



CITY OF SACRAMENTO

CITY MANAGER'S OFFICE
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DEC 16 1981

CITY PLANNING DEPARTMENT
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MARTY VAN DUYN
PLANNING DIRECTOR

December 16, 1981

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: Revision of the Airport Layout Plan for Executive
Airport (M-628)

SUMMARY

The Airport Layout Plan is an integral part of the Executive Airport Master Plan. It depicts, in some detail, all of the facilities and improvements at the airport. Since adoption of the Master Plan by the Council in April 1979, the Airport Layout Plan (ALP) has not been updated to reflect any of the physical changes which have taken place. Most of the modifications are not significant in terms of the design and/or the physical appearance of the airport. One project, the Sheriff's Air Squadron building, is controversial in that it was moved to a new location without prior City approval and contrary to the adopted Airport Layout Plan. In accordance with the City's Zoning Ordinance, staff has withheld approval of the after-the-fact building permits, pending Council action to amend the ALP, and thus the Master Plan. Staff recommends approval.

BACKGROUND INFORMATION

In April 1979, the City Council adopted the Executive Airport Master Plan, which includes the Airport Layout Plan (Figure VII-3) and its derivatives, the Airport Development Plan and the Building Area Plan. These are the parts of the Master Plan which staff uses to evaluate project proposals which the County Department of Airports (DOA) submits to it for a finding of Master Plan Conformity (required by Section 1H9 of the City Zoning Ordinance).

APPROVED *as amended*
BY THE CITY COUNCIL

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OFFICE OF THE
CITY CLERK

During the past few months, two things have become apparent to staff:

- 1. Several projects have been recently undertaken at the Airport without benefit of review by City staff, and therefore in violation of the Zoning Ordinance; and
- 2. The Airport Layout Plan does not present a correct, current representation of the airport, simply due to the passage of time and the accomplishment of numerous small activities which would not otherwise require City approval.

The decision to amend the Airport Layout Plan (ALP) was a direct result of DOA's desire to rectify these two matters, coupled with a need to have FAA perform their biennial ALP "revalidation". Thus, the revised ALP includes the following:

- 1. Significant new construction at variance with the adopted ALP (the Sheriff's Air Squadron building, the State Fish and Game building and the southerly tie-down apron):
- 2. Physical changes in the airfield not involving structural changes (stripping, changes in threshold and taxiway markings, new fences); and
- 3. Technical changes to the drawings which are not evidenced by physical changes in the field.

See Attachment A for a more detailed listing of each proposed change to the ALP.

Only four of the proposed changes constitute a significant variation from the original ALP. These are as follows:

- 1. The California Department of Fish and Game has constructed a new hangar in the northerly "Future FBO Development" area. Since this is a State project, neither the City nor County Department of Airports are able to influence the aesthetics or development criteria of this rather stark facility. It was completed in Fall 1981. It is hoped that County Department of Airports will be able to use their influence with the State, as their lessee, to provide some landscaping near the building.

- 2. The southerly tie-down area (between the Blair Avenue entrance and the southerly T-hangars) involves several ALP modifications, including a general reconfiguration of access and auto parking. This has been reviewed by Traffic Engineering, and been found to be acceptable, as has the proposed access road barrier rail along the drainage ditch which borders its westerly edge. Despite this recently completed massive reconstruction project, County Department of Airports still contemplates future use of this area by a Fixed Base Operator; hence, retention of the FBO designation on the plan.

- 3. The relocation of the Sheriff's Air Squadron building was occasioned by the construction of the tie-down apron in Item 2, above. The original ALP provided for destruction of this small building, but a last-minute decision was made in the summer to move it, instead. Apparently it is one of the buildings in existence at the time that the U. S. government returned control of the airport to the City in 1946. According to Norm Coad, Airport Manager, title to the building purportedly was subsequently passed to the Air Squadron, though the date and exact manner of transfer are unknown. Until the Sheriff's helicopter operations were moved recently to McClellan, this building was used in conjunction with that activity. Currently, it is used only for occasional meetings of the all-volunteer Air Squadron.

The new location of the Squadron's building is the southeast corner of the parking lot, just inside the fence that borders the entrance from Blair and Freeport. It was moved without benefit of review by the Planning Department, or building permits from Building Inspection, at the Air Squadron's expense. This matter came to the City's attention when County Department of Airports sought to have gas service turned on at the new location. Service is being withheld until the ALP is modified so that a finding of plan compliance can be made per the Zoning Ordinance.

It should be noted that the building sits quite starkly in a prominent location, surrounded only by asphalt and chain link fencing. Staff feels that landscaping should be added for both aesthetics and energy conservation. This should include low-growing shade trees and either shrubs/ground cover near the building or, in the alternative, planter boxes or tubs. A handicapped access ramp has also been required by the Building Inspection Department.

The location of the building does not appear to be problematical in terms of circulation within the parking lot.

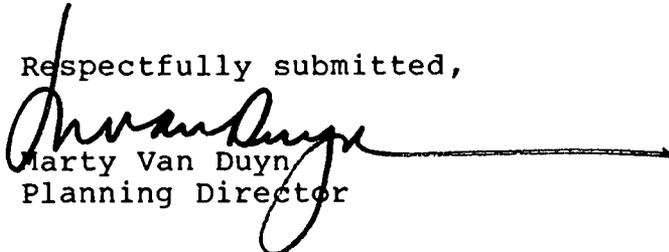
- 4. Security fencing is being proposed in several locations, including around the Runway 02 approach lights in Bing Maloney Golf Course. This latter installation will not detract from the use of the golf course. In fact, the Department of Community Services advises that it should increase the security and decrease the vandalism at the City's turf nursery in this area. The remaining security fencing is along the Bing Maloney access road and in several locations in the general vicinity of the tie-down apron discussed in Item 2, on the previous page. Staff feels that these latter installations particularly should be scrutinized for aesthetic impacts. Either redwood slats or intermittent vines or shrubs should be added where feasible.

None of the other actions contemplated in the ALP revision will have any off-airport affects or involve any activity not previously contemplated in the 1979 Master Plan or accompanying EIR.

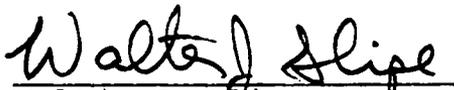
RECOMMENDATION

Staff recommends that the revision to the Airport Layout Plan for Executive Airport be approved subject to the following requests for modification:

- 1. That low shade trees, as well as either low shrubs/ground cover or planter boxes or tubs, be added to the Sheriff's Air Squadron installation; and
- 2. That redwood slats and/or intermittent shrubs or vines be added to the new security fencing located within the airport property.

Respectfully submitted,

 Marty Van Duyn
 Planning Director

Recommendation Approved:


 Walter J. Slupe
 City Manager

MVD: AP:lo
Attachment
M-628

December 22, 1981
District No. 7

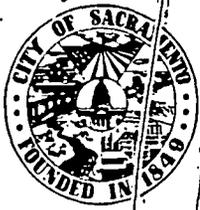
ATTACHMENT A

EXECUTIVE AIRPORT MASTER PLAN
SUMMARY OF CHANGES TO THE AIRPORT LAYOUT PLAN: December 1981

1. Construction of two new south area T-hangars and associated payment expansion. Previously found by City staff to be compatible with the adopted Master Plan; project completed in June 1980.
2. Parenthetical notation to the future FBO development area south of Blair Avenue entrance: "existing as new tie-down area". This designation is added as a result of a Caltrans-assisted apron reconstruction project scheduled for completion by the end of 1981.

ALP modifications accompanying the apron reconstruction project include:
 - A. Reconfigured access roadway;
 - B. Experimental Aircraft Association building removal;
 - C. Sheriff's Air Squadron building removal and relocation to the southeast corner of main automobile parking lot;
 - D. New automobile parking area at the eastern edge of the reconstructed apron; and
 - E. New security fencing.
3. Altair building redrawn to show correct location.
4. New legend symbol designating "Chevron" markings on Runways 20, 16, and 12 as "Future Runway Markings".
5. New legend symbol designating "Existing lead-in taxiways".
6. Stopways at the thresholds of Runways 20, 16 and 34 redrawn to show existing lead-in taxiways.
7. Approach Light System for Runway 2 redrawn to show correct lighting placement. Golf course access road redrawn to show correct relationship to the ALS.
8. New FBO building at northwest FBO development area (hangar for the California Department of Fish and Game).
9. "New Fence" designation removed from north and west airport boundary. Replaced with "Existing Fence" designation.

10. Expanded FBO development area and new T-Hangar construction west of the Airport Terminal building (Patterson Aircraft Company); approved by the City Council on
11. Taxiway A and B designation redrawn to denote correct identification.
12. Runway 2-20, 16-34, and 12-30 runway length designations corrected to reflect existing conditions.
13. Notes C, E, and F corrected to show dates of completion.
14. Runway 30, Runway End Identifier Lights (REIL) redrawn to show correct location.
15. FAA Remote Received and Remote Transmitter added to drawing. Future location of Remote Transmitter identified.
16. Runway Data Table revised to show Runway 2-20 future Medium Intensity Runway Lights (MIRL) to replace existing High Intensity Runway Lights, existing REIL on Runway 30, removal of Runway 20 instrument approach information and approach clearance update for Runway 2-20.
17. Runway 20 Future Clear Zone and Existing Clear Zone redrawn to reflect current conditions (Future Clear Zone to become active upon Board of Supervisors approval of Comprehensive Land Use Plan).
18. Runway 16 and 30 Existing Clear Zone corrected to reflect current conditions (prior threshold displacements adopted in April 1979).
19. Future security fencing and gates surrounding Runway 2 approach lights and portion of Bing Maloney Golf Course.
20. Future security fencing and gate locations adjacent to Union Flights Building and South F-Hangar access road.
21. Future South T-Hangar access road barrier rail.



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LORRAINE MAGANA
CITY CLERK

January 29, 1982

County of Sacramento
Department of Airports
6968 Airport Boulevard
Sacramento, CA 95837
Attn: Ellsworth L. Chan

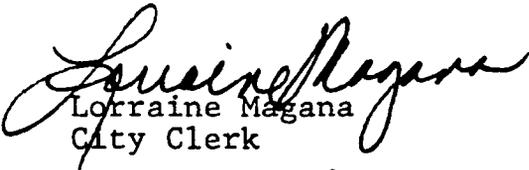
Dear Mr. Chan:

On December 22, 1981, the Sacramento City Council reviewed the Executive Airport Revised Airport Layout Plan (M-628).

The Council closed the hearing and adopted staff recommendations as amended to include Fish and Game, and to include a staff report on the status of landscaping which is due on February 23, 1982.

Please feel free to contact this office if you should have any further questions.

Sincerely,


Lorraine Magana
City Clerk

LM/mm/28

cc: Planning Department