

RESOLUTION NO. 2004-290

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF APR 20 2004

RESOLUTION AMENDING THE AIRPORT-MEADOWVIEW COMMUNITY PLAN TO DELETE LAND USE SECTION II.D.9 AND III.D.11, AND TRANSPORTATION SECTION II.A.5, AND TO ADD THE TOWN OF FREEPORT SECTION TO THE AIRPORT-MEADOWVIEW COMMUNITY PLAN, SECTION IV.C.9.

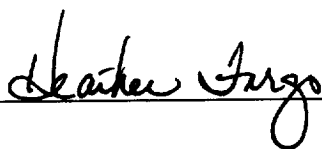
(M00-047) (APN: 119-0010-027 thru 029, 119-0010-062 thru 065, 119-0030-001, 119-0030-002, 119-0030-004 thru 119-0030-007, 119-0030-010 thru 119-0030-017, 119-0030-019 thru 119-0030-025, 119-0040-001 thru 119-0040-011, 119-0040-014 thru 119-0040-18, 119-0050-001, 119-0050-005 thru 119-0050-010, 119-0050-013 thru 119-0050-018, 119-0050-21, 119-0050-022, 119-0190-007, 119-0190-009, 119-0190-010, 119-0190-021, 119-0190-033, 119-0190-035, 119-0190-037, 119-0190-040 thru 119-0190-42, 119-0190-047 thru 119-0190-0503)

April 13, 2003

WHEREAS, the City Council conducted a public hearing on _____ concerning the above plan amendment and based on documentary and oral evidence submitted at the public hearing, the Council hereby finds:

1. The proposed plan amendment is compatible with the surrounding uses;
2. The subject area is suitable for inclusion in the Airport-Meadowview Community Plan;
3. The proposal is consistent with the policies of the City's General Plan;

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Sacramento that the City Council of the City of Sacramento that the attached amendments, included as Exhibit 1, be made to the Airport-Meadowview Community Plan.



MAYOR

ATTEST:



CITY CLERK

M00-047

FOR CITY CLERK USE ONLY

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EXHIBIT 1

TOWN OF FREEPORT AMENDMENTS TO THE AIRPORT-MEADOWVIEW COMMUNITY PLAN

The 1984 Airport-Meadowview shall be amended as follows:

(Strikethrough text will be removed)

Land Use Section II.D.9 – pp.35

~~Finally, there is an issue regarding the Town of Freeport. The Delta Shores proposal abuts Freeport, a small, unincorporated town in Sacramento County. Some residents and CalTrans are concerned that intense development in the City next to Freeport will ultimately destroy the town's character. While there is some debate over the issue, this Community Plan acknowledges the need to minimize negative impacts on Freeport from the Delta Shores development. Annexation of Freeport to the City of Sacramento seem to offer the best opportunity for rational, efficient and cohesive development of the area, but in absence of annexation, the Delta Shores conditions for a fifteen-year open space buffer and indirect road access are supported in this Plan. Before development of the buffer area, City and County of Sacramento should jointly plan the longer-term future of the Town of Freeport. It may be that expansion of some of the attractive and positive elements found in Freeport could offer the most potential for a cohesive, viable community with its own unique character. New development within the buffer area should build on the existing character of Freeport, with a transitional use, density and design adjacent to Delta Shore office development.~~

Land Use Section III.11 – pp.36

~~The Town of Freeport should be protected from adverse impacts of adjacent development, and the City and County should jointly determine the long-range development of the surrounding lands. Annexation to the City of Sacramento would be the best way to monitor development and provide services (especially fire protection) to the Town of Freeport.~~

Transportation Section II.A.5 – pp.48

~~Scenic Highways. There are no existing Scenic Highways within the Airport Meadowview community. The County of Sacramento, however, has designated the County portion of Highway 160 a Scenic Highway. The City will consider continuation of this designation along a part of the City portion of Highway 160 near Freeport.~~

Freeport Section IV.C.9. – pp. 40

Preface

The Airport-Meadowview Community Plan Area is located immediately to the north and east of the Town of Freeport annexation area. Upon annexation to the City of Sacramento, the Town of Freeport annexation area will become part of the Airport Meadowview-South Sacramento Community Plan Area, and will be subject to the City's land-use designations, policies and objectives. The existing Community Plan was adopted by the City Council on April 17, 1984, and the Planning & Building Department is in the process of updating the Community Plan. Due to these circumstances, and the timing of the preparation of the Town of Freeport SPD, the Airport Meadowview Community Plan Amendments are

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designed as a stand-alone section of the 1984 version of the Plan. This section is designed to facilitate incorporation of the Town of Freeport into the updated Airport-Meadowview Community Plan.

To facilitate the addition of objectives and goals for the Town of Freeport to the Airport-Meadowview Community Plan, the following sections from the 1984 Airport Meadowview Community Plan will be deleted and replaced by the Town of Freeport Section of the Airport Meadowview Community Plan that follows.

9. Town of Freeport

Area Boundary: The Town of Freeport is located in the southwestern corner of the City of Sacramento, adjacent to the Sacramento River. The area entails 178 gross acres (to the center line of the river), which includes 73 separate parcels totaling 136 acres. The area is bounded on the west by the centerline of the Sacramento River, on the north by the City limits and the Airport-Meadowview Community Plan Area boundary, and on the east by Interstate 5. The south property line of the City owned Bartley Cavanaugh Golf Course constitutes the southern boundary. Freeport has a population of 73 (2000 U.S. Census).

Background: The Town of Freeport was founded in 1862 as a potential rival railroad hub to Sacramento. The town was platted, the population quickly grew to 400, and a number of commercial enterprises were established. Although the railroad venture failed, and Freeport's population declined by the late 1860's, the town remained an active shipping point on the Sacramento River.

Since that time, the town has remained relatively isolated from the urban pressures that have occurred throughout the surrounding area and has retained a rural Delta Town atmosphere. The town consists of primarily residential homes, and neighborhood scale retail businesses, including restaurants, a grocery, offices, and marinas.

During the past several years, the Town of Freeport has begun to feel development pressures in areas immediately east of the town. As these pressures continue, there is a high risk that character of the town could be negatively impacted. To best protect and expand on the attractive and positive elements found in Freeport, the town initiated annexation talks with the City of Sacramento. After careful consideration it was determined that annexation offered the best opportunity for rational, efficient and cohesive development of the area, and the best method to improve the quality of municipal services.

The following Goals, objectives, and policies, will be amended to the Airport-Meadowview Community Plan as an independent section or chapter.

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Town of Freeport Section of the Airport-Meadowview Community Plan

Purpose:

The purpose of the Freeport Section of the Airport-Meadowview Community Plan is to provide guidance for future development and redevelopment in the former Town of Freeport area. Freeport is comprised of characteristics that are unique to the region and need protection from development pressures. The following Goals are intended to create a vision for the future of the town of Freeport while protecting the historic delta river town atmosphere that currently exists.

Goal 1:

Retain the “delta river town” identity and unique historical characteristics of the Town of Freeport by applying special development standards and design guidelines.

- 1.1 Establish a Town of Freeport Special Planning District that defines development standards and design guidelines for maintaining the character of the area and preventing the intrusion of inappropriate land uses. The SPD boundaries should be expanded in the future to include all land west of Interstate 5 to insure continuity between the Freeport area and developing lands to the east. New construction in the Special Planning District may require a Planning Director's Plan Review, and applicable environmental review under CEQA.
- 1.2 The portion of State Highway 160 (Freeport Boulevard) that runs through the Town of Freeport should be designated as a Scenic Highway to ensure the continuation of highway maintenance standards, sign regulations, and other standards along this route.
- 1.3 The City of Sacramento should add the Victory trees on Freeport Boulevard to the inventory of Heritage trees, thereby protecting them per regulations set forth in Sacramento City Code 12.64. In addition, the City should designate the Victory Tree Cultural Landscape Historic District in the Sacramento Register, per Chapter 15.124 of Title 15 of the Sacramento City Code, which would protect the Victory Tree district in addition to protecting each individual tree.

Goal 2:

Improve the level of service to the Town of Freeport and provide service to the City owned Cavanaugh Municipal Golf Course.

- 2.1 Coordinate municipal water and sewer infrastructure improvements to the Town and the Golf Course in conjunction with development of the Delta Shores project and other future infrastructure improvements, such as the Consumes River Boulevard interchange project.
- 2.2 Consider a Town of Freeport assessment district plan to assist property owners and businesses in addressing fiscal impacts of infrastructure improvements. The assessment district should include all parcels located between I-5 and the Sacramento River.

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2.3 Where feasible, the City of Sacramento should attempt to collaborate with the Freeport Regional Water Authority regional water intake project to install water infrastructure to the Town of Freeport.

2.4 A community main street master plan should be developed to plan for public improvements along Freeport Boulevard, and throughout the area, which have a unified theme and are designed to accommodate increased vehicle and pedestrian traffic that will occur with development to the east. Possible themes would reflect the historic character of the town and its location on the river and near the railroad tracks. Examples of a unified theme include alternatives to plain concrete sidewalks such as wood planks (similar to Old Sacramento) or cobblestone.

Upon extension of services to the Town of Freeport, the City of Sacramento Public Works Department, Department of Utilities, or other relevant departments, should be involved in the development of, and utilize the concepts developed in, the community main street master plan (to be developed) to guide the construction of normally required infrastructure improvements, such as curbs, gutters, sidewalks, and lighting.

2.5 Following annexation to the City of Sacramento, initiate a traffic study to examine the potential effectiveness of traffic calming measures on Freeport Boulevard.

Goal 3:

Guide future development to ensure that it will integrate with and reinforce the existing rural, small-town development patterns and river lifestyle.

3.1 New development should be smaller in scale to ensure a fit with the size and style of existing buildings in the Town. New commercial development should be less than two stories in height and should be oriented towards the primary street frontage. New development to the east of Freeport should serve as a transition zone between the rural characteristics of the town and more intensive uses proposed east of Interstate 5.

3.2 Architectural styles should reflect the historic architecture of the area with a variety of styles strongly encouraged. The use of different styles and materials is intended to add variety to the streetscape while retaining a common historic character throughout the town.

3.3 Guide future development decisions based on the review of individual projects and their consistency with the Town of Freeport character as a river-oriented and rural town.

3.4 Encourage small-scale tourism and visitor serving retail uses that emphasize Delta history, the environment, and arts, while maintaining the unique small town character.

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3.5 Work with the State Railroad Museum to reactivate the steam train from Old Sacramento to Freeport. Also, examine the feasibility of rebuilding a replica of the historic train depot.

3.6 New landscaping should build upon the existing landscape form and should consist of trees, shrubs, and other plants that are native to the Freeport Area. Native vegetation information is available from the City of Sacramento Parks Department and the City Arborist.

Goal 4:

Provide open space and greenway buffers to connect the Town with the Sacramento River and provide an appropriate transition between development to the north and east of the Town of Freeport and along the Sacramento River Levee.

4.1 Maintain the open space and low density residential land uses designations west of Interstate 5 and adjacent to the Town of Freeport. These land uses will provide a buffer and land use transition between the rural Town of Freeport and any new development to the east.

4.2 Explore the creation of an open space/trail parkway along the Sacramento River through the Town of Freeport. This Parkway would provide public access points to the river.

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