHED. (NBHCP Figure 13.)

It protects the Swainson's Hawk population which nests along the Sacramento River from urban disturbance and is of particular value as foraging habitat for reproduction of Swainson's Hawks because of its proximity to Swainson's Hawks' nests along the river. The success of the NBHCP in mitigating for the impacts of development on the Swainson's Hawk within the NBHCP Permit Areas (City, Sutter County, Metro Air Park) depends in large part on excluding urban uses within the Swainson's Hawk Zone and

acquiring permanent preserve lands within the Swainson's Hawk zone. The primary strategy to mitigate impacts on Swainson's Hawks caused by development authorized by the NBHCP is to avoid development within the Swainson's Hawk Zone and to acquire upland habitat inside the Swainson's Hawk Zone. (NBHCP pp. IV-28, -29; II-20. See also NBHCP pp. V-9, -10; V-20; VII-19; -20; NBHCP Incidental Take Permit p. 4, §3.1.2; USFWS Biological Opinion p. 24.)

The County had the opportunity to participate in the NBHCP but declined in the mid 1990s. Nevertheless, other key local government partners (City of Sacramento and County of Sutter, the County's Metro Air Park, and the Natomas Basin Conservancy), are permittees under the Plan and they may not take actions that undermine or conflict with the NBHCP. The County should not proceed with planning development that undermines and conflicts with conservation commitments by neighboring local governments and county's Metro Air Park as well as the Airport and SAFCA flood control projects.

The basin-wide planning for flood control and drainage, the airport, and other infrastructure includes the acceptance and honoring of the NBHCP land use assumptions. In fact, the urbanization in the Natomas Basin is only permitted because of a federal finding that the NBHCP is a regional, basin-wide habitat conservation plan that offsets the negative impacts of federal and state investments in the infrastructure which enables urban development in the Basin. Without this infrastructure, development in the Basin would be impossible.

As a practical matter, the development and removal of 2000 acres of agricultural land from the pool of potential mitigation land, and consequent requirement for additional mitigation within the Basin, would cause severe economic problems for the NBHCP mitigation land acquisition program by driving up the price of acquiring increasingly scarce mitigation land in the Basin, which would threaten the feasibility of the NBHCP. A fundamental premise of the NBHCP is that mitigation occur in the Basin to mitigate for impacts on wildlife affected by development in the Basin. <sup>1</sup>

The Upper Westside Preliminary Land Use Plan shows an area that includes 137 acres of preserve land owned or managed by the Natomas Basin Conservancy ("NBC") and is adjacent to other NBC owned or managed preserve lands. (NBC manages SAFCA mitigation lands as well as NBHCP mitigation preserves.) Urbanization in this Plan area would devalue and interfere with the mitigation purpose of the preserve lands.

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<sup>1</sup>Note: During the final NBHCP approval process by the Sacramento City Council and the Sutter County Board of Supervisors, authorization to purchase Mitigation Lands to offset the impacts of development was limited to the Natomas Basin and the "outer" ring of land between the Natomas levees and the river. **No authorization to purchase lands in Area B (out of Basin land) to mitigate impacts of NBHCP-authorized Development was granted** by the City Council and the Sutter Board of Supervisors. See 2003 NBHCP p. IV-1.

Please endorse the Natomas Habitat Conservation Plan as the best plan for the Boot.

**The proposed project fails to meet the General Plan’s criteria for allowing expansion of the County Urban Service Boundary**

The Urban Services Boundary (“USB”), which excludes urbanization in this area, is the basis for our regional air quality and transportation plans which protect our health and prevent the congestion that urban sprawl engenders. These plans are approved by federal and state governments and ensure that the region is in compliance with federal and state law. The USB is also our region’s core strategy for Climate Action and mitigation for climate change, and for planning for future infrastructure. By limiting the spread of urbanization, the region encourages compact and orderly growth, infill and transit-oriented development, and discourages sprawl and land speculation. Expanding the USB to accommodate landowners and developer’s request has the opposite effect.

**General Plan Land Use Element Policy LU-2**, p. 20, prohibits urbanization beyond the Urban Service Boundary, which defines long-term (over 25 years) plans for urbanization and extension of public infrastructure and services, and defines important areas for protecting open space and agriculture. The proposed project is outside of the Urban Services Boundary. (**General Plan Land Use Policy, Map, Figure 1**, p. 24).

**General Plan Land Use Element Policy LU-127**, p. 143, recognizes the significance of the Urban Service Boundary (“USB”). It requires that the Board make six findings before it approves an expansion of the USB. Alternatively, the Board can, by a 4/5 vote, avoid these findings if it determines that “expansion would provide extraordinary environmental, social or economic benefits and opportunities for the County.” This policy sets a much higher bar for moving the USB than normal land use decisions.

**The project fails to meet several of those six mandatory criteria for expansion of the USB, as follows:**

a. Inadequate vacant land within the USB to accommodate projected 25 year demand for urban uses. The Board cannot make this finding because:

**In fact** there is more than enough vacant land within the USB, including the cities and Urban Policy Areas, designated for urban development to accommodate projected 25 year demand for urban development, as well as thousands of acres of vacant land designated for urban development in West Sacramento (including Southport) which is very close to job opportunities in downtown Sacramento. Even the Applicant admits that “the USB may include an area that could accommodate 25 years of demand for urban uses.” (Applicants Project Initiation Attachment, p. 54.)

b. The area of expansion does not include the development of important natural resource areas or prime agricultural lands. The Board cannot make this finding because:

**In fact** the entire project area is prime farmland, as shown on the map titled “Agricultural Component, Figure 1A,” General Plan Open Space Element, Amended 2017, p. 7, which precludes including that area within the USB.

The project would develop an important natural resource area, namely the Swainson’s Hawk Zone, the biologically-rich mile-wide corridor of habitat and farmland running alongside the inland toe of the Sacramento River levee between the City limit and Natomas Cross-Canal, designated by the Natomas Basin Habitat Conservation Plan to supplement the habitat preserves established by the Natomas Basin Conservancy and to provide opportunity for the Natomas Basin Conservancy to acquire mitigation preserves adjacent to the Sacramento River riparian corridor that is important nesting habitat for the Swainson’s Hawk.

c. The proposal for expansion can satisfy the requirements of a master water plan as contained in the Conservation Element. The Board cannot make this finding because:

**In fact** there is no such document in the Conservation Element, and is no discussion of **any** water supply plan in the Application, other than applicant’s unsupported assertion that it “could likely demonstrate that it can meet the requirements of a Master Water Plan as contained in the Conservation Element,” (Applicants Project Initiation Attachment, p. 54.)

Due to Applicant’s failure to provide information about its intended water supply plan, the Board cannot find that the proposed USB expansion can satisfy the requirements of a master water plan or even the requirements of the Conservation Element. The Natomas Basin groundwater is contaminated with arsenic and other minerals, the proposed project would have no access to City’s water rights or supply because the development violates the City’s agreement with wildlife agencies (NBHCP), and the State has not approved Natomas Mutual Water Company, an agricultural water supplier, as a provider of water for municipal and industrial purposes.

There is no showing that the proposed expansion would provide “extraordinary environmental, social, or economic benefits to the County” that would justify a 4/5 vote of the Board. Thousands of acres – probably at least 10,000 acres - in Natomas Basin which are within the Permit Areas of the NBHCP and Greenbriar remain undeveloped despite being entitled for urban development for years and covered by existing community plans. (Sutter Pointe, Metro Air Park, and City, including Greenbriar and proposed Panhandle annexation.)

General Plan Land Use Policies LU 119 and LU 120 (Sacramento County General Plan, p. 131) require findings that we are not assured can be made in this case. Please review

and explain how the proposal is consistent with the criteria in these policies before proceeding with a public hearing on this application.

**3. The Board should not consider this project because the Natomas Basin is a deep flood basin lacking even FEMA 100-year flood protection and is not compliant with State-required 200-year Urban Level of Flood Protection.**

The Natomas Basin is designated by FEMA as A-99, which allows new development to occur, but is not any type of flood protection. In fact, Natomas Basin, including the project site, does not have even FEMA 100-year flood protection nor does it meet the State requirement for 200-year flood protection.

The levee improvement project was partially completed, but SAFCA lacked the money to complete it. The Army Corps of Engineers has agreed to complete the levees upgrades, but Congress must provide funding adequate for completion. The Corps' "projected date" for completion is FY 2024. (See SAFCA Executive Director's Report, December 20, 2018, p. 5, map.)

It is not known if the existing Congressional appropriations will be sufficient to complete the levee project by 2024, or at all. There have been repeated project delays and enormous cost overruns. Unrelated politically-driven decision-making within the Federal government, and overriding Federal fiscal issues arising from a record national debt, adds major unpredictability as to when, - **or if** - the levees will be upgraded to the 200-year standard.

**County General Plan Safety Element SA-16, p. 7.** requires the County to deny creation of parcels that do not have buildable areas outside the 200-year floodplain in areas subject to the state-required Urban Level of Flood Protection, such as Natomas, unless otherwise allowed in the Floodplain Management Ordinance, which specifically excludes an exception for Natomas.

County should not waste the public's time and County resources considering the "Upper Westside Project" because the Basin has not achieved the State-required 200-year Urban Level of Flood Protection.

### **Conclusion**

There are thousands of vacant acres approved for development in the City and Sutter County portions of the Natomas Basin, and County's Metro Air Park. These projects have planned infrastructure and mitigation programs. In fact, the County's Metro Air Park mitigation program would be undermined by reducing the availability of suitable mitigation land in the Basin. There is no economic rationale for considering yet more

development in a biologically important portion of the basin that lacks infrastructure and mitigation programs.

To approve planning for urbanization within an agricultural area that is part of a federal and state habitat conservation plan is contrary to the County's General Plan conservation policies. Urbanization of the Boot area would undermine the effectiveness of the Natomas Basin Habitat Conservation Plan.

For residents of Natomas, public safety, emergency evacuation, freeway and airport access and other issues may come to mind in contemplating urbanization west of El Centro and North of I-80. The current General Plan policies have many hidden benefits to residents of the City and the County.

We urge you not to approve planning for urbanization in the Natomas Basin, and specifically not to approve moving forward with the application known as Upper Westside Specific Plan.

Sincerely,



Barbara Leary, Chair

Sierra Club Sacramento



Ralph Propper, President

Environmental Council of Sacramento – ECOS



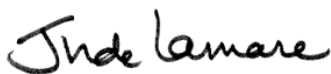
Robert C Burness, Co-Chair

Habitat 2020



Sean Wirth, Co Chair

Habitat 2020



Friends of the Swainson's Hawk



Friends of the Swainson's Hawk



Cc:

Leighann Moffitt, County of Sacramento

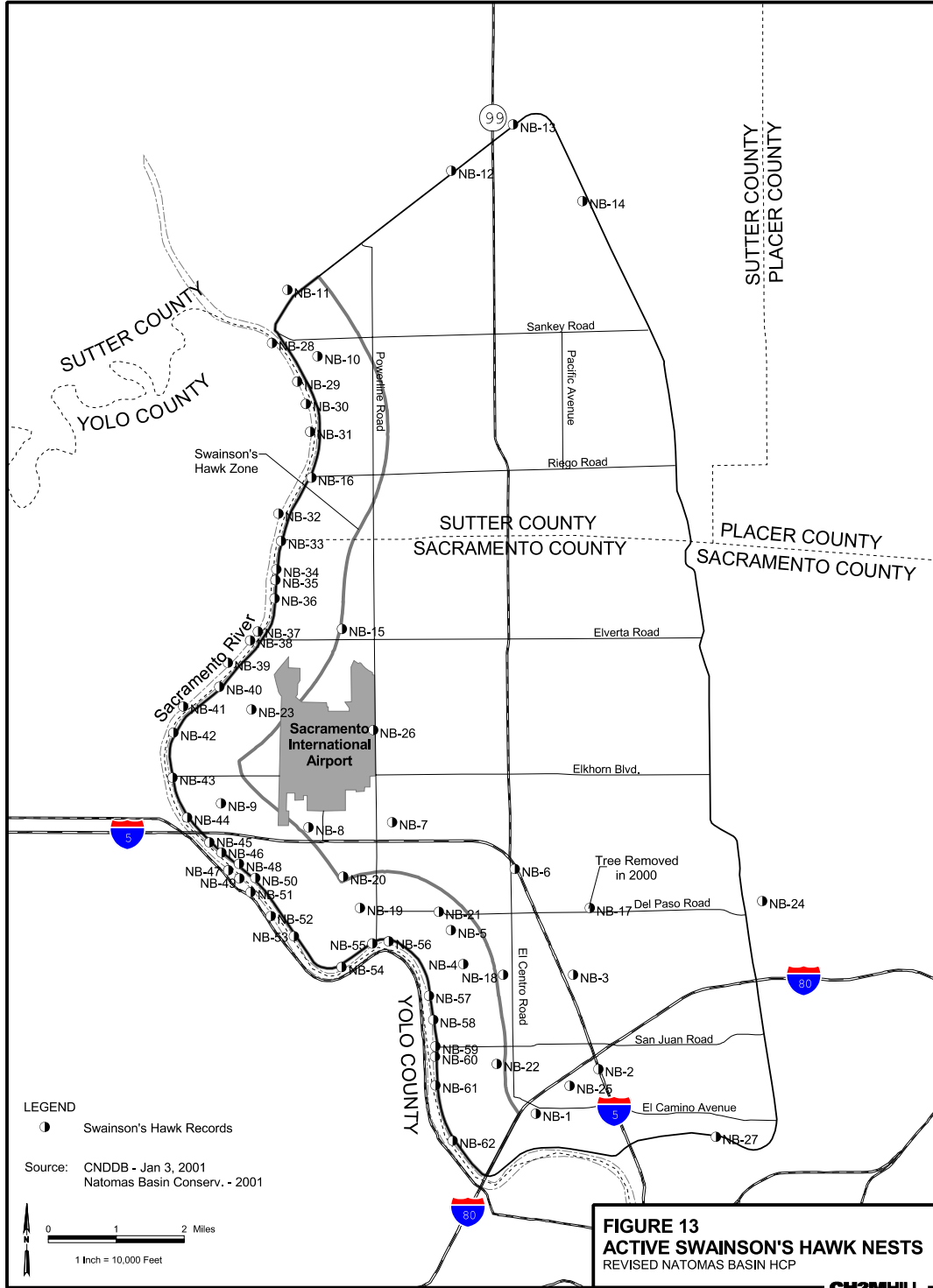
Dylan Wood, Jeff Drogensen, CDFW

Kellie Berry, USFWS Sacramento Regional Office

John Roberts, Natomas Basin Conservancy

CM Angelique Ashby

Attachment: Figure 13, Natomas Basin Habitat Conservation Plan



**From:** [Clerk of the Board](#)  
**To:** [Evans, Florence](#); [Munoz, Alma](#)  
**Cc:** [Bishop, Amanda](#)  
**Subject:** FW: Public Comment on the 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Meeting Item 38. by "Donald Fraulob"  
**Date:** Friday, February 22, 2019 12:11:01 PM  
**Attachments:** [image001.png](#)

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*Stephanie Townsend*

Deputy Clerk II  
Board of Supervisors | Clerk of the Board  
700 H Street, Suite 2450, Sacramento, CA 95814  
916-874-8022



**From:** [agendanet@saccounty.net](mailto:agendanet@saccounty.net) <[agendanet@saccounty.net](mailto:agendanet@saccounty.net)>  
**Sent:** Friday, February 22, 2019 11:45 AM  
**To:** Public Meeting. Comments <[Public-Meeting-Comments@saccounty.net](mailto:Public-Meeting-Comments@saccounty.net)>; Clerk of the Board <[BoardClerk@saccounty.net](mailto:BoardClerk@saccounty.net)>  
**Subject:** Public Comment on the 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Meeting Item 38. by "Donald Fraulob"

**Meeting Date: 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Public Comment Submission**

**Name:**

Donald Fraulob

**Email:**

[don@rivercityattorneys.com](mailto:don@rivercityattorneys.com)

**Phone:**

916-233-5453

**Address:**

2517 Garden Highway, Sacramento California 95816

**Item:**

38. 2:15 PM -- PLNP2018-00284. Initiation Of The Upper Westside Master Planning Process (Planning and Environmental Review) Supervisorial District(s): Serna Impact Area(s): Unincorporated

**Comment:**

I strongly oppose the proposed expansion of the USB for the following reasons:

1. There is no determination that there is inadequate vacant land within the USB to accommodate the projected urban use demand;
2. Proposed expansion will endanger protected specie habitat, area farming activity and green belt invasion. aquifer utilization.
3. Fester significant traffic and crime problems for the community.

Donald Fraulob

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**From:** [Clerk of the Board](#)  
**To:** [Evans, Florence](#); [Munoz, Alma](#)  
**Cc:** [Bishop, Amanda](#)  
**Subject:** FW: Public Comment on the 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Meeting Item 38. by "Melissa C Brown"  
**Date:** Friday, February 22, 2019 11:14:16 AM  
**Attachments:** [image001.png](#)

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*Stephanie Townsend*

Deputy Clerk II  
Board of Supervisors | Clerk of the Board  
700 H Street, Suite 2450, Sacramento, CA 95814  
916-874-8022



**From:** [agendanet@saccounty.net](mailto:agendanet@saccounty.net) <[agendanet@saccounty.net](mailto:agendanet@saccounty.net)>  
**Sent:** Friday, February 22, 2019 10:59 AM  
**To:** Public Meeting. Comments <[Public-Meeting-Comments@saccounty.net](mailto:Public-Meeting-Comments@saccounty.net)>; Clerk of the Board <[BoardClerk@saccounty.net](mailto:BoardClerk@saccounty.net)>  
**Subject:** Public Comment on the 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Meeting Item 38. by "Melissa C Brown"

**Meeting Date: 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Public Comment Submission**

**Name:**

Melissa C Brown

**Email:**

[melissa@rivercityattorneys.com](mailto:melissa@rivercityattorneys.com)

**Phone:**

9162335452

**Address:**

2517 Garden Highway, Sacramento California 95833

**Item:**

38. 2:15 PM -- PLNP2018-00284. Initiation Of The Upper Westside Master Planning Process (Planning and Environmental Review) Supervisorial District(s): Serna Impact Area(s): Unincorporated

**Comment:**

Our home is on the Garden Highway. I do not recall having any notice of this massive project. Our association has not been consulted. This is a massive project that will put significant pressure on our fragile environment. In the last year, crime and speeding traffic has increased. Large trucks are now a common sight on the levee road. The additional pressure from this project will further degrade community. I strongly oppose this project's impact on the Garden Highway.

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**From:** [Clerk of the Board](#)  
**To:** [Evans, Florence](#); [Munoz, Alma](#)  
**Cc:** [Bishop, Amanda](#)  
**Subject:** FW: Public Comment on the 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Meeting Item 38. by "Josh Harmatz"  
**Date:** Friday, February 22, 2019 8:03:44 AM  
**Attachments:** [image001.png](#)

---

*Stephanie Townsend*

Deputy Clerk II  
Board of Supervisors | Clerk of the Board  
700 H Street, Suite 2450, Sacramento, CA 95814  
916-874-8022



**From:** [agendanet@saccounty.net](mailto:agendanet@saccounty.net) <[agendanet@saccounty.net](mailto:agendanet@saccounty.net)>  
**Sent:** Friday, February 22, 2019 7:09 AM  
**To:** Public Meeting. Comments <[Public-Meeting-Comments@saccounty.net](mailto:Public-Meeting-Comments@saccounty.net)>; Clerk of the Board <[BoardClerk@saccounty.net](mailto:BoardClerk@saccounty.net)>  
**Subject:** Public Comment on the 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Meeting Item 38. by "Josh Harmatz"

**Meeting Date: 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Public Comment Submission**

**Name:**

Josh Harmatz

**Email:**

[joshharmatz@gmail.com](mailto:joshharmatz@gmail.com)

**Phone:**

9162842507

**Address:**

4171 garden hwy, SACRAMENTO California 95834

**Item:**

38. 2:15 PM -- PLNP2018-00284. Initiation Of The Upper Westside Master Planning Process (Planning and Environmental Review) Supervisorial District(s): Serna Impact Area(s): Unincorporated

**Comment:**

Freeway traffic on and off at El Camino is already a disaster. 1 lane with 1 light. How is this being addressed?

---

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**From:** [Shanks, Stephanie](#) on behalf of [OCE Agenda, Clerk](#)  
**To:** [Evans, Florence](#); [Munoz, Alma](#); [Bishop, Amanda](#); [Moffitt, Leighann](#)  
**Subject:** FW: Please deny the Upper Westside Master Plan in Natomas  
**Date:** Monday, February 25, 2019 8:34:08 AM  
**Attachments:** [image001.png](#)

---

For the Record –

2/26

Item No. 38



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**From:** Moffitt, Leighann <[moffittl@saccounty.net](mailto:moffittl@saccounty.net)>  
**Sent:** Monday, February 25, 2019 8:25 AM  
**To:** OCE Agenda, Clerk <[OCEAgenda@saccounty.net](mailto:OCEAgenda@saccounty.net)>  
**Subject:** Fwd: Please deny the Upper Westside Master Plan in Natomas

Sent from my iPad

Begin forwarded message:

**From:** Chris Conard <[conardc@gmail.com](mailto:conardc@gmail.com)>  
**Date:** February 24, 2019 at 8:39:34 PM PST  
**To:** [kennedyp@saccounty.net](mailto:kennedyp@saccounty.net), Phil Serna <[SupervisorSerna@saccounty.net](mailto:SupervisorSerna@saccounty.net)>, Susan Peters <[susanpeters@saccounty.net](mailto:susanpeters@saccounty.net)>, "Nottoli, Don" <[nottolid@saccounty.net](mailto:nottolid@saccounty.net)>, "Frost, Supervisor" <[supervisorfrost@saccounty.net](mailto:supervisorfrost@saccounty.net)>, "Moffitt, Leighann" <[MOFFITTL@saccounty.net](mailto:MOFFITTL@saccounty.net)>, County Clerk <[boardclerk@saccounty.net](mailto:boardclerk@saccounty.net)>  
**Subject: Please deny the Upper Westside Master Plan in Natomas**

County of Sacramento Board of Supervisors:

I strongly oppose the Upper Westside Master Plan in Natomas. This plan conflicts with the Natomas Habitat Conservation Plan, the Sacramento County General Plan, the Urban Services Boundary and other longstanding, reasoned land-use frameworks. Approval of this plan would undercut decades of effort to plan for future land-use in a way that preserves some of our agricultural and habitat values in compliance with local, state, and federal law.

Undercutting the Natomas Habitat Conservation Plan and other relevant planning frameworks would be a terrible blow to the decades of work that have gone into forming these plans.

Please deny the Upper Westside Master Plan.

Thank you,

Chris Conard  
2405 Rio Bravo Circle  
Sacramento, CA 95826

**From:** [Evans, Florence](#)  
**To:** [Bishop, Amanda](#)  
**Cc:** [OCE Agenda, Clerk](#); [Munoz, Alma](#); [Moffitt, Leighann](#)  
**Subject:** Fwd: I oppose development in the Upper Westside Master Plan for 2000 acres in the Natomas Boot.  
**Date:** Sunday, February 24, 2019 7:33:51 PM  
**Attachments:** [Sac Co Supervisors ltr- opposition to Boot Development 2.24.19.PDF](#)  
[ATT00001.htm](#)

---

For record

Florence Evans, Clerk to Board of Supervisors  
Sent from my iPhone

Begin forwarded message:

**From:** "Moffitt, Leighann" <[moffittl@saccounty.net](mailto:moffittl@saccounty.net)>  
**Date:** February 24, 2019 at 3:08:38 PM PST  
**To:** "Munoz, Alma" <[MunozAl@saccounty.net](mailto:MunozAl@saccounty.net)>, "Evans, Florence" <[Evansf@saccounty.net](mailto:Evansf@saccounty.net)>, "OCE Agenda, Clerk" <[OCEAgenda@saccounty.net](mailto:OCEAgenda@saccounty.net)>  
**Subject:** **Fwd: I oppose development in the Upper Westside Master Plan for 2000 acres in the Natomas Boot.**

Sent from my iPhone

Begin forwarded message:

**From:** kevin mcrae <[kevo07@yahoo.com](mailto:kevo07@yahoo.com)>  
**Date:** February 24, 2019 at 2:34:45 PM PST  
**To:** "[kennedyp@saccounty.net](mailto:kennedyp@saccounty.net)" <[kennedyp@saccounty.net](mailto:kennedyp@saccounty.net)>, Phil Serna <[SupervisorSerna@saccounty.net](mailto:SupervisorSerna@saccounty.net)>, Susan Peters <[susanpeters@saccounty.net](mailto:susanpeters@saccounty.net)>, "Nottoli, Don" <[nottolid@saccounty.net](mailto:nottolid@saccounty.net)>, "Frost, Supervisor" <[supervisorfrost@saccounty.net](mailto:supervisorfrost@saccounty.net)>, "Moffitt, Leighann" <[MOFFITTL@saccounty.net](mailto:MOFFITTL@saccounty.net)>, County Clerk <[boardclerk@saccounty.net](mailto:boardclerk@saccounty.net)>, "[swainsonshawk@sbcglobal.net](mailto:swainsonshawk@sbcglobal.net)" <[swainsonshawk@sbcglobal.net](mailto:swainsonshawk@sbcglobal.net)>  
**Subject:** **I oppose development in the Upper Westside Master Plan for 2000 acres in the Natomas Boot.**  
**Reply-To:** kevin mcrae <[kevo07@yahoo.com](mailto:kevo07@yahoo.com)>

**EXTERNAL EMAIL:** If unknown sender, **do not** click links/attachments.

M.  
Kevin McRae  
4559  
Garden  
Highway

M. Kevin McRae  
4559 Garden Highway  
SAC, CA 95837-9302

Work (916) 442-8685 (= Fax)  
kevin@mcraecpa.com

Sunday, February 24, 2019

Board of Supervisors  
700 H Street  
Sacramento, CA

Dear Sacramento County Supervisors:

As a thirty+ (30) year resident of the County, not the City of Sacramento, the last twenty-five (25) years which have been on the Garden Hwy, I have a vested interest in the Development Proposal-


My concerns are as follow,

I oppose development of farmland in Sacramento County and ask you to deny the request to create an Upper Westside Master Plan for 2000 acres in the Natomas Boot-

1. This proposal violates County General Plan policies, including the Urban Services Boundary and agricultural preservation policies, to preserve agricultural and open space lands in the County.
2. There are thousands of acres of vacant land inside the Urban Services Boundary in the County where future urban development is already authorized. There is no economic need to provide for more zoning for urban uses.
3. There are thousands of vacant acres approved for development in the City and Sutter County portions of the Natomas Basin and these projects have a Habitat Conservation Plan in place to mitigate for their impacts on wildlife and are included in regional air quality and transportation plans. There is no economic rationale for advancing development in the portion of the basin that lacks infrastructure and mitigation programs.
4. I support the Natomas Basin Habitat Conservation Plan. Urbanization of the Boot area would undermine the effectiveness of the Natomas Basin Habitat Conservation Plan and directly conflict with the preserves located in and adjacent to the plan area.

Supervisors should endorse the Natomas Habitat Conservation Plan as the best plan for the Boot. Preserve what you can while you can. Development will always be everywhere and ongoing.

Humbly yours,

  
Kevin McRae,

**Director- The Natomas Basin Conservancy (7 years)**  
CPA, RE Broker, Forensic Economist, Certified Fraud Examiner

SAC,  
CA 95837-  
9302

Work  
(916) 442-8685  
(= Fax)

[kevin@mcraecpa.com](mailto:kevin@mcraecpa.com)

Sunday, February 24, 2019

Board of Supervisors

700 H Street

Sacramento, CA

Dear Sacramento County Supervisors:

As a thirty+ (30) year resident of the County, not the City of Sacramento, the last twenty-five (25) years which have been on the Garden Hwy, I have a vested interest in the Development Proposal-

My concerns are as follow,

I oppose development of farmland in Sacramento County and ask you to deny the request to create an Upper Westside Master Plan for 2000 acres in the Natomas Boot-

1. This proposal violates County General Plan policies, including the Urban Services Boundary and agricultural preservation policies, to preserve agricultural and open space lands in the County.
2. There are thousands of acres of vacant land inside the Urban Services Boundary in the County where future urban development is already authorized. There is no economic need to provide for more zoning for urban uses.
3. There are thousands of vacant acres approved for development in the City and Sutter County portions of the Natomas Basin and these projects have a Habitat Conservation Plan in place to mitigate for their impacts on wildlife and are included in regional air quality and transportation plans. There is no economic rationale for advancing development in the portion of the basin that lacks infrastructure and mitigation programs.
4. I support the Natomas Basin Habitat Conservation Plan. Urbanization of the Boot area would undermine the effectiveness of the Natomas Basin Habitat Conservation Plan and directly conflict with the preserves located in and adjacent to the plan area.

Supervisors should endorse the Natomas Habitat Conservation Plan as the best plan for the Boot. Preserve what you can while you can. Development will always be everywhere and ongoing.

Humbly yours,

Kevin McRae,

**Director- The Natomas Basin Conservancy** (7 years)

CPA, RE Broker, Forensic Economist, Certified Fraud Examiner

**From:** [Clerk of the Board](#)  
**To:** [Evans, Florence](#); [Munoz, Alma](#)  
**Cc:** [Bishop, Amanda](#)  
**Subject:** FW: Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26, 2019 Agenda  
**Date:** Monday, February 25, 2019 8:03:09 AM  
**Attachments:** [image001.png](#)

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*Stephanie Townsend*

Deputy Clerk II  
Board of Supervisors | Clerk of the Board  
700 H Street, Suite 2450, Sacramento, CA 95814  
916-874-8022



**From:** Tana March <tana.march@gmail.com>  
**Sent:** Friday, February 22, 2019 7:20 PM  
**To:** Supervisor Serna <SupervisorSerna@saccounty.net>; Kennedy, Supervisor <SupervisorKennedy@saccounty.net>; Susan Peters <SusanPeters@saccounty.net>; Frost, Supervisor <SupervisorFrost@saccounty.net>; Nottoli, Don <nottolid@saccounty.net>; Clerk of the Board <BoardClerk@saccounty.net>  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26, 2019 Agenda

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

I request you reject the initiation process.

Thank you for consideration.

Tana March Jones  
4148 Adriatic Sea Way, Sacramento, CA 95834  
(213) 595-2087

**From:** [Evans, Florence](#)  
**To:** [Bishop, Amanda](#)  
**Cc:** [OCE Agenda, Clerk](#); [Munoz, Alma](#); [Moffitt, Leighann](#)  
**Subject:** Re: Natomas master plan  
**Date:** Sunday, February 24, 2019 7:33:15 PM

---

For record

Florence Evans, Clerk to Board of Supervisors  
Sent from my iPhone

On Feb 24, 2019, at 3:06 PM, Moffitt, Leighann <[moffittl@saccounty.net](mailto:moffittl@saccounty.net)> wrote:

Sent from my iPhone

Begin forwarded message:

**From:** Bruce Forman <[beforman@yahoo.com](mailto:beforman@yahoo.com)>  
**Date:** February 24, 2019 at 2:32:37 PM PST  
**To:** [SupervisorSerna@saccounty.net](mailto:SupervisorSerna@saccounty.net), Susan Peters  
<[susanpeters@saccounty.net](mailto:susanpeters@saccounty.net)>, "Nottoli, Don"  
<[nottolid@saccounty.net](mailto:nottolid@saccounty.net)>, "Frost, Supervisor"  
<[supervisorfrost@saccounty.net](mailto:supervisorfrost@saccounty.net)>, "Moffitt, Leighann"  
<[MOFFITTL@saccounty.net](mailto:MOFFITTL@saccounty.net)>, [kennedyp@saccounty.net](mailto:kennedyp@saccounty.net)  
**Subject: Natomas master plan**

---

**EXTERNAL EMAIL:** If unknown sender, **do not** click links/attachments.

I oppose development of farmland in Sacramento County and ask you to deny the request to create an Upper Westside Master Plan for 2000 acres in the Natomas „Boot.“ My reasons are:

1. This proposal violates County General Plan policies, including the Urban Services Boundary and agricultural preservation policies, to preserve agricultural and open space lands in the County.
2. There are thousands of acres of vacant land inside the Urban Services Boundary in the County where future urban development is already authorized. There is no economic need to provide for more zoning for urban uses.
3. There are thousands of vacant acres approved for development in the City and Sutter County portions of the Natomas Basin and these projects have a Habitat Conservation Plan in place to mitigate for their impacts on wildlife and are included in regional air quality and transportation plans. There is no economic rationale for advancing development in the portion of the basin that lacks infrastructure and mitigation programs.



4. I support the Natomas Basin Habitat Conservation Plan.

Urbanization of the Boot area would undermine the effectiveness of the Natomas Basin Habitat Conservation Plan and directly conflict with the preserves located in and adjacent to the plan area.

I ask you and other Supervisors to endorse the Natomas Habitat Conservation Plan as the best plan for the Boot.

Bruce Forman  
Citizen and retired naturalist

Sent from my iPhone

**Public Comments From:**

D. Link  
Myra Hess  
Sheila Snyder  
Karen O'Haire  
Susan Moline  
Gregory Jourdan  
Andrea Haleva  
Kevin Chu  
Steve Bosco  
Dennis Dunn  
Anne Bosco  
Gary and Kathleen Rios  
Lenny Dingwell  
Imad Basheer  
Ellery Kuhn  
Errol and Mary DeRose  
Ray Kwan  
Helen Brewer  
Karen Linnes  
Stan Deutsch  
Adrienne Kaufmann  
Kurt Haffman  
Faisal Imran  
Michael McKenna  
Caroline Jones  
Ellery Kuhn  
Volha Bachylo  
DoLee Spurgeon  
Lynn Brooks-Duarte  
Denise Moore  
Debbie Dalton

Karen Borchers  
Jacque Donahue  
Wolf Rosenberg  
MJ Harding  
Kevin McRae  
Don Burd  
Jerry Cox  
Donald Martineau  
Virginia Burd  
Becky Camper  
Alex Talpasanu  
Kimberly Cox  
Denise Zanders  
Stacey Gustafson  
Michael Wiegert  
Tracie Cone  
Robert Fien  
Linda – Sacramento  
Johanne Medina  
Ruby Recta  
Kristin Dockter  
Kerri Price  
Jannsen Tan and Josephine Pelaez  
Tanya Holland  
Sally Lee  
Thomas Jones  
Gibson Howell  
Josephine Pelaez  
Ben Fries

**Townsend. Stephanie**

---

**From:** D Link <dereklink3055@gmail.com>  
**Sent:** Saturday, February 23, 2019 6:10 AM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don; Clerk of the Board  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019

Sacramento Board of Supervisors,

For matters of safety, health and quality of life in north Sacramento County, I strongly urge the Board reject the initiation of the Upper Westside Planning Process.

The process contemplates development of what is designated airport open space south of the airport. Development of this land is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so the airport can operate efficiently while minimizing risks and health hazards to residents.

The development as proposed in the Upper Westside Master Plan poses health risks, safety risks and lowers the quality of life for not only the current residents but future residents as well. Development of this open space reduces airport safety and it eliminates the only noise buffer south of the airport, the direction of at least 50% of the takeoffs from SMF each year.

I urge you to reject the initiation process.

Thank you for wise leadership on this issue..

Derek Link and Ray Kwan  
3965 Crete Island Lane  
Sacramento, CA 95834

**Townsend. Stephanie**

---

**From:** Myra Hess <myrah123@aol.com>  
**Sent:** Saturday, February 23, 2019 6:55 AM  
**To:** Clerk of the Board  
**Subject:** Subject Line: Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019 It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of w...

EXTERNAL EMAIL: If unknown sender, do not click links/attachments.

Myra Hess  
4048 Crete Island Lane  
Sac 95834

Sent from my iPad

## Townsend. Stephanie

---

**From:** sheila snyder <sbsnyder@pacbell.net>  
**Sent:** Saturday, February 23, 2019 8:47 AM  
**To:** Supervisor Serna; Kennedy. Supervisor; Frost. Supervisor; NottoliD@sacounty.ne; Clerk of the Board  
**Subject:** agenda item 38 sale of land near airport, Vote NO

**EXTERNAL EMAIL:** If unknown sender, do not click links/attachments.

***Please vote no on agenda item 38. It is not a use compatible with the airport.***

***The airport is presently flying unsafe routes due to flying in Bird Strike Zone and SMF is the second most likely airport to experience a Bird Strike. We have one every third day... our community is fearful that a plane could land over a residential area destroying homes and killing residents. Additionally the noise over our community is extremely disturbing to residents. Noise exposure is a threat to health and we are awaked during the night and cannot enjoy our homes during the day. We want the open land preserved so that planes can one day return to flying over open space and residents homes will not be devalued further due to the airport.***

***Natomas needs to have it's wishes heard and interests protected by its supervisors.***

***Again please vote NO.***

***Sheila Snyder  
317 Suez Canal Lane  
Sac95834***

**Townsend. Stephanie**

---

**From:** Karen O'Haire <kohaire@mac.com>  
**Sent:** Saturday, February 23, 2019 9:42 AM  
**To:** Clerk of the Board  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019

**EXTERNAL EMAIL: If unknown sender, do not click links/attachments.**

Honorable Members of the Board of Supervisors,

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

I request you reject the initiation process. Thank you for consideration.

Respectfully,

Karen O'Haire

270 Vista Cove Circle

Sacramento, Ca. 95835

## Townsend. Stephanie

---

**From:** Susan Moline <susan4495@att.net>  
**Sent:** Saturday, February 23, 2019 9:53 AM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don; Clerk of the Board  
**Cc:** Susan Moline  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019

**EXTERNAL EMAIL: If unknown sender, do not click links/attachments.**

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer. I request you reject the initiation process.

Thank you for consideration.

Susan L. Moline 3901 Pozzallo Lane Sacramento, CA 95834

**Townsend. Stephanie**

---

**From:** Gregory Jourdan <jourdang120@gmail.com>  
**Sent:** Saturday, February 23, 2019 10:34 AM  
**To:** Clerk of the Board  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019

**EXTERNAL EMAIL:** If unknown sender, do not click links/attachments.

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

I request you reject the initiation process.

Thank you for consideration.

Gregory and Victoria Jourdan  
3983 Don River Drive  
Sacramento CA 95834

Gregj  
[jourdang120@gmail.com](mailto:jourdang120@gmail.com)



## Townsend. Stephanie

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**From:** Andrea Haleva <ajhaleva@gmail.com>  
**Sent:** Saturday, February 23, 2019 10:46 AM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don; Clerk of the Board  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019

**Subject Line:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

I request you reject the initiation process.

Thank you for consideration.  
Andrea Haleva  
4445 Don River Lane  
Sacramento, ca. 95834  
916/710-0000

--

*See you soon... Andrea Haleva*

**Townsend. Stephanie**

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**From:** KC 3088 <kev\_chu@hotmail.com>  
**Sent:** Saturday, February 23, 2019 10:56 AM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don; Clerk of the Board  
**Cc:** KC 3088  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

I request you reject the initiation process.

Thank you for consideration.

Kevin Chu  
4334 Don River Lane  
Sacramento, CA 95834

## Townsend. Stephanie

---

**From:** Steve Bosco <steve.bosco1968@gmail.com>  
**Sent:** Saturday, February 23, 2019 11:19 AM  
**To:** Clerk of the Board; Nottoli. Don; Frost. Supervisor; Kennedy. Supervisor; Supervisor Serna; Susan Peters  
**Subject:** Subject Line: Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

I request you reject the initiation process.

Thank you for consideration.

Steve Bosco  
193 Suez Canal Lane  
Sacramento, CA 95834

## Townsend. Stephanie

---

**From:** dennis dunn <dldunn1950@sbcglobal.net>  
**Sent:** Saturday, February 23, 2019 11:21 AM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don; Clerk of the Board  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" - February 26, 2019 Meeting

**EXTERNAL EMAIL:** If unknown sender, do not click links/attachments.

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

We request that you reject the initiation process. Thank you for your consideration.

Dennis L. Dunn and Takayuki Sato  
4030 Arco Del Paso Lane  
Sacramento, CA 95834

## Townsend. Stephanie

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**From:** Anne Bosco <march192006@att.net>  
**Sent:** Saturday, February 23, 2019 11:40 AM  
**To:** Clerk of the Board  
**Subject:** Subject Line: Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019

**EXTERNAL EMAIL:** If unknown sender, do not click links/attachments.

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.  
I request you reject the initiation process.

Thank you for consideration.

Anne Bosco  
193 Suez Canal Lane  
Sacramento, CA 95834

Sent from my iPhone

## Townsend. Stephanie

---

**From:** Gary/Kathy Rios <kgrios@sbcglobal.net>  
**Sent:** Saturday, February 23, 2019 12:35 PM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don; Clerk of the Board  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the Feb 26, 2019 agenda

**EXTERNAL EMAIL: If unknown sender, do not click links/attachments.**

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

I request you reject the initiation process.

Thank you for consideration.

Gary & Kathleen Rios  
3990 Pozzallo Lane, Sacramento, CA 95834

## Townsend. Stephanie

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**From:** lenny dingwell <lennydingwell@yahoo.com>  
**Sent:** Saturday, February 23, 2019 1:04 PM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Clerk of the Board; Frost. Supervisor; Nottoli. Don  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26, 2019

**EXTERNAL EMAIL: If unknown sender, do not click links/attachments.**

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

I request you reject the initiation process.

Thank you for your consideration.

Lenny Dingwell  
33 Riposto Place  
Sacramento, CA 95834

**Townsend. Stephanie**

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**From:** pavementdoctors@yahoo.com  
**Sent:** Saturday, February 23, 2019 2:16 PM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don; Clerk of the Board; pavementdoctors@yahoo.com  
**Subject:** Agenda item #38

**EXTERNAL EMAIL:** If unknown sender, do not click links/attachments.

Subject: Opposition to Item #38 "Initiation of the Upper Westside Planning Process"

Item #38 is currently on the February 26, 2019 Board of Supervisor's agenda. With this email I am kindly requesting that the Board reject the initiation of the Upper Westside Planning Process. These land use changes contemplate development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain a sufficient safety and noise buffer.

Again, I kindly request you reject the initiation process. Thank you for consideration.

Regards.

Imad Basheer, Ph.D., P.E.  
240 Vista Cove Cir  
Sacramento, CA 95835



**Townsend. Stephanie**

---

**From:** agendanet@saccounty.net  
**Sent:** Saturday, February 23, 2019 2:56 PM  
**To:** Public Meeting. Comments; Clerk of the Board  
**Subject:** Public Comment on the 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Meeting Item 38. by "Ellery Kuhn"

**Meeting Date: 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Public Comment Submission**

**Name:**

Ellery Kuhn

**Email:**

ellelesl@comcast.net

**Phone:**

(916) 891-2119

**Address:**

20 Riposto Place, Sacramento California 95834

**Item:**

38. 2:15 PM -- PLNP2018-00284. Initiation Of The Upper Westside Master Planning Process (Planning and Environmental Review) Supervisorial District(s): Serna Impact Area(s): Unincorporated

**Comment:**

Item #38 concern: "Initiation of the Upper Westside Planning Process" on the February 26, 2019. It is imperative that the Board at this time reject the initiation of the Upper Westside Planning Process. This is because approval contemplates density development of what has been traditionally considered open space south of the airport. As presented, the development scheme appears incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning. The ALUCP, Master Plan strategic reserve, and current zoning afford an open area under flight paths that minimize safety risks and noise exposure during departures, which has already become a problem for adjacent incorporated neighborhoods. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow the development as proposed and not maintain needed safety and noise buffers. I request you reject the initiation process as currently submitted until the safety and noise factors associated with SMF departures and landings can be fully taken into account, which is absent from the documentation before you today. Thank you for consideration.

---

**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,

## Townsend. Stephanie

---

**From:** emderose@att.net  
**Sent:** Saturday, February 23, 2019 3:26 PM  
**To:** Clerk of the Board  
**Cc:** SupervisorCerna@saccounty.net  
**Subject:** FW: Opposition to item#38 "Initiation of the Upper Westside Planning Process" on the Feb 26 2019 agenda

**EXTERNAL EMAIL:** If unknown sender, do not click links/attachments.

**From:** emderose@att.net <emderose@att.net>  
**Sent:** Saturday, February 23, 2019 11:37 AM  
**To:** 'BoardClerk@saccounty.net' <BoardClerk@saccounty.net>  
**Cc:** 'SupervisorSerna@saccounty.net' <SupervisorSerna@saccounty.net>  
**Subject:** Opposition to item#38 "Initiation of the Upper Westside Planning Process" on the Feb 26 2019 agenda

Open letter to all Supervisors and County staff members:

My wife and I moved to this county from Redding CA in July 2016. We were well aware of the proximity of our new home to the airport and were willing to trade the occasional noise for the beauty and the convenient location of our new home. Then almost immediately the FAA began routing outgoing flights directly over our subdivision, the Elementary School and all the other new residential developments in our area. These safety and nuisance issues have been addressed repeatedly with the airport and the FAA in an effort to shift these flights slightly off the most direct route to the west over mostly vacant agricultural land as they were doing prior to 2016. If approved item #38 will serve to lock in development on land that prior planning had reserved for a safety zone for southerly traffic to and from the airport. That is precisely the land which we wish the overflights to be returned to. You only get one chance to get this right. Once struck the "bell" cannot be unstruck.

Your concerned citizens,  
Errol K and Mary E DeRose  
3935 Don River Lane  
Sacramento, CA 95834

## Townsend. Stephanie

---

**From:** agendanet@saccounty.net  
**Sent:** Saturday, February 23, 2019 3:55 PM  
**To:** Public Meeting. Comments; Clerk of the Board  
**Subject:** Public Comment on the 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Meeting Item 38. by "Ray Kwan"

### Meeting Date: 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Public Comment Submission

**Name:**

Ray Kwan

**Email:**

rayftn@gmail.com

**Phone:**

4156977603

**Address:**

3965 Crete Island Lane, Sacramento California 95834

**Item:**

38. 2:15 PM -- PLNP2018-00284. Initiation Of The Upper Westside Master Planning Process (Planning and Environmental Review) Supervisorial District(s): Serna Impact Area(s): Unincorporated

**Comment:**

Development of the open land south of the airport is a huge mistake and it is a proposal to break a promise made to residents who purchased homes with the understanding from the Board of Supervisors that this open land would be dedicated in perpetuity for aircraft take-off to reduce noise and keep the airplanes from flying over our north Sacramento homes. I urge the Board of Supervisors to keep your promise to the the people of Sacramento, do not betray us, deny to petition to develop that land. I further urge you to deed that land to a non-profit like Ducks Unlimited to develop its potential for wildlife preservation.

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**COUNTY OF SACRAMENTO EMAIL DISCLAIMER:**

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**Townsend. Stephanie**

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**From:** Helen Brewer <hobrewer@att.net>  
**Sent:** Saturday, February 23, 2019 3:56 PM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don  
**Cc:** Clerk of the Board  
**Subject:** Airport's Upper Westside Planning Process

**EXTERNAL EMAIL:** If unknown sender, do not click links/attachments.

Hello Sacramento County Board of Supervisors:

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the County's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The County wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

We request you reject the initiation process.

Thank you for consideration.

Owen and Helen Brewer . . . 37 Riposto Place, Sacramento, CA 95834

## Townsend. Stephanie

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**From:** Karen Linnes <karenlinnes@gmail.com>  
**Sent:** Saturday, February 23, 2019 4:00 PM  
**To:** Clerk of the Board  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019

**EXTERNAL EMAIL: If unknown sender, do not click links/attachments.**

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

I request you reject the initiation process.

Thank you for consideration.

Cary and Karen Linnes  
3931 Del Arco Lane  
Sacramento 95834

## Townsend. Stephanie

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**From:** Stan and Debbie <response@sonic.net>  
**Sent:** Saturday, February 23, 2019 4:11 PM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don; Clerk of the Board  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019

Dear Supervisors,

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

I request you reject the initiation process.

Thank you for your consideration.

Stan Deutsch  
4041 Hovnanian Drive  
Sacramento, CA 95403

**Townsend. Stephanie**

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**From:** agendanet@saccounty.net  
**Sent:** Saturday, February 23, 2019 4:14 PM  
**To:** Public Meeting. Comments; Clerk of the Board  
**Subject:** Public Comment on the 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Meeting Item 38. by "stan deutsch"

**Meeting Date: 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Public Comment Submission**

**Name:**

stan deutsch

**Email:**

response@sonic.net

**Phone:**

7072807336

**Address:**

4041 Hovnanian Drive, Sacramento California 95834

**Item:**

38. 2:15 PM -- PLNP2018-00284. Initiation Of The Upper Westside Master Planning Process (Planning and Environmental Review) Supervisorial District(s): Serna Impact Area(s): Unincorporated

**Comment:**

To the Supervisors:

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

I request you reject the initiation process.

Thank you for consideration.

## **Townsend. Stephanie**

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**From:** Adrienne Kaufmann <adyalice8@gmail.com>  
**Sent:** Saturday, February 23, 2019 4:29 PM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don; Clerk of the Board  
**Subject:** Oppositing to Item #38

Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26, 2019 Board of Supervisor's agenda.

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. These land use changes contemplate development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning. The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain a sufficient safety and noise buffer. I request you reject the initiation process.

Thank you for consideration.

Respectfully,

Adrienne Kaufmann  
383 Olivadi Way  
Sacramento, CA 95834



**Townsend. Stephanie**

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**From:** Kurt Hoffman <khoffm76@gmail.com>  
**Sent:** Saturday, February 23, 2019 4:42 PM  
**To:** Clerk of the Board  
**Subject:** Item oppose item #38

**EXTERNAL EMAIL: If unknown sender, do not click links/attachments.**

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

I request you reject the initiation process.

Thank you for consideration.

Kurt Hoffman

**Kurt Hoffman**  
3801 Thermiac Gulf Way  
Sacramento CA 95834  
(916) 539-4877

## Townsend. Stephanie

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**From:** Faisal Imran <imranfaisal3@gmail.com>  
**Sent:** Saturday, February 23, 2019 7:38 PM  
**To:** Kennedy. Supervisor; Frost. Supervisor; Susan Peters; Nottoli. Don; Clerk of the Board; Supervisor Serna  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26, 2019 Board of Supervisor's agenda

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. These land use changes contemplate development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain a sufficient safety and noise buffer.

I request you reject the initiation process. Thank you for consideration.

Faisal Imran  
3245 Beretania Way  
Sacramento CA 95834

Sent from my iPhone

## Townsend. Stephanie

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**From:** Michael McKenna <michaelpaulmckenna@hotmail.com>  
**Sent:** Saturday, February 23, 2019 7:55 PM  
**To:** Clerk of the Board  
**Subject:** We oppose Item #38 "Initiation of the Upper Westside Planning Process"

**EXTERNAL EMAIL:** If unknown sender, do not click links/attachments.

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We want the airport to take into consideration the health and safety of people living near the airport, currently they do not

Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26, 2019 Board of Supervisor's agenda It is imperative that the Board reject the initiation of the Upper Westside Planning Process. These land use changes contemplate development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning. The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain a sufficient safety and noise buffer. I request you reject the initiation process.

We want the airport to take into consideration the health and safety of people living near the airport, currently they do not

Thank you for consideration.  
Michael McKenna  
4767 Windsong Street  
Sacramento, CA 95834

**Townsend. Stephanie**

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**From:** Caroline Jones <caroline.jones123@yahoo.com>  
**Sent:** Sunday, February 24, 2019 7:54 AM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don;  
Clerk of the Board  
**Subject:** Opposition to item #38 "Initiation of the Upper Westside Planning Process"

**EXTERNAL EMAIL:** If unknown sender, do not click links/attachments.

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. I request that you reject the initiation process.

Thank you for your consideration.

Caroline Jones  
4009 Crete Island Lane  
Sacramento ca 95834

Sent from Yahoo Mail for iPhone

## Townsend. Stephanie

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**From:** Ellery Kuhn <ellelesl@comcast.net>  
**Sent:** Sunday, February 24, 2019 8:03 AM  
**To:** Clerk of the Board  
**Subject:** RE: Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26, 2019 Agenda

**EXTERNAL EMAIL:** If unknown sender, do not click links/attachments.

It is imperative that the Board reject, or at the very least table indefinitely, the initiation of the Upper Westside zoning changes. The proposal before you contemplates development of what has been traditionally considered open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning. The ALUCP, Master Plan strategic reserve, and current zoning provides an open area for flight paths to minimize safety risks and noise exposure during "south-flow" departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain an adequate safety and noise buffer, and also thereby afford a mitigation option for the safety risks and noise pollution currently experienced in mid-Natomas. I request you reject the initiation process. Thank you for consideration.  
Ellery Kuhn

## Townsend. Stephanie

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**From:** Volha Bachylo <volhabachylo@gmail.com>  
**Sent:** Sunday, February 24, 2019 8:06 AM  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26, 2019 Board of Supervisor's agenda

**EXTERNAL EMAIL:** If unknown sender, do not click links/attachments.

Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26, 2019 Board of Supervisor's agenda.

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. These land use changes contemplate development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain a sufficient safety and noise buffer.

I request you reject the initiation process.

Thank you for consideration,

Volha Bachylo  
321 Alboran Sea Circle,  
Sacramento, CA 95834

## Townsend. Stephanie

---

**From:** DoLee Spurgeon <dolee.spurgeon@gmail.com>  
**Sent:** Sunday, February 24, 2019 8:19 AM  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019

In my opinion, we have all be very fortunate that no flight has gone down into a community, yet. If the airport is surrounded by homes and businesses, where do you suggest a disabled plane attempt to land? If you are considering this initiative in light of the amount of tax money the city and county can receive, then you are putting money ahead of lives. I remind you that you are here to serve the citizens you were elected to represent.

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

I request you reject the initiation process.

Thank you for consideration.

DoLee Spurgeon  
4301 Don River Lane  
Sacramento, CA 95834

## Townsend. Stephanie

---

**From:** Lynn Brooks-Duarte <lbrooksd@sbcglobal.net>  
**Sent:** Sunday, February 24, 2019 8:28 AM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don; Clerk of the Board  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019

**EXTERNAL EMAIL:** If unknown sender, do not click links/attachments.

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

I request you reject the initiation process.

Thank you for consideration.

Lynn Duarte  
4050 Pozzallo Ln  
Sacramento, CA 95834

*REAL ESTATE BROKERS*

*Lynn Brooks-Duarte*

*Janet Fullmer*

*With you every step of the way!*

**CA BRE#01051125, 00984871**

**C 530.263.8802**



## Townsend. Stephanie

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**From:** Denise Moore <denisemoore10@yahoo.com>  
**Sent:** Sunday, February 24, 2019 10:27 AM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don; Clerk of the Board  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019

**EXTERNAL EMAIL: If unknown sender, do not click links/attachments.**

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

I request you reject the initiation process.

Thank you for consideration.

Denise and Brett Moore  
5060 Dodson Ln  
Sacramento, CA 95835

## Townsend. Stephanie

---

**From:** Debbie Dalton <dsquared19@comcast.net>  
**Sent:** Sunday, February 24, 2019 10:40 AM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don; Clerk of the Board  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on February 26, 2019

**EXTERNAL EMAIL:** If unknown sender, do not click links/attachments.

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

I request you reject the initiation process.

Thank you for consideration.

Debbie Dalton

4000 Ionian Sea Lane

Sacramento, CA 95834

**Townsend. Stephanie**

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**From:** ktbcruz@comcast.net  
**Sent:** Sunday, February 24, 2019 11:43 AM  
**To:** Clerk of the Board  
**Subject:** Item #38 please reject the initiative.

**EXTERNAL EMAIL: If unknown sender, do not click links/attachments.**

Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26, 2019 Board of Supervisor's agenda

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. These land use changes contemplate development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain a sufficient safety and noise buffer.

I request you reject the initiation process. Thank you for consideration.

Karen T. Borchers

4346 Don River Lane

Sacramento, CA 95834

## Townsend. Stephanie

---

**From:** Jacque Donahue <jacque.donahue@gmail.com>  
**Sent:** Sunday, February 24, 2019 1:31 PM  
**To:** Supervisor Serna; Kennedy, Supervisor; Susan Peters; Frost, Supervisor; Nottoli, Don; Clerk of the Board  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low-density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer. I request you reject the initiation process.

Thank you for consideration.

Jacquelyn Donahue  
4867 Darlington Lane  
Sacramento, CA 95835

--

Jacquelyn Donahue  
Travel Agent with Ships and Trips Travel  
916-621-3408 Business phone number.  
[jacquedona12@gmail.com](mailto:jacquedona12@gmail.com)

"In life journey to places that bring adoration and wonder to your heart, enrichment to your brain, and deep dreams to your soul".

## **Townsend. Stephanie**

---

**From:** Wolf Rosenberg <wrosenberg@ymail.com>  
**Sent:** Sunday, February 24, 2019 2:29 PM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don; Clerk of the Board  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019

**EXTERNAL EMAIL:** If unknown sender, do not click links/attachments.

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

I request you reject the initiation process.

Regards,  
Wolf

## **Townsend. Stephanie**

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**From:** MJ Harding <mjamesharding@gmail.com>  
**Sent:** Sunday, February 24, 2019 2:35 PM  
**To:** Kennedy. Supervisor; Supervisor Serna; Susan Peters; Frost. Supervisor; Nottoli. Don; Clerk of the Board  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26, 2019 Board of Supervisor's agenda

Dear Committee Members:

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. These land use changes contemplate development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain a sufficient safety and noise buffer.

I request you reject the initiation process. Thank you for consideration.

Matthew Harding  
3949 Crete Island Ln  
Sacramento, CA 95834

## Townsend. Stephanie

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**From:** Don Burd <don68burd@gmail.com>  
**Sent:** Sunday, February 24, 2019 3:30 PM  
**To:** Supervisor Serna; Clerk of the Board; Frost. Supervisor; Nottoli. Don; Susan Peters; Kennedy. Supervisor  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.  
I request you reject the initiation process.

Thank you for consideration.

Don Burd  
3924 Crete Island Ln.  
Sacramento, Ca 95834

**Townsend. Stephanie**

---

**From:** agendanet@saccounty.net  
**Sent:** Sunday, February 24, 2019 3:42 PM  
**To:** Public Meeting. Comments; Clerk of the Board  
**Subject:** Public Comment on the 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Meeting Item 38. by "Jerry L Cox"

**Meeting Date: 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Public Comment Submission**

**Name:**

Jerry L Cox

**Email:**

sjvx@comcast.net

**Phone:**

9166349262

**Address:**

24 Riposto Place, Sacramento California 95834

**Item:**

38. 2:15 PM -- PLNP2018-00284. Initiation Of The Upper Westside Master Planning Process (Planning and Environmental Review) Supervisorial District(s): Serna Impact Area(s): Unincorporated

**Comment:**

Subject: Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

I request you reject the initiation process.  
Thank you for consideration.

Jerry and Susana Cox  
24 Riposto Place



## Townsend. Stephanie

---

**From:** daixdai@pacbell.net  
**Sent:** Sunday, February 24, 2019 2:46 PM  
**To:** Clerk of the Board  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019

**EXTERNAL EMAIL:** If unknown sender, do not click links/attachments.

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

I request you reject the initiation process.

Thank you for consideration.

Donald R. MArtineau

317 Suez Canal Lane

Sacramento, California 95834

## Townsend. Stephanie

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**From:** Virginia Burd <ginnywing5@gmail.com>  
**Sent:** Sunday, February 24, 2019 3:22 PM  
**To:** Clerk of the Board  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019

**EXTERNAL EMAIL: If unknown sender, do not click links/attachments.**

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

I request you reject the initiation process.

Thank you for consideration.

Virginia Burd  
3924 Crete Island Ln.  
Sacramento, Ca. 95834

**Townsend. Stephanie**

---

**From:** Beck With <beckwith333@outlook.com>  
**Sent:** Sunday, February 24, 2019 7:45 PM  
**Subject:** Opposition to Item #38: Initiation of the Upper Westside Planning Process

Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26, 2019 Board of Supervisor's agenda

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. These land use changes contemplate development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain a sufficient safety and noise buffer.

I request you reject the initiation process. Thank you for consideration.

Becky Camper  
220 Shrike Circle  
Sacramento 95834

## Townsend. Stephanie

---

**From:** Alex Talpasanu <alexalp03@gmail.com>  
**Sent:** Sunday, February 24, 2019 8:06 PM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don; Clerk of the Board  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process"

Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26, 2019 Board of Supervisor's agenda

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. These land use changes contemplate development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain a sufficient safety and noise buffer.

I request you reject the initiation process. Thank you for consideration.

Alex Talpasanu  
4330 Windsong St.  
SACRAMENTO, CA 95834

## Townsend. Stephanie

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**From:** Kimberly Cox <kdscox@yahoo.com>  
**Sent:** Sunday, February 24, 2019 8:18 PM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don; Clerk of the Board  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26, 2019 Board of Supervisor's agenda

**EXTERNAL EMAIL: If unknown sender, do not click links/attachments.**

Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26, 2019 Board of Supervisor's agenda It is imperative that the Board reject the initiation of the Upper Westside Planning Process. These land use changes contemplate development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning. The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain a sufficient safety and noise buffer. I request you reject the initiation process.

Thank you for consideration. Kimberly Cox 170 Olivadi Way  
Sacramento, CA

## Townsend. Stephanie

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**From:** Denise Zanders <zandersyd5@gmail.com>  
**Sent:** Sunday, February 24, 2019 9:44 PM  
**To:** Supervisor Serna; Kennedy. Supervisor; Frost. Supervisor; Nottoli. Don; Clerk of the Board; Susan Peters  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer. I request you reject the initiation process.

Thank you for consideration.

Leeatta Owens and Denise Zanders  
4060 Ionian Sea Lane  
Sacramento, CA 95834

## Townsend. Stephanie

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**From:** stacey gustafson <stacey247@hotmail.com>  
**Sent:** Sunday, February 24, 2019 10:20 PM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don; Clerk of the Board  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019

Please reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

There are other alternatives, such as the arena, to consider for growth activities while leaving the open space for nature and recreational enjoyment.

I request you reject the initiation process.  
Thank you for consideration.

Stacey Gustafson  
4060 Crete Island Lane  
Sacramento, CA 95834

## Townsend. Stephanie

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**From:** Michael Wiegert <mwiegert53@gmail.com>  
**Sent:** Monday, February 25, 2019 1:15 AM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don; Clerk of the Board  
**Subject:** Upper Westside Planning Process.

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. These land use changes contemplate development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning. The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain a sufficient safety and noise buffer. I request you reject the initiation process. Thank you for consideration.

Michael Wiegert  
4341 Ibiza Island Way  
Sacramento, CA 95934



## Townsend. Stephanie

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**From:** Tracie Cone <traciecone@gmail.com>  
**Sent:** Monday, February 25, 2019 8:54 AM  
**To:** Peters. Susan; Frost. Supervisor; Nottoli. Don; Clerk of the Board  
**Subject:** Opposition to Item #38

I am in strong opposition to any new development in Natomas region, especially in an area that should be set aside for airport departures. SMF is the No. 1 bird strike airport in the nation, and nothing (or not enough) was done to protect Natomas residents and schools when the NextGen flight path diverted southbound takeoffs over developments at altitudes less than 1,300 feet. Any bird strike puts us in danger of catastrophic failure. This must be fixed. To add any more houses while this is being resolved is irresponsible.

A quick check of the FAA Bird Strike data base will show how many times we have narrowly averted catastrophe already. This is not hyperbole.

Please delay a vote on this project until this important safety issue is resolved.

--

Tracie Cone  
243 Suez Canal Lane  
831-902-5231

**Townsend. Stephanie**

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**From:** agendanet@saccounty.net  
**Sent:** Monday, February 25, 2019 9:42 AM  
**To:** Public Meeting. Comments; Clerk of the Board  
**Subject:** Public Comment on the 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Meeting Item 38. by "Robert B. Fien"

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Meeting Date: 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Public Comment Submission**

**Name:**

Robert B. Fien

**Email:**

bobfien@gmail.com

**Phone:**

916-696-6140

**Address:**

4049 Don River Lane, Sacramento California 95834

**Item:**

38. 2:15 PM -- PLNP2018-00284. Initiation Of The Upper Westside Master Planning Process (Planning and Environmental Review) Supervisorial District(s): Serna Impact Area(s): Unincorporated

**Comment:**

The Upper Westside must remain a buffer for SMF arrivals and departures so that SMF and the FAA can mitigate the noise and safety (e.g. bird strike) impacts on North Natomas caused by the NexGen flight path adjustments, otherwise the NexGen flight path changes will constitute a permanent nuisance to North Natomas residents thereby exposing the county to significant liability. Note: Reliance on the 2004 Noise Contour Maps is ill placed as these are inaccurate at best and possibly fraudulent (i.e., residents of North Natomas are regularly exposed to aircraft noise in excess of that permitted by CCR Title 21, Section 5012 et seq.

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**Townsend. Stephanie**

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**From:** agendanet@saccounty.net  
**Sent:** Monday, February 25, 2019 12:27 PM  
**To:** Public Meeting. Comments; Clerk of the Board  
**Subject:** Public Comment on the 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Meeting Item 38. by "Linda"

**Meeting Date: 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Public Comment Submission**

**Name:**

Linda

**Email:**

linda@linda-marie.com

**Phone:**

530-400-4224

**Address:**

4081 Arco Del Paso Lane, Sacramento California 95835

**Item:**

38. 2:15 PM -- PLNP2018-00284. Initiation Of The Upper Westside Master Planning Process (Planning and Environmental Review) Supervisorial District(s): Serna Impact Area(s): Unincorporated

**Comment:**

Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019  
It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

I request you reject the initiation process.

Thank you for consideration.

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**COUNTY OF SACRAMENTO EMAIL DISCLAIMER:**

This email and any attachments thereto may contain private, confidential, and

## **Townsend. Stephanie**

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**From:** Johanne Medina <joham02@gmail.com>  
**Sent:** Monday, February 25, 2019 1:10 PM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don; Clerk of the Board  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019

To the Board:

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

Furthermore, Natomas does not the current infrastructure to add 10,000 new residences and a population of approximately 25,000.

We request you reject the initiation process.

Thank you for consideration.

Sincerely,

Johanne and Hamlet Medina  
300 Lanfranco Circle  
Sacramento, CA 95835

## Townsend. Stephanie

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**From:** Ruby Recta <ruby.recta@gmail.com>  
**Sent:** Monday, February 25, 2019 1:48 PM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don; Clerk of the Board  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26, 2019 Board of Supervisor's agenda

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. These land use changes contemplate development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning. The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain a sufficient safety and noise buffer. I request you reject the initiation process.

Thank you for consideration.

Ruby Recta

219 Suez Canal Lane

Sacramento, CA 95834

## **Townsend. Stephanie**

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**From:** Kristin Dockter <kristin.dockter@gmail.com>  
**Sent:** Monday, February 25, 2019 2:12 PM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don; Clerk of the Board; Lundgren. John  
**Cc:** 'FOSH'  
**Subject:** Natomas - Upper Westside Specific Plan

Dear Chair Kennedy and Members of the Board,

I am a resident of South Natomas and am deeply concerned about a proposal to urbanize more agricultural land in our region.

Please note that I oppose development of farmland in Sacramento County and ask you to deny the request to create an Upper Westside Master Plan for 2000+ acres in the Natomas "Boot."

1. There are thousands of acres of vacant land inside the Urban Services Boundary in the County where future urban development is already authorized. There is no economic need to provide for more zoning for urban uses.
2. There are thousands of vacant acres approved for development in the City and Sutter County portions of the Natomas Basin and these projects have a Habitat Conservation Plan in place to mitigate for their impacts on wildlife and are included in regional air quality and transportation plans. There is no economic rationale for advancing development in the portion of the basin that lacks infrastructure and mitigation programs.
3. I support the Natomas Basin Habitat Conservation Plan. Urbanization of the Boot area would undermine the effectiveness of the Natomas Basin Habitat Conservation Plan and directly conflict with the preserves located in and adjacent to the plan area.

I urge you to endorse the Natomas Habitat Conservation Plan.

Thank you,  
Kristin Dockter  
South Natomas, 95833

## Townsend. Stephanie

---

**From:** Kerri Price <sackerri@gmail.com>  
**Sent:** Monday, February 25, 2019 2:23 PM  
**To:** Susan Peters; Supervisor Serna; Kennedy. Supervisor; Frost. Supervisor; Nottoli. Don; Clerk of the Board  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26, 2019 Board of Supervisor's agenda

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. These land use changes contemplate development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning. The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain a sufficient safety and noise buffer. I request you reject the initiation process. Thank you for consideration.

Kerri Price

5553 Kalispell Way  
Sacramento 95835

**Townsend. Stephanie**

---

**From:** j t <skeetjlt@gmail.com>  
**Sent:** Saturday, February 23, 2019 1:26 PM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don; Clerk of the Board  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019

I would like to register my opposition to the above project. My family resides in Sundance Lake and we are currently being affected by NEXTGEN aircraft traffic.

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

I request you reject the initiation process.

Thank you for consideration.

Jannsen Tan and Josephine Pelaez  
3229 Marshsong Ct. Sacramento, CA 95834



**Townsend. Stephanie**

---

**From:** agendanet@saccounty.net  
**Sent:** Saturday, February 23, 2019 1:33 PM  
**To:** Public Meeting. Comments; Clerk of the Board  
**Subject:** Public Comment on the 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Meeting Item 38. by "Janssen Tan"

**Meeting Date: 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Public Comment Submission**

**Name:**

Janssen Tan

**Email:**

skeetjlt@yahoo.com

**Phone:**

9169495479

**Address:**

3229 marshsong ct., sacramento California 95834

**Item:**

38. 2:15 PM -- PLNP2018-00284. Initiation Of The Upper Westside Master Planning Process (Planning and Environmental Review) Supervisorial District(s): Serna Impact Area(s): Unincorporated

**Comment:**

Subject Line: Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019

I am opposed to this project. This is reserved airspace. NEXTGEN currently affects several neighborhoods such as Westshore, Westlake, and Sundance that have excessive low air traffic and aircraft noise. This airspace is reserved for air traffic and would greatly alleviate the above neighborhoods.

**COUNTY OF SACRAMENTO EMAIL DISCLAIMER:**

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**Bishop. Amanda**

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**From:** Clerk of the Board  
**Sent:** Monday, February 25, 2019 9:10 AM  
**To:** Bishop. Amanda  
**Subject:** FW: Building near Airport

For the record

*Stephanie Townsend*  
Deputy Clerk II  
Board of Supervisors | Clerk of the Board  
700 H Street, Suite 2450, Sacramento, CA 95814  
916-874-8022



**From:** Tanya Holland <ntrlwmn.th@gmail.com>  
**Sent:** Sunday, February 24, 2019 7:17 AM  
**To:** Supervisor Serna <SupervisorSerna@saccounty.net>; Kennedy. Supervisor <SupervisorKennedy@saccounty.net>; Susan Peters <SusanPeters@saccounty.net>; Frost. Supervisor <SupervisorFrost@saccounty.net>; Nottoli. Don <nottolid@saccounty.net>; Clerk of the Board <BoardClerk@saccounty.net>  
**Subject:** Building near Airport

Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26, 2019 Board of Supervisor's agenda

I believe the Board should reject the initiation of the Upper Westside Planning Process. These land use changes contemplate development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain a sufficient safety and noise buffer.

You may or may not know that the closer one lives to an airport, the higher the person's risk for cardiovascular issues and asthma. Children experience an increase in stress hormones and even ADHD. See the links below:

<https://www.sciencedaily.com/releases/1998/03/980306043455.htm>

<https://www.nhs.uk/news/lifestyle-and-exercise/living-near-an-airport-may-be-bad-for-your-health/>

<https://inhabitat.com/infographic-the-toxic-dangers-of-living-near-an-airport/>

These health issues become a burden to the insurance system and society overall. Natomas is a great place for families and I can understand wanting to increase housing available here. But at some point there are diminishing returns. This project would be one of those points.

I request you reject the initiation process. In the future, we may also want to consider limits on aircraft age, flight paths and other things that could make our expanding region a healthier place to live and work.

Thank you for your consideration,

Tanya Holland  
3157 Spoonwood Way, Sacramento, CA 95833

**Bishop. Amanda**

---

**From:** Clerk of the Board  
**Sent:** Monday, February 25, 2019 9:10 AM  
**To:** Bishop. Amanda  
**Subject:** FW: Opposition to Item #38 - Initiation of the Upper Westside Planning Process - February 26, 2019 Board Meeting  
**Attachments:** Upper Westside Planning Process.Feb262019.docx

For the record

*Stephanie Townsend*

Deputy Clerk II  
Board of Supervisors | Clerk of the Board  
700 H Street, Suite 2450, Sacramento, CA 95814  
916-874-8022



---

**From:** sally lee <sally\_lee@live.com>  
**Sent:** Sunday, February 24, 2019 10:34 PM  
**To:** Supervisor Serna <SupervisorSerna@saccounty.net>; Kennedy. Supervisor <SupervisorKennedy@saccounty.net>; Frost. Supervisor <SupervisorFrost@saccounty.net>; Susan Peters <SusanPeters@saccounty.net>; Nottoli. Don <nottolid@saccounty.net>; Clerk of the Board <BoardClerk@saccounty.net>  
**Subject:** Opposition to Item #38 - Initiation of the Upper Westside Planning Process - February 26, 2019 Board Meeting

Please see attached letter.

Sent from Outlook

To: Sacramento County Board of Supervisors  
Subject: Opposition to Item #38 – Initiation of Upper Westside Planning Process on February 26, 2019

It is critical that the Board reject the initiation of the Upper Westside Planning Process.

The Upper Westside Planning Process proposes to develop designated airport open space south of the Sacramento International Airport that is incompatible with Airport Land Use Compatibility Plan (ALUCP), the Airport Master Plan designated strategic reserve, and the County's current low-density agricultural zoning

These measures were developed to provide an open area under flight paths that minimize safety risks and noise exposure to current residents during departures.

To develop this open area now would disregard the County's obligation to maintain the the safety and noise buffer that current residents rely upon now and relied on when they bought homes in the Natomas area.

The proposed development could result in problems that plagued the Sacramento Executive Airport in the 1970-80's.

Please reject the initiation of the Upper Westside Planning Process. Thank you for your consideration and assistance in this matter.

Sally Lee  
4467 Don River Lane  
Sacramento, CA 95834

38

**Townsend. Stephanie**

---

**From:** Thomas Jones <TJones13@raleys.com>  
**Sent:** Monday, February 25, 2019 10:00 AM  
**To:** Clerk of the Board  
**Subject:** Initiation of the Upper Westside Planning Process

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**EXTERNAL EMAIL:** If unknown sender, do not click links/attachments.

Dear Sir or Madam,

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

I request you reject the initiation process.

Thank you for consideration.

Thomas C. Jones

4148 Adriatic Sea Way  
Sacramento, CA. 95834

Thomas C. Jones  
*Wine Specialist*  
WSET Level III  
Raley's Store 435  
2075 Fair Oaks Blvd.  
Sacramento, CA 95825

1 of 2

**Townsend. Stephanie**

---

**From:** agendanet@saccounty.net  
**Sent:** Monday, February 25, 2019 10:04 AM  
**To:** Public Meeting. Comments; Clerk of the Board  
**Subject:** Public Comment on the 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Meeting Item 38. by "Thomas C. Jones"

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Meeting Date: 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Public Comment Submission**

**Name:**

Thomas C. Jones

**Email:**

tomjonescooks@gmail.com

**Phone:**

406-360-3835

**Address:**

4148 Adriatic Sea Way, Sacramento California 95834

**Item:**

38. 2:15 PM -- PLNP2018-00284. Initiation Of The Upper Westside Master Planning Process (Planning and Environmental Review) Supervisorial District(s): Serna Impact Area(s): Unincorporated

**Comment:**

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

38

**Townsend. Stephanie**

---

**From:** Gibson Howell <gib@mail.com>  
**Sent:** Monday, February 25, 2019 10:42 AM  
**To:** Supervisor Serna; Kennedy, Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don; Clerk of the Board  
**Subject:** Arthur Gibson Howell comments for 26 Feb Supervisors Meeting concerning "Upper Westside" Project  
**Attachments:** Arthur Gibson Howell Boot Rebuttal.pdf

Sacramento County Supervisors,

I apologize for the timeliness of my comments on the "Upper Westside" project to be discussed at tomorrow's meeting, but I only learned of it last week when I received the notice from the County.

I have attached my comments for your review, thank you very much in advance. Unfortunately I have a commitment in Atlanta tomorrow that I could not reschedule. If you have any questions please feel free to contact me.

Arthur Gibson Howell  
3551 Garden Hwy, Sacramento, Ca 95834  
916/730-0141  
[gib@mail.com](mailto:gib@mail.com)

1004



To: Sacramento County Board of Supervisors

From: Arthur Gibson Howell

3551 Garden Hwy, Sacramento, CA 95834

I write to you as a property owner on Garden Hwy and resident of Natomas concerning the proposed "Upper Westside" development in what has been known as "The Natomas Boot." While I agree it is an intriguing project, I do not believe it fits with the Natomas Vision Plan for adequate "permanent open space preservation areas", is not necessary considering the vast amount of undeveloped land already zoned and approved (even more so considering the 5000+ acre North Precinct Plan Area), would add an undue burden on the already congested 2 lane West El Camino I-80 interchange it is relying on, and does not constitute an "extraordinary circumstance" required to modify the Urban Service Boundary (USB).

I am a layman when it comes to government regulations, environmental protection, property development, and infrastructure requirements, but I have been a resident of Natomas for 25 years. In general, I am in favor of responsible urban growth. I will do my best to address this based on the facts I have been able to ascertain and not from a "Not In My BackYard" perspective. From my research of the Upper Westside Initial Application I find the following serious reasons NOT to vote for it to move forward:

1. This plan provides an "open space buffer" to the Garden Hwy and Sacramento River that is smaller than the failed 2015 Natomas Vision changes and much smaller than current "permanent growth boundary" (the USB) that was decided upon as a compromise to allow for responsible development while maintaining "permanent open space preservation areas." Agencies like the Natomas Basin Conservancy require this to do their job of ensuring quality mitigation habitat is available to offset future urban growth in already approved areas. Mitigation habitat must be local to Natomas and the "Boot" is the last large contiguous block of prime habitat and agriculture area left that has not been already allocated and is compatible with Sacramento Airport Wildlife management requirements.

Even more concerning, the published plan maps calls for the "open space buffer" to be inside the requested UPA/USB and rezoned SP. This could allow even this limited open space to be subdivided and developed later (page 8 of the plan)

2. This plan envisions 10,219 housing units, 5 million sq. ft of commercial space, and a population growth of 24,752. Yet it mentions again and again that the plan is a good idea and responsible since it relies on previous "significant public investment" in current infrastructure such as the 2 lane West El Camino freeway interchange and freeway widening. As someone who uses this interchange often, I can attest that during peak times it is already over saturated with current traffic. According to their own plan they rely on West El Camino interchange for most external traffic. This interchange is somewhat "locked in" due to the bridge to the South and I-5 to the North and I'm not sure how much it could be enlarged or who would fund it. In the morning the exit South to the bridge is often bumper to bumper (very difficult to widen) and in the evening the exit North is often saturated as it intersects with I-5 (already widened). I cannot imagine how this current infrastructure can handle an additional 24,000+ people in such a confined (2.5 sq. mile) area. There is no link to mass transit proposed except for a 12 stop "internal shuttle" that could possibly connect to an external shuttle. As the plan admits, this development area is "locked" on all 4 sides:

2004

North: Sacramento Airport, neighborhoods, and existing protected wildlife areas.  
South: I-80 freeway and bridge  
East: I-5 and large I-5 / I-80 interchange  
West: Sacramento River and Garden Hwy

Their view is this is a great reason to 'fill it in' with more urban growth, my question is how will 25,000+ people be able to travel outside this 2.5 sq. mile extremely dense development? They mention relying on "internalized trips" and "internal jobs" for this community, but have we really seen that as reality in the rest of the United States? With very few roads out this experiment could truly backfire. How can this possibly be considered responsible urban planning?

3. The plan fails the following LU-120 Performance Criteria:

PC-1, vision for connection - intends to connect to existing inadequate infrastructure and no mass transit system

PC-5, transit-oriented design - see above and item 2

PC-8, consistency with county adopted plans - completely inconsistent, wants them changed

PC-9, consideration of regional planning efforts - considered and ignored

CB-4, transit - 0 points if transit defined as transportation outside a 2.5 sq. mile area

4. The plan fails Policy LU-1 in that there is no health or safety "need" to provide urban services beyond the current Urban Policy Area (UPA). The plan uses Cordova Hills Special Planning Area as an example of the county extending the UPA/USB in March of 2013 under Policy LU-1.1. I was not party to the Board of Supervisors decision on this, but I can point out several substantive differences with this example: The Cordova Hills extension was not in a floodplain, had no airport compatibility issues, contained no prime farm land, was not habitat to any endangered species, is abutted by 1000's of acres of habitat "open space", had proximity to already constructed substantially larger streets and 4 - 6 lane freeway interchange, and all property was controlled by one entity.

5. The plan fails Policy LU-2 strategy of defining "important areas for protecting as open space and agriculture" and not changing that definition just because an applicant is "stepping forward" desiring change. They admit many (most) of the larger parcels are identified as "prime agriculture land", but try to minimize this since it is a "pocket" of land surrounded by urbanization. I submit that as the last large "pocket" of open space in Natomas it is that much more valuable and important to remain open space. Just because Central Park in New York is surrounded by urbanization it is not a good reason to use it as "infill."

6. The plan fails Section II of the County Land Use Element, Land Use Strategies and Policy in the following ways:

From the 'overarching' goal: It is not "functionally linked with transit" and does not protect the "County's natural, environmental, and agricultural resources."

Policy LU-4 Strategy I: It does not "direct new growth to previously urbanized areas or planned growth areas" and does not "preserve valuable natural resources" or "protect agricultural and rangeland operations." It does the exact opposite. It claims the plan would reduce pressure to develop

in more rural areas of the county, but it does not mention all the approved/pending development plans already located in the UPA/USB.

They acknowledge that in the General Plan, the USB is “intended to be a **permanent** growth boundary not subject to modification except under **extraordinary circumstances**.” There are no extraordinary circumstances. They claim not to understand why this land wasn’t included in the USB in the first place. Maybe they should ask their project representative Bob Thomas, who was City Manager and signed the original Take Permit when the UPA/USB was drawn. I’m sure he has personal knowledge of what was involved. From what I gathered it was not included so as to provide “open space” in exchange for urban growth within the UPA/USB in Natomas.

Policy LU-4 Strategy II: “The County shall give **priority** to residential development on vacant or underutilized sites **within existing urban areas** that have infrastructure capacity **available**.” Not only is this project not within existing urban areas, the infrastructure capacity for an additional 25,000 residents inside 2.5 sq. miles is not currently available.

Policy LU-4 Strategy IV: The proposal admits the “Plan Area is not designated within the County’s Land Use Element as a Commercial Corridor” and there is little or no “Reinvestment in and revitalization of existing communities” as required under this policy strategy.

7. The plan fails 3 of the 6 **required** criteria under Policy LU-127 to expand the Urban Services Boundary. Specifically:

There is no reason to believe there is inadequate vacant land within the USB to accommodate the projected 25-year demand for urban uses

The proposed area of expansion includes the development of important natural resource areas, aquifer recharge lands, AND prime agricultural land

While the county is not signatory to the Natomas Basin Habitat Conservation Plan, the project will have to adhere to it and that could be difficult or impossible considering the lack of large contiguous habitat in Natomas that has not already been designated mitigation for other projects. I asked the Natomas Basin Habitat Conservancy Executive Director, John Roberts, his view on how this project would affect their ability to mitigate habitat loss and he stated no government agency has asked for a formal review. Maybe they should before this project gets its’ initial green light.

8. Under LU-127 if the plan fails **any** of the 6 required criteria the only way to expand the USB is 4 out of 5 votes in favor by the County Board of Supervisors.

In conclusion, when the policies and boundaries were originally written they were strict for a reason: To avoid the mistakes so many other cities and counties have made. It is, of course, up to the Board to decide what is best for the people and environment of Natomas if it comes to a vote.

Thank you,

Arthur Gibson Howell

**Townsend. Stephanie**

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**From:** josephine pelaez <josmbp@yahoo.com>  
**Sent:** Monday, February 25, 2019 11:41 AM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don; Clerk of the Board  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019

**EXTERNAL EMAIL:** If unknown sender, do not click links/attachments.

Dear Board Members,

I am formally entering my protest and disapproval to the proposed project in the upper west side. The land designated is traditionally airport space where the planes are supposed to fly over.

Currently, we are in talks with the airport to NOT have the planes fly over our homes. The airport noise is a nuisance that has multiplied exponentially over the years. Right now, I can hear the airplane sound inside my house even with all the windows closed. The sound is keeping me up at night and wake me up at 5 in the morning. This is not right.

Legally, the airport does not have the to right to direct their planes to flyover the homes when there is an alternative 'open space' to fly over.

My greatest fear is that one day a plane might crash into my own home or my neighbor's home because the planes are flying so low. I hope that this never happens. So please leave the open field open for the the planes to fly over.

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. The process contemplates development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain this safety and noise buffer.

I request you reject the initiation process.

Thank you for consideration.

Josephine P.  
Sundance Lake

**Bishop. Amanda**

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**From:** Clerk of the Board  
**Sent:** Monday, February 25, 2019 1:59 PM  
**To:** Bishop. Amanda  
**Subject:** FW: Opposition to Item #38 "Initiation of the Upper Westside Development 2019"  
**Attachments:** Opposition to Item #38 "Initiation of the Upper Westside Development 2019.docx;  
Opposition to Item #38 "Initiation of the Upper Westside Development 2019.pdf

For the Record

*Stephanie Townsend*  
Deputy Clerk II  
Board of Supervisors | Clerk of the Board  
700 H Street, Suite 2450, Sacramento, CA 95814  
916-874-8022



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**From:** Fries, Ben@DTSC <Ben.Fries@dtsc.ca.gov>  
**Sent:** Monday, February 25, 2019 1:51 PM  
**To:** Supervisor Serna <SupervisorSerna@saccounty.net>; Kennedy. Supervisor <SupervisorKennedy@saccounty.net>;  
Susan Peters <SusanPeters@saccounty.net>; Frost. Supervisor <SupervisorFrost@saccounty.net>; Nottoli. Don  
<nottolid@saccounty.net>; Clerk of the Board <BoardClerk@saccounty.net>  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Development 2019"

Attached is my opposition statement to the abovementioned Item #38 Initiation of Upper Westside Development 2019.

Please phone me at 916-255-3667 weekdays or email me at [bfries@dtsc.ca.gov](mailto:bfries@dtsc.ca.gov) if you have questions.

Thank-you,

Ben Fries

## **Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26, 2019 Agenda**

The proposed location is a very bad site for the proposed Natomas community development for several reasons. The proposed location is adverse to the economic potential of Sacramento International Airport (SMF). The site is also dangerous because of high risk over the long term of an airliner crash landing into the development. The quality of life for the residents living there could also be impacted by the aircraft noise.

### **Summary of 4 Reasons**

**Reason 1: Major adverse economic impact** on the long-term economic promise and potential of SMF. Constructing at the proposed site would have adverse economic impact on SMF flight operations. That would result in adverse economic impact on Sacramento and northern California.

**Reason 2: Safety hazard to residents, employees, and others** at the site because of the risk of an airliner crash-landing into the community that would be built there.

**Reason 3: Adverse health and learning impact** on residents would occur. That is because of the long-term, incessant noise from low-flying overhead aircraft during scheduled aircraft take-off from SMF. The website <https://thequietcoalition.org/airplane-noise-health-hazard/> has details. Google for "airport noise and health" and "airport noise and learning" to get a listing of abundant online evidence of this adverse impact.

**Reason 4: Long-term harm to property values** of the community because of the overhead aircraft noise. Because of the obvious and pressing need for future SMF expansion and constructing additional future runways, could result in SMF adding many more flights than it currently has.

### **Reason 1: Adverse Immediate Economic Impact Upon SMF Operations**

1. If residential and commercial development constructed there, the proposed site would have serious adverse economic impact on short-term and long-term SMF commercial airliner operations.
2. The public outcry from residents and businesses because of low flying aircraft noise disturbance over the site would force severe curtailment of southbound SMF takeoffs during all hours of the day and night.

**Reason 1 continued: Adverse long-term economic impact on future SMF expansion of flights schedule**

**Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26,2019 Agenda**

Submitted February 25, 2019 by Benjamin J. Fries

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3. To best serve Sacramento and northern California, SMF must be free to construct additional runways and grow into the 21<sup>st</sup> century as an airline hub for all of northern California. The proposed new development location would severely hobble the ability of SMF to expand and pursue that maximum economic potential.
4. Additionally, because of noise and safety issues, SMF would surely be prevented from expanding air service operations for flights.
5. If the community were constructed on the poorly located site which is under the southbound takeoff pattern of the SMF east runway, the environmental impact of overhead air traffic upon the residents and businesses would seriously diminish SMF prospects of getting CEQA approval in future years. That would damage the opportunity for SMF to expand commercial airline flights for passenger and cargo air traffic.

**Reason 2: Safety issues include the risk of an airliner crashing into the development:**

6. The proposed site would be a grave danger to residents, businesses, and others. That existing open agricultural field would be a very dangerous place to locate and build homes or work places. That is because an airliner could crash into the development during take-off, killing hundreds of residents and patrons.
7. The site is nearby the take-off path of a SMF airport runway. That makes the site a very dangerous place to have a development. Prominent causes and examples of airliner crashes during take-off are listed below.
8. **Wind shear** -- a sudden change in wind speed or direction over a short distance -- has been a factor in many air disasters during take-off because there is insufficient altitude for the pilot to correct the disturbance. Prominent examples of wind shear crashes can be found online.
9. **Crashes can occur during takeoff because of aircraft structural failure** when the airframe is under maximum stress due to maximum lift loading and maximum engine thrust. **On May 25, 1979, a DC-10 crashed just moments after takeoff from Chicago** when an engine completely broke off from the wing. **In March 1974 a Turkish Airlines DC-10 crashed in Paris** when a rear cargo door which was improperly closed blew out. **In September 1985 a DC-9 crashed in Milwaukee WI** when an engine exploded during takeoff.
10. **In February 2000 shortly after takeoff at Mather Airport Sacramento CA, a DC-8 airfreighter crashed** into an auto salvage yard (fortunately not a community) because of "a loss of pitch control resulting from the disconnection of the right elevator control tab."

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11. Listed below are more examples, including pilot error, crashes on takeoff, and extreme maneuvers causing the airframe to rupture or causing the aircraft slipping sideways. Numerous other examples can be found online, of takeoff crashes and other crashes from low altitude:
- a. **French supersonic Concorde airliner crashed on takeoff** from Paris in 2000, when its left tires were fragmented by metal debris on the runway, causing a left-side engine fire and crash.
  - b. **Soviet Russian supersonic TU144 airliner crashed when its left wing broke off** during tight low-level maneuvers at the 1973 Paris Air Show, while 350,000 attendees watched in horror. Caused by rupture of the airframe that was overstressed by the tight maneuvers.
  - c. **While trying to extinguish a wild fire, a C-130 tanker loses both wings** mid-air and crashes. (2006) The firefighting aircraft was doing tight maneuvers while fully loaded with firefighting liquid, resulting in rupture of both wings and crashing. Both wings breaking off mean it was too much G-force, and not because of the aircraft being "too old." It exceeded its low altitude stress capacity.
  - d. On Friday, 24 June 1994, a United States Air Force **Boeing B-52 Stratofortress** crashed near Fairchild Air Force Base in Washington state after its pilot maneuvered the bomber beyond its operational limits and lost control. The crash occurred because the tight turn caused the aircraft to slip sideways and stall. **The pilot did not have sufficient altitude to recover from the side slip, so that the bomber fell sideways and crashed into the ground.**
  - e. **Japanese Air Lines airliner crashed into San Francisco Bay while attempting to land at SFO. Pilot error misjudged the location of the runway** in the foggy weather. Japan Airlines Flight 2 was a flight piloted by Captain Kohei Asoh on November 22, 1968.<sup>[1]</sup> The plane was a new Douglas DC-8 named "Shiga", flying from Tokyo International Airport (Haneda) to San Francisco International Airport. Due to heavy fog and other factors, Asoh mistakenly landed the plane near Coyote Point in the shallow waters of San Francisco Bay, two and a half miles short of the runway.
  - f. **A US Airways plane crashed into the Hudson River in New York January 15, 2009 as a water crash landing of US Airways Flight 1549 on the Hudson River off Manhattan** after the both engines were disabled by striking a flock of Canada geese immediately after takeoff.

**The danger zone includes the vicinity adjacent to the takeoff flight path.** The vicinity is dangerous because when an aircraft crashes on takeoff, often it will veer to the right or left depending upon which side of the aircraft the disruption occurred, or which direction(s) the wind shear came from.

**Aircraft Design Safety Margin: To prevent airframe rupture and side slip, commercial pilots (and their computer surrogates) are trained to maintain smooth steady flight.** That is because a commercial aircraft is designed with very little safety margin. The safety margin is minimized to maximize the aircraft payload, which means the aircraft design must minimize airframe weight.

12. **A bird strike** can also cause a takeoff to result in a crash. Above stated is the January 2009 crash at New York City. A safe crash landing occurred after striking a flock of Canada geese. That bird strike

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occurred after take-off, fortunately the pilot had the Hudson River as a safe place to crash-land the A-320 Airbus airliner. SMF commonly has Canada geese flocks in its take-off flight paths, and very high rate of bird strikes compared to other airports.

13. If any of these mishaps occur during aircraft take-offs at SMF, **the aircraft pilot can minimize loss of life if he/she has a clear open path for an emergency crash landing.**
14. **Currently, SMF does have a clear path for an aircraft crash landing** because of a failed takeoff. That includes the flight paths southbound from the east and west runways of SMF, which both have a clear open agricultural field for an emergency crash landing.
15. **However the proposed location would be in the path of an emergency crash landing.** That could cause hundreds of people to lose their lives.
16. Accordingly, the **proposed site would have serious adverse environmental impacts upon the safety of residents and businesses in the development.**
17. If a development were to be built on that site, **it would be a catastrophe waiting to happen.**

**Reason 3: Adverse Impact upon Health:**

18. There would be adverse health impacts upon residents from incessant noise of low overhead aircraft taking off from SMF at full power. Abundant evidence is available online.

**Conclusion**

**We all love our beautiful SMF International Airport, and we all must protect the long-term future opportunities of SMF to freely grow** its air traffic as Sacramento grows, without having the development or other obstacles as barriers to SMF air traffic growth.

Surely Sacramento International Airport (SMF) would be concerned about the proposed site location near the flight path of south-bound takes-offs from the east SMF runway.

**A dedicated air corridor is needed for SMF.** To protect the future of our SMF to serve us by expanding with many more flights with more runways, we must all support and establish a dedicated corridor of open unbuilt land zoned for agriculture. That would include an air corridor for southbound SMF takeoffs under which no homes, hotels, businesses, nor other facilities can be constructed. All of that open unbuilt agricultural landscape currently exists, and is available to be set aside to accommodate the long-term economic promise and potential of SMF to become a major regional hub for northern California.

**Opposition to Item #38 "Initiation of the Upper Westside  
Planning Process" on the February 26,2019 Agenda**

**Submitted February 25, 2019 by Benjamin J. Fries**

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With a dedicated SMF corridor we could all welcome more SMF domestic flights any time of day or night.

With a dedicated SMF corridor, we could all welcome more international flights at all hours of the night.

With a dedicated SMF corridor, we could all welcome more cargo flights at all hours of the night.

A dedicated air corridor would allow SMF to become a great air service hub for northern California.

If you have questions, please email me at [bfries@dtsc.ca.gov](mailto:bfries@dtsc.ca.gov) or phone me at 916-255-3667.

Respectfully,

Benjamin J. Fries, P. E., M.B.A.

6085

**Item No. 38      Added 2-26-19**

**Public Comments From:**

Linda Finkas

David Ingram

Barbara Graichen, David Lichman, Valley View Acres Neighbors Working Together

Dustin Aydt

Steven Nguyen

Le-Quen Nguyen

Marko Pavlovic

Michael Ochoa

**Townsend. Stephanie**

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**From:** Linda Finkas <lfinkas@gmail.com>  
**Sent:** Monday, February 25, 2019 3:45 PM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don; Clerk of the Board  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process"

Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26, 2019 Board of Supervisor's agenda It is imperative that the Board reject the initiation of the Upper Westside Planning Process. These land use changes contemplate development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning. The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain a sufficient safety and noise buffer. I request you reject the initiation process. Thank you for consideration. Linda Finkas  
301 Hebron Circle  
Sacramento, CA 95835

**Townsend. Stephanie**

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**From:** David Ingram <David@tennantingram.com>  
**Sent:** Monday, February 25, 2019 4:37 PM  
**To:** Susan Peters; Nottoli, Don; Supervisor Serna; Kennedy, Supervisor; Frost, Supervisor  
**Cc:** Clerk of the Board  
**Subject:** Opposition to Upper Westside Master Plan

**EXTERNAL EMAIL:** If unknown sender, do not click links/attachments.

Good afternoon Supervisors,

As a 25 year resident of Garden Highway, I would like to state my STRONG opposition to the Upper Westside Master Plan. Having seen the rather repulsive disregard for sufficient infrastructure, traffic, environmental impact and loss of the river “buffer space” involved with prior, similar projects, it is obvious to me that this particular plan comes with all of the same inherent problems. Unfortunately, this Plan is actually MUCH worse than its predecessors. Why? Because it is located in an area that is ALREADY reeling from traffic congestion, pollution, illegal dumping and loss of wildlife habitat.

In addition to the heavily growing traffic congestion on I-5 and Highway 99 that already exists, 2018 and 2019 have seen an explosion in Garden Highway traffic. Apparently, Amazon, Lift and Uber drivers and employees have begun using Garden Highway as an expressway around the highway congestion, oftentimes traveling 60 mph or faster on a roadway with a posted 45 mph limit. Traffic and speeding are especially horrible between Orchard Lane and Power Line in the mornings and evenings. Tossing in more urban development, including thousands of more people and drivers, in the middle of an already taxed infrastructure system, without considerable improvements to that infrastructure, would be a gross dereliction of duty.

The wildlife impact would also be dramatic. In 2018 alone, six deer were hit and killed within 100 yards of my Garden Highway home (more than have been killed in the prior 20 years combined) with increased roadkill being witnessed upon the entire stretch of roadway between Orchard Lane and Elverta Road. In addition to the deceased deer, we have seen a dramatic increase in dead wildlife all up and down Garden Highway, including Swainson’s hawks, Redtail hawks, owls, foxes, turkeys, river otters and even a very rare mink). I cannot even imagine the negative environmental impacts that would result from more irresponsible development in our area.

Furthermore, if the Natomas Levee decertification over 10 years ago proved anything, it was that massive, positive impacts occur when urban sprawl is restricted. As a result, the midtown and downtown areas are in the midst of a historical in-fill and redevelopment trend that has revitalized these areas and put Sacramento back on the map of desirable cities. While on the subject of levees, I am sure you are aware that the Upper Westside Master Plan is located directly in the Natomas “Basin” on land that sits some 20-25 feet BELOW the “current” level of the Sacramento River. During extremely high water levels, this differential could reach 30 feet or more.

Lastly, you must also surely realize that despite the lifting of the Natomas building moratorium, over 50% of the Natomas levees have not been improved and are not certified by the USACE. This includes the levees immediately adjacent to the proposed Upper Westside Master Plan. But even if the levees were improved and certified, why would anyone want to allow urban sprawl and development in an area directly adjacent to a functioning levee system, especially when that area is a “basin” (basically a sink)? What does FEMA think about this?

Please do us all a favor, stop the money grab and LEAVE THE SACRAMENTO RIVER & GARDEN HIGHWAY BUFFER ZONES ALONE.

Thank you very much for your consideration.

**David M. Ingram**  
Garden Highway Resident

**Townsend. Stephanie**

**From:** nnatomas@aol.com  
**Sent:** Monday, February 25, 2019 5:10 PM  
**To:** Kennedy. Patrick; Supervisor Serna; Susan Peters; Nottoli. Don; Moffitt. Leighann; Clerk of the Board; swainsonshawk@sbcglobal.net; dlichman@me.com; Frost. Supervisor  
**Subject:** Public Hearing: February 26, 2019, 2:15 pm, Urban Expansion in Natomas Basin "Boot"

**EXTERNAL EMAIL: If unknown sender, do not click links/attachments.**

Dear Elected Officials,

For forty years, the Board of Supervisors has held the line against urban development in the Boot because it makes good sense to do so. Valley View Acres Neighborhood Working Together and the North Natomas Community Association are writing to urge you to continue to hold that line.

Why does it make sense for you to conserve this important agricultural and open space treasure? It is because:

- Once agricultural land has been consumed for urban uses, it is not economically feasible to reconvert it to food production. We have not experienced famine or hunger on a large scale in this country since the Great Depression. However, drought, pestilence and armed conflict has and may occur again. This is why the United States has always worked to maintain a prudent supply of agriculturally productive land. We must remain self sufficient in food production in the event of natural or human made disasters. You must not forget that we live in what has been called the bread basket of America. You must not chart a course which may cause this nation to need to rely on substandard or marginal agricultural land or the "good will" of foreign powers for an adequate food supply in the event of emergencies, during war times, or at any other time. Loss of important and productive farmland in Sacramento County and California is cumulatively significant and adverse. The economics of this project cannot outweigh its negative costs.,
- The Boot is rich in habitat which has been used as an argument for supporting other development in Natomas.
- The area will flood someday during a historic and adverse rain event as attested in multiple Army Corps of Engineers and SAFCA assessment or planning documents
- Agricultural crops don't complain about airport noise.
- There are thousands of acres of suitable land already located within the Urban Service Boundary and designated for urban development. There is no economic or human resource need to develop this important open space and agricultural land.
- Because there is so much land available and planned for development, it seems prudent and just to retain important habitat for other living creatures, such as the Swainson's Hawk. Wildlife enriches our human experience and provides balance and beauty in a world too often overtaken by urbanization.
- If the County cannot preserve sensitive open space and rich agricultural land in a case such as this, there is no reason to have a General Plan Open Space and Agriculture Plan as no space will be held sacred or worthy of preservation no matter its worth. No plan polices will be followed. Please follow the Plan.
- Habitat conservation plans in the City and Sutter portions of the Natomas Basin have already been approved for urban development using this land as part of an overall strategy to protect and conserve precious natural resources. Urban development of this site, as has shown in decades of County and LAFCo evaluations and studies, will adversely affect natural resources and already approved County plans. Additionally, the County has already signaled a willingness to consider development of land north of Elkhorn Boulevard to the County line which exacerbates the significance of this proposal.
- In addition to Development proposals in the County, the City has recently approved the massive Greenbriar project and is moving on the Panhandle project. Are you recognizing an unfolding plan to develop every inch of County land in the Natomas basin? This was actually the case in the 1964 County General Plan, a Plan which placed urban land use designations on the entire County portion of the Natomas basin. This 1964 County General Plan was later ridiculed by Supervisors who voted to rescind the urban designations and restore an agricultural and open space conservation vision.
- If you take a first step towards development, the site will end up being developed. The owners of the land, as they invest more and more money into expensive attorneys, studies and lobbying, will begin to use the amount of their investment as an economic excuse for project approval. It always sounds compelling. Please don't back yourself into the ultimate need to respond to such arguments from their attorneys.



We, Natomas residents and representatives of other residents through the North Natomas Community Association and Valley View NWG, respectfully ask you to endorse the Natomas Basin Habitat Conservation Plan as the best plan for the Boot, and vote against any actions which forward or facilitate development of the Boot.

Thank you for your consideration of our comments. Please place us on the mailing lists for any Boot proposals or projects. If you have any questions, please contact Barbara Graichen at 916-991-2177.

Sincerely,

Barbara Graichen  
Liaison

David Lichman  
Leader

Valley View Acres Neighbors Working Together  
5000 Tunis Road  
Sacramento California 95835

**Townsend. Stephanie**

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**From:** Dustin Aydt <daydt420@yahoo.com>  
**Sent:** Monday, February 25, 2019 10:56 PM  
**To:** Supervisor Serna; Kennedy. Supervisor; Susan Peters; Frost. Supervisor; Nottoli. Don; Clerk of the Board  
**Subject:** February 26, 2019 Board of Supervisors Meeting: Comment on Item #38 "Initiation of the Upper Westside Planning Process"

**EXTERNAL EMAIL:** If unknown sender, do not click links/attachments.

Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26, 2019 Board of Supervisor's Meeting Agenda

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. These land use changes contemplate development of what has been traditionally designated an airport open space south of the Sacramento International Airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan designated strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a poor decision to allow development as proposed in the Upper Westside Master Plan and not maintain a sufficient safety and noise buffer.

I respectfully request you reject the initiation process. Thank you for your consideration.

Sincerely,

Dustin Aydt  
518 Lentini Way  
Sacramento, CA 95834

**Townsend. Stephanie**

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**From:** Steven Nguyen <reflexgti@comcast.net>  
**Sent:** Monday, February 25, 2019 10:27 PM  
**To:** Supervisor Serna; Kennedy, Supervisor; Susan Peters; Frost, Supervisor; Nottoli, Don; Clerk of the Board  
**Subject:** Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26, 2019 Board of Supervisor's agenda

**EXTERNAL EMAIL:** If unknown sender, do not click links/attachments.

It is imperative that the Board reject the initiation of the Upper Westside Planning Process. These land use changes contemplate development of what has been traditionally designated airport open space south of the airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning.

The ALUCP, Master Plan strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a travesty to allow development as proposed in the Upper Westside Master Plan and not maintain a sufficient safety and noise buffer.

I request you reject the initiation process. Thank you for consideration.

Steven Nguyen  
2321 Bayless Way  
Sacramento, CA 95835

**Townsend. Stephanie**

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**From:** Le-Quyen Nguyen <lequyenie@yahoo.com>  
**Sent:** Monday, February 25, 2019 10:07 PM  
**Cc:** Supervisor Serna; Kennedy, Supervisor; Susan Peters; Frost, Supervisor; Nottoli, Don; Clerk of the Board  
**Subject:** February 26, 2019 Board of Supervisors Meeting: Comment on Item #38 "Initiation of the Upper Westside Planning Process"

**EXTERNAL EMAIL: If unknown sender, do not click links/attachments.**

Opposition to Item #38 "Initiation of the Upper Westside Planning Process" on the February 26, 2019 Board of Supervisor's Meeting Agenda It is imperative that the Board reject the initiation of the Upper Westside Planning Process. These land use changes contemplate development of what has been traditionally designated an airport open space south of the Sacramento Internationa Airport and is incompatible with the Sacramento International Airport Land Use Compatibility Plan (ALUCP), the Sacramento International Airport Master Plan designated strategic reserve, and the county's current low density agricultural zoning. The ALUCP, Master Plan designated strategic reserve, and current zoning provide an open area under flight paths that minimize safety risks and noise exposure during departures. The county wisely instituted these measures so that the airport could operate efficiently while minimizing risks to residents. It would be a poor decision to allow development as proposed in the Upper Westside Master Plan and not maintain a sufficient safety and noise buffer. I respectfully request you reject the initiation process. Thank you for your consideration. Sincerely,  
Le-Quyen Nguyen  
518 Lentini Way  
Sacramento, CA 95834

**Townsend. Stephanie**

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**From:** Vatrovav <vatrovav@protonmail.com>  
**Sent:** Tuesday, February 26, 2019 8:22 AM  
**To:** Kennedy. Patrick; Supervisor Serna; Susan Peters; Nottoli. Don; Frost. Supervisor; Moffitt. Leighann; Clerk of the Board  
**Cc:** swainsonshawk@sbcglobal.net  
**Subject:** Natomas Basin Boot

I oppose development of farmland in Sacramento County and ask you to deny the request to create an Upper Westside Master Plan for 2000 acres in the Natomas Boot.

1. This proposal violates County General Plan policies, including the Urban Services Boundary and agricultural preservation policies, to preserve agricultural and open space lands in the County.
2. There are thousands of acres of vacant land inside the Urban Services Boundary in the County where future urban development is already authorized. There is no economic need to provide for more zoning for urban uses.
3. There are thousands of vacant acres approved for development in the City and Sutter County portions of the Natomas Basin and these projects have a Habitat Conservation Plan in place to mitigate for their impacts on wildlife and are included in regional air quality and transportation plans. There is no economic rationale for advancing development in the portion of the basin that lacks infrastructure and mitigation programs.
4. I support the Natomas Basin Habitat Conservation Plan. Urbanization of the Boot area would undermine the effectiveness of the Natomas Basin Habitat Conservation Plan and directly conflict with the preserves located in and adjacent to the plan area.

Why did you even come up with the Conservation Plan which is popular? The whole point of the conservation plan is to stop urban sprawl!

- Marko Pavlovic, Sacramento resident and active voter

**Townsend. Stephanie**

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**From:** agendanet@saccounty.net  
**Sent:** Tuesday, February 26, 2019 8:57 AM  
**To:** Public Meeting. Comments; Clerk of the Board  
**Subject:** Public Comment on the 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Meeting Item 38. by "Michael Ochoa"

**Meeting Date: 2/26/2019 9:30 AM BOARD OF SUPERVISORS MEETING Public Comment Submission**

**Name:**

Michael Ochoa

**Email:**

mikeochoa@outlook.com

**Phone:**

916-595-9400

**Address:**

3071 Garden Hwy 95833, Sacramento California 95833

**Item:**

38. 2:15 PM -- PLNP2018-00284. Initiation Of The Upper Westside Master Planning Process (Planning and Environmental Review) Supervisorial District(s): Serna Impact Area(s): Unincorporated

**Comment:**

This is not a project that has any chance of working. I5 is all ready a parking lot after the Amazon Center is operating. The Garden Hwy has turned into a racetrack for people diverting I5 to powerline road to Garden Hwy.

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