

ASPEN 1

Municipal Service Review

March 2009

Prepared For:
Sacramento Local Agency Formation Commission
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1.0 EXECUTIVE SUMMARY

1.0 EXECUTIVE SUMMARY

PROJECT LOCATION

The Aspen 1 28-acre property is located south of Jackson Highway (State Route 16) and west of South Watt Avenue. In this area, South Watt Avenue is generally the boundary between the City of Sacramento and Sacramento County, with the City west of South Watt and the County to the east. The South Watt Avenue realignment resulted in the Aspen 1 area west of South Watt, even though it remains in the County. The Aspen 1 territory is the only west of South Watt property between Jackson Highway and Elder Creek Road that remains in the County.

MUNICIPAL SERVICE REVIEW PROCESS

The Municipal Service Review (MSR) is required to update City and special district Spheres of Influence (SOI), and is a comprehensive assessment of the ability of government agencies to effectively and efficiently provide services to residents and users. The form and content of the MSR is governed by requirements of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (CKH Act) and the Sacramento LAFCo MSR Guidelines (Guidelines), adopted in October 2002. This MSR considers the existing provision of municipal services, and impacts to those services and service providers upon the reorganization (annexation and detachments) of the Aspen 1 territory to the City of Sacramento.

Any local agency may apply to LAFCo for a boundary change. The City of Sacramento is requesting the Sphere of Influence Amendment, and ultimately an annexation of the unincorporated Aspen 1 area into the City's boundaries. Government Code §56375(a) gives LAFCo the power to initiate certain types of boundary changes consistent with service review and the Sphere of Influence. The Aspen 1 area is not currently within the City of Sacramento SOI; therefore this MSR is being prepared to evaluate the impacts to existing and future service providers and provide LAFCo with information on the impact of detaching from several special districts¹. LAFCo will use the Municipal Service Review to consider the proposed changes in the sphere of influence and boundaries of the City and affected special districts.

A Sphere of Influence means a plan for the probable physical boundaries and service area of the City, as determined by the Commission. In determining the Sphere of Influence, the Commission shall consider and prepare a written statement of its determinations with respect to the present and planned land uses in the area; the present and probable need for public facilities and services in the area; and the present capacity of public facilities and adequacy of public services that the City provides.

The MSR contains analysis and conclusions, referred to in this document as determinations, regarding nine topic areas set forth in the CKH Act. These areas of analysis contain the essential operational and management aspects of each City service provider, and together constitute a review of the ability of each provider to meet the service demands of the residents within their existing and potentially expanded boundary.

¹ Detachments would include: Cordova Recreation and Parks District and the Sacramento Metropolitan Fire District

1.0 EXECUTIVE SUMMARY

1. Infrastructure needs of deficiencies;
2. Growth and population projects for the affected areas;
3. Financing constraints and opportunities;
4. Cost avoidance opportunities;
5. Opportunities for rate restructuring;
6. Opportunities for shared facilities;
7. Government structure options, including advantages and disadvantages of consolidation or reorganization of service provisions;
8. Evaluation of management efficiencies; and,
9. Local accountability and governance.

The topic areas have been combined into seven sections, representing nine required topic areas set forth in the CHK Act. The combined seven topic areas discussed in this MSR are:

- Growth and Population (Topic #2)
- Infrastructure Needs and Deficiencies (Topics #1 and #6)
- Cost Avoidance Opportunities (Topic #4)
- Financing and Rate Restructuring (Topics #3 and #5)
- Evaluation of Management Efficiencies (Topic #8)
- Local Accountability and Governance (Topic #9)
- Government Structure (Topic #7)

SUMMARY OF DETERMINATIONS

GROWTH AND POPULATION

The Aspen 1 territory was planned by the City as part of its 1988 General Plan for future growth and land use. Given the existing General Plan designation of *Heavy Commercial or Warehouse*, a population increase on the site is highly unlikely. No development is proposed with this SOI Amendment. If the project ultimately develops consistent with the General Plan, approximately 500 employees could be added (28 acres multiplied by 20 employees /acre).

The Sacramento Area Council of Governments (SACOG) completed the Sacramento Regional Blueprint Transportation and Land Use Study in 2004 and the Preferred Scenario was approved by the SACOG Board in December 2004. The Preferred Scenario shows the Aspen 1 site developing with office uses. Any future office uses would require a General Plan Amendment and Rezone of the site, which are not proposed with this SOI Amendment. Additionally, an office use on this site would not result in an increase of the population.

INFRASTRUCTURE NEEDS AND DEFICIENCIES

Water

California American Water Company (CAWC), a private provider, is not currently providing service to the Aspen 1 territory. Providing water to the site would be challenging for CAWC, as infrastructure would have to be extended across Jackson Highway or South Watt Avenue.

The City of Sacramento water supply, treatment and delivery system can be extended to provide service to the proposed project without creating a negative impact on the project or the existing level of City-wide service. The City is the appropriate water service provider for the Aspen 1 area.

Wastewater

Sacramento Area Sewer District and the Sacramento Regional County Sanitation District are the current wastewater service providers and appropriate service providers for future service demands in the Aspen 1 area. The current service providers are capable of providing adequate wastewater services to serve the proposed buildout of the Aspen 1 area.

Storm Drainage and Flood Control

The potential development and eventual build out of the Aspen 1 area will increase runoff on site, and will require the construction and maintenance of additional drainage infrastructure and facilities to ensure adequate service. The project includes planning for sufficient facilities to accommodate the increased drainage requirements. The Aspen 1 area is currently in the County drainage service area and receives flood protection from SAFCA. The current service providers are capable of providing adequate drainage and flood control service to serve the vacant Aspen 1 area. A portion of the project area will be required to participate in the SAFCA assessments; the remainder of the site is located in an area designated as outside of the 100-year flood plain.

The reorganization will not result in a reduction in the ability of the Sacramento Area Flood Control Agency to provide flood control protection to property within its boundaries.

Solid Waste

The City, a franchised hauler of the Sacramento Regional Solid Waste Authority, collects all of the single family residential waste and about a third of the commercial waste within the City. Private franchised haulers collect the remaining commercial waste. There is adequate infrastructure at buildout to ensure collection of solid waste generated within the Aspen 1 area. The solid waste facilities that the City utilizes - the Lockwood Landfill and the Sacramento Recycling and Transfer station - have both indicated they have existing capacity to accommodate the buildout of the proposed project, ensuring sufficient disposal facilities.

Circulation and Transportation

The Sacramento County Department of Transportation will be able to provide adequate roadway service without the Aspen 1 area in its service boundary. Upon future annexation, a Tax Exchange

1.0 EXECUTIVE SUMMARY

Agreement would not significantly reduce the County funds available to sufficiently maintain funding to provide adequate roadway services.

The City of Sacramento's Department of Transportation is able to provide adequate roadway service to and within the Aspen 1 area.

Public Safety

Sacramento County's Sheriff's Department is able to provide adequate service without the Aspen 1 area in its service boundaries. Upon future annexation, a Tax Exchange Agreement with the City would not significantly reduce the County funds available to provide adequate service.

Sacramento Metropolitan Fire District is able to provide adequate service without the Aspen 1 area within its service boundaries. Upon future annexation, a Tax Exchange Agreement with the City would not significantly reduce the Sacramento Metropolitan Fire District funds available to provide adequate service to the balance of its service area.

The Sphere of Influence amendment to include the project area will not increase the need for higher levels of law enforcement and fire protection within the Aspen 1 area, as it is currently undeveloped. The City of Sacramento's Police and Fire Departments are able to provide full services to the area. The Joseph E. Rooney Police Facility is located at 5303 Franklin Boulevard; this station is approximately eleven miles southwest from the project area. The nearest Sacramento Fire Station is located at 5801 Florin-Perkins Road. That station was closed in the early 1990's and will not service the Aspen 1 area. The closest responding Sacramento Fire Department company to Aspen 1 is located north of the area at 3301 Julliard Drive.

Animal Control

The County's Animal Care and Regulation is able to provide adequate service without the Aspen 1 area in its service area.

The City's Animal Control Division is able to provide adequate service to the Aspen 1 area. Future development of the Aspen 1 area with industrial uses will not increase the demand for animal control services.

Code Enforcement

The County's Code Enforcement Division is able to provide adequate service without the Aspen 1 area in its service area.

The vacant property will provide minimal demands for code enforcement services and immediate needs are met with existing personnel and infrastructure. The project would not necessitate the construction of additional facilities.

Parks and Recreation

Cordova Recreation and Park District is able to provide adequate park and recreation services to district residents without the Aspen 1 area in their service boundary. Upon future annexation, a Tax

1.0 EXECUTIVE SUMMARY

Exchange Agreement with the City of Sacramento will maintain the current level of funds the District receives. The City of Sacramento's Department of Parks and Recreation has no plans for park and recreation facilities in the Aspen 1 area, but is able to provide adequate parks and recreation services to the Aspen 1 area. Granite Park is the nearest large City park.

Libraries

The Sacramento Public Library Joint Powers Agreement is already providing service to the area and has sufficient capacity to adequately serve the project area. Upon annexation, the Aspen 1 area would be required to participate in the annual Library Fund assessments.

Electricity and Natural Gas

Pacific Gas and Electric - a private provider - is currently providing natural gas to the Aspen 1 area and is able to adequately serve the project. Sacramento Municipal Utility District is currently providing electricity to the Aspen 1 area and is able to adequately serve any future growth. There will be no change in service providers.

COST AVOIDANCE OPPORTUNITIES

The City utilizes a sufficient range of cost avoidance opportunities; including facilities sharing, consolidation of billing, utilizing technologies to improve workflow, and use of volunteers.

FINANCING AND RATE RESTRUCTURING

Services provided by the City are primarily funded by the General Fund. The City also receives funds from taxes and user fees. Fees are charged for services such as water, wastewater, and solid waste. Development impact fees are also assessed. Fees charged are currently adequate, and rates are adjusted when necessary.

The Aspen 1 territory, upon annexation will be served by the above mechanisms including the City Utilities Capital Improvement Program (CIP), the Transportation Program, the Parks and Recreation CIP, the Public Safety CIP, and the General Government Program CIP. Future development would be responsible for the related development impact fees and infrastructure implementation per the requirements of the City of Sacramento.

EVALUATION OF MANAGEMENT EFFICIENCIES

The City works to meet its goals for each service provided. The overall management structure of the City is sufficient to account for necessary services and maintain operations in an efficient and effective manner.

LOCAL ACCOUNTABILITY AND GOVERNANCE

The City maintains a sufficient level of accountability in its governance, and public meetings are held in compliance with Brown Act requirements. Information regarding the City is readily available to members of the public.

GOVERNMENT STRUCTURE

The Sphere of Influence Amendment for the City of Sacramento is logical and orderly. The proposed Sphere of Influence Amendment to include the Aspen 1 territory is appropriate for the accommodation of planned growth for the community.

**TABLE 1-1
SUMMARY OF POST-ANNEXATION SERVICE CHANGES IN THE SOUTH WATT AREA**

Service	Change in Provider?
Solid Waste	Yes
Sewage Treatment	No
Sewage Collection / Conveyance	No
Drainage	Yes
Flood Protection	No
Water	Yes
Roadways	Yes
Fire Protection	Yes
Police/Sheriff	Yes
Animal Control	Yes
Code Enforcement	Yes
Parks & Recreation	Yes
Libraries	No
Electricity	No
Natural Gas	No

1.0 EXECUTIVE SUMMARY

**TABLE 1-2
SUMMARY OF SERVICES IN THE SOUTH WATT AREA**

Service Provider	Services Provided	Authorized to Provide Service	Service Provider	Provider After Annexation
County of Sacramento	Solid Waste	X	X	
	Roadway	X	X	
	Public Safety – Sheriff	X	X	
	Animal Control	X	X	
	Code Enforcement	X	X	
	Drainage	X	X	
City of Sacramento	Water			X
	Drainage – pipes, detention basin, pump station			X
	Solid Waste		X	X
	Roadway			X
	Public Safety – Fire Protection			X
	Public Safety – Police			X
	Animal Control			X
	Code Enforcement			X
	Parks and Recreation			X
California American Water Company	Water	X	X	
Sacramento Area Sewer District (SASD)	Wastewater – local conveyance	X	X	X
Sacramento Regional County Sanitation District	Wastewater – wastewater treatment	X	X	X
Sacramento Area Flood Control Agency	Flood Protection	X	X	X
Sacramento Regional Solid Waste Authority	Solid Waste	X	X	X
Sacramento Metropolitan Fire District	Public Safety – Fire Protection	X	X	
Cordova Recreation and Park District	Parks and Recreation	X	X	
Sacramento Public Library Authority	Libraries	X	X	X
Sacramento Municipal Utility District	Electricity	X	X	X
Pacific Gas and Electricity	Natural Gas	X	X	X

* Services contracted to the City of Sacramento

2.0 INTRODUCTION

INTRODUCTION

PURPOSE OF THE MUNICIPAL SERVICE REVIEW

This Municipal Service Review is intended to provide an analysis of the available services within the City limits and determine if City services can be extended into the Aspen 1 territory without negatively impacting current levels of City services or imposing additional costs to current rate payers.

The MSR is intended to provide adequate information to enable the Commission to determine the present and planned capacity of public facilities and adequacy of public services, including infrastructure needs or deficiencies. Such information may serve as the foundation for any subsequent plan for services required at the time of a request for reorganization, (annexation/detachments.) Sacramento LAFCo Policies, Standards and Procedures require that a SOIA request demonstrate that adequate services will be provided within the time frame needed by the inhabitants of the area included within the proposed boundary; identify existing land use and a reasonable projection of land uses which would occur if services were provided consistent with the SOIA; presents a map that clearly indicates the location of existing and proposed facilities, including a plan for timing and location of facilities; and describes any actions, improvements, or construction necessary to reach required service levels, including costs and financing methods.

This MSR evaluates the structure and operation of City services and discusses possible areas for improvement or coordination with other service providers. Key sources for this study were department-specific information gathered through research and interviews, as well as the Sacramento LAFCo MSR Guidelines (Guidelines), adopted in October 2002. This MSR has been prepared for Sacramento LAFCo in accordance with the requirements of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 as a means of identifying and evaluating public services for the City of Sacramento and possible changes to the City's SOI.

REQUIREMENTS

The Commission shall include a written statement of its determinations with respect to each of the following:

1. Infrastructure needs or deficiencies;
2. Growth and population projects for the affected areas;
3. Financing constraints and opportunities;
4. Cost avoidance opportunities;
5. Opportunities for rate restructuring;
6. Opportunities for shared facilities;
7. Government structure options, including advantages and disadvantages of consolidation or reorganization of service provisions;
8. Evaluation of management efficiencies; and,
9. Local accountability and governance.

OVERVIEW

ASPEN 1 SPHERE OF INFLUENCE SETTING

The Aspen 1 property is located south of Jackson Highway (State Route 16) and west of South Watt Avenue. In this area, South Watt Avenue is generally the boundary between the City of Sacramento and Sacramento County, with the City west of South Watt and the County to the east. The South Watt Avenue realignment in the 1980's resulted in the unincorporated Aspen 1 territory west of South Watt. The Aspen 1 territory is the only property west of South Watt Avenue between Jackson Highway and Elder Creek Road that remains in the unincorporated County.

SERVICES AND ISSUES REVIEW

Growth

This section reviews projected growth within the existing service boundaries of the City and analyzes the project's potential to create more growth.

Infrastructure Needs and Deficiencies

This section analyzes whether sufficient infrastructure and capital are in place, and reviews capabilities for accommodating future growth in service demands. Services studied include:

- Water
- Wastewater
- Storm Drainage and Flood Control
- Solid Waste
- Circulation and Transportation
- Public Safety
- Animal Control
- Code Enforcement
- Parks and Recreation
- Libraries
- Electricity and Natural Gas

Cost Avoidance Opportunities

This section evaluates factors affecting the financing of needed improvements, including utilized opportunities and shared facilities for City Departments and agencies to reduce costs.

Financing and Rate Restructuring

The fiscal history of the City and rate structure is evaluated to determine viability and ability to meet existing and expanded service demands.

Evaluation of Management Efficiencies

Overall managerial practices are discussed and considered.

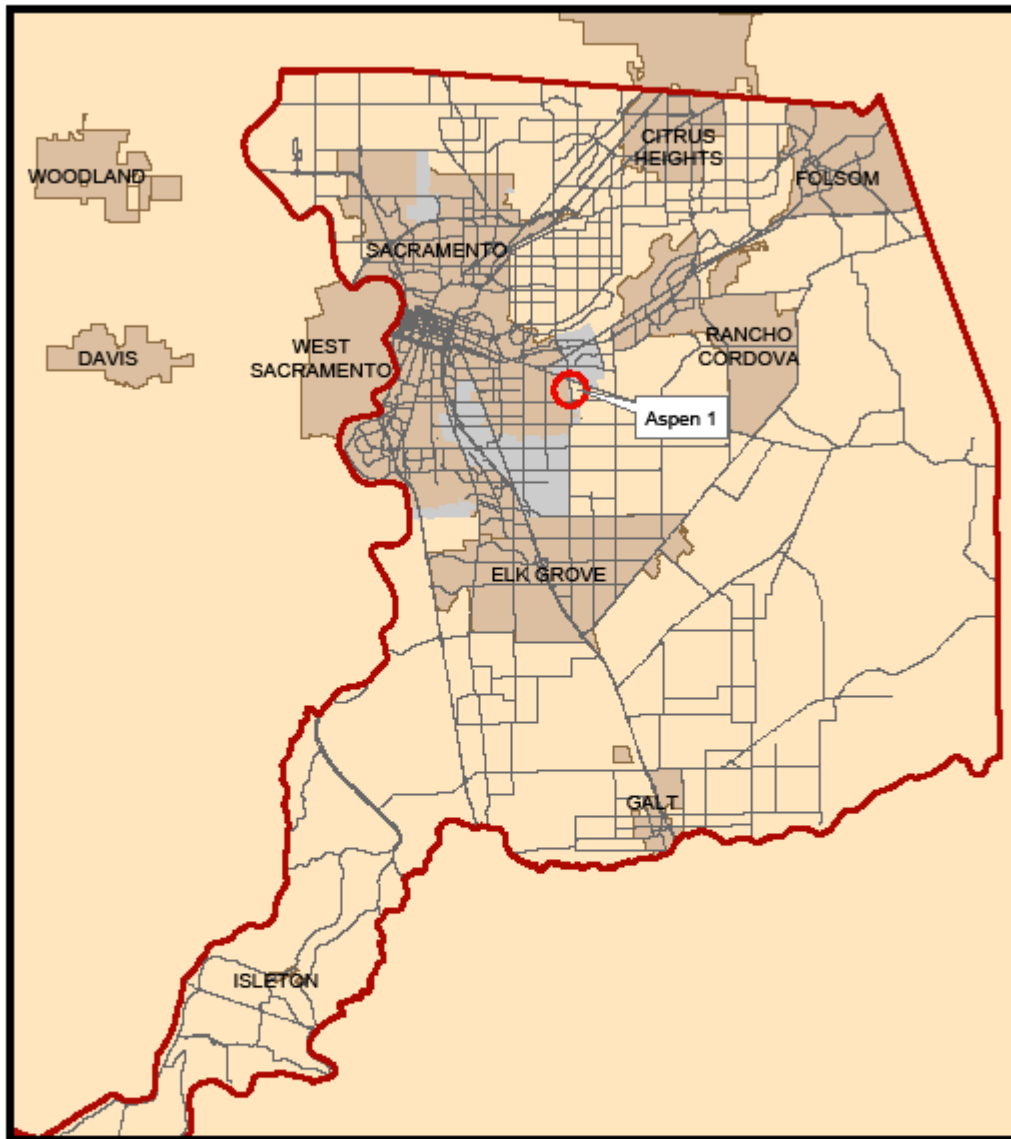
Local Accountability and Governance

This section examines how well the City makes processes transparent to the public and invites and encourages public participation.

Government Structure

This section evaluates the ability of the service provider to meet its demands under existing government structure.

Figure 2.1 Regional Location Map

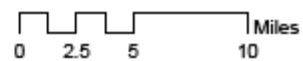


Aspen 1

Regional Location Map

Legend

- Region Cities
- Sacramento County
- City of Sacramento - Sphere of Influence



2.0 INTRODUCTION

Figure 2.2 Project Location Map

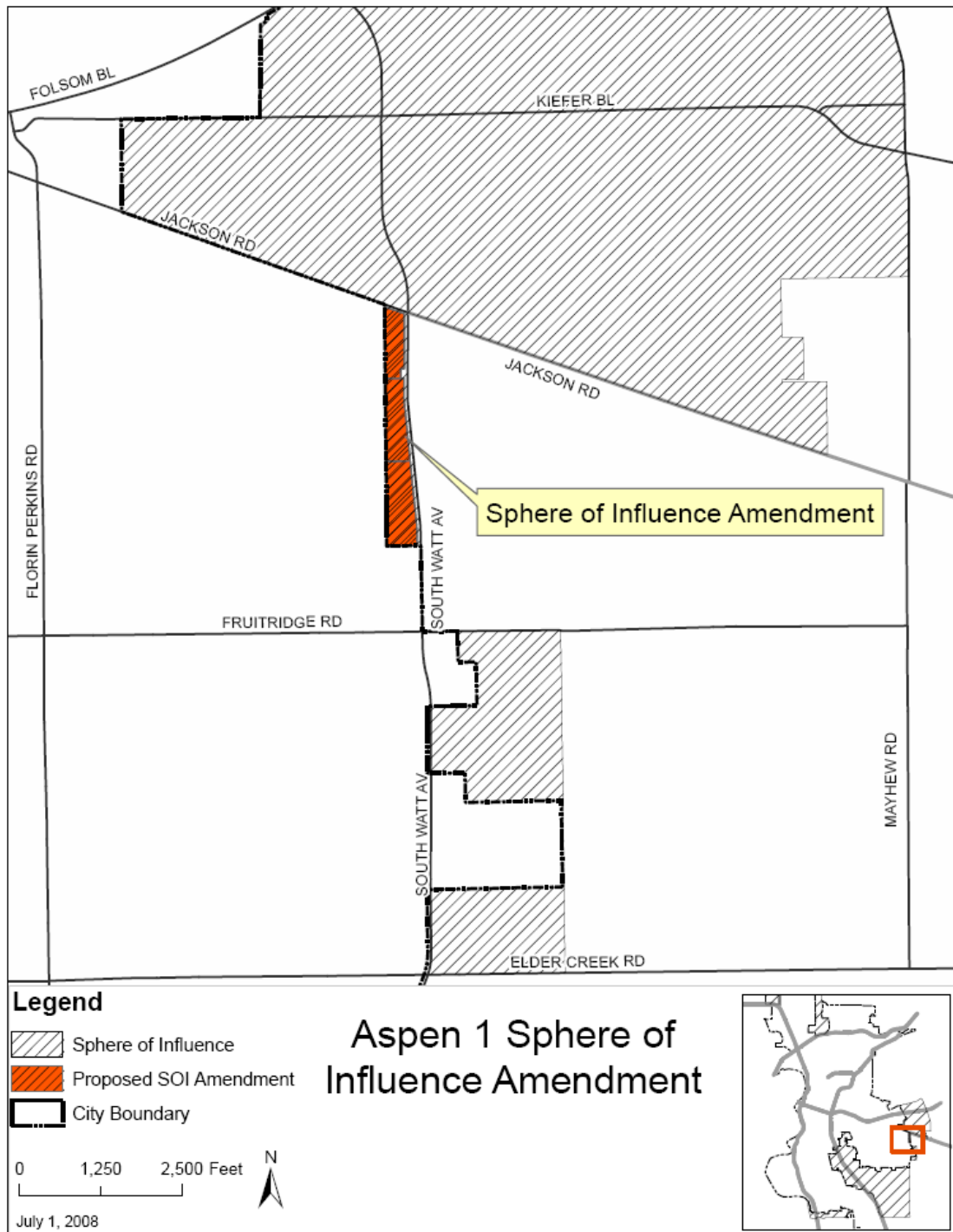
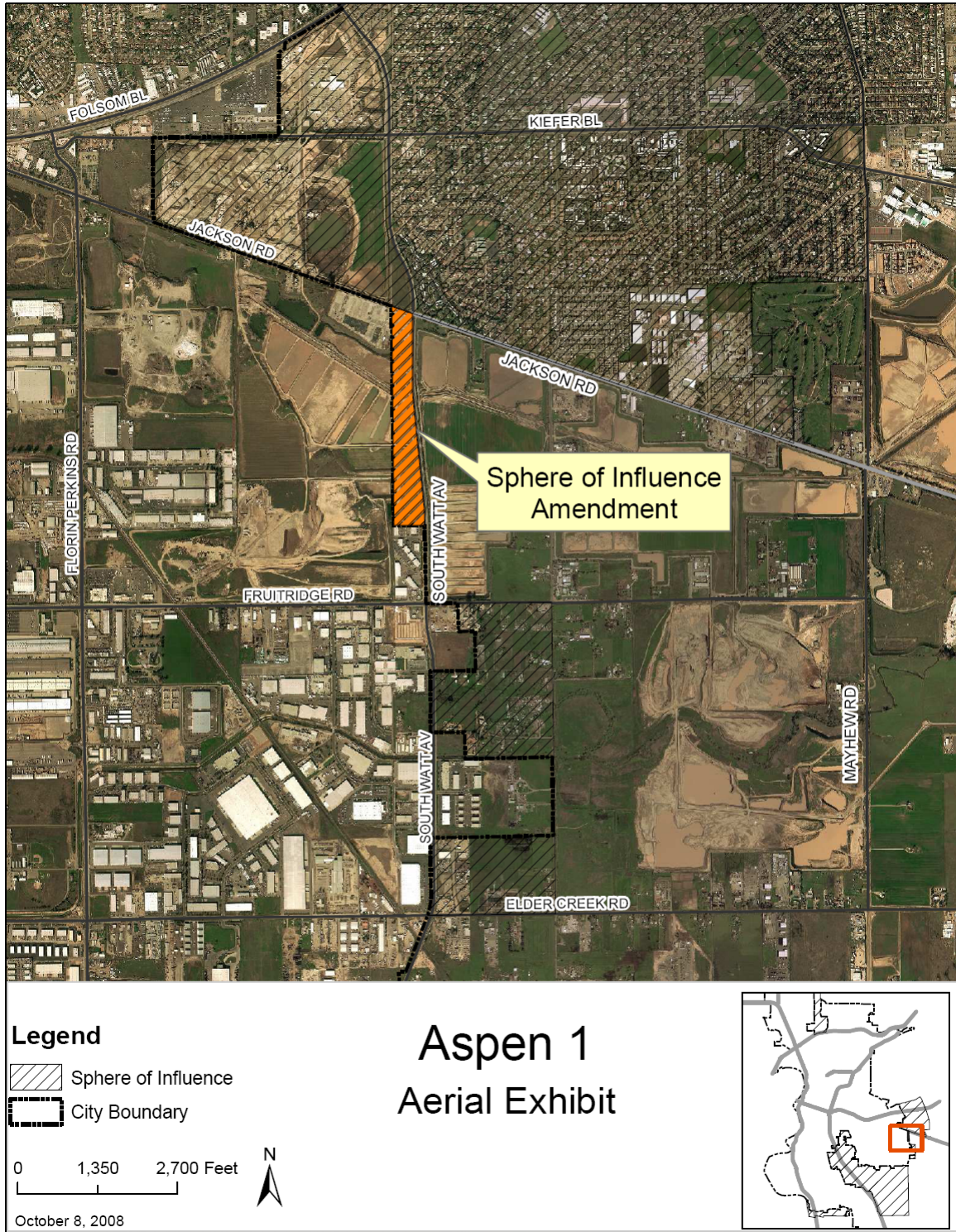


Figure 2.3 Aerial Photo



3.0 GROWTH AND POPULATION

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The Aspen 1 territory is not within the existing Sphere of Influence (SOI) for the City of Sacramento. Although the territory is not within the City's SOI, it has been considered in prior long range planning documents such as the City of Sacramento's 1988 General Plan and General Plan EIR. Aspen 1 currently has a City General Plan land use designation of Heavy Commercial or Warehouse. The territory is vacant, but due to its General Plan designation and size of 28 acres, it has potential for approximately 500 employees (28 acres multiplied by 20 employees/acre). The Draft 2030 General Plan designates Aspen 1 as part of the East Study Area, a Special Study Area, with no specific land uses. The middle and southern parts of the East Study Area are comprised of exhausted aggregate mining sites undergoing reclamation for future reuse and urbanization, as well as open space areas and some scattered industrial uses.

The Sacramento Area Council of Governments (SACOG) completed the Sacramento Regional Blueprint Transportation and Land Use Study in 2004. The Preferred Scenario was approved by the SACOG Board in December 2004. The Preferred Blueprint Scenario depicts a way for the region to grow through the year 2050 in a manner generally consistent with the Blueprint growth principles. The Preferred Scenario shows the Aspen 1 site developing with office uses. Any future office uses would require a General Plan Amendment and Rezone of the site, which are not proposed with this SOI Amendment. Additionally, an office use on this site may result in an increase of the employee population, as office uses are generally more employee intensive than industrial uses. Any potential impacts from a future office use would be addressed at the time of prerezoning or development application.

DETERMINATION

The Aspen 1 territory was planned by the City for future growth and land use. Given the existing General Plan designation of Heavy Commercial or Warehouse, a residential population increase on the site is highly unlikely. Any future office uses, as proposed by the Blueprint Preferred Scenario, would not likely increase the population. No development is proposed with this SOI Amendment.

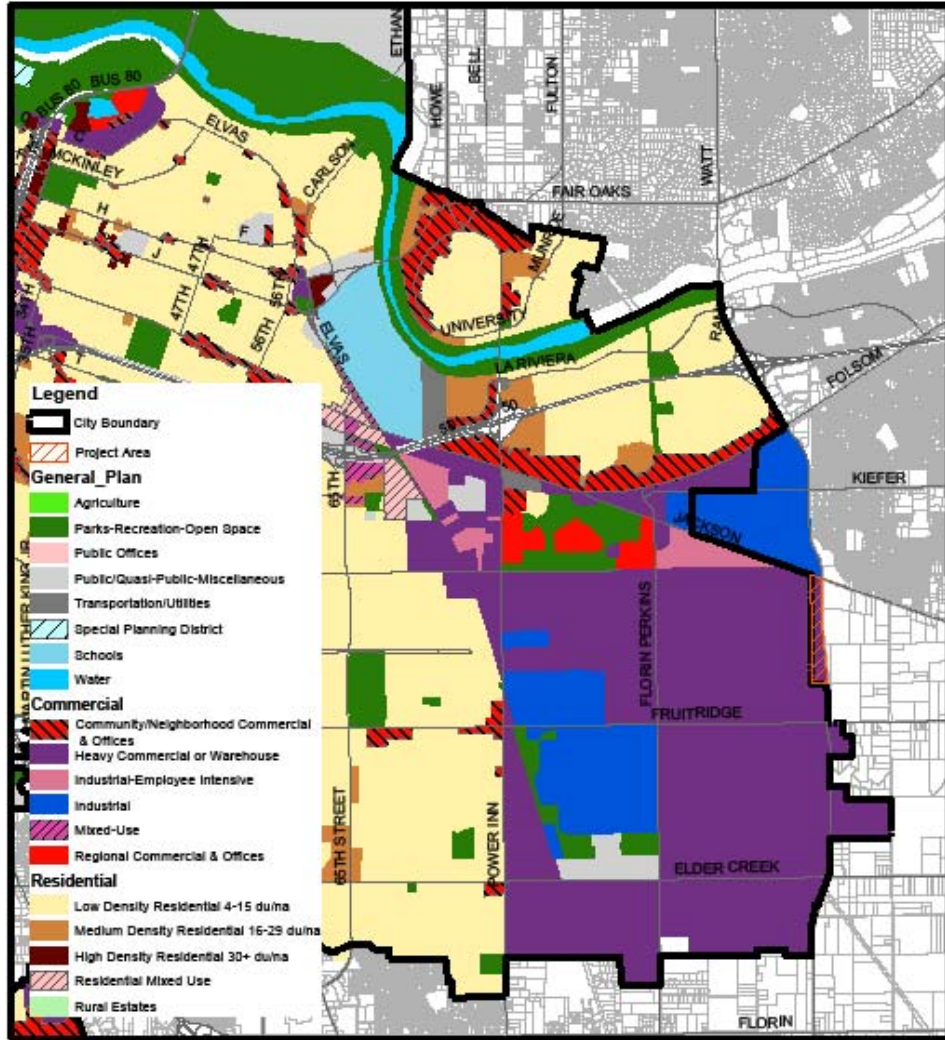
3.0 GROWTH AND POPULATION

**TABLE 3.0-1
PROJECT CONSISTENCY WITH RELEVANT CITY OF SACRAMENTO
GENERAL PLAN GOALS AND POLICIES: LAND USE**

Adopted 1988 City of Sacramento General Plan Policies for Land Use	Consistency with General Plan	Analysis
Policy 4-New Growth Areas (Section 1-38)-It is the policy of the City to approve development in the City's new growth areas that promotes efficient growth patterns and public service extensions, and is compatible with adjacent developments.	Yes	Areas to the south and west of the project are developed with industrial uses. The Sphere of Influence amendment represents a logical and reasonable extension of the City boundaries because it is surrounded on three sides by the existing City limits. The annexation area can be served by existing or planned infrastructure and municipal services, consistent with the City Master Services Element (MSE).
Policy 7-Annexation (Section 1-41)-It is the policy of the City to work with LAFCo to adjust the LAFCo Sphere-of-Influence to be in conformity with the City's Adopted Annexation Policy.	Yes	The inclusion of the Aspen 1 territory in the City's SOI will promote logical growth in the City.
Draft 2030 General Plan Policies for Land Use	Consistency with General Plan	Analysis
LU 1.1.8 Annexation Prior to City Services. Prior to the provision of City services to new unincorporated areas, the City shall require those unincorporated properties be annexed into the city, or that a conditional service agreement be executed agreeing to annex when deemed appropriate by the City.	Yes	Aspen 1 does not currently receive City services and shall be required to annex to the City prior to receiving City services.

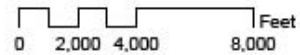
3.0 GROWTH AND POPULATION

Figure 3.1 Existing General Plan Map



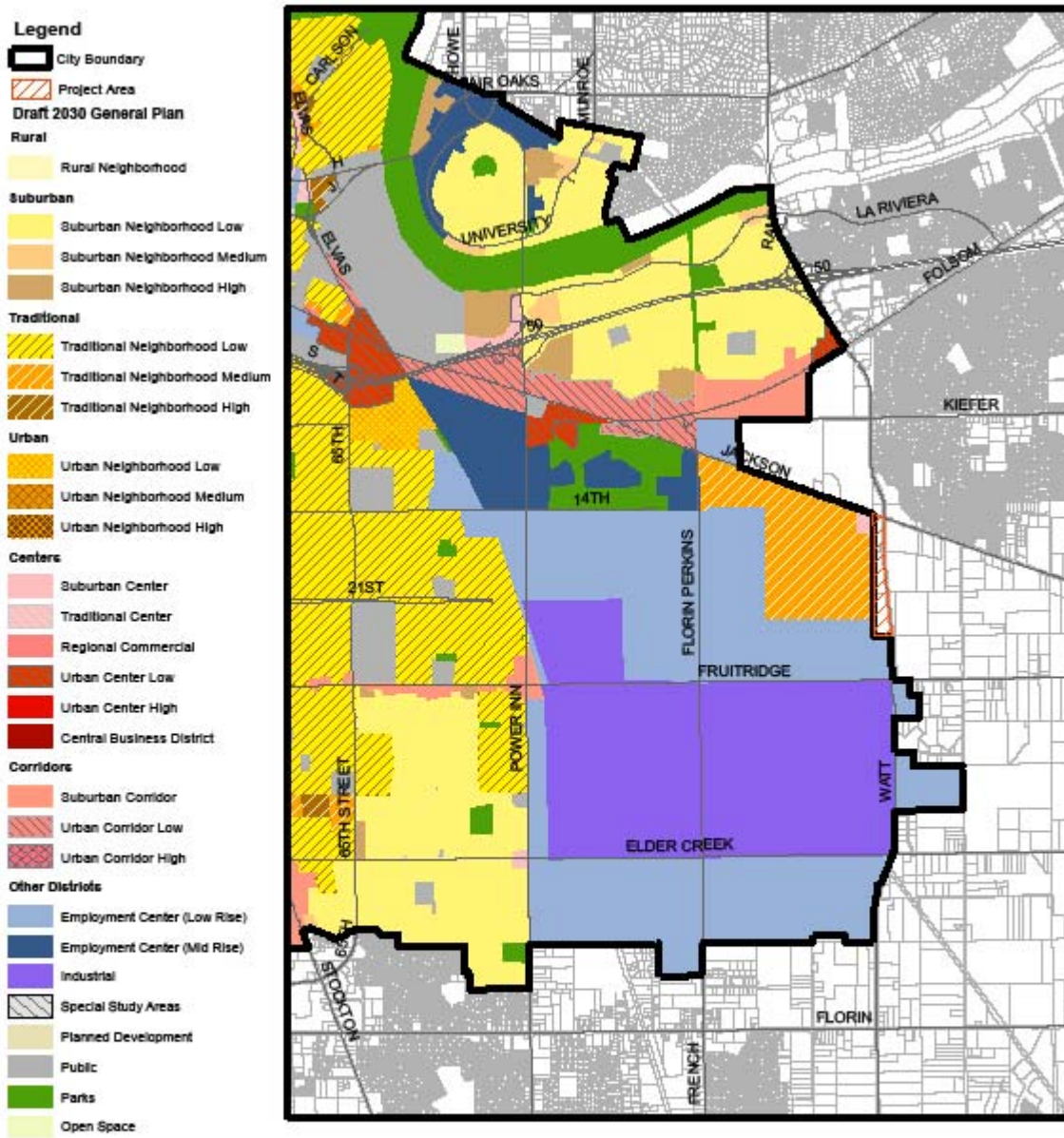
A. Wacht / November 25, 2008

Aspen 1 Existing General Plan Designations



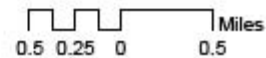
3.0 GROWTH AND POPULATION

Figure 3.2 Draft 2030 General Plan Map



A. Wacht / November 25, 2008

Aspen 1 Draft 2030 General Plan Designations



4.0 INFRASTRUCTURE ANALYSIS

4.0 INFRASTRUCTURE ANALYSIS

4.1 WATER

EXISTING LEVELS OF SERVICE AND IMPROVEMENTS

The Aspen 1 area is currently served by the California American Water Company (CAWC). CAWC is a private shareholder water company and not within the dominion of LAFCo. Upon annexation, the Aspen 1 territory will be served by the City of Sacramento Department of Utilities, Water Services Division.

California American Water Company

The California American Water Company (CAWC) is currently available to provide service to the vacant Aspen 1 territory, but does not have any infrastructure in place to serve the site. CAWC operates and maintains the public water system in this area. Providing water to the site would be challenging for CAWC, as infrastructure would have to be extended across Jackson Highway or South Watt Avenue. CAWC is supplied with groundwater from well facilities. The City and CAWC are in negotiations to provide replacement water due to groundwater contamination issues. Detachment from CAWC is subject to the Public Utilities Commission (PUC) review.

Sacramento Department of Utilities, Water Services Division

Water Supply

The Sacramento Department of Utilities, Water Services Division provides municipal and industrial water services to 136,347 residential, commercial, and industrial customers in the City of Sacramento. The Department annually delivers 44,177 million gallons of water to City customers, and 7,716 million gallons to other agencies. The existing wholesale agreement between CAWC and the City limits the maximum annual delivery to 2,580 Acre Feet. The water is delivered to CAWC's Parkway service area. (This area does not include Aspen 1).

The City has long-term surface water entitlements that exceed current demand (Peifer, City of Sacramento, 2007). The city claims pre-1914 water rights on the Sacramento River, five water rights permits (one for diversion of Sacramento River water and four for diversion of American River water), and a 1957 permanent water rights settlement agreement with the U.S. Bureau of Reclamation (USBR). In this agreement, among other provisions, the USBR agreed to operate its Folsom and Shasta facilities so as to provide a reliable supply of the City's water rights to the City's downstream diversion intakes, and the City agreed to limit total diversions under its Sacramento and American River water rights permits to 326,800 acre-feet annually (AFA). (Note: 1 AF serves nearly two single family residences or approximately one third acre of non-residential land use annually.)

Water Treatment

Eighty-five percent (85%) of Sacramento's drinking water comes from rivers. To collect water, the City has two intake structures, one located on the American River and one located on the Sacramento River. Each feeds water to a water treatment plant, E.A. Fairbairn Water Treatment Plant (FWTP). on the American River and the Sacramento River Water Treatment Plant (SRWTP)

4.0 INFRASTRUCTURE ANALYSIS

on the Sacramento River. The City operates two water treatment plants; the Sacramento River Water Treatment Plant (SRWTP) and the Fairbairn Water Treatment Plant (FWTP). The two plants treat water diverted from the Sacramento River and American River for domestic purposes.

The FWTP has recently been expanded from 90 Million Gallons per Day (mgd) to 200 mgd in treatment capacity. However, the diversion and treatment capacity of the FWTP is currently constrained under the City's Purveyor Specific Agreement (PSA) in the Water Forum Agreement. Additional discussion of the City's PSA is provided under the section titled "City of Sacramento Water Forum Purveyor Specific Agreement" below.

The current reliable maximum diversion capacity during the times when maximum demand is expected to occur (June to August) is 100 mgd.² In 2003, the City also expanded the SRWTP, increasing its maximum capacity, from 110 mgd to 160 mgd. Additionally the City has 20 mgd of groundwater production capacity. The total permitted capacity is approximately 280 mgd. Currently, the City's maximum day demand (including deliveries to wholesale and wheeling customers) is approximately 230 to 240 mgd.

Water Storage and Distribution

The City operates ten storage reservoirs; nine with a capacity of three million gallons (MG) each and the Florin Reservoir, which has a capacity of 15 MG. In addition to the reservoirs, the treatment plants together maintain an on-site storage of over 32 MG. This water is used to meet the water demand for fire flows, emergencies, and peak hours. The amount of storage capacity currently existing in the City is adequate to serve emergency situations, even at full projected buildout of the City which includes the existing SOI area and the proposed SOI Amendment area .

The City operates pumping facilities citywide. There are 18 high lift service pumps at SRWTP and FWTP. The City also maintains pumping facilities at nine of the City's storage reservoirs. These pump stations are of varying sizes and capacities. Water mains are separated by the City into two distinct categories. Water distribution mains are typically four inches to 12 inches in diameter and utilized for water services, fire services and fire hydrants. As a policy, new commercial areas are required to install 12-inch mains in order to maintain fire flow capacity. Transmission mains are 18 inches and larger and are used to convey large volumes of water from the treatment plants to selected points throughout the distribution system. They are also utilized to transfer water to and from the storage reservoirs to meet fluctuating daily and seasonal demands. The City determines placement of new water distribution facilities as development plans are formulated, typically during when tentative map are conditioned. The City requires the developer to submit a water study that determines the pipe sizing, and pipe location (i.e. should there be a 12-inch or 8-inch pipe in a particular street).

There are a variety of federal, state, and local laws which guide the design and operation of municipal water systems. Listed below are the applicable regulatory rules for the City of Sacramento water treatment and conveyance system.

² See Water Forum Agreement page 202 for City's Purveyor Specific Agreement. Website: http://www.waterforum.org/PDF/SEC_5.PDF

4.0 INFRASTRUCTURE ANALYSIS

PLANS AND REGULATORY REQUIREMENTS AFFECTING SERVICE

Federal

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) of 1974 gave the United States Environmental Protection Agency (EPA) the authority to set standards for contaminants in drinking water supplies. The EPA was required to establish primary regulations for the control of contaminants that affected public health and secondary regulations for compounds that affect the taste, odor, and aesthetics of drinking water. Under the provisions of SDWA, the California Department of Health Services (DHS) has the primary enforcement responsibility. Title 22 of the California Administrative Code establishes DHS authority, and stipulates State drinking water quality and monitoring standards.

State

Urban Water Management Planning Act

In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code Sections 10610-10656). The act requires that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet of water annually shall prepare and adopt an Urban Water Management Plan (UWMP). Water suppliers are to prepare and Urban Water Management Plan within a year of becoming an urban water supplier and update the plan at least once every five years. The act also specifies the content that is to be included in an UWMP.

It is the intention of the legislature to permit levels of water management planning commensurate with the number of customers served and the volume of water supplied. The act states that urban water suppliers should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. The act also states that the management of urban water demands and the efficient use of water shall be actively pursued to protect both the people of the State and their water resources.

Senate Bill (SB) 610 and Assembly Bill (AB) 901

During the 2001 regular session of the State Legislature, SB 610 and AB 910 – Water Supply Planning, were signed and became effective January 1, 2002. SB 610 amends Public Resources Code Section 21151.9, requiring any EIR, negative declaration, or mitigated negative declaration for a qualifying project to include consultation with affected water supply agencies (previous law applied only to NOPs). SB 610 also amends the following: Water Code 10656 and 10657 to restrict state funding for agencies that fail to submit their Urban Water Management Plan to the Department of Water Resources; and Water Code section 10910 to describe the water supply assessment that must be undertaken for projects referred under PRC Section 21151.9, including an analysis of groundwater supplies. Water agencies would be given 90 days from the start of consultation in which to provide a water supply assessment to the CEQA lead agency; Water Code Section 10910 would also specify the circumstances under which a project for which a water

4.0 INFRASTRUCTURE ANALYSIS

supply assessment was once prepared would be required to obtain another assessment. AB 910 amends Water Code Section 10631, expanding the contents of the Urban Water Management Plans to include further information on future water supply projects and programs and groundwater supplies. The City Council adopted the Urban Water Management Plan (UWMP) in November 2006. Subsequently, the City submitted an UWMP in 2006 which was accepted by the State Department of Water Resources. Aspen 1 was included in the UWMP.

Assembly Bill 2572 (AB 2572)

AB 2572 took effect January 1, 2005 and supersedes the City charter. The law requires the installation and use of water meters by 2025 across the state, including in the City of Sacramento. The water meter retrofit program affects about 120,000 City of Sacramento residential customers.

Local

Sacramento LAFCo Policies, Standards and Procedures

Sacramento LAFCo Policies, Standards and Procedures do not specifically address provisions associated with water supply services. However, their provisions do require that proposed annexations are consistent with applicable service elements of the Sphere of Influence for the City and that adequate services be provided within the time frame needed for the inhabitants of the annexation area (Section I, Standard Number 4). In addition, LAFCo requires that the annexation provide for the lowest cost and highest quality of urban services (Section I, Standard Number 5). As discussed further below, the City would be able to provide adequate water supply services for the proposed project consistent with LAFCo provisions.

City of Sacramento Water Forum Purveyor Specific Agreement

The City's surface water diversions at the Fairbairn Water Treatment Plant (FWTP) are subject to limitations specified in the City's Water Forum Purveyor Specific Agreement (WFPSA). Under this agreement, in extremely dry years the City would limit its diversion of City water at the FWTP to not greater than 155 cubic feet per second (CFS) and not greater than 50,000 acre-feet annually (AFA). In all other years, the City may divert water from the river at the FWTP up to the full capacity of the expanded FWTP (310 cfs), so long as the flow in the river, bypassing the diversion at the FWTP, is greater than Hodge Flows, the minimum flows necessary to preserve and protect the in-stream resources. When flow bypassing the diversion at the FWTP is less than Hodge Flows, City diversion may not be greater than 120 cfs (77 mgd) January through May, 155 cfs (100 mgd) June through August, 120 cfs in September, and 100 cfs (65 mgd) October through December. The City's WFPSA also includes provisions regarding potential future revision of these limitations if it can be determined that doing so would not adversely impact in-stream resources.

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City of Sacramento Design Standards

Section 13 of the City's Design Standards sets forth requirements regarding the design and operation of water distribution facilities. Those requirements include standards for pipe design, fire hydrants, and specific requirements for residential, commercial, and industrial water service.

City of Sacramento Urban Water Management Plan

The City has developed and adopted an UWMP in November 2006 to ensure the conservation and efficient use of available water supplies and to ensure an appropriate level of reliability in its water service sufficient to meet the needs of its customers. The Urban Water Management Plan can be reviewed at the Utilities Department website: <http://www.cityofsacramento.org/utilities/media-room>

City of Sacramento General Plan

The City 1988 General Plan, Public Facilities and Services Element, has policies regarding the availability of public water facilities. The City is in the process of updating the General Plan and anticipates completion in late 2008. Both the 1988 General Plan and Draft 2030 General Plan policies that are applicable to the proposed project are included in the following table. The table also includes an evaluation of the consistency of Aspen 1 SOI Amendment with the policies.

TABLE 4-3

PROJECT CONSISTENCY WITH RELEVANT CITY OF SACRAMENTO 1988 GENERAL PLAN AND DRAFT 2030 GENERAL PLAN POLICIES: WATER

Adopted 1988 General Plan Policies	Consistency with Policy	Analysis
Goal A: Provide and improve water supply facilities to meet future growth of the City and assure a continued supply of safe and potable water.	Yes	The inclusion of Camino Norte/Leona Circle in the City's SOI will allow the City to include this area when planning for future growth.
Draft 2030 General Plan Policies	Consistency with Policy	Analysis
Goal U 2.1: High-Quality and Reliable Water Supply. Provide water supply facilities to meet future growth within the city's Place of Use and assure a high-quality and reliable supply of water to existing and future residents.	Yes	The inclusion of Aspen 1 in the City's SOI will allow the City to include this area when planning for future growth.

4.0 INFRASTRUCTURE ANALYSIS

ASPEN 1 AREA LEVEL OF SERVICE AND IMPROVEMENTS

The Aspen 1 area was included in the last Urban Water Management Plan update for which the future water demands for the property were accounted. Additionally, Aspen 1 is in the American River Place of Use (ARPOU).

DETERMINATION

California American Water Company is the current water service provider to the Aspen 1 area, but does not currently supply any water to the site. The Sphere of Influence Amendment will not result in a change of water purveyor to the site; although a future annexation would change the water purveyor from the private company to the City. California American Water Company is able to provide adequate water service without the Aspen 1 area in their service boundaries.

The City of Sacramento water supply, treatment and delivery system can be extended to provide service to the Aspen 1 territory, upon annexation, without creating a negative impact on the project or the existing level of City-wide service. The City is the appropriate water service provider for the Aspen 1 area. Future extension of water distribution infrastructure to Aspen 1 would be paid by the developers of Aspen 1.

4.0 INFRASTRUCTURE ANALYSIS

4.2 WASTEWATER

EXISTING LEVELS OF SERVICE AND IMPROVEMENTS

Sacramento Area Sewer District

Wastewater Collection

The Sacramento Area Sewer District (SASD) maintains and provides wastewater collection and conveyance from the local residences and businesses in the urbanized, unincorporated areas of the County, the Cities of Citrus Heights and Elk Grove, portions of the City of Sacramento, and a very small area in the City of Folsom. The service area covers approximately 270 square miles and has a population of over 750,000.

The smaller local pipelines that SASD operates connect to the larger regional interceptor collection facilities maintained by Sacramento Regional County Sanitation District (SRCSD).

SASD is currently in the process of installing a new sewer trunk line (Gravel West Trunk Shed Project) south of Jackson Highway along South Watt Avenue to Fruitridge Road. The purpose of the trunk line is to create capacity for future development, in the vicinity of Aspen 1. The project is anticipated to be completed by 2020.

Sacramento Regional County Sanitation District

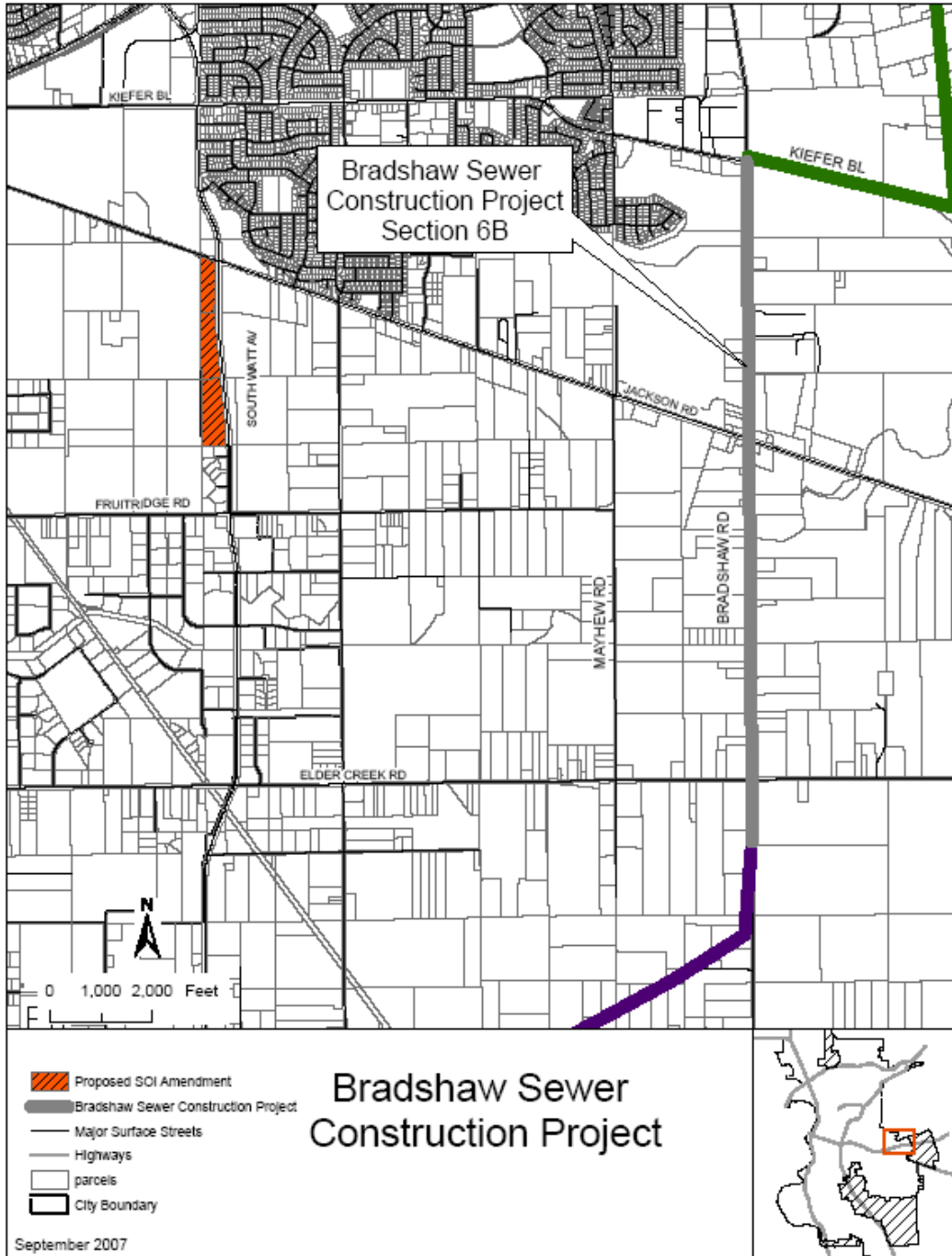
Wastewater Collection

SRCSD provides large pipeline conveyance of wastewater from SASD, the Cities of Citrus Heights, Elk Grove, Folsom and West Sacramento, unincorporated areas of the County, and the City of Sacramento to the wastewater treatment plant. The local interceptors that transport wastewater from the local residences and businesses flow into much larger regional pipelines maintained by SRCSD. SRCSD conveys wastewater through the large regional pipes into the wastewater treatment plant operated and maintained by the District. After wastewater is treated and de-chlorinated, the treated effluent is discharged into the Sacramento River.

SRCSD is currently implementing large-scale improvements to the regional interceptor system to correct existing deficiencies and in anticipation of growth over the next 15 years. Improvements include the construction and extension of several interceptors and force mains.

- East of the Aspen 1 territory is the Bradshaw Sewer Project, a 17-mile large-diameter sewer pipeline, or interceptor, which will connect to the recently built Folsom Interceptor. The recently constructed 31-mile Bradshaw/Folsom Interceptor will convey wastewater from the northeast area of Sacramento County to the Sacramento Regional Wastewater Treatment Plant near Elk Grove. The interceptor will provide increased sewer capacity for both existing communities and planned growth in the Sacramento area. **Figure 4.1** shows the planned improvements near the Aspen 1 area.

Figure 4.1 Bradshaw Sewer Construction Project



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Wastewater Treatment

SRCSO is in the process of expanding the Sacramento Regional Wastewater Treatment Plant (SRWTP) to accommodate 250 mgd of Average Dry Weather Flows (ADWF) and maintaining the 400 mgd for Average Wet Weather Flows (AWWF). The facility's current ADWF is approximately 165 mgd, with a permitted capacity of 181 mgd for ADWF. These expansions are projected to accommodate all projected regional growth through the year 2020.

The discharge permit adopted for the SRWTP in 2000 contains new, more stringent requirements at both the State and Federal levels that are designed to restrict discharges of toxic pollutants into surface waters. Water recycling is a compliance strategy currently being used by SRCSD. Biosolids recycling technologies may also be implemented. The allowable total maximum daily loads of pollutants discharged into the Sacramento River, as well as elevated temperature of discharges into the Sacramento River, will be monitored.

PLANS AND REGULATORY REQUIREMENTS AFFECTING SERVICE

Federal

National Pollution Discharge Elimination System Permit

Discharge of treated wastewater to surface water(s) of the United States, including wetlands, require a National Pollutant Discharge Elimination System (NPDES) permit. In California, the Regional Water Quality Control Boards (RWQCB) administer the issuance of these federal permits. Obtaining a NPDES permit requires preparation of detailed information, including characterization of wastewater sources, treatment processes, and effluent quality. Whether or not a permit may be issued, the conditions of a permit are subject to many factors such as basin plan water quality objectives, impaired water body status of the receiving water, historical flow rates of the receiving water, effluent quality and flow, the air quality State Implementation Plan (SIP), the California Toxics Rule (CTR), and established Total Maximum Daily Loading (TMDL) rates for various pollutants. These factors are highly specific to the potential discharge point. Obtaining an NPDES permit is generally considered difficult in inland areas and may not be possible in sensitive areas.

Local

Sacramento LAFCo Policies, Standards and Procedures

Sacramento LAFCo Policies, Standards and Procedures do not specifically address provisions associated with wastewater services. However, these provisions do require that proposed annexations are consistent with applicable service elements of the Sphere of Influence of the City and that adequate services be provided within the time frame needed for the inhabitants of the annexation area (Section I, Standard Number 4). In addition, LAFCo requires that the annexation provide for the lowest cost and highest quality of urban services (Section I, Standard Number 5). As discussed further below, the SRCSD and SASD would be able to provide adequate wastewater supply services for the proposed project consistent with LAFCo provisions.

4.0 INFRASTRUCTURE ANALYSIS

Sacramento Regional County Sanitation District

As previously discussed, the SRCSD provides public wastewater treatment, and disposal in the unincorporated and urbanized portions of Sacramento County, which currently includes the project area, under the direction of the County of Sacramento's Water Quality Division. SRCSD has prepared the following documents to guide the development of wastewater facilities in Sacramento County:

- Regional Interceptor Master Plan 2000 – The SRCSD has prepared a long-range master plan (Plan 2000) for the large diameter interceptors that transport wastewater to the Sacramento Regional Wastewater Treatment Plant and includes interceptor upgrades/expansions to accommodate anticipated growth through 2035. In 2003, SRCSD prepared the Interceptor System Master Plan 2000 Executive Summary Reconciliation Report which includes elements of the existing Plan 2000, as well as modifications to the interceptor system planning detailed in the Plan 2000.

The differences between the Sacramento Sewerage Expansion Study (1993 Plan) and the Regional Interceptor Master Plan 2000 (Plan 2000) are revised land use and population projections. Plan 2000 uses geographically based sewer-billing information to predict existing flows and Sacramento Council of Governments (SACOG) geographically based population projections to predict areas of future growth and development densities. Plan 2000 assumes that all existing and future development will eventually be built out to an average density of 6 equivalent single-family dwellings per acre (6 ESDs/acre). Whereas, the 1993 Plan assumed existing development would remain at a density of 2-4 ESDs/acre. The standard figure used to measure wastewater flow is 310 gallons per day (gpd) per ESD. The new ESD value of 6 assumes that in-fill development will occur during the useful life of the interceptor.

The 1993 Plan assumed a no-flow contribution from property zoned industrial; whereas, the Plan 2000 assumes extensive flow contribution from industrial uses. The SRWTP treatment and discharge capacity must either be increased, or another regional wastewater treatment plant must be built. Facilities scheduled to be built over the next 35 years, when operational, are projected to provide enough capacity for all planned development within the Urban Services Boundary and West Sacramento. Temporary service to new development areas are provided by developer-financed interim facilities.

- Regional 2020 Master Plan – The Sacramento Wastewater Treatment Plant Master Plan (2020 Master Plan) for the SRWTP provides a phased program of recommended wastewater treatment facilities and management programs to accommodate planned growth and to meet existing and anticipated regulatory requirements through the year 2020. The 2020 Master Plan addresses both public health and environmental protection issues while ensuring reliable service at affordable rates for SRCSD customers. The key goals of the 2020 Master Plan are to provide sufficient capacity to meet growth projections and an orderly expansion of SRWTP facilities, to comply with applicable water quality standards, and to provide for the most cost-effective facilities and programs from a watershed perspective. Several water agencies filed CEQA litigation against SRCSD and in November 2007, Sacramento Superior Court invalidated the EIR for expansion of the

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wastewater treatment plant. An appeal has been filed with the Third District Court of Appeals and both parties have filed briefs of appeal and cross-appeal.

New regulations and policies will have a significant influence on the operation of the wastewater treatment plant. The National Pollutant Discharge Elimination System (NPDES) permit is issued pursuant to the Federal Clean Water Act through the State Water Resources Control Board and the Central Valley Regional Water Quality Control Board. The permit governs the quality of the treated wastewater that is discharged from the treatment plant to the Sacramento River. The permit, issued in 2000 contains new, more stringent requirements at both the state and federal levels that are designed to restrict discharges of toxic pollutants into surface waters. Water recycling will become an important compliance strategy. Innovative biosolids recycling technologies may be implemented. The allowable ammonia concentrations and allowable total maximum daily loads of pollutants discharged into the Sacramento River as well as elevated temperature discharges into the Sacramento River will be monitored. The permit contains an extensive water quality monitoring program. All parameters with limits are monitored as well as a host of additional parameters that provide additional useful information in assessing water quality. One important test is the whole effluent toxicity test which checks for survival of three sensitive species (fathead minnow, a water flea, and an algae) in the presence of the treated wastewater. This test helps to assure that any pollutants that are not specifically included in the permit are not harming the environment.

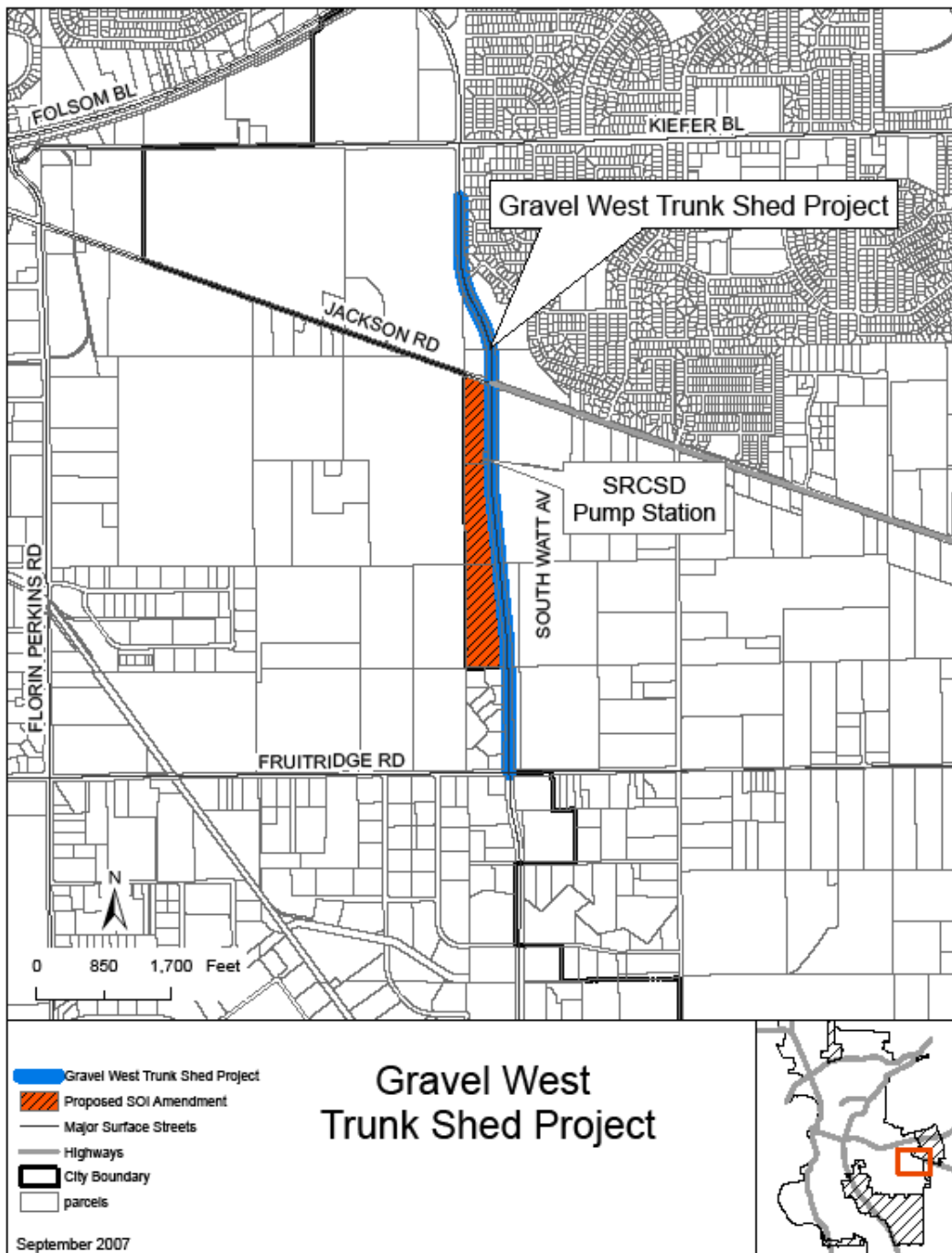
- Sanitary Sewer Management Plan -- SRCSD is required to comply with the State Water Resources Control Board Order No. 2006-0003, Statewide General Waste Discharge Requirements (WDR) for Sanitary Sewer Systems. The purpose of the Order is to require agencies to prepare a plan and schedule for measures to be implemented to reduce Sanitary Sewer Overflows (SSOs), as well as measures to effectively clean-up and report SSOs.

Sacramento Area Sewer District

In 1999, SASD (formerly, County Sanitation District #1 (CSD-1)) agreed to prepare its own studies, separate from that of SRCSD, which is known as CSD-1 Sewerage Facilities Expansion Master Plan and CSD-1 Rehabilitation Master Plan.

- Sacramento Area Sewer District Sewerage Facilities Expansion Master Plan – The overall goal of the SASD Sewerage Facilities Master Plan (Master Plan) is to estimate the future capital improvement needs of the SASD trunk sewer system, both in capacity relief projects for the existing system and expansion projects to serve newly developed areas. This plan provides for sewerage facilities and relief sewers to address future development within SASD's service area and to minimize the risk from potential sewer overflows that could occur during storm events. This plan also addressed the financial aspects of the SASD Trunk Expansion Program. **Figure 4.2** shows the planned improvements near the Aspen 1 area.
- County Sanitation District 1 Rehabilitation Master Plan – The SASD Rehabilitation Master Plan provides a process for prioritizing and scheduling repair and replacement of the collection system and for improving the reliability of the existing wastewater collection, treatment, and disposal system.

Figure 4.2 Gravel West Trunk Shed Projects



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City of Sacramento General Plan

The City of Sacramento General Plan (1988) is a 20-year policy guide for the physical, economic, and environmental growth and renewal of the City of Sacramento. The City's 1988 General Plan comprises the goals, policies, programs, and actions that are based on an assessment of current and future needs and available resources. The City is currently in the process of updating its General Plan –anticipated to be concluded in spring 2009. The table below contains both the 1988 General Plan and Draft 2030 General Plan policies that are directly applicable to the proposed project and an evaluation of the consistency of the project with the policies.

TABLE 4-4

PROJECT CONSISTENCY WITH RELEVANT CITY OF SACRAMENTO 1988 GENERAL PLAN AND DRAFT 2030 GENERAL PLAN POLICIES: SANITARY SEWER

Adopted 1988 General Plan Policies	Consistency with Policy	Analysis
Goal A: Provide adequate sewer service for all urbanized or developing neighborhoods.	Yes	Annexation of the project area would result in the inclusion of Aspen 1 into the City and allow provide sanitary sewer to the area where none currently exists.
Goal A, Policy 1: Provide and upgrade sewer facilities where needed to newly developing areas in the City.	Yes	Future annexation of Aspen 1 would allow the provision of sewer service to future development.
2030 General Plan Policies	Consistency with Policy	Analysis
U 3.1: Adequate and Reliable Sewer and Wastewater Facilities. Provide adequate and reliable sewer and wastewater facilities that collect, treat, and safely dispose of wastewater.	Yes	The Aspen 1 SOI Amendment and subsequent annexation would provide adequate sewer service an unserved area.
U 3.1.2: New Developing Areas. The City shall ensure that public facilities and infrastructure are designed and constructed to meet ultimate capacity needs to avoid the need for future upsizing. For facilities subject to incremental upsizing, initial design shall include adequate land area and any other elements not	Yes	Any future development proposal within the Aspen 1 area, as part of the development review process, would require review of all infrastructure to ensure it is appropriately sized.

4.0 INFRASTRUCTURE ANALYSIS

Adopted Policies	1988 General Plan	Consistency with Policy	Analysis
easily expanded in the future.			

ASPEN 1 AREA LEVEL OF SERVICE AND IMPROVEMENTS

No service is currently provided to the undeveloped site. There is a SRCSD pump station located in the Aspen 1 area. The pump station serves the sewer line in South Watt Avenue.

DETERMINATION

Sacramento Area Sewer District and the Sacramento Regional County Sanitation District are the current wastewater service providers and appropriate service providers for future service demands in the Aspen 1 area. The current service providers are capable of providing adequate wastewater services to serve the vacant Aspen 1 area without adverse impacts to current service levels.

4.0 INFRASTRUCTURE ANALYSIS

4.3 DRAINAGE AND FLOOD CONTROL

EXISTING LEVELS OF SERVICE AND IMPROVEMENTS

Sacramento County

Storm Drainage

Aspen 1 currently has 100 year flood protection, but the gravel pits have the potential to fill and retain runoff during storms because they are significantly below ground level. Sacramento County is the current service provider for storm drainage to the Aspen 1 site. There are no drainage facilities on site and the storm drainage generally collects in the gravel pits.

City of Sacramento

Storm Drainage

The City of Sacramento also provides drainage services for certain parts of the City through a combined sewer system, but not within the Aspen 1 area. This combined system places both sewage and storm drainage into a single pipe.

Sacramento Area Flood Control Agency

Flood Protection

The Sacramento Area Flood Control Agency (SAFCA) maintains and improves levees that protect the Sacramento region. SAFCA also finances flood control projects and is responsible for capital improvements to the levee system. SAFCA is a Joint Power Authority (JPA) and not subject to LAFCo purview.

PLANS AND REGULATORY REQUIREMENTS AFFECTING SERVICE

Federal and State

Clean Water Act (CWA)

The federal Clean Water Act (CWA), initially passed in 1972, regulates the discharge of pollutants into watersheds throughout the nation. Section 402(p) of the act establishes a framework for regulating municipal and industrial storm water discharges under the NPDES Program. Section 402(p) requires that storm water associated with industrial activities that discharges either directly to surface waters or indirectly through municipal separate storm sewers must be regulated by an NPDES permit. The City is operating under the following permits:

- NPDES Stormwater Permit No. CAS082597; reissued in December 2002 as Order No. R5-2002-0206
- General Permit (Water Quality Order No. 99-08-DWQ) for construction activities
- General Permit (Water Quality Order No. 5-00-175) for dewatering and other low threat discharges to surface waters

4.0 INFRASTRUCTURE ANALYSIS

The State Water Resources Control Board (SWRCB) is responsible for implementing Section 402 of the Clean Water Act and does so through issuing National Pollution Discharge Elimination System (NPDES) permits to cities and counties through regional water quality control boards. Sacramento County is located within a portion of the State that is regulated by the Sacramento Main Office of the Central Valley Regional Water Quality Control Board (RWQCB). The City is covered under the NPDES Stormwater Permit No. CAS082597. This permit was reissued in December 2002 as Order No. R5-2002-0206. The permit requires that the City impose water quality and watershed protection measures for development projects. The intent of the waste discharge requirements in the NPDES Permit is to attain water quality standards and protection of beneficial uses consistent with the Basin Plan through the effective implementation of Best Management Practices (BMPs) to reduce pollutants in stormwater discharges to the maximum extent practicable (MEP).

A key component of the NPDES permit is the implementation of the Stormwater Quality Improvement Plan (SQIP) for the City, which consists of six Minimum Control elements (public education and outreach, commercial/industrial control, detection and elimination of illicit discharges, construction stormwater control, post-construction stormwater control for new development and redevelopment, and pollution prevention/good housekeeping for municipal operations). The City has identified a range of BMPs and measurable goals to address the stormwater discharges in the City. As part of the SQIP, there are several regulations/procedures in place that implement the SQIP that include the Grading, Erosion and Sediment Control Ordinance, the Stormwater Management and Discharge Control Ordinance, and Construction and Post Construction Standards. A key component of this compliance is implementation of the SQIP construction and new development elements that requires stormwater quality source controls, treatment controls and/or BMPs in project design for both construction and operation. Post-construction stormwater quality controls for new development require use of control measures set forth in the Guidance Manual for On-Site Stormwater Quality Control Measures (City of Sacramento and County of Sacramento, 2000). This includes use of regional water quality control features (e.g., detention basins) for large developments, use of treatment-control measures (swales, filter strips, media filters and infiltration), source controls (e.g., spill prevention, proper storage measures and clean-up procedures).

The SWRCB has issued a statewide General Permit (Water Quality Order No. 99-08-DWQ) for construction activities within the state. The Construction General Permit (CGP) is implemented and enforced by the RWQCBs. The CGP applies to construction activities that disturb one acre or more and requires the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) that requires control of pollutant discharges that utilize the best available technology economically feasible (BAT) and best conventional pollution control technology (BCT) to meet water quality standards.

The SWRCB has also issued a statewide General Permit (Water Quality Order No. 97-03-DWQ) for regulating storm water discharges associated with industrial activities. This General Permit requires the implementation of management measures that will achieve the performance standard of best available technology economically achievable (BAT) and best conventional pollutant control technology (BCT). It also requires the development and implementation of Storm Water Pollution Prevention Program (SWPPP), a monitoring plan, and the filing of an annual report.

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Certain actions also need to conform to a General Permit (Water Quality Order No. 5-00-175) that requires that a permit be acquired for dewatering and other low threat discharges to surface waters, provided that they do not contain significant quantities of pollutants and are either (1) four months or less in duration, or (2) the average dry weather discharge does not exceed 0.25 mgd. Examples of activities that may require the acquisition of such a permit include well development water, construction dewatering, pump/well testing, pipeline/tank pressure testing, pipeline/tank flushing or dewatering, condensate discharges, water supply system discharges, and other miscellaneous dewatering/low threat discharges.

Federal Emergency Management Agency (FEMA)

The City and County are participants in the National Flood Insurance Program (NFIP), a Federal program administered by FEMA. Participants in the NFIP must satisfy certain mandated floodplain management criteria. The National Flood Insurance Act of 1968 has adopted as a desired level of protection, an expectation that developments should be protected from floodwater damage of the Intermediate Regional Flood (IRF). The IRF is defined as a flood that has an average frequency of occurrence on the order of once in 100 years although such a flood may occur in any given year. Communities are occasionally audited by FEMA and DWR to ensure the proper implementation of FEMA floodplain management regulations.

Local

City of Sacramento General Plan

The City of Sacramento General Plan (1988) is a 20-year policy guide for the physical, economic, and environmental growth and renewal of the City of Sacramento. The City's 1988 General Plan comprises the goals, policies, programs, and actions that are based on an assessment of current and future needs and available resources. The City is currently in the process of updating its General Plan –anticipated to be concluded at the end of calendar year 2008. The table below contains both the 1988 General Plan and Draft 2030 General Plan policies that are directly applicable to the proposed project and an evaluation of the consistency of the project with the policies.

TABLE 4-5

PROJECT CONSISTENCY WITH RELEVANT CITY OF SACRAMENTO 1988 GENERAL PLAN AND DRAFT 2030 GENERAL PLAN POLICIES: DRAINAGE

Adopted 1988 General Plan Policies	Consistency with Policy	Analysis
Goal A: Provide adequate drainage facilities and services to accommodate desired growth levels.	Yes	The inclusion of Aspen 1 in the City's SOI will allow the City to include this area when planning for future growth.
Draft 2030 General Plan Policies	Consistency with Policy	Analysis
Goal U.4.1: Provide adequate	Yes	The inclusion of Aspen 1 in the City's

4.0 INFRASTRUCTURE ANALYSIS

stormwater drainage facilities and services that are environmentally sensitive, accommodate growth, and protect residents and property.		SOI will allow the City to include this area when planning for future growth.
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Sacramento Area Flood Control Agency (SAFCA)

SAFCA was formed in 1989 by local agencies to address the deficiencies in Sacramento's flood control system identified by the United States Army Corps of Engineers (USACOE) following the flood of 1986. Through a joint exercise of powers agreement, the City of Sacramento, Sacramento County, Sutter County, the American River Flood Control District, and Reclamation District 1000 (RD1000) pooled their common flood control authorities, established a management structure, and identified a program for improving the Sacramento area's flood control system.

SAFCA has also formed several Assessment Districts. Assessment Districts that incorporate the project site include:

- Section 103 of the Sacramento Area Flood Control Act, Operation & Maintenance Assessment District for the purpose of funding operation and maintenance activities for completed projects and to accumulate a fund that may be used to advance the cost of selected SAFCA projects.
- Consolidated Capital Assessment District (previously referred to as Capital Assessment District #4 in Draft Engineer's Report) for the purpose of funding the local share of costs for capital improvements to Sacramento area levees and Folsom Dam, debt service on bonds sold to pay for the North Area Local Project, and the cost of assuring levee integrity over the life of the project.

City of Sacramento – Chapter 15.104 of City Code (Floodplain Management Regulations)

The City's Floodplain Management Ordinance regulates development that is or might be dangerous to health, safety and property, by requiring, at the time of initial development or substantial improvement, methods of protection against flood damage in areas vulnerable to flooding. It regulates impacts such as filling, grading or erosion, alteration of natural floodplains, stream channels or watercourses, the imposition of barriers that increase flood hazards, or any other impacts that aggravate or cause flood hazards. Adoption of this chapter of the City Code was required in order for the City to participate in the National Flood Insurance Program, and it regulates activities within Special Flood Hazard Areas established by FEMA as being areas in the floodplain that are subject to inundation by a flood having a one percent chance of being equaled or exceeded in a given year (100-year return period), including Zones A, AO, AH, A1-30, AE, A99, AR, AR/A1-30, AR/AE, AR/AO and AR/AH. Aspen 1 is not in a Special Flood Hazard Zone and is designated Zone X.

City of Sacramento – Chapter 15.88 of City Code (Grading, Erosion and Sediment Control)

The City's Grading Ordinance sets forth rules and regulations to control land disturbances, landfill, soil storage, pollution, and erosion and sedimentation resulting from construction activities. Provisions contained therein are intended to avoid pollution of watercourses with nutrients,

4.0 INFRASTRUCTURE ANALYSIS

sediments, or other materials generated or caused by surface water runoff. The ordinance was also adopted as a part of the City's compliance requirements for the City's NPDES Permit.

City of Sacramento – Chapter 13.16 of City Code (Stormwater Management and Discharge Control)

The City's Stormwater Ordinance sets forth rules and regulations controlling non-stormwater discharges to the stormwater conveyance system, by eliminating discharges to the stormwater conveyance system from spills, dumping, or disposal of materials other than stormwater, and by reducing pollutants in urban stormwater discharges to the maximum extent practicable. The ordinance is intended to assist in the protection and enhancement of the water quality of watercourses, water bodies, and wetlands in a manner pursuant to and consistent with the Federal Water Pollution Control Act, Porter-Cologne Water Quality Control Act, and National Pollutant Discharge Elimination System (NPDES) Permit No. CAS082597, as such permit is amended and/or renewed.

City of Sacramento Storm Drainage Design Standards

Section 11 of the City Standards provide requirements pertaining to hydrology and storm drainage facilities, including chapters that address general requirements, design runoff, conveyance facilities, detention ponds, regional water quality control, pump stations and submittal requirements.

STUDY AREA LEVEL OF SERVICE AND IMPROVEMENTS

Flood protection is provided on a regional basis and is already provided to the Aspen 1 area. In 2005, the flood protection level provided was considered a 100-year flood risk protection, considered a moderate-risk chance of flooding. If flooding were to occur in the area, there is the potential for the flood waters to spill into the gravel pits which are below grade.

DETERMINATION

The potential development and eventual buildout of the Aspen 1 area will increase runoff on site, and will require the construction and maintenance of additional drainage infrastructure and facilities to ensure adequate service. The project includes planning for sufficient facilities to accommodate the increased drainage requirements. The Aspen 1 Area currently has 100-year flood protection. The Aspen 1 area is currently receiving drainage service from Sacramento County and flood protection from SAFCA. The current service providers are capable of providing adequate drainage and flood control service to serve the Aspen 1 area.

The reorganization will not result in a reduction in the ability of the Sacramento Area Flood Control Agency to provide services to residents or businesses within its boundaries.

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4.4 SOLID WASTE

The Aspen 1 area is currently within the service boundaries of the Sacramento County Municipal Services Agency, Department of Waste Management & Recycling, but service is provided by mostly private franchised hauling companies for the commercial and industrial customers. Aspen 1 is vacant and not currently receiving service. The City of Sacramento is also a franchised hauler. The private hauling companies are under a franchise agreement with the Sacramento Regional Solid Waste Authority to perform collection and disposal at properties and convey waste to landfills and recycling stations, as appropriate. Private providers do not fall under the jurisdiction of LAFCo.

Upon annexation to the City, solid waste collection and disposal for commercial, industrial, and multi family residential units within the Aspen 1 project area would be serviced by the City of Sacramento Department of Utilities or be serviced by private haulers. If Aspen 1 was currently served by a franchised hauler, a five year notice to terminate the franchise agreement before being able to put out to bid for a new franchise agreement or to be serviced by the City would be required.

EXISTING LEVELS OF SERVICE AND INFRASTRUCTURE

Sacramento Regional Solid Waste Authority

The Sacramento Regional Solid Waste Authority was formed in December 1992 to assume the responsibilities for the solid waste, recycling and disposal needs in the Sacramento area. Current members include the City of Sacramento, the City of Citrus Heights and the unincorporated area of Sacramento County.

The SWA is a Joint Powers Authority (JPA), funded by franchisee fees and governed by a Board of Directors consisting of elected officials from the City of Sacramento and the unincorporated area of Sacramento County.

The SWA regulates commercial solid waste collection by franchised haulers through ordinances. The Sacramento County Waste Management and Recycling Division provides staffing for the Solid Waste Authority.

Sacramento County Department of Waste Management and Recycling

The Sacramento County Department of Waste Management & Recycling is responsible for maintaining a waste management system for residents and businesses in the unincorporated area. The Department is part of the Municipal Services Agency and has responsibility for the following services and programs: garbage recycling and collection services, garbage disposal and recycling facilities and recycling programs.

Sacramento County offers the general public, businesses and waste haulers waste disposal, recycling and transfer facilities at Kiefer Landfill and the North Area Recovery Station. Kiefer Landfill is the primary municipal solid waste disposal facility in Sacramento County. It is the only landfill facility in Sacramento County permitted to accept household waste from the public. Waste is accepted from the general public, businesses and private waste haulers. The landfill facility sits

4.0 INFRASTRUCTURE ANALYSIS

on 1,084 acres located near the intersection of Kiefer Boulevard and Grant Line Road. Currently 250 acres, the State permitted landfill is 660 acres in size and will be able serve the regional waste disposal needs in the future. Additionally, the North Area Recovery Station accepts waste from the general public, businesses and private waste haulers.

Sacramento Department of Utilities, Solid Waste Division

The Sacramento Department of Utilities, Solid Waste Division collects all of the single family residential solid waste and a small portion of the commercial solid waste in the City of Sacramento. Most of the refuse collected by the City is then transported to the Sacramento Recycling and Transfer Station (8491 Fruitridge Road and 4450 Roseville Road), and ultimately to the Lockwood Landfill in Sparks, Nevada. A relatively small portion, approximately 25,000 tons per year, is transported to Sacramento County's North Area Recovery Station (NARS), under a temporary agreement between the City and BLT Enterprises, scheduled to end on November 18, 2009. A permanent agreement is pending and expected to be approved in the near future. The Sacramento Recycling and Transfer Station is limited to accepting 2,500 tons of solid waste per day, under its Solid Waste Facilities Permit (Permit No. 34-AA-0195). The transfer station currently accepts approximately 1,700 tons per day from the City. The Lockwood Landfill in Sparks, Nevada is owned and operated by a private firm, Waste Management, Inc. and is the primary location for the disposal of waste by the City. The Lockwood Landfill has permitted capacity through the year 2045, with a remaining life expectancy currently estimated at 90 years.

The Solid Waste Division also provides curbside recycling, garden refuse pickup, and annual neighborhood cleanup for residential neighborhoods and commercial/industrial recycling.

Weekly residential trash routes handle about 4,000 residential units each per vehicle. Every week, recycling routes handle about 6,000 residential units per vehicle, and green waste routes handle about 6,000 residential units per vehicle. One driver is needed per vehicle.

The City, in coordination with BLT Enterprises, is currently proposing to develop a new transfer station designed to handle up to 2,000 tons per day to serve the northern areas of the City. The new transfer station would accommodate growth in the City over the next 20 to 30 years. According to the Sacramento Recycling and Transfer Station – North Draft EIR published January 2007, development of the proposed transfer station as proposed would eliminate the need for waste and recycling collection trucks to travel from the City's northern areas to the existing Sacramento Recycling and Transfer Station and to the North Area Recovery Station. The draft Tax Exchange Agreement for Panhandle reorganization stipulates that the City will not locate a Transfer Station at the City's Corporation yard located in the Panhandle.

The City is also still in the process of negotiating with the County to obtain favorable tipping rates to dispose of waste at the County's Kiefer Landfill.

Various Commercial Franchised Haulers

The remaining two-thirds of commercial solid waste are collected by one of sixteen franchised haulers. The commercial solid waste collected by private franchised haulers are sent to private transfer stations to be processed and disposed at various facilities, including the Sacramento County Keifer Landfill, Yolo County Landfill, and L and D Landfill. The franchised private haulers

4.0 INFRASTRUCTURE ANALYSIS

are under an agreement with the Sacramento Regional Solid Waste Authority (SWA) and do not fall under the jurisdiction of LAFCo.

Plans and Regulatory Requirements Affecting Service

State

California Integrated Waste Management Act (AB 939)

To minimize the amount of solid waste that must be disposed of by transformation (i.e. recycling) and land disposal, the State Legislature passed the California Integrated Waste Management Act of 1989 (AB 939), effective January 1990. According to AB 939, all cities and counties are required to divert 25 percent of all solid waste from landfill facilities by January 1, 1995 and 50 percent by January 1, 2000. The City currently diverts 52 percent of all solid waste from landfill facilities. Solid waste plans are required to explain how each city's AB 939 plan will be integrated with the respective county plan. They must promote (in order of priority) source reduction, recycling and composting, and environmentally safe transformation and land disposal. Cities and counties that do not meet this mandate are subject to \$10,000 per day fines. As a result, each community in the County has developed a number of recycling programs for residents and businesses.

Local

Sacramento LAFCo Policies, Standards and Procedures

Sacramento LAFCo Policies, Standards and Procedures do not specifically address provisions associated with solid waste services. However, these provisions do require that proposed annexations are consistent with applicable service elements of the Sphere of Influence of the City and that adequate services be provided within the time frame needed for the inhabitants of the annexation area (Section I, Standard Number 4). In addition, LAFCo requires that the annexation provide for the lowest cost and highest quality of urban services (Section I, Standard Number 5). As discussed further below, the City would be able to provide adequate solid waste services for the proposed project consistent with LAFCo provisions.

Sacramento Regional Solid Waste Authority

The Sacramento Regional Solid Waste Authority (SWA) is a joint powers authority of the County and the cities of Sacramento and Citrus Heights. The SWA Board of Directors consists of elected officials from the County and the member cities. The SWA regulates commercial solid waste collection by franchised haulers through SWA ordinances. Among other things, SWA ordinances require franchised haulers to achieve 30% recycling and to offer recycling programs to multi-family complexes.

City of Sacramento General Plan

The City of Sacramento General Plan (1988) is a 20-year policy guide for the physical, economic, and environmental growth and renewal of the City of Sacramento. The City's 1988 General Plan

4.0 INFRASTRUCTURE ANALYSIS

comprises the goals, policies, programs, and actions that are based on an assessment of current and future needs and available resources. The City is currently in the process of updating its General Plan –anticipated to be concluded in spring 2009. The City General Plan has solid waste policies regarding solid waste which are to provide adequate solid waste disposal facilities and services for, collection, storage and reuse of refuse. Both the 1988 General Plan and Draft 2030 General Plan policies have been included in the table below. The policies are directly applicable to the proposed project, and present an evaluation of the consistency of the project with these statements.

TABLE 4-6

PROJECT CONSISTENCY WITH RELEVANT CITY OF SACRAMENTO 1988 GENERAL PLAN AND DRAFT 2030 GENERAL PLAN POLICIES: SOLID WASTE

Adopted 1988 General Plan Policies	Consistency with Policy	Analysis
Goal A: Provide adequate solid waste disposal facilities and services for collection, storage and reuse of refuse.	Yes	Future annexation of Aspen 1 into the City would require the provision of adequate solid waste facilities.
Goal A, Policy 5: Continue to coordinate efforts with Sacramento County to provide long-term landfill sites.	Yes	A coordinated effort with the County could provide for a more cost-effective solution for both the City and County.
Draft 2030 General Plan Policies	Consistency with Policy	Analysis
U 5.1.1: Landfill Capacity. The City shall continue to coordinate with Sacramento County in providing long-term landfill disposal capacity.	Yes	A coordinated effort with the County could provide for a more cost-effective solution for both the City and County.

ASPEN 1 AREA LEVEL OF SERVICE AND INFRASTRUCTURE

There are not currently solid waste projections for the Aspen 1 site as it is vacant and undeveloped. The Aspen 1 area will remain in the Sacramento Regional Solid Waste Authority's boundaries, with no boundary changes. Sacramento Recycling and Transfer Station and Lockwood Regional Landfill would be able to accept solid waste from the project. Service will remain the same, provided by franchised haulers.

DETERMINATION

The City, a franchised hauler of the Sacramento Regional Solid Waste Authority, collects all of the single family residential waste and about a third of the commercial waste within the City. Private franchised haulers collect the remaining commercial waste. There is adequate infrastructure at build out to ensure collection of solid waste generated within the Aspen 1 area. The solid waste facilities that the City utilizes, the Lockwood Landfill and the Sacramento Recycling and Transfer

4.0 INFRASTRUCTURE ANALYSIS

station, have both indicated they have existing capacity to accommodate the buildout of the proposed project, ensuring sufficient disposal facilities.

4.0 INFRASTRUCTURE ANALYSIS

4.5 CIRCULATION AND ROADWAYS

There are a variety of local roadways and facilities proximate to the Aspen 1 area. The Sacramento County Department of Transportation currently maintains the local roadways within the county, including the Aspen 1 area. The California Department of Transportation (Caltrans) maintains US 50 and Jackson Highway (SR 16) in the vicinity of Aspen 1. Roadway infrastructure considered herein includes roadways, sidewalks, traffic signals, signage, and other facilities located within the right-of-way for local and regional roadways.

Existing Levels of Service

Sacramento County Department of Transportation

The Sacramento County's Department of Transportation is responsible for planning, improving, operating and maintaining a transportation system within the County. The roadway infrastructure that the County currently maintains within the Aspen 1 area includes South Watt Avenue. In this area, South Watt Avenue is currently a two lane road. The County plans to widen the road to six lanes (3 lanes in each direction) between Kiefer Road and Fruitridge Road. There is no timeline for the improvements because no funding is in place.

City of Sacramento's Department of Transportation

The City of Sacramento's Department of Transportation is responsible for maintaining the City's transportation infrastructure, which includes engineering, construction, on-street parking, and street maintenance services. The Street Services Division maintains and repairs thousands of miles of City roads, curbs, gutters, sidewalks, streetlights, signalized intersections, traffic signs, landscaped medians and rights-of-way throughout the City. Additionally, the City can assume responsibility for the maintenance of "edge" streets, such as South Watt Avenue, with some source of fund recovery for the east side through a tax exchange agreement with the County.

Sacramento Regional Transit District

The Sacramento Regional Transit District (RT) provides bus and light rail service to the Sacramento region. RT operates 97 bus routes and 37 miles of light rail covering a 418 square-mile service area. In FY2007, RT provided service to more than 33 million passengers. RT is not subject to LAFCo.

Plans and Regulations Governing Service

State

State of California Transportation Concept Reports

Caltrans prepares Transportation Concept Reports (TCR), which is a long-term planning document for the state highways, for each highway in the State. The TCR for SR-16 was completed in

4.0 INFRASTRUCTURE ANALYSIS

December 2004 and is current through 2023. The TCR gives the section of SR-16 north of Aspen 1 a concept service level of LOS E. The TCR for US-50 is in the process of being updated.

Local

Metropolitan Transportation Plan (MTP) for 2035

The MTP 2035 (SACOG, adopted March 20, 2008) is a long-range planning document for identifying and programming roadway improvements throughout the Sacramento region. The MTP2035 invests \$42 billion over 28 years, proactively links transportation, land use and air quality. This MTP gives individuals more options for how to get around, with lots of investments for people to walk, bike or use transit in our communities. The MTP2035 focuses on six principles: Smart Land Use, Environmental Quality & Sustainability, Financial Stewardship, Economic Vitality, Access & Mobility, and Equity & Choice.

The MTP2035 builds on the SACOG Blueprint Preferred Growth Scenario, which envisions more housing and transportation choices and promotes better land uses and quality design for our region in 2050. The Blueprint encourages more livable communities by: providing a variety of transportation choices; offering housing choices and opportunities; taking advantage of compact development; using existing assets; providing mixed land uses; preserving open space, farmland, natural beauty, through natural resources conservation; and encouraging distinctive, attractive communities with quality design. The \$42 billion planned in the MTP2035 provides the infrastructure needed to support the Blueprint influenced land uses in local jurisdictions across the six-county region.

City of Sacramento General Plan

The City of Sacramento General Plan (1988) is a 20-year policy guide for the physical, economic, and environmental growth and renewal of the City of Sacramento. The City's General Plan comprises the goals, policies, programs, and actions that are based on an assessment of current and future needs and available resources. The City is currently in the process of updating its General Plan –anticipated to be concluded at the end of calendar year 2008. The current General Plan sets forth a level of service standard of LOS “C” associated with Goal D (Streets and Roads) for local roads within the project area.

TABLE 4-7

PROJECT CONSISTENCY WITH RELEVANT CITY OF SACRAMENTO 1988 GENERAL PLAN AND DRAFT 2030 GENERAL PLAN POLICIES: CIRCULATION

Adopted 1988 General Plan Policies	Consistency with Policy	Analysis
Goal D, Policy 1: Work towards an overall Level of Service C on the City's local and	Yes	Inclusion of the Aspen 1 area in the City's SOI would not result in changes to the current service provided by the City and would allow the area to be

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major street systems.		considered as likely future development when planning improvements to the City's street system.
Draft 2030 General Plan Policies	Consistency with Policy	Analysis
Goal M 1.3.1 Grid Network. The City shall require all new residential, commercial, or mixed-use development that proposes or is required to construct or extend streets to develop a transportation network that provides for a well-connected, walkable community, preferably as a grid or modified grid.	Yes	Upon annexation of the Aspen 1 site, would allow coordinated development, including a well-connected transportation network, with the remainder of the Teichert property to the west.

2010 Sacramento City/County Bikeway Master Plan

The Bikeway Master Plan identifies existing and planned bicycle routes and pedestrian/bicycle bridge crossings in and around the project area. The Master Plan also contains design, safety, and traffic control standards for use in constructing and/or upgrading facilities.

Aspen 1 Area Level of Service and Infrastructure

Bicycle and pedestrian facilities are currently limited within the project vicinity. Within the Aspen 1 area, Jackson Highway and South Watt Avenue have wide dirt/gravel shoulders and no sidewalks or bicycle lanes.

The Sacramento Regional Transit District (RT) provides public transit service in the Sacramento region, but does not provide services within the Aspen 1 area.

RT Light Rail transit (LRT) service exists north of the Aspen 1 area at South Watt Avenue and Manlove Road. The Gold Line (Downtown to Folsom) will provide service between Downtown Sacramento and the City of Folsom. Bus routes 72 and 61 are somewhat proximate – Route 72 serving the intersection of South Watt/Kiefer, approximately one mile north of Aspen 1, and Route 61 running north/south along Florin-Perkins Road, approximately two and one half miles west of Aspen 1.

The City has developed a Transportation Programming Guide (TPG) that prioritizes the City's transportation programs and projects regarding services such as: Major Street Improvements, street maintenance, reconstruction, traffic signals, alternate modes, bridge replacement and rehabilitation, streetscape enhancement, sidewalks, and speed humps. The guide also looks at development-driven projects affecting the City. It prioritizes projects within each program area and helps identify transportation projects that are needed. The goals of the guide are to create a street system which will ensure the safe and efficient movement of people and goods, create and maintain a street system that protects residential neighborhoods from unnecessary levels of traffic, increase traffic capacity, and achieve a Level of Service C or better on City streets.

4.0 INFRASTRUCTURE ANALYSIS

The City also has a separate program called the Neighborhood Traffic Management Plan (NTMP). Under the NTMP, the Department of Transportation staff meets with neighborhood residents to develop and implement a community-based traffic calming plan for the entire neighborhood. Implemented in 1996, the NTMP considers traffic calming measures including speed humps, traffic circle, pedestrian islands, diverters, textured crosswalks, and chokers. The NTMP is initiated by public request and submittal of a Community Action Request form, which requires signatures from ten residents. The NTMP is offered on a first com-first served basis.

DETERMINATION

The Sacramento County Department of Transportation will be able to provide adequate roadway service without the Aspen 1 area in its service boundary. A City/County Tax Exchange Agreement, which would be a component of the Annexation of the property, would not significantly reduce the County funds available to provide adequate services.

Prior to annexation, the City and County and would establish a formal maintenance agreement for this section of South Watt Ave. Because the City would be requesting this annexation and the City already has this section in its PMA system, the City would likely assume responsibility for the maintenance of this stretch of the roadway with some source of fund recovery for the east side through the tax exchange agreement. (Personal communication, Juan Montenez, 2008)

The City of Sacramento's Department of Transportation is able to provide adequate roadway service to and within the South Watt area.

4.0 INFRASTRUCTURE ANALYSIS

4.6 PUBLIC SAFETY

4.6.1 FIRE PROTECTION

The Aspen 1 area is currently within the service boundary of the Sacramento Metropolitan Fire District. Upon annexation to the City, fire protection service will be provided by the City of Sacramento's Fire Department.

Existing levels of Service and Infrastructure

All fire and emergency services in the County of Sacramento have developed a Joint Powers Authority (JPA) for a unified service area dispatch system. Under the JPA, the closest unit available is dispatched to an incident and service area boundaries are not an issue when an incident occurs. The JPA does not include a reimbursement component between responders.

The Insurance Services Office (ISO) rating is the recognized classification for a fire department or district's ability to provide fire protection to a community. According to the ISO, newly developing urban areas should have a fire station opened and staffed within 1½ miles of all commercial development and 2 ½ miles from all residential development when "build-out" exceeds 20 percent of the planned area.

Class 1 represents the best public protection and Class 10 indicates no protection.

Sacramento Fire Department	ISO Class 2 Rating
Sacramento Metro Fire District	ISO Class 3 Rating*
Cosumnes Community Service District, Fire Department	ISO Class 3 Rating*
Folsom Fire Department	ISO Class 3 Rating*

*For "watered" areas only.

This ISO Class Ratings listed above are for their respective service areas with established water distribution systems and hydrants.

Sacramento Metropolitan Fire District

The Sacramento Metropolitan Fire District, Operations Division provides a multitude of emergency and non-emergency life-safety services to the public outside of the City of Sacramento. Forty-two stations are directly responsible to mitigate a wide variety of emergency incidents 24/7. In 2002, the District responded to over 54,000 alarms. In addition to fire and rescue services, the District operates Advanced Life Support medics throughout its area.

4.0 INFRASTRUCTURE ANALYSIS

City of Sacramento Fire Department

The City of Sacramento Fire Department (SFD) provides fire protection services to the entire City of Sacramento as well as to some unincorporated areas of Sacramento County, through contracts. Twenty-two fire stations service a population of approximately 500,000 residents. Department services include fire suppression, rescue, and Advanced Life support. During 2003, the SFD responded to approximately 63,905 incidents.

Plans and Regulations Affecting Service Provision

State

California Occupational Safety and Health Administration

In accordance with California Code of Regulations, Title 8 Sections 1270 “Fire Prevention” and 6773 “Fire Protection and Fire Equipment”, the California Occupational Safety and Health Administration (Cal OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance and use of all fire fighting and emergency medical equipment.

California Fire Code (CFC)

The California Fire Code (based on the International Fire Code) contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. All fire agencies in the state are required to enforce the regulations contained within the CFC.

Amendments to the CFC germane to local topographical, climactic and geological conditions are allowed to be adopted by local legislative action. Sacramento City and Sacramento Metropolitan Fire District have recently adopted the same local amendments for enforcement.

Other Regulations

State fire regulations are set forth in Sections 13000 *et seq* of the California Health and Safety Code, which includes regulations for building standards (as set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers, smoke alarms, high-rise building, childcare facility standards, and fire suppression training. Additional requirements listed within California Code of Regulations Titles 19 and 24 are required to be enforced.

4.0 INFRASTRUCTURE ANALYSIS

Local

Sacramento County LAFCo Policies, Standards and Procedures

Sacramento County Local Agency Formation Commission (LAFCo) Policies, Standards and Procedures do not specifically address provisions associated with fire protection services. However, these provisions do require that proposed annexations are consistent with applicable service elements of the Sphere of Influence of the City and that adequate services be provided within the time frame needed for the inhabitants of the annexation area (Section I, Standard Number 4). In addition, LAFCo requires that the annexation provide for the lowest cost and highest quality of urban services (Section I, Standard Number 5). The proposed detachment from the Metro Fire District and the provision of service by the City would result in the provision of adequate fire protection services consistent with LAFCo provisions.

City of Sacramento Municipal Code

Chapter 2.24 of the City's Municipal Code sets forth the guidelines for the SFD, which include such regulations as those associated with the powers and duties of the fire chief, the general organization of the SFD, and other associated activities associated with the Department. In addition, this chapter establishes the SFD rates and fees for associated services. Chapter 15.36 (Fire Code Adopted, also known as the City's Fire Prevention Code) adopts the International Fire Code with such deletions, amendments, and additions thereof as set forth in the chapter. Additional fire regulations utilized by the City include California Code of Regulations Title 19 (Public Safety) and Title 24 (California Building Standards Code).

City of Sacramento General Plan

The City is currently in the process of updating the City's General Plan. The Public Facilities Services Element was last updated in 1988. **Tables 4-8** identifies the City's 1988 General Plan and Draft 2030 General Plan fire service policies that are directly applicable to the proposed project, and presents an evaluation of the consistency of the project with these statements.

TABLE 4-8

PROJECT CONSISTENCY WITH RELEVANT CITY OF SACRAMENTO 1988 GENERAL PLAN AND DRAFT 2030 GENERAL PLAN POLICIES: FIRE PROTECTION

Adopted 1988 General Plan Policies	Consistency with Policy	Analysis
Goal A, Policy 1: Continue to support all efforts directed at providing the best fire protection services at the least cost.	Yes	Annexation of the project area would result in the incorporation of Aspen 1 into the City, but would not result in changes to the current service provided by the City and existing automatic aid agreements with other fire service jurisdictions, which allow for the closest units to respond rapidly to emergency events without additional cost.

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Adopted 1988 General Plan Policies	Consistency with Policy	Analysis
Goal A, Policy 2: Ensure that adequate water supplies are available for fire-fighting equipment in newly developing areas.	Yes	Review and conditioning of any future development proposals would ensure the adequacy of water supply for fire-response purposes.
Goal A, Policy 4: Promote greater coordination of land use development proposals with the Fire Department in order to ensure adequate on-site fire protection provisions.	Yes	The project has been initially reviewed by the City and subsequent development (special permits) of the project area would be subject to review by the Department.
2030 General Plan Policies	Consistency with Policy	Analysis
PHS 2.1.5: Timing of Services. The City shall ensure that the development of fire facilities and delivery of services keeps pace with development and growth of the city.	Yes	The Aspen 1 SOI Amendment ensures that the City will grow in a logical manner and allows Fire Department to plan for future growth.
PHS 2.2.2: Development Review for New Development. The City shall continue to include the Fire Department in the review of development proposals to ensure projects adequately address safe design and on-site fire protection and comply with applicable fire and building codes.	Yes	The project has been initially reviewed by the City and subsequent development (special permits) of the project area would be subject to review by the Department.

Sacramento Fire Master Plan

The City is currently in the process of drafting a facilities and operations master plan to guide the mid-long term planning efforts for facility siting and operations. This draft has not yet been released to the public.

ASPEN 1 AREA LEVEL OF SERVICE AND INFRASTRUCTURE

Currently, the Sacramento Metropolitan Fire District has two fire stations near the project area. Upon annexation, the project area will be served by the SFD.

The nearest City of Sacramento Fire Station is located at 5801 Florin-Perkins Road. That station was closed in the early 1990's and will not service the Aspen 1 area. The closest responding Sacramento Fire Department company to Aspen 1 is located north of the area at 3301 Julliard

4.0 INFRASTRUCTURE ANALYSIS

Drive. The Julliard Station (Station #60) is staffed 24/7 by four firefighters and one fire engine, and is located approximately 1.5 miles from the proposed property.

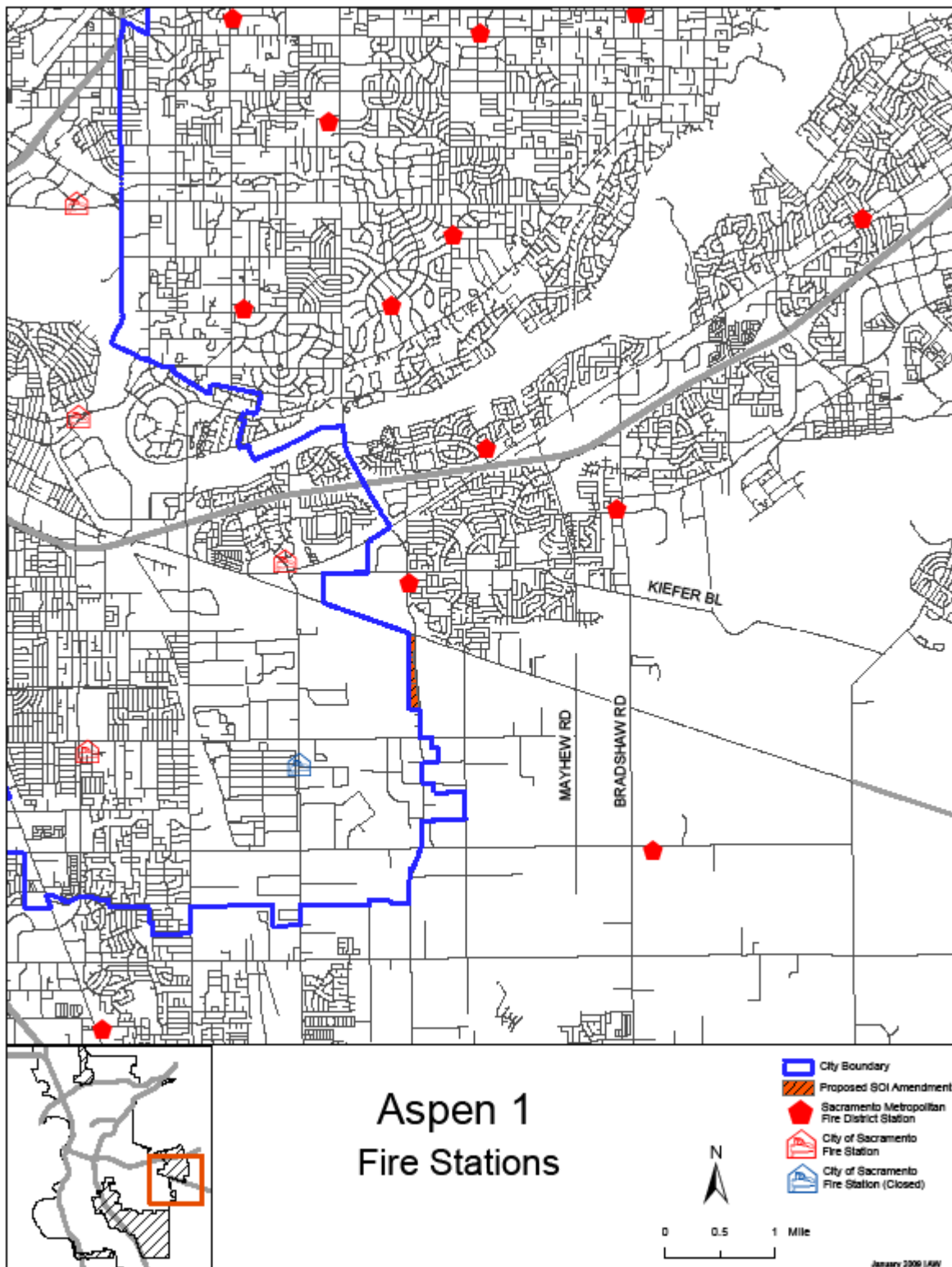
As previously stated, all fire and emergency services in the County of Sacramento have developed a Joint Powers Authority (JPA) for a unified service area dispatch system. Under the automatic aid agreement, all related emergency calls are routed through a central dispatch center. Sacramento Metropolitan Fire District's two closest stations to the project area are Station 54 (8900 Fredrick Avenue, unincorporated Sacramento) and Station 62 (3646 Bradshaw Road, Rancho Cordova). Station 54 is staffed 24/7 by three firefighters and one fire engine and is located less than .5 miles north of Aspen 1. Station 62 is also staffed 24/7 by five firefighters and one fire engine and one medic (three firefighters staff the engine and two firefighters staff the medic unit) and is located approximately 3.5 miles east of Aspen 1. Metro Fire's estimated response time to the Aspen 1 area is 3 minutes, 38 seconds (Malaspino, SFD Fire Marshal, 2008)

The SFD's optimal response time for fire and emergency medical response is 4.5 minutes from the time a call is placed. The estimated response time to the Aspen 1 Area is 4 minutes, 45 seconds (Malaspino 2008).

The SFD currently has a Class 2 ISO rating within this area, based on the type and extent of training provided to fire personnel and the SFD's existing water supply and, if necessary, upgrades to the on-site water distribution system.

4.0 INFRASTRUCTURE ANALYSIS

Figure 4.3 Fire Facilities in Project Vicinity



4.0 INFRASTRUCTURE ANALYSIS

4.6.2 POLICE

POLICE

The site is currently within the service boundaries and served by the Sacramento County Sheriff's Department. All fire and emergency services in the County of Sacramento have developed a Joint Powers Authority (JPA) for a unified service area dispatch system. The City of Sacramento's Police Department also provides services to the Aspen 1 area through the mutual aid agreement. Upon annexation to the City, service will be provided by the City of Sacramento's Police Department.

EXISTING LEVELS OF SERVICE AND IMPROVEMENTS

California Highway Patrol

The California Highway Patrol (CHP) responds to all traffic related incidents in unincorporated Sacramento County. Additionally, CHP responds to all incidents on State Highways and State owned buildings and State property within the City of Sacramento. The City of Sacramento is located within CHP's Valley Division, which is comprised of 16 Area Offices, 3 Residential Posts, 1 Commercial Inspection Facility, 1 Transportation Management Center, 3 Communications/Dispatch Centers. Total staff for the Valley Division includes 785 uniformed officers and 250 non-uniformed personnel. The area office closest (approximately 4.6 miles) to the Aspen 1 site is the South Sacramento area office located at 6 Massie Court.

Sacramento County Sheriff's Department

The project area is currently served by the Sacramento County Sheriff's Department (SCSD) which provides specialized law enforcement services to the county and local police protection to both the incorporated and unincorporated areas. Specialized law enforcement includes providing court security services, operating a system of jails for pretrial and sentenced inmates, and operating a training complex, which is also utilized by the Sacramento Police Department. Local police protection includes response to calls and trouble spots, investigations, surveillance, and routine patrolling.

There are seven patrol districts in the unincorporated area of the county covering approximately 880 square miles. Approximately four patrol cars serve each patrol district. The SCSD consists of roughly 1503 sworn officers, including 741 non-sworn staff, which equates to approximately 2 sworn officers for every 1 non-sworn staff member and approximately 1 sworn officer per 1,000 residents.

The nearest station house and community service center is the Florin Station/Service Center, in the Central Division, located at 7000 65th Street. Both are located approximately five and a half miles away from the South Watt area.

City of Sacramento Police Department

The Sacramento Police Department (SPD) facility assigned to serve Aspen 1 is the Central Command Police Facility (CCPF) located at 300 Richards Boulevard. The CCPF responds to calls

4.0 INFRASTRUCTURE ANALYSIS

in the central portion of the City. This facility is interim and not dedicated solely to the CCPF, however, there are no current plans for a new facility. The SPD maintains an unofficial goal of 2.0 to 2.5 sworn police officers per 1,000 residents and 1 civilian support staff per 2 sworn officers. The SPD is currently funded for 1.7 officers per 1,000 residents. Based on a 2008 estimated population of 475,743 people and a current (2008) staffing level of approximately 804 sworn officers and 466 civilian employees, the staffing ratio is 1.69 officers per 1,000 residents. Based on 804 sworn officers and 466 civilian employees, the current staffing ratio of sworn officers to civilian employees is 2.19, which is above SPD's goals. (Taylor, 2008)

The FY2008/09 proposed budget for SPD totals \$131 million. Funding is received through a variety of sources with the primary source being the City's general fund. Currently, the general fund allocates 31% of the total budget to the SPD. With regard to serving new development, the SPD realizes minimal revenue generation through licensing and fee recovery programs. SPD does not have any currently funded projects for the remodeling or construction of facilities.

The City's General Plan states that there are four geographic patrol areas, each of which is divided into several patrol districts. One patrol unit officer is staffed in each patrol district during the day. In addition, traffic and suppression units are available to respond to first priority calls where life is in danger or a serious crime is in progress.

The Patrol Division in the SPD's Office of Operations is directly responsible for managing and responding to emergency and non-emergency calls for service. Two substations house the teams for patrol services. The main headquarters for the Sacramento Police Department is located at the Public Safety Center, Chief Deise/Kearns Administration Facility, 5770 Freeport Boulevard. The department has two substations from which the patrol divisions operate. As previously mentioned, the facility that services the site is the CCPF located at 300 Richards Boulevard. The Joseph E. Rooney Police Facility located at 5303 Franklin Boulevard would provide support to the CCPF. This station is approximately ten miles northwest from the project area. Approximate current patrol staffing for the Rooney Facility includes one Police Captain, four Police Lieutenants, thirteen Police Sergeants, thirteen Problem Oriented Policing (POP) Officers, and 125 Patrol Officers. This facility services three (3) main Districts, each having three (3) Beats. These Districts cover the Southern Half of the City of Sacramento, which is bounded by US Highway 50 on the north, South Watt Ave on the East and the Sacramento River on the West. The Aspen 1 Area is located adjacent to District 6, Beat C. Approximate current staffing for District 6C includes two police sergeants and 15 police officers. The other substation is the William J. Kinney Police Facility located at 3550 Marysville Boulevard. (Taylor, 2008).

Average SPD response times and workload are measured by the number of calls for service, for 1999 through 2003. Calls are categorized from P1 to P3; Priority 1 calls (P1) are classified as life threatening situations and result in an immediate response to the scene. The urgency of the call descends as the priority level changes. For example, Priority 2 calls (P2) are less urgent than P1 calls and Priority 3 calls (P3) are less urgent than P2 calls. The SPD does not have an adopted response time standard.

Table 4-9 displays the SPD's average citywide response time and the response times for District 6 and Citywide for P2 and P3 calls.

4.0 INFRASTRUCTURE ANALYSIS

TABLE 4-9
SACRAMENTO POLICE DEPARTMENT
AVERAGE RESPONSE TIMES FOR PRIORITY 2 AND PRIORITY 3 CALLS

Patrol Beat	Average Response Times	
	Priority 2 Calls	Priority 3 Calls
District 6	07:00	08:47
Citywide	07:50	10:13

Source: Chief Najera 2007.

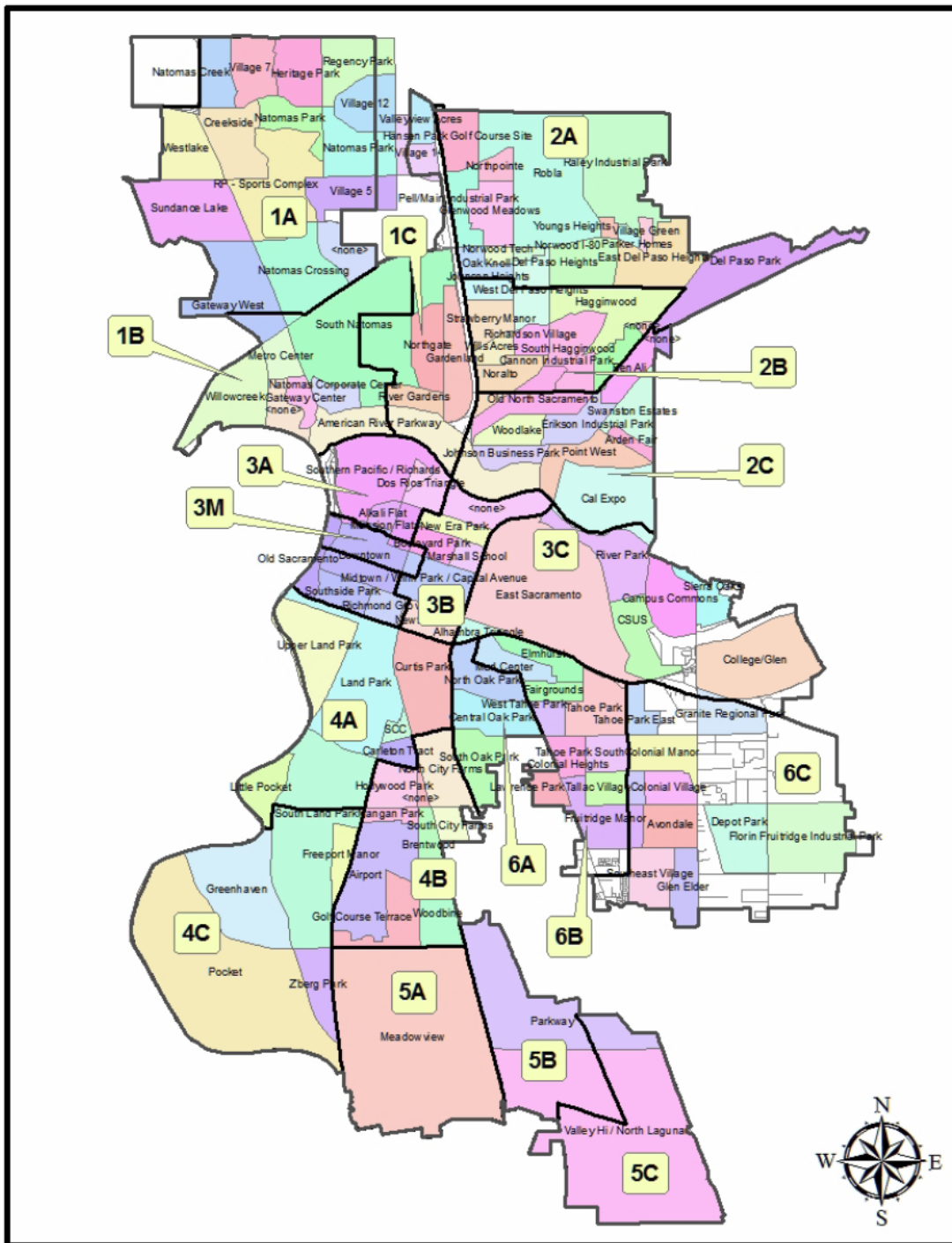
According to the SPD Annual Report 2005, the Police Communications Center received 948,586 calls, a total of 456,952 calls were dispatched and citizen calls for service resulted in 320,025 patrol dispatches.

Shared Facilities

The SCSD and SPD are unique in that they maintain some shared facilities and conduct specialized training together. The two departments share the same facility for their training academies, but maintain two separate programs, one for Police recruits and one for Sheriff recruits. Additionally, the K-9 units and Emergency Vehicle Operations Center utilize joint facilities and the SWAT teams conduct specialized trainings together.

4.0 INFRASTRUCTURE ANALYSIS

Figure 4.4 Sacramento City Neighborhoods and Police Beats



4.0 INFRASTRUCTURE ANALYSIS

Plans and Requirements Related to Service Provision

City of Sacramento General Plan

The City is currently in the process of updating the City's General Plan. The Public Facilities Element was last updated in 1988. **Table 4-10** identifies the City's 1988 General Plan and Draft 2030 General Plan police service policies that are directly applicable to the proposed project, and presents an evaluation of the consistency of the project with these statements.

TABLE 4-10

PROJECT CONSISTENCY WITH RELEVANT CITY OF SACRAMENTO 1988 GENERAL PLAN AND 2030 DRAFT GENERAL PLAN POLICIES: POLICE PROTECTION

Adopted 1988 General Plan Policies	Consistency with Policy	Analysis
Policy 1: Continue Police Department participation in the review of subdivision proposals and in assisting the Public Works Department with traffic matters.	Yes	Annexation of the project area would result in the inclusion of Aspen 1 into the City, any future development project, including subdivision proposals, would require review by Police Department.
Draft 2030 General Plan Policies	Consistency with Policy	Analysis
PHS 1.1.4: Timing of Services. The City shall ensure that development of police facilities and delivery of services keeps pace with development and growth in the city.	Yes	The Aspen 1 SOI Amendment ensures that the City will grow in a logical manner and allows Police Department to plan for future growth.
PHS 1.1.7: Development Review. The City shall continue to include the Police Department in the review of development projects to adequately address crime and safety, and promote the implementation of <i>Crime Prevention through Environmental Design principles</i> .	Yes	Annexation of the project area would result in the inclusion of Aspen 1; any future development project would require Police Department review.

City of Sacramento Municipal Code

Chapter 2.20 (Police Department) of the City's Municipal Code sets forth the guidelines for the SPD and includes no relevant public services regulations that are directly applicable to the proposed project.

4.0 INFRASTRUCTURE ANALYSIS

ASPEN 1 AREA LEVEL OF SERVICE AND IMPROVEMENTS

Reorganization of service boundaries from the County to the City will result in a loss of territory and revenue for the county from property tax and future sales tax. The Sheriff's Department and CHP, unless an incident occurred on a State Highway or on State owned property, would no longer provide law enforcement service to the Aspen 1 area. A Property Tax Exchange Agreement by the County with the City, which would be a component of the Annexation of the property, will not significantly reduce County funding available to provide adequate services in the balance of the unincorporated area. The County will still be able to provide adequate law enforcement services at their current level without the Aspen 1 area in their service boundaries.

Upon annexation, the Aspen 1 area would be served by the City of Sacramento's Police Department. The existing vacant property would result in a minimal impact on City Police services (Taylor, 2008). The City currently provides police service to the adjacent area and the Aspen 1 site is surrounded on three sides by the City, allowing efficient access to the area.

Annexation of the Aspen 1 area into the City would subject the Aspen 1 area to City ordinances. The SPD is knowledgeable of City ordinances and would be an appropriate primary police services provider for the Aspen 1 area after annexation.

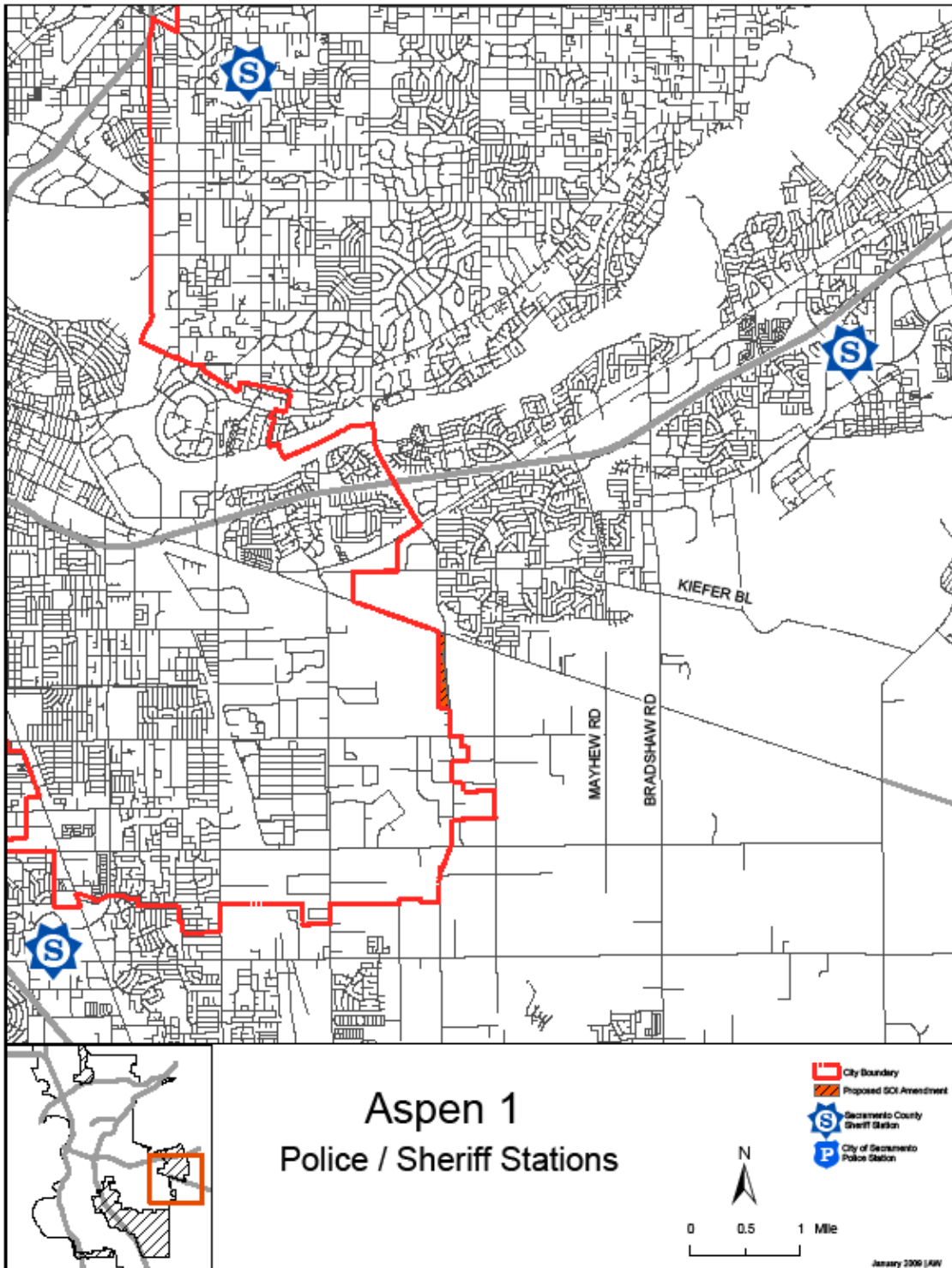
DETERMINATION

Sacramento County's Sheriff's Department is able to provide adequate service without the Aspen 1 area in its service boundaries. A future Property Tax Exchange Agreement with the City and the County will maintain funding for the County to provide adequate service.

Development within the project area will increase the need for higher levels of law enforcement and fire protection within the Aspen 1 area, including additional staffing and vehicles, but would not necessitate the construction of additional police facilities. The City of Sacramento's Fire Department is already providing adequate service to the area. The City of Sacramento's Police Department is available to provide mutual aid to the area and is able to provide full police services to the area.

4.0 INFRASTRUCTURE ANALYSIS

Figure 4.5 Police and Facilities in Project Vicinity



4.0 INFRASTRUCTURE ANALYSIS

4.7 ANIMAL CONTROL

EXISTING LEVELS OF SERVICE AND INFRASTRUCTURE

Currently, the project area is served by Sacramento County's Animal Care and Regulation. Upon annexation, the project will be served by the City of Sacramento's Animal Care Division.

Sacramento County Animal Care and Regulation

Sacramento County's Animal Care and Regulation provides animal control services for the unincorporated County of Sacramento and to cities that contract with the County for service. They receive more than 18,000 animals a year. The County cares for, licenses, regulates animals, and prevents rabies. They also investigate, quarantine, and help prosecute cases of vicious and dangerous animals, as well as animal cruelty. They patrol for, impound and whenever possible, find homes for the thousands of unwanted animals. The County is a member of the Humane Society of the United States.

City of Sacramento Animal Care Division

The City of Sacramento's Animal Care Division currently provides the following services to the City of Sacramento:

- Rescuing and transporting animals
- Impounding loose and stray animals, or relocating wild animals
- Administering a rabies control program,
- Investigating and helping citizens resolve related nuisance problems,
- Assisting other agencies such as the Sacramento Society for Prevention of Cruelty to Animals (SSPCA), the Police and Fire Department, and California Highway Patrol, and
- Educating pet owners on the importance of spaying or neutering their cats and dogs.

The animal care facility in the closest proximity to the Aspen 1 area is the City's animal care shelter located on 2127 Front Street, approximately twelve miles away. The nearest County animal care shelter is located on 4290 Bradshaw Rd, approximately five miles away.

PLANS AND REGULATIONS RELATIVE TO SERVICE PROVISION

All regulations and standards are set within the City's Municipal Code Section 9.44.

ASPEN 1 AREA LEVEL OF SERVICE AND INFRASTRUCTURE

The City of Sacramento's Animal Care Division currently employs 41 full time equivalent staff members, which includes Animal Control Officers (ACO), administrative staff, kennel technicians,

4.0 INFRASTRUCTURE ANALYSIS

and veterinarians. In addition to full time staff, the Division employs veterinary students from UC Davis to assist in surgeries, and approximately 70 volunteers for animal care and other related duties.

The Division operates out of three buildings to provide services such as dogs kenneling, isolation, quarantine, processing, examination, euthanasia, adoption, pet licensing, and other services.

According to Department officials, the Administration building was remodeled 10 years ago and is susceptible to roof leaks. The air conditioning systems for the animals are antiquated and were unable to provide sufficient cooling for the animals during the summer of 2006. (Personal communication, Donna Wicky, Administrative Officer)

The Division also operates a portable surgical trailer for spay and neutering animals. The trailer is usually located on-site, unless deployed in various neighborhoods throughout the year to provide income adjusted spay and neutering services.

The Division is meeting the needs of the City by prioritizing services. Animal Control Officers (ACOs) respond to the most urgent calls first, which includes requests by law enforcement, dog bites, and any animal that can be considered hazardous to the health and safety of humans and animals. Lower priority calls are taken care of as additional resources are available.

The Division has received \$1.5 million to construct a new cattery to house 67 adoptable cats and incoming kittens, with supporting facilities, a multipurpose room for meetings and trainings, and a display area for adoptions from the Community Reinvestment Capitol Improvement Program.

DETERMINATION

The County's Animal Care and Regulation is able to provide adequate service without the Aspen 1 area in its service area. The City's Animal Control Division is able to provide adequate service to the Aspen 1 area as the demand for services in a vacant site is low.

4.0 INFRASTRUCTURE ANALYSIS

4.8 CODE ENFORCEMENT

Code Enforcement services are currently provided by Sacramento County. Following annexation, the services would be assumed by the City of Sacramento.

EXISTING LEVELS OF SERVICE AND IMPROVEMENTS

Sacramento County Code Enforcement Division

Sacramento County's Code Enforcement Division is organized under three geographical teams to enforce housing, zoning code violations and abandoned vehicle abatement. Services that the Division provides include boarding of structures, removal of junk and rubbish, abatement of junk vehicles, civil and criminal citations, and demolition of dangerous buildings.

City of Sacramento Code Enforcement Department

Upon annexation, the project area would be served by the City of Sacramento's Code Enforcement Department. The City enforces various state and local codes and ordinances relating to community and neighborhood nuisances, residential and commercial structures, and business. The department responds to approximately 35,000 to 40,000 complaints per year relating to illegal dumping, abandoned vehicles, graffiti, zoning violations, blight, dangerous buildings, substandard buildings, vacant buildings, pests, environmental health, and specific codes and ordinances relating to businesses. Code enforcement officers determine if a complaint is justified, and then take appropriate action to remedy violations.

The Department has two offices: City Hall and South Sacramento. There are approximately 30 code enforcement officers serving the entire city. The area south of the American River and east of Highway 99, which includes the Aspen 1 area, is served by five full-time and one part-time code enforcement officer. Each officer has basic equipment including a vehicle, computer, and radio.

Department staff has indicated that the goal of the City is to respond to most complaints within one week of receipt. Response times to complaints vary by the type of complaint. The Department provides 24-hour incident response to more urgent code enforcement complaints requiring action. Data for FY04 shows the average response time for abandoned vehicle abatement was 15.75 days.

The Department is continuing to further develop their Business Compliance Division by implementing enforcement plans for new program areas such as taxi cabs, mobile food vending, tow trucks, card rooms, and other areas.

PLANS AND REGULATIONS RELATIVE TO SERVICE PROVISION

All regulations and standards are set by the City's municipal codes. Regulations and standards are also set by the state. The Department is responsible for enforcing the various City municipal codes and state regulations relating to blight, nuisance, health, safety, and businesses.

4.0 INFRASTRUCTURE ANALYSIS

ASPEN 1 AREA LEVEL OF SERVICE AND INFRASTRUCTURE

The vacant, fenced site is expected to have very little demand for code enforcement compliance. Code enforcement services provided by the City's Code Enforcement Department is logical since Department staff are knowledgeable and responsible for enforcing the City's code once the Aspen 1 area is annexed into the City.

DETERMINATION

The County's Code Enforcement Division is able to provide adequate service without the Aspen 1 area in its service area.

The Aspen 1 SOI Amendment will not result in additional demands for code enforcement services. Future development of the project would require the provision of additional officers in the long-term, but immediate needs are met with existing personnel and infrastructure. Aspen 1 would not necessitate the construction of additional facilities.

4.0 INFRASTRUCTURE ANALYSIS

4.9 PARKS AND RECREATION

The current authorized parks and recreation service provider is the Cordova Recreation and Park District (CRPD). Currently, there are no park and recreation services provided to the Aspen 1 area. Upon future annexation into the City, the City of Sacramento's Department of Parks and Recreation would provide parks and recreation services to the Aspen 1 area.

Existing levels of Service and Infrastructure

Cordova Recreation and Park District (CRPD)

The CRPD, is located in the southeast portion of the County, directly east of the City of Sacramento serving a population 120,000 which includes of the City of Rancho Cordova, as well as portions of unincorporated Sacramento County. CRPD encompasses 74 square miles. The District has 34 parks, with a total of 438± acres developed, and 13 parks are currently undeveloped. The Aspen 1 area is located along the western boundary of the CRPD. CRPD has a ratio of 2.92 acres of park land per 1,000 residents. The District maintains facilities such as: baseball, softball, little league, and soccer fields; basketball, tennis, and horseshoe courts; community and sports centers/gymnasiums; lake/fishing; open play fields; petting barn; picnic areas; play apparatus; restrooms; swimming pools; track; and trail access. The District is the authorized parks and recreation provider for the Aspen 1, but currently does not serve the Aspen 1 area. There are no parks within Aspen 1 and the closest CRPD Park is Manlove Park, which is less than three miles from the Aspen 1 area. Manlove Park is approximately 3 acres and includes an individual picnic area and a play apparatus.

City of Sacramento Department of Parks and Recreation

The City of Sacramento Department of Parks and Recreation currently maintains and operates 3812 acres of parkland, parkways, and open space. The department maintains facilities such as bike trails, community centers, skate parks, dog parks, aquatic facilities, clubhouses, soccer fields, softball fields, tennis courts, basketball courts, bocce courts, horseshoe pits, golf courses, shooting range, community gardens, and picnic areas.

The Aspen 1 area is within three miles of Granite Regional Park. Granite Regional Park Phase I was opened in 2001 and includes a dog park, three soccer fields, including one all-weather, skateboard park, horseshoe pits, group picnic area, lake, landscaped turf and walkways, and a parking lot. The completed portions of Phase II include a soccer field, skate park, dog park, and parking lot. The Phase II-A projects still under construction include: parking lot lighting; skate park and a parking lot camera project; skate park landscaping; skate park turnstiles; soccer field bleachers; dog park expansion; and the addition of a small and timid dog park.

According to the Parks and Recreation Master Plan 2005, citywide, some existing recreational facilities are aging due to excessive usage and require refurbishment. Old-style restroom facilities are difficult to keep clean and functional, and require updating to current standards. Several facilities are currently undergoing renovations to update the facilities and ensure compliance with Americans with Disabilities Act (ADA). Currently, there are 166 park, recreation and bikeway capital improvement projects in planning, design, or construction phase and all new parks are ADA compliant.

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National trends in park planning now include providing community gardens and skate parks. The Department is currently in the process of providing more community gardens and skate parks.

Staff has indicated that areas experiencing new growth may experience delay in receiving full recreational services or programs that established areas currently receive, as it may take some time before services are fully established to serve new growth areas. Chapter 18.44 of the City's Code imposes a park development fee on residential and non-residential development within the City. Fees collected pursuant to Chapter 18.44 are primarily used to finance the construction of park facilities caused by the additional persons residing or employed on the property as a result of the development.

Plans and Regulatory Requirements

Federal

There are no federal regulations associated with parks and open space that apply to this project.

State

State Public Park Preservation Act

The primary instrument for protecting and preserving parkland is the State Public Park Preservation Act. Under the Public Resources Code, cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired. This provides no net loss of parkland and facilities.

Quimby Act

California Government Code section 66477, Subdivision Map Act, referred to as the Quimby Act, permits local jurisdictions to require the dedication of land and/or the payment of in-lieu fees solely for park and recreation purposes. The required dedication and/or fee are based upon the residential density, parkland cost, and other factors. Land dedication and fees collected pursuant to the Quimby Act may be used for acquisition, improvement, and expansion of park, playground, and recreational facilities or the development of public school grounds.

Local

City of Sacramento General Plan

The City is currently in the process of updating the City's General Plan. The Public Facilities Element was last updated in 1988. Table 4-11 identifies the City's 1988 General Plan and Draft 2030 General Plan police service policies that are directly applicable to the proposed project, and presents an evaluation of the consistency of the project with these statements.

4.0 INFRASTRUCTURE ANALYSIS

TABLE 4-11

**PROJECT CONSISTENCY WITH RELEVANT CITY OF SACRAMENTO 1988 GENERAL PLAN AND 2030
DRAFT GENERAL PLAN POLICIES: PARKS AND RECREATION**

Adopted 1988 General Plan Policies	Consistency with Policy	Analysis
Goal A: Provide adequate parks and recreation services in all parts of the City, adopted to the needs and desires of each neighborhood and community. Attempt to achieve the park acreage standards established in the Parks and Recreation Master Plan.	Yes	Annexation of the project area would result in the inclusion of Aspen 1 into the City, any future development project, including subdivision proposals, would require review by the Parks and Recreation Department.
Draft 2030 General Plan Policies	Consistency with Policy	Analysis
ERC 2.2.2 Timing of Services. The City shall ensure that the development of parks and community and recreation facilities and services keeps pace with development and growth within the city..	Yes	The Aspen 1 SOI Amendment ensures that the City will grow in a logical manner and allows the Parks and Recreation Department to plan for future growth.
ERC 2.5.4 Capital Funding. The City shall fund the costs of acquisition and development of City neighborhood and community parks and community and recreation facilities through land dedication, in lieu fees, and/or development impact fees.	Yes	Annexation of the project area would result in the inclusion of Aspen 1; any future development project would fund additional City parks.

City of Sacramento Municipal Code

Chapter 12.72 Park Buildings and Recreational Facilities

The City's Municipal Code includes regulations associated with building and park use, fund raising, permit procedures, and various miscellaneous provisions related to parks. Park use regulations include a list of activities that require permits for organized activities that include groups of 50 or more people for longer than 30 minutes; amplified sound; commercial and business activities; and fund raising activities. This code also includes a list of prohibited uses within parks such as unleashed pets; firearms of any type; and drinking alcoholic beverages, or smoking near children's playground areas. Activities such as golfing, swimming, and horseback riding are only permitted within the appropriate designated areas.

4.0 INFRASTRUCTURE ANALYSIS

Chapter 16.64 Parks and Recreational Facilities

Chapter 16.64 of the Municipal Code provides standards and formulas for the dedication of parkland and in-lieu fees. These policies help the City acquire new parkland. This chapter sets forth the standard that five acres of property for each 1,000 persons residing within the city be devoted to local recreation and park purposes. Where a recreational or park facility has been designated in the general plan or a specific plan, and is to be located in whole or in part within a proposed subdivision to serve the immediate and future needs of the residents of the subdivision, the subdivider shall dedicate land for a local recreation or park facility sufficient in size and topography to serve the residents of the subdivision. The amount of land to be provided shall be determined pursuant to the appropriate standards and formula contained within the chapter. Under the appropriate circumstances, the subdivider shall, in lieu of dedication of land, pay a fee equal to the value of the land prescribed for dedication to be used for recreational and park facilities which will serve the residents of the area being subdivided.

Chapter 18.44 Park Development Impact Fee

Chapter 18.44 of the City's Code imposes a park development fee on residential and non-residential development within the city. Fees collected pursuant to Chapter 18.44 are primarily used to finance the construction of park facilities. The park fees are assessed upon landowners developing property in order to provide all or a portion of the funds which will be necessary to provide neighborhood or community parks required to meet the needs of and address the impacts caused by the additional persons residing or employed on the property as a result of the development.

Department of Parks and Recreation

The Parks Department maintains more than 2,400 acres of developed parkland, and manages more than 212 parks, 79 miles of road bikeways and trails, 17 lakes, ponds or beaches, over 20 aquatic facilities and provides park and recreation services at City-owned facilities within the City of Sacramento (see Figure 6.9-1).³ Several facilities within the city of Sacramento are owned or operated by other jurisdictions, such as the County of Sacramento and the State of California. The City of Sacramento Parks and Recreation Master Plan (PRMP) guides park development in the City.

Parks are generally categorized into five distinct park types by the Parks Department: 1) neighborhood, 2) community, 3) regional parks, and 4) Open Space/Parkways.⁴

Neighborhood Parks are generally five to ten acres in size and are intended to be used primarily by residents within a half-mile radius. Neighborhood parks contribute to a sense of community by providing gathering places for recreation, entertainment, sports, or quiet relaxation. Some neighborhood parks are situated adjacent to elementary schools, and

³ City of Sacramento, *Parks and Recreation Master Plan*, December 2004, Overview Chapter, p. 8.

⁴ City of Sacramento, Department of Parks and Recreation, Park Category Descriptions
<www.cityofsacramento.org/parksandrecreation/ppdd/park_category.htm>, accessed October 10, 2007.

4.0 INFRASTRUCTURE ANALYSIS

improvements are generally oriented toward the recreation needs of children. In addition to landscaping, improvements might include a tot lot, or unlighted sport fields or tennis courts. Urban Plazas/Pocket Parks generally fall under the category of neighborhood-serving parks and tend to be less than five acres in size. These parks are more appropriate for areas of denser urban and mixed use development.

Community Parks are generally 10 to 60 acres in size and have a service area of approximately two to three miles, which encompasses several neighborhoods and meets the requirements of a large portion of the city. As with neighborhood parks, community parks are important in establishing a community identity. In addition to neighborhood park elements, a community park might also have restrooms, on-site parking, a community center, a swimming pool, lighted sports fields or courts, and other specialized facilities not found in a neighborhood park. Some of the smaller community parks may be dedicated to one use, and some elements of the park might be leased to community groups.

Citywide/Regional Parks are larger sites developed with a wide range of improvements usually not found in local neighborhood or community facilities to meet the needs of the entire city population. In addition to neighborhood and community park type improvements, regional parks may include softball fields, tennis courts, a golf course, marina, amusement area, zoo, nature area, and other amenities. Some elements in the park may be under lease to community groups.

Open Space/Parkways have limited uses, but serve an important function of recreating in a natural setting and providing connections within the city. Open space areas are natural areas that are set aside primarily to enhance the city's environmental amenities. Recreational use of these sites is generally limited to natural features of the sites, such as native plant communities or wildlife habitat. Parkways are similar to open space areas because they also have limited recreational uses and are primarily used as corridors for pedestrians and bicyclists, linking residential uses to schools, parks, and commercial developments. Parkways are typically linear and narrow, may be situated along an existing corridor such as an abandoned railroad line, roadway, waterway, or other common corridors.

When these parks are designed, the local character, history, and preferences of the community are taken into account to reflect a neighborhood's identity.⁵

Citywide/Regionally Serving Parks and Trails

Generally, the City wide/Regionally serving category is comprised of regional parks, linear parks/parkways, and open space. However, it should be noted that some portions of these

5 City of Sacramento, *Parks and Recreation Master Plan*, December 2004, Services Chapter, p. 13.

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sites/acreages are also considered Community/Neighborhood Serving due to their location near existing communities.

Neighborhood/Community Serving Parks

As indicated in the Parks Department PRMP, the service goal of five acres per 1,000 persons includes neighborhood and community park acreage.⁶ As of 2005, approximately five acres per 1,000 persons is provided.⁷

Provision of Recreation Areas

When determining whether the City of Sacramento is meeting its service level goals, the City considers neighborhood parks and community parks together as “neighborhood/community serving” acreage, with a total goal of five acres per 1,000 residents. Included in the “citywide/regionally serving” service level goal are regional parks, linear parks/parkways, and open space. These three types of facilities are considered together toward the goal of eight acres per 1,000 residents.

Facilities Compared with Plan Standards

Parks and Recreation Services Goal is to provide adequate parks and recreational services in all parts of the city, adapted to the needs and desires of each neighborhood and community, and attempting to achieve the acreage service level goals established in the Parks and Recreation Master Plan. The Public Facilities and Services Element of the City General Plan includes several policies and standards related to recreation.

Aspen 1 Area Level of Service and Infrastructure

According to the Cordova Recreation and Park District Master Plan, adopted in 2004 and currently being updated, the District has no proposed plans to develop parks within the Aspen 1 area. CRPD has an overall park service goal of five acres for every 1,000 residents in its planning area.

There are no CR&PD facilities in the Aspen 1 area,

Reorganization of the parks and recreation services will impact the District and result in the detachment of the Aspen 1 area from CRPD’s service boundaries, causing loss of tax revenue to the District. At the time of Annexation, the City may make an offer to the District to replace the lost revenues as a result of the boundary reorganization, in the form of a Tax Exchange Agreement. With no net loss in funding, CRPD would still be able to provide adequate park and recreation services at their current level without the Aspen 1 area in their service boundaries.

The Parks Department has no active plans to provide parks and recreation services to the Aspen 1 area. The City of Sacramento Parks and Recreation Master Plan calls for a total ratio of

6 City of Sacramento, *Parks and Recreation Master Plan*, December 2004, Assessment Chapter, Table 8.

7 Calculated using 2,176 Neighborhood/Community park land acres and a 2005 population of 446,552.

4.0 INFRASTRUCTURE ANALYSIS

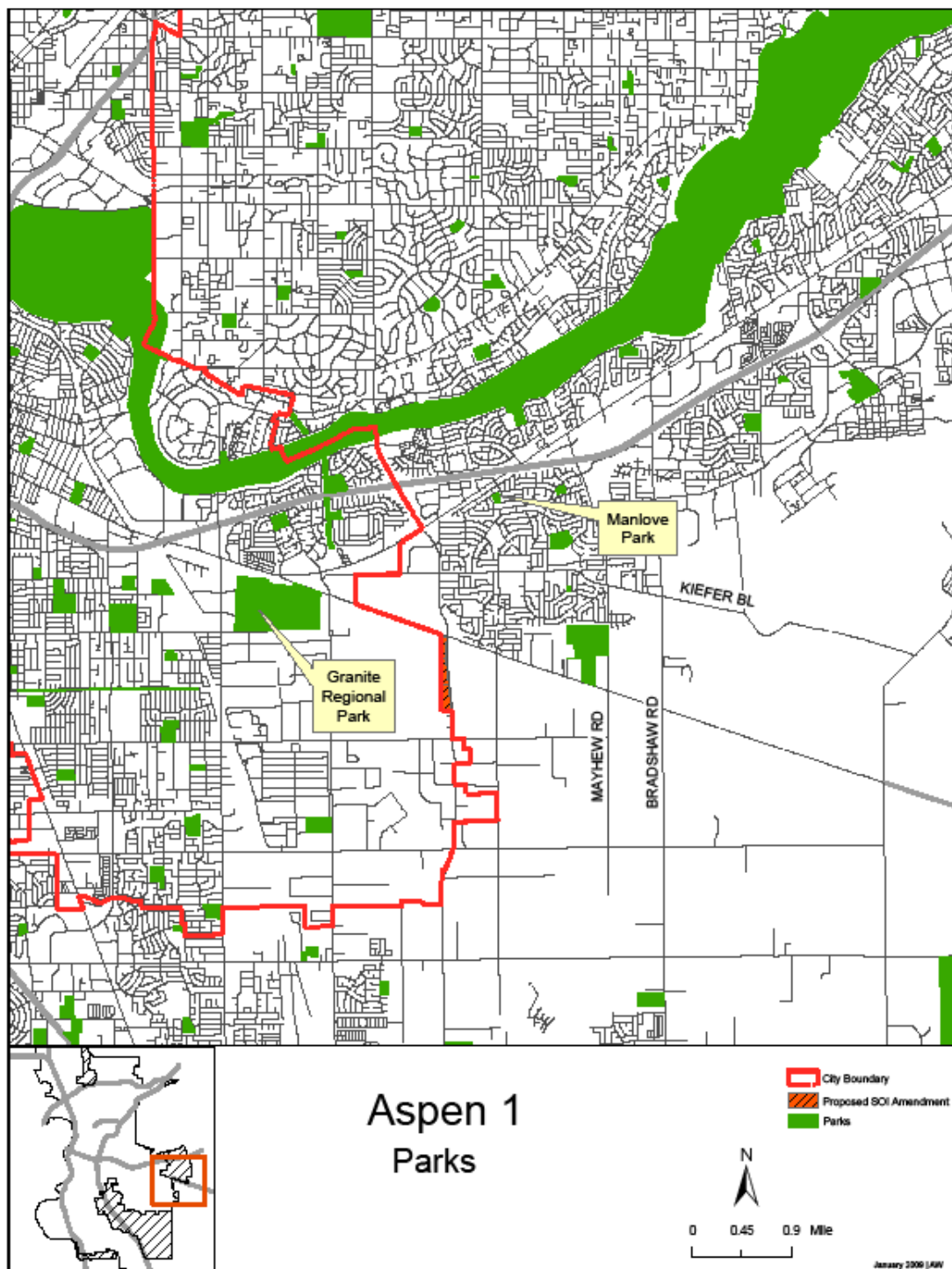
approximately thirteen park acres per 1,000 residents. The 13 park acres are separated further to three categories of parks: Neighborhood Serving Acres (2.5-acres per 1,000 residents), Community Serving Acres (2.5-acres per 1,000 residents), and Citywide/Regionally Serving Acres: 8-acres per 1,000 residents). Because there is no development associated with this SOI amendment, no park acreage is required.

Determination

Cordova Recreation and Park District is able to provide adequate park and recreation services to district residents without the Aspen 1 area in their service boundary. An approved Tax Exchange Agreement with the City of Sacramento will maintain the current level of funds the District receives. The City of Sacramento's Department of Parks and Recreation has no plans for park and recreation facilities in the Aspen 1 area, but, is able to provide adequate parks and recreation services to the Aspen 1 area.

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Figure 4.6 – Park Facilities in Project Vicinity



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4.10 LIBRARIES

Library services are provided by the Sacramento Public Library Authority. Following annexation, library services would be enhanced to those provided at present.

Existing levels of Service and Infrastructure

Sacramento Public Library

The Sacramento Public Library Authority (SPL) is a joint powers agency of the County and the City. The SPL provides a variety of library services to the residents of the City and County, and operates 26 branches and bookmobiles.

The Sacramento Public Library (SPL) provides library services to 1,269,000 residents of Sacramento County, except Folsom, through its 27 branches and two bookmobiles. The Library's total collection houses approximately 1,700,000 volumes of print, including books and periodicals, in addition to providing over 100,000 audio-visual items. The Colonial Heights Library currently serves the Fruitridge area east of Highway 99, which includes the project area. Guided by the Sacramento's Public Library Facilities Master Plan, a new branch is being planned at 65th Street and Folsom Boulevard to serve the eastern portion of the City of Sacramento. The Colonial Heights facility is also expected to be renovated and expanded at its current location to accommodate the community's existing residents and allow it to continue to serve the Fruitridge area.

Both the Colonial Heights Library Branch future 65th and Folsom Library are within nine miles of the project site. **Figure 4.5** shows both their locations.

Plans and Regulations Relative to Service Provision

There are no federal or state policies regarding library services that are directly applicable to the project.

Local

City of Sacramento General Plan

There are no specific policies associated with libraries that would apply to the project.

Aspen 1 Area Level of Service and Infrastructure

The Colonial Heights Library Branch is currently accommodating the residents of the Fruitridge area. The new library facility has been planned to accommodate growth in the eastern portion of the City of Sacramento area, and is expected to be sufficient to adequately serve residents. There are currently no funding sources to expand the Colonial Heights Library or construct the 65th and Folsom Library.

The Aspen 1 area is currently vacant and would not result in significantly increased usage to the Colonial Heights Library and the future 65th and Folsom Library. In November 2004, Sacramento

4.0 INFRASTRUCTURE ANALYSIS

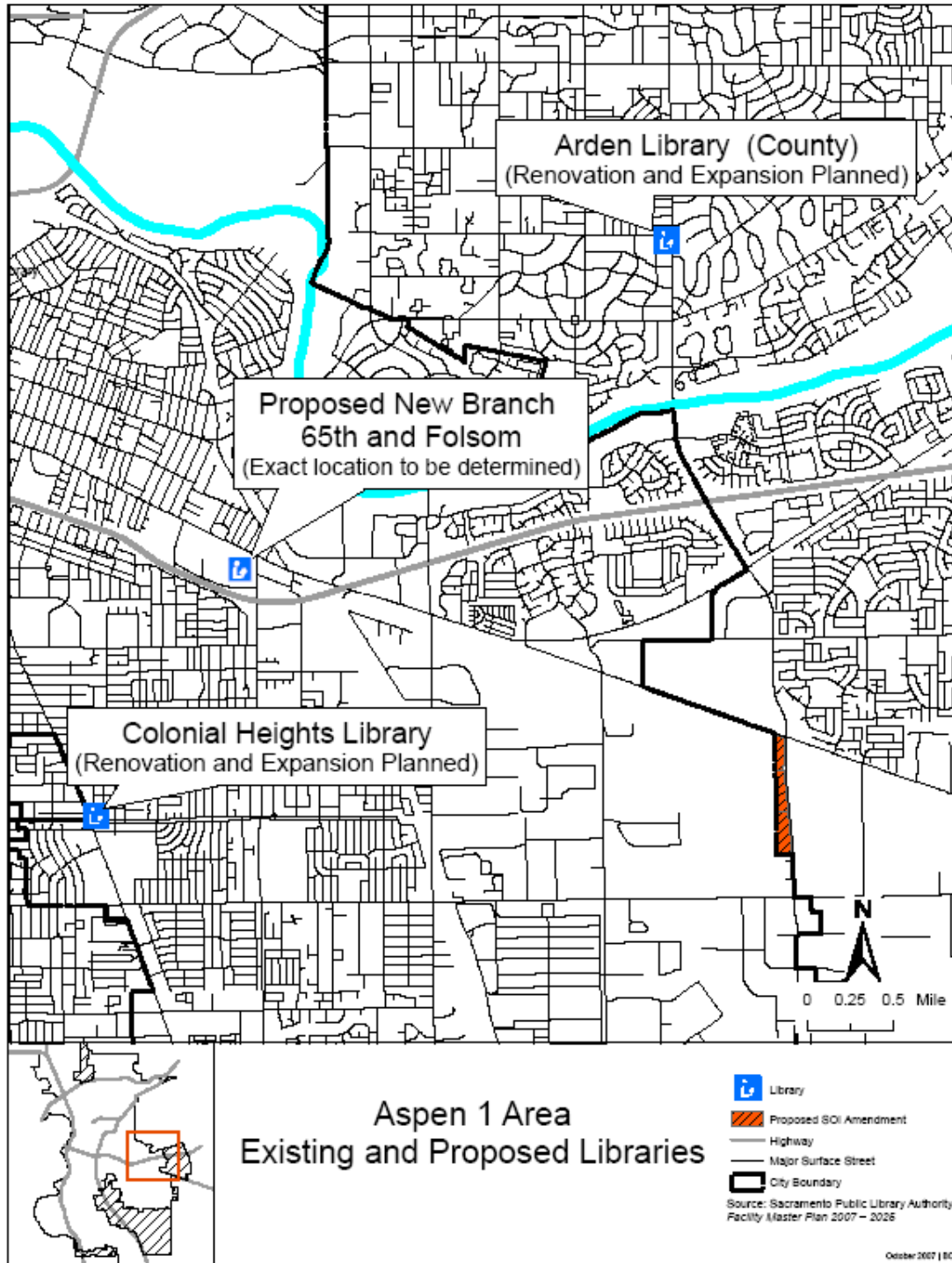
voters approved Measure X, an initiative to continue a parcel tax providing the library with 30 percent of its operating revenues. If proposed in the future, residential units in the Aspen 1 area would be subject to Measure X. Any future projects would also be required to pay development fees through the finance plan that would support the funding of public services needed to serve all development within the project area.

Determination

The Sacramento Public Library Joint Powers Agreement is already providing service to the area and has sufficient capacity to adequately serve the project area. The JPA has plans to construct a library which would serve any future needs of the Aspen 1 site.

4.0 INFRASTRUCTURE ANALYSIS

Figure 4.7 Existing and Proposed Libraries in Project Vicinity



4.0 INFRASTRUCTURE ANALYSIS

4.11 ELECTRICITY AND NATURAL GAS

Existing levels of Service and Infrastructure

Electricity is currently provided by the Sacramento Municipal Utility District. Natural Gas service is currently supplied by Pacific Gas & Electricity, a private provider. Private providers do not fall under the jurisdiction of LAFCo.

Plans and Regulations Affecting Service Provision

Sacramento County LAFCo Policies, Standards and Procedures

Sacramento County LAFCo Policies, Standards and Procedures do not specifically address provisions associated with electricity and natural gas services. However, these provisions do require that proposed annexations are consistent with applicable service elements of the Sphere of Influence of the City and that adequate services be provided within the time frame needed for the inhabitants of the annexation area (Section I, Standard Number 4). In addition, LAFCo requires that the annexation provide for the lowest cost and highest quality of urban services (Section I, Standard Number 5). As discussed further below, the proposed project would result in the provision of adequate utility services consistent with LAFCo provisions.

Study Area Level of Service and Infrastructure

Pacific Gas and Electricity

Natural Gas Service

Pacific Gas and Electric (PG&E) is currently providing natural gas service to customers surrounding the Aspen 1 area. PG&E is a private provider and does not fall under the purview of LAFCo.

PG&E has reviewed the proposed Sphere of Influence amendment and have indicated that they are able to provide natural gas to the Aspen 1 area. There is adequate capacity to serve future development. Any future development could tie into existing facilities. Additional off-site extensions will not be required.

Sacramento Municipal Utility District

Electricity Service

Sacramento Municipal Utility District (SMUD) has reviewed the project and has indicated that they are able to provide electricity for the undeveloped Aspen 1 area. There is adequate capacity to serve future development.

4.0 INFRASTRUCTURE ANALYSIS

Electrical infrastructure is already in place serving surrounding the Aspen 1 area. The project would tie into existing overhead and underground facilities. Additional off-site extensions will not be required.

Determination

Pacific Gas and Electric, a private provider, is currently providing natural gas to the Aspen 1 area and is able to adequately serve any future growth. Sacramento Municipal Utility District is currently providing electricity surrounding the Aspen 1 area and will be able to adequately serve any future development. Sufficient infrastructure is in place to accommodate future development within the entire Aspen 1 area. There will be no change in service providers.

5.0 COST AVOIDANCE OPPORTUNITIES

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This section of the Municipal Service Review considers the potential cost avoidance opportunities available to the City of Sacramento and service providers to the site relative to the provision of services to the Aspen 1 territory. Cost avoidance opportunities include any potential sources of reduction in costs associated with service provision, potential sharing of facilities, and any other capital or operational actions or programs which may result in a more efficient and streamlined provision of services to the properties within the annexation area. This analysis includes both potential and previously implemented cost avoidance measures.

As the primary source of budgeting and financing for urban services, the City of Sacramento General Plan, overall budgetary and management practices have been evaluated for potential cost avoidance measures. In 2008, the City of Sacramento identified several strategies to close the projected budget deficit. These included:

- Reduction in labor costs;
- Reduction in service and supply expenses;
- Increase reimbursements from other sources;
- Identification of new revenues to help offset costs of services;
- Consolidation of programs and services to increase efficiencies; and,
- Department Audit Program.

In addition to the measures listed above, cost avoidance activities are used throughout City operations. Activities vary from minor to major, and include those listed below:

Department of Utilities

The City of Sacramento Department of Utilities, Solid Waste Division recently completed the consolidation of utility billing, solid waste, water, sewer, and storm drainage customer services. This will result in reduction of costs and a more efficient operation. Also, the Department has recently relocated a number of employees to the North Area Corporation Yard, which has resulted in more efficient operations, including less driving time, less fuel usage, and reduced overtime.

The Department is also currently proposing to construct and operate a new solid waste transfer station and a materials recovery facility to serve the northern areas of the City. This would assist in stabilizing rising solid waste collection costs and would eliminate the need for waste and recycling collection trucks to travel from the City's northern areas to south Sacramento and the County North Area Recovery Station.

Sacramento Area Sewer District / Sacramento Regional County Sanitation District

SASD, the Cities of Citrus Heights, Elk Grove, Rancho Cordova, Folsom, West Sacramento and Sacramento, and the County of Sacramento are benefiting from the formation of SRCSD through the cost and administrative benefits of sharing one regional network and facility, rather than operating their own treatment plants. Services are more efficient and costs are shared among a larger population who benefit.

5.0 COST AVOIDANCE OPPORTUNITIES

All contributing agencies are benefiting from a cost avoidance opportunity by contracting with the County's Water Quality Department for employees to maintain and operate their facilities. SRCSD and SASD do not have any employees in their agencies. The contract workers from the County are already skilled, and because they are from the same department, they both benefit from information sharing and training. The two agencies also benefit from facility sharing, as some of the workers operate out of the same building. The two agencies maintain separate equipment and budgets.

The agencies have a Master Interagency Agreement regarding wastewater management. The facilities are already being shared across multiple agencies and jurisdictions. SASD provides services to unincorporated areas of Sacramento County, the cities of Citrus Heights, Elk Grove, Rancho Cordova, as well as portions of the cities of Folsom and Sacramento. SRCSD provides wastewater treatment for SASD, the Cities of Citrus Heights, Elk Grove, Rancho Cordova, Folsom, West Sacramento and Sacramento, and the County of Sacramento.

Sacramento Area Flood Control Agency

SAFCA was formed through a joint exercise of powers agreement, between the City of Sacramento, Sacramento County, Sutter County, the American River Flood Control District, and RD 1000. The member agencies work together towards providing flood protection to the entire area.

Information is shared across the member agencies, as they are working towards the same protection. During flood emergencies, the agencies share equipment, materials, and labor.

Animal Control

The department recently purchased laptops for Officers for use in the field, which is expected to reduce time spent having to return to the offices and look up data or entering reports.

Department of Transportation

The Department was reorganized in 2004, which included a consolidation of technology and administrative support, resulting in reduced costs in overlapping functions.

Division staff recently began wirelessly accessing the work management system from the field. This has allowed for the staff to be able to spend more of their time in the field and at work sites. The Department has recently relocated a portion of their staff and equipment to the North Area Corporation Yard. The Department is currently sharing facilities with other Departments. The Department utilizes the North Area Corporation Yard, consolidating multiple small corporation yards and office of several departments to reduce operation costs.

Additionally, the Department has implemented a Transportation Programming Guide, a comprehensive document that prioritizes the City's transportation programs and projects. The Department also recently created a Pedestrian Master Plan to incorporate pedestrian friendly designs into new development and to improve current pedestrian deficiencies.

Code Enforcement Department

The Department shares office facilities with other departments within City Hall.

5.0 COST AVOIDANCE OPPORTUNITIES

Parks and Recreation

The Department of Parks and Recreation has implemented a training program that is expected to expand the skills of existing staff, expand knowledge, and provide cross-training to fill vacancies. The Department's use of volunteers allows the Department to effectively utilize limited staffing resources. The Department appoints a volunteer coordinator to work closely with staff to develop and maintain volunteer partnerships with individuals and groups. Volunteers monitor parks, refurbish facilities, remove graffiti, plant shrubs, and provide program support.

Recent upgrades and use of technologies improved internal communications and external customer service. The upgrades increased access and improved service by providing on-line park and recreation reservation and registration to customers.

Additionally, the Parks and Recreation Department plans to significantly reduce costs and improve service delivery by consolidation and reorganizing staff to redistribute lines of responsibility.

The Department secured \$6.7 million in competitive capital grants to develop additional parks in FY08/09. The Department also receives grants for many programs provided for young children, teens, and seniors. The Department also has partnerships and joint use agreements with many other organizations in providing services and use of facilities.

Libraries

The SPL JPA works closely with other agencies and partners with them to provide efficient library services. The Colonial Heights Library Branch serves the Fruitridge area in both the City and the County and has room for expansion. The future 65th and Folsom Library Branch will also serve residents of the eastern portion of the City and will be constructed to meet future demands.

Determination

The City appears to utilize a sufficient range of cost avoidance opportunities; including facilities sharing, consolidation of billing practices, utilizing technologies to improve workflow, and use of volunteers.

The addition of the Aspen 1 territory to the City would not significantly affect the City's cost avoidance activities.

6.0 FINANCING AND RATE RESTRUCTURING

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6.0 FINANCING AND RATE RESTRUCTURING

Financial statements from the adopted FY 2008-09 City budget were reviewed to determine the fiscal status, assess financial practices, and review pertinent management findings.

General Fund

The total City budget in FY 2008-09 is \$964.3 million. Major sources of revenues included: Taxes (68%), Charges for Current Services (28%), and Licenses and Permits (4%). Taxes include property, sales, utility users, business operations, property transfer and transient occupancy taxes collected to fund City general operating costs. Licenses and Permits include revenues collected for construction, maintenance, and/or operation of designated equipment, businesses, buildings, private property and animals.

Charges for current services include parking fees, planning fees, fire fees, community service fees, jail booking fees, registration fees, compliance fees, special districts assessments, fire permit fees, code compliance fees, and lighting and landscaping fees.

Other sources of revenue include development impact fees, which cover new capital needs directly related to growth. Such fees include: Park Development Impact Fee and School Impact Fees. Enterprise funds (a separate accounting and financial reporting mechanism for municipal services for which a fee is charged in exchange for goods or services) including water, sewer, drainage, solid waste, parking, community center, and marina. The City also collects an annual landscape & lighting assessment and will be requiring park maintenance fees in certain new development areas (e.g., Panhandle and Greenbriar).

The General Fund provides support to the Mayor and City Council Office, Charter Offices, Support Services, Police, Fire, General Services, Transportation, Neighborhood Services, Parks and Recreation, Development Services and Convention, Culture and Leisure Department, Code Enforcements, and Economic Development for operations and capital improvements.

Another revenue source is the recently (November 2008) approved Measure O. Measure O is an amendment of the Utility User Tax ordinance to reduce the tax on communications users from 7.5% to 7.0% but will tax the following communication services: central office and custom calling features (including but not limited to call waiting, call forwarding, caller identification, and three-way calling); local number portability; text messaging; instant messaging; Ancillary Telecommunications Services; prepaid and post-paid telecommunications services; Mobile Telecommunications Services; Private Communications Services; paging services; Video Services; 800 service (or any other toll-free numbers designated by the Federal Communications Commission); and any 900 service (or any other toll-free numbers designated by the Federal Communications Commission for services whereby subscribers call in to pre-recorded or liver service).

Major sources of expenditures included Operating Expenditures (62%), and Capital Improvements (9%). The current reserve level is \$193 million, which is 20% of General Fund revenues. In terms of department-specific expenditures, the Financial statements from the adopted FY 2008-09 City budget were reviewed to determine the fiscal status, assess financial practices, and review pertinent management findings.

6.0 FINANCING AND RATE RESTRUCTURING

Proposition 1A has reduced the potential impacts of the State Budget on the City; it limits the States ability to shift tax revenues and implemented the requirement that any shifts be treated as loans to be repaid.

Reserves for Economic Uncertainty

The FY 2008-09 proposed budget noted the current reserve level at \$193 million; 20% of all budgeted revenues.

Impact of State Budget

The City budget noted that the potential impacts of State Budget actions on the City are much less in recent years due to the limits Proposition 1A places on the State's ability to shift tax revenues and the requirement that the shifts be treated as loans to be repaid. According to the City's budget, until the State solves its budget structural gap, funding for the City will continue to be at risk. According to the Sacramento Bee article "Deficit is clear, remedy is not - Solutions raise new dilemmas" of November 16, 2008: "Depending on whose numbers you use, California is facing a budget deficit of from \$24.2 billion to \$27.8 billion over the next 19 months. To close the gap, legislators and Gov. Arnold Schwarzenegger are mulling over – and arguing about – a host of possible ways to increase revenue and cut spending." Municipal budgets are potential targets for closing the State's budget gap.

Capital Improvement Program

The Capital Improvement Program is a comprehensive 5-year plan for capital project expenditures that includes the Annual Capital Improvement Budget. A Capital Improvement is a major project that will cost more that \$20,000 and has a useful life of at least 5 years, such as: facilities, equipment and land acquisition. Capital Improvements Projects are selected based on consistency with City Council adopted Master Plans, community input and funding availability. The Annual Capital Improvement Budget includes a list of adopted capital improvement projects and the appropriation of funds to projects. The Capital Improvement Program is funded from a variety of funding sources including: Debt Financing (i.e., Capital Improvement Revenue Bonds – CIRB), Development Fees, Enterprise Funds/User Fees, General Fund and Grants, Redevelopment Funds, and Transportation Funds. The City of Sacramento's approved Capital Improvement Program for FY 2008-09 totals \$99.2 million.

General Government Program:

The FY2008/09 CIP budget for General Government projects totals \$4.6 million. The General Fund Portion of the General Government Program for FY2008/09 is \$3.0 million. The Program includes \$500,000 in general funds for the Citywide Americans with Disabilities Act Modifications (ADA) Project and \$1 million in funding for the Deferred Maintenance Program for City facilities. One of the key initiatives for the Deferred Maintenance Program will be the City's commitment to

6.0 FINANCING AND RATE RESTRUCTURING

“green building” practices, including energy surveys of existing City buildings. This program is funded by the General Fund.

Public Safety

The Public Safety Capital Improvement Program includes the Fire and Police Departments. The FY2008/09 Public Safety Capital Improvement Budget totals \$1.3 million. The three projects in this program include Public Safety Emergency Generator Upgrades (FB32), Advanced Life Support (ALS) equipment (FB86), and Fire Apparatus/Equipment (FB87). The 2007-2012 Public Safety Program totals \$11.6 million, which includes continued funding for generator upgrades and capital equipment needs for Fire Stations.

The General Fund is the funding source for these projects.

Parks and Recreation

As part of the annual budget process, the FY 2008-09 Parks and Recreation CIP budget was recommended be reduced to approximately \$6.7 million. Parks and recreation projects are funded primarily through special revenue sources: Park development Impact Fees, Quimby Act in-lieu Fees, Landscape and Lighting District Assessment, Land Park Trust Fund, Federal Transportation Development Act grants, Sacramento Housing and Redevelopment Agency grants, State and Federal grants, competitive or block grants, and private foundation grants or gifts.

The Department utilizes the Parks and Recreation Programming Guide to identify, evaluate and prioritize unfunded park and recreation acquisition, repair/rehabilitation, development, community facility, and regional parks. Throughout each year, staff pursues opportunities to fund top scoring priority projects.

Funding sources for these projects include: Park Impact Fees, Community Development Block Grants, Transportation Development Acts, Landscape and Lighting, TEA21-Federal Transportation Fund, Quimby Act, Capital Bonds, and Public Facility fees.

Transportation Program

A total of \$47.5 million will be programmed for new and ongoing projects and programs. Major Program Area Allocations include major Streets, Parking, Road Reconstruction and Bridges, Street Maintenance, Traffic Operations and Safety, Neighborhood Traffic Management Program, Community Enhancement/Economic Development, and Public Rights-Of-Way accessibility.

Funding sources for the proposed improvements include: Measure A funds, Gas Tax Fund, Major Street Construction Tax, Street Cut Fund, Assembly Bill 2928 (replaced by Proposition 42), SR 275 State of Good Repair, Landscape and Lighting Assessment Districts, Parking Fund, Federal Capital Grants, and Public Facility Fee.

6.0 FINANCING AND RATE RESTRUCTURING

Assembly Bill 2928 (Chapter 91, Statutes of 2000), as amended by Senate Bill 1662 (Chapter 656, Statutes of 2000), established the Traffic Congestion Relief Fund (TCRF) in the State Treasury for allocating to cities and counties for street or road maintenance or reconstruction. This expired and was replaced by Proposition 42 (March 2002) – the Transportation Congestion Improvement Act which amended the State constitution to require, effective July 1, 2008, existing revenues resulting from state sales and use taxes be used for public transit and mass transportation; city and county street and road repairs and improvements; and state highway improvements. Starting in 2008-09, about \$1.4 billion in gasoline sales tax revenues, increasing annually thereafter, would continue to be used for state and local transportation purposes.

State Route 275 - the West Sacramento Freeway (a 2.1 mile spur that connects I-80 with the Tower Bridge) - was rescinded by Caltrans in 2001 and 2006. As part of the rescission, Caltrans provided 7.75 years of maintenance funding for this roadway.

City Utilities Program

The City Utilities Capital Improvement Program consists of four programs, each of which is funded by an enterprise fund. The four programs are Water, Sewer, Storm Drainage, and Solid Waste. The projected five-year City Utilities Capital Improvement Program totals \$117 million. Programs include construction costs for the continued improvements and rehabilitation of the Combined Sewer System, rehabilitating or replacing water infrastructure and constructing transmission mains and reservoirs for new development, maintenance, repair and replacement of sewer facilities, and the repair and rehabilitation of the storm drainage system.

Funding sources include user fees, system connection fees, development fees, and enterprise funds.

Infrastructure Facilities, Facility Costs, and Phasing

The Municipal Services Review is associated with a Sphere of Influence Amendment only and not an annexation and development application; there is not a need for infrastructure facilities. Upon annexation of the Aspen 1 territory and subsequent development applications, the necessary infrastructure facilities, costs and phasing will be analyzed.

The MSR should provide adequate information to enable the Commission to determine the present and planned capacity of public facilities and adequacy of public services, including infrastructure needs or deficiencies. Such information may serve as the foundation for any subsequent plan for services required at the time of a request for reorganization, (annexation/detachments.) Sacramento LAFCo Policies, Standards and Procedures require that a SOIA request demonstrate that adequate services will be provided within the time frame needed by the inhabitants of the area included within the proposed boundary; identify existing land use and a reasonable projection of land uses which would occur if services were provided consistent with the SOIA; presents a map that clearly indicates the location of existing and proposed facilities, including a plan for timing and location of facilities; and describes any actions, improvements, or construction necessary to reach required service levels, including costs and financing methods.

7.0 EVALUATION OF MANAGEMENT EFFICIENCIES

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The City is organized into 15 departments and five Charter Offices. City Departments include: Code Enforcement; Convention, Culture and Leisure; Development Services; Economic Development; Fire; Finance; General Services; Human Resources; Information Technology; Neighborhood Services; Parks and Recreation; Planning; Police; Transportation; and Utilities. City Charter Offices include: the Mayor and City Council, City Manager, City Attorney, City Clerk, and City Treasurer.

The financial statements and accounting policies of the City conform with the Generally Accepted Accounting Principals (GAAP) applicable to governments. The Governmental Accounting Board is the accepted standard-setting body for establishing governmental accounting and financial reporting principles.

The City budget is usually an indicator of management efficiency. The FY 2008/09 Proposed Budget for the City is balanced totaling \$964.3 million from all funding sources. Proposed staffing for FY 2008/09 includes 5,294 authorized full time equivalent (FTE) positions citywide of which 3,943 FTE positions are authorized in the General Fund. The General Fund portion of the Proposed Budget is \$420.3 million. The General Fund deficit was estimated to be \$58 million for FY 2008/09.

While the budget is balanced in the sense that various funding sources support the expenditures, there is a gap in the budget plan. The \$58 million gap between ongoing revenues and expenditures has been closed with a combination of ongoing expenditure reductions (\$32.5 million), the implementation of new fees, and one-time funding (\$20 million). Following is a high level overview of the reductions to the City's General Fund operating departments included in the Proposed Budget. In some departments, additional FTE have been unfunded to reflect rightsizing (i.e., reduction in staff to correspond with reduced workload) efforts currently underway and previously unfunded positions:

- \$26.6 million reduction in labor costs, including the unfunding of 338 FTE
- \$5.9 million reduction in service and supplies
- \$2.6 million increased reimbursements from other sources
- \$3.7 million in new revenues are included to help offset the cost of maintaining service levels.

The use of one-time resources to bridge the gap between revenues and expenditures defers, but does not eliminate the need to make cost reductions. In future years these reductions will be deeper and more difficult since many of the non-essential services are already proposed to be eliminated in FY 2008/09.

Contained in the budget is the mission of each department, objectives for that fiscal year, and accomplishments. Additionally, department-specific performance measures are explained and past year data is detailed.

The Aspen 1 area will also be served by private providers (natural gas, solid waste collection and disposal) and special districts (Sacramento Municipal Utility District, Sacramento Area Sewer

7.0 EVALUATION OF MANAGEMENT EFFICIENCIES

District, Sacramento Regional County Sanitation District). No management deficiencies exist in the City relative to coordination or oversight of these services provided by outside agencies.

Determination

The City works to meet its goals for each service provided. The overall management structure of the City is sufficient to account for necessary services and maintain operations in an efficient and effective manner. With the current budget crisis, the City is currently cutting services to the existing incorporated area, but it is anticipated that these are temporary cuts based in part on reduced workload. The SOI Amendment will not affect any City service levels and it anticipates future growth.

8.0 LOCAL ACCOUNTABILITY AND GOVERNANCE

8.0 LOCAL ACCOUNTABILITY AND GOVERNANCE

8.0 LOCAL ACCOUNTABILITY AND GOVERNANCE

The City of Sacramento is a charter city (municipal constitution), and was founded in 1849, the first City in California. The City operates under a Council-Manager form of government and provides the following services: public safety, streets, sanitation, culture, parks and recreation, public improvements, planning and zoning, general administrative services. Other services include: utilities, animal control, and transportation services.

The duties of the Sacramento City Council include: establishing City policies and ordinances, making land use decisions, hearing appeals of decisions made by City staff or citizen advisory groups, and appointing a City Manager, City Attorney, City Treasurer, and City Clerk.

The City Council is divided into eight Council districts. Each district is a separate geographical area with a population of about 50,000 residents. Once every four years, voters in each district elect a resident of that district to represent them on the City Council. Interactive District maps are available online at: <http://maps.cityofsacramento.org/Maps/Council/districtall.htm>. Elected members of the Council serve four year terms; Council elections are staggered and held once every two years, in every even numbered year. City Council meetings are held Tuesday afternoons and evenings in the City Council Chamber on the first floor of New City Hall, 915 I Street in downtown Sacramento. The Council also holds special meetings and committee meetings that are open to the public. Agendas for the City Council meetings and Council committee meetings are available online at: <http://www.cityofsacramento.org/clerk/council-agendas/> and in the City Clerk's Office, 1st floor of Historic City Hall. Additionally, most City Council meetings are shown live on the cable television government channel- channel 14, and are shown again beginning at 7 pm on Saturdays. Videotapes of Council meetings are available through the Office of the City Clerk and the Library and online at <http://www.cityofsacramento.org/clerk/council-agendas/> which includes live streaming video of the meeting and archives of meetings.

Upon annexation, the Aspen 1 territory will also be served by private providers (natural gas and solid waste) and special districts (Sacramento Area Sewer District, Sacramento Regional County Sanitation District, and the Sacramento Municipal Utility District).

Determination

The City maintains a sufficient level of accountability in its governance, and public meetings are held in compliance with Brown Act, open meeting and noticing, requirements. Information regarding the City is readily available to members of the public.

9.0 GOVERNMENT STRUCURE

9.0 GOVERNMENT STRUCTURE

9.0 GOVERNMENT STRUCTURE

Government structure analyzes the appropriateness and adequacy of the physical boundaries of the City of Sacramento, relative to the Aspen 1 Sphere of Influence Amendment area.

Physical Boundaries

The City of Sacramento municipal boundaries and Sphere of Influence are shown on Figure 2-1. The Aspen 1 area is not located within the existing Sphere of Influence, adjacent to the eastern boundary of the City. The Aspen 1 SOI Amendment area is approximately 28 acres in size, bounded by the City of Sacramento municipal boundaries on the west, south, and north.

Service demands associated with annexing the Aspen 1 area have been considered throughout this Municipal Service Review. Service issues related to the provision of water, sewer, storm drainage, police, fire, transportation, parks, recreation, animal control, code enforcement, libraries, and private utilities have been considered, and service capabilities and deficiencies have been noted.

The extension of municipal boundaries of the City of Sacramento to accommodate the Aspen 1 area is logical and orderly. The site is contiguous to the existing municipal boundaries, with urban services available or planned to serve the proposed land uses. Service providers within the area, including the City of Sacramento (i.e. water, Drainage – pipes, detention basin, pump stations, Solid Waste, Roadway, Public Safety – Fire Protection, Public Safety – Police, Animal Control, Code Enforcement, and Parks and Recreation), Sacramento Area Sewer District (SASD), Sacramento Area Flood Control Agency (SAFCA), Sacramento County, Pacific Gas and Electric (PG&E), and the Sacramento Municipal Utility District (SMUD), have indicated an ability to serve the existing land uses within the SOI area. California-American Water, Sacramento Metropolitan Fire District, Cordova Recreation and Park District and Sacramento Regional County Sanitation District are in place service providers.

No other governmental agencies will be adversely affected by inclusion of the property in the City of Sacramento's Sphere of Influence.

Determination

The Sphere of Influence Amendment for the City of Sacramento is logical and orderly. The Aspen 1 area is substantially surrounded by the City, and the amendment to the City of Sacramento's SOI is appropriate for the accommodation of planned growth of the community.

REFERENCES

All documents are available for review at the:
City of Sacramento Planning Department
915 I Street, New City Hall
Sacramento, CA 95814

SOURCE MATERIALS

CITY OF SACRAMENTO

City Council Meeting Agendas, Staff Reports, Meeting Minutes, and Resolutions

Annual Report

FY2008/09 Proposed Operating Budget

2008/2013 Proposed Capital Improvement Program

Blueprint for Strategic Budgeting

Budget in Brief Approved Fiscal Year 2007-08

1988 Adopted General Plan

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Draft 2030 General Plan

Greenbriar Sphere of Influence and Annexation Documents, 2007

City of Sacramento North Natomas Community Plan

City of Sacramento North Natomas Community Plan Area Drainage Facilities

City of Sacramento, Parks and Recreation Master Plan, December 2004

Sacramento Local Agency Formation Commission

LAFCo Meeting Agendas, Staff Reports, and Meeting Minutes

MSR Guidelines

Sacramento LAFCo Policy, Standards, and Procedures Manual

Service Providers Directory and Maps

Assembly Committee of Local Government

Guide to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. December 2007

County of Sacramento

County General Plan

Sacramento Area Council of Governments

Sacramento Regional Blueprint Transportation and Land Use Study, Preferred Scenario, 2004

Sacramento Area Sewer District

CSD-1 Sewerage Facilities Expansion Master Plan, 2006

Sacramento Public Library Authority

Facility Master Plan 2007 – 2025

Sacramento Regional County Sanitation District

SRWTP 2020 Master Plan
Regional Interceptor Master Plan 2000

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