

CITY PLANNING COMMISSION

1231 'I' STREET, SUITE 200, SACRAMENTO, CA 95814

APPLICANT The Price Company - P.O. Box 85466, San Diego, CA 92138
OWNER The Price Company - P.O. Box 85466, San Diego, CA 92138
PLANS BY Schucard Associates - 2820 Camino Del Rio South, San Diego, CA 92108
FILING DATE 10-27-87 **ENVIR. DET.** _____ **REPORT BY** DJH:sg
ASSESSOR'S-PCL. NO. 119-0070-033

- APPLICATION:**
- A. Certify Final E.I.R.
 - B. Amend 1986 South Sacramento Community Plan Land Use Designation from Residential-Office to General Commercial for 14+ acres.
 - C. Rezone 14+ vacant acres from Office Building-Review (OB-R) zone to General Commercial-Review (C-2-R) zone
 - D. Plan Review of a 118,820+ sq. ft. commercial building with truck dock and tire installation facilities

LOCATION: Southwest corner of Mack Road and Franklin Boulevard

PROPOSAL: The applicant seeks various entitlements to allow construction of a 118,820 square foot two-story 28' high Price Club retail-wholesale building. An amendment to the 1986 South Sacramento Community Plan from Residential-Office to General Commercial is requested. A rezoning request from Office Building-Review (OB-R) zone to General Commercial-Review (C-2-R) is also requested. The applicant is concurrently applying for the R-Review with the rezoning request.

PROJECT INFORMATION:

General Plan Designation: Commercial
1986 South Sacramento Community
Plan Designation: Residential-office; (proposed to be General Commercial)
Existing Zoning of Site: OB-R; (proposed to be C-2-R)
Existing Land Use of Site: Vacant

Surrounding Land Use and Zoning:	Setbacks:	Required	Proposed
North: Vacant; R-2A	Front:	50'	590'
South: Single family residential; R-1	Side(Int):	5'	60'
East: Shopping center; C-2	Side(St):	50'	160'
West: Single family residential; R-1	Rear:	15'	135'

Parking Required: 475 spaces at 1:250 sq. ft.
Parking Provided: 1,008 spaces; 40 bicycle spaces
Property Dimensions: 495' x 1,172'
Property Area: 14.1+ acres
Square Footage of Building: 118,820 sq. ft.
Dimensions of Building: 400' x 280'
Height of Building: 28' - single story
Topography: Flat
Street Improvements: To be provided

APPLC. NO. P87-448 **MEETING DATE** May 19, 1988 **ITEM NO.** 2

000150

Utilities: To be extended
Exterior Building Materials: Concrete tilt-up
Roof Material: Tar; standing seam metal roof on canopy; roll tar & felt roof
Total Number of Employees: 225 to 250
Number of Employees Per Shift: 150
Hours of Operation: M-F, 8 AM to 8:30 PM
Sat., 9:30 AM to 6:00 PM
Sun., 11:00 AM to 5:00 PM

Existing 65th Expressway
Location Truck Delivery Hrs. 7 days/week, 7 AM to 5 PM

Square Footage of Building:

<u>Use</u>	<u>Ground Level</u>	<u>Mezzanine</u>	<u>Total Area</u>
Sales	101,860	-	101,860
Loading	7,700	-	7,700
Office	2,440	2,760	5,200
Subtotal	112,000	2,760	114,760
Tire Center	4,060	-	4,060
TOTAL AREA	116,060	2,760	118,820

PROJECT BACKGROUND: The subject site was rezoned in 1978 by the City Council to C-2-R from Agriculture in order to allow a proposed shopping center (P-7905). The current Residential-Office Community Plan designation was established in March of 1986 with the adoption of the 1986 South Sacramento Community Plan. The current zoning is Office-Business-Review (OB-R) zone. In order commercial use to locate on the subject site, a community plan amendment from Residential-Office to General Commercial is necessary. Concurrently, a rezoning from OB-R to C-2-R is necessary.

The proposed community plan amendment was originally considered by the Planning Commission and recommended for approval to the City Council as part of the City General Plan Update. The City Council, on November 30, 1987, referred the matter back to the Commission to be considered as an individual application and not as a part of the General Plan Update process. The applicant was subsequently directed to combine the community plan amendment and rezoning requests together for Planning Commission consideration.

PROJECT EVALUATION: Staff has the following comments:

A. Land Use and Zoning

The subject 14.1+ site is zoned Office Building-Review (OB-R) zone. The 1986 South Sacramento Community Plan designates the site for Residential-Office uses. Adjacent land uses include single family residential to the west and south; vacant multi-family (R-2B) zoned property to the north; and a recently constructed shopping center to the east across Franklin Boulevard.

B. Community Plan Designation Change

In 1978 the staff report to the City Council expressed concerns regarding the addition of commercially zoned property at the subject corner and removal of commercial zoning across the street with replacement to a single family or

multi-family designation. The Planning Commission recommended denial of the rezone request from A to C-2 on October 27, 1977. The City Council approved the rezoning on June 13, 1978. The approval included a condition for "R" review which would require any future development to be reviewed by the Planning Commission (P-7905).

In 1986, the hearings on the South Sacramento Community Plan yielded comments on the overabundance of vacant commercially zoned sites in the South Sacramento Plan area including Mack Road. The community plan established goals to reduce the amount of vacant under-utilized commercially zoned property and concentrate commercial uses in existing commercial centers. Multiple family and single family uses are encouraged in-lieu of the commercial areas. One action of the SSCP was to redesignate some existing commercial land for residential or office use in order to provide more diversity in land uses than under the earlier community plan. As a result of the hearings on the 1986 South Sacramento Community Plan, the City redesignated the subject site to Residential-Office (R-O) land use category and rezoned the site to Office Business-Review (OB-R) zone. During the recent hearings on the 1988 General Plan, the applicant requested a plan amendment from Residential-Office to General Commercial in order to develop a commercial use. The City Council deferred action on this request.

Staff observes that the proposed Price Club use is a unique form of retail/wholesale commercial use for the Mack Road area. Evaluation of the community plan amendment and rezoning request requires evaluation of the proposed use, site plan design, operation of the facility and analysis of environmental impacts associated with the project.

An examination of the guidelines used to distinguish between regional facilities and community/neighborhood facilities show that the Price Club project better fits the definition of a community/neighborhood facility in terms of size and impact on the area. While the Price Club undeniably draws from a regional base due to its membership requirements, the size of the facility, trips generated, and other factors are much less than for a clearly regional facility such as Florin Center. Staff finds that the Price Club project fits the community/neighborhood category better than the regional category. Staff is in support of the proposed use based upon the following findings:

1. The project is consistent with the 1988 General Plan designation of Community/Neighborhood Commercial and Offices.
2. With the appropriate mitigation measures, the project can be developed compatible with adjacent commercial and residential uses.
3. The project is a unique commercial use requiring a large site. Equally suitable and appropriately designated commercial sites in the City portion of South Sacramento to accommodate the use do not exist.

C. Description and Analysis of Alternatives

The E.I.R. assesses three other development alternatives. The Residential-Office alternative assumes development on the site as two separate seven-acre parcels, with approximately 120,000 square feet of medical offices with 600

parking spaces on the northern acreage, and 175 apartment units with 201 parking spaces on the southern acreage. The Shopping Center alternative assumes development of a 164,460 square foot shopping center which includes a 152,460 square foot strip commercial center with two 6,000 square foot detached building pads. The office alternative assumes development of the site with approximately 221, 200 square feet of neighborhood office use in two, two-story office buildings with 837 parking spaces provided. Detailed information regarding the alternatives is contained in the E.I.R. and excerpts are provided in Appendix, Exhibit S of this report.

D. Site Plan and Building Analysis

The building plans and elevations in the staff report has incorporated revisions made pursuant to meetings between staff and the Price Company representatives. Planning staff still had concerns over the following design measures:

1. Noise impacts on adjacent residential homes from the loading area on the south side of the building. To mitigate this impact, the E.I.R. suggested two solutions and two additional solutions were developed by staff.
 - a. Building a 10 foot wall on the property line (E.I.R. solution). Staff feels this is not acceptable due to the negative visual impact on the adjacent homes.
 - b. Move the building to the northern portion of the site (E.I.R. solution). Staff and applicant feel this is not acceptable since it proposes an awkward relationship of the parking area to the main entrance. Further, the loading area would also conflict with auto/pedestrian circulation.
 - c. Place a high screening wall around the loading area (staff solution). This has been used in other similar situations.
 - d. Enclose the loading area (staff solution). This appears to be the most effective solution which the Price Company indicates they have used in another site where more flexibility existed.

Staff has reviewed the four alternatives and supports redesign to alternative 'c' or 'd' subject to review and approval by the Planning Director.

2. Traffic impacts have been analyzed for on-site and off-site improvements. Road widening and additional traffic lanes are recommended. A traffic signal is required at the Franklin Boulevard entrance middle driveway. Additional right-of-way and roadway improvements will be required at time of building permit.

On-site traffic is to be modified to increase vehicle stacking areas at the driveways to avoid congestion.

3. Landscaping is proposed adjacent to the street frontages and in the parking lot as per City Code. A 25 foot wide landscape strip is proposed along the south property line and a 15 foot wide landscape strip adjacent to the west property line. Public street frontages are proposed to have a 25 foot wide bermed landscape strip with intensive tree coverage and lawn.
4. Planned signage includes a painted Price Club sign and directional signage. Staff learned that no detached signage is planned and that the painted sign will be changed to individual letters. Staff recommends a uniform sign program.
5. Specific noise mitigation measures are proposed which address daily noise sources such as construction, delivery and parking lot sweeping activities. No public address system is proposed to be allowed. Restrictions on hours of trash compactor use have been proposed.
6. Building elevations for the south elevation have not been reviewed by staff. The applicant has modified the exterior elevations to provide more variety and relief on the east, west and north elevations from the original submittal. Staff recommends several conditions to enhance the exterior subject to Planning Director's review and approval.
7. Environmental constraints identified in the Final E.I.R. included water runoff, potential flooding, relocation of burrowing owls and construction dust suppression. Staff recommends mitigation measures to assure recognition of the constraints.

ENVIRONMENTAL DETERMINATION & SUMMARY OF ANALYSIS: The City's Environmental Coordinator had determined the proposed project may create potential adverse impacts and required the preparation of an environmental impact report. The Final E.I.R. will be considered by the Planning Commission at its May 19, 1988 meeting with comments being received on the Final E.I.R. to be transmitted to the City Council. Staff recommends that the Commission recommend the City Council find the E.I.R. as adequate and certify as to its adequacy prior to adoption of the rezoning and community plan amendment.

An E.I.R. on the proposed project has been prepared and circulated for public review and comment in accordance with the requirements at CEQA and the City's environmental review procedures. Extensive comments were received in the Draft E.I.R. which necessitated an extended period to prepare comprehensive responses to those comments. Comments on the Draft E.I.R. centered on the consistency of the proposed land use, with the community and General Plan, general traffic problems, truck traffic on and off site, aesthetics, noise, and the existence of burrowing owls on the site. The project has generated substantial opposition from neighboring residents who generally feel that the site is inappropriate for a regional-serving retail facility adjacent to residential areas.

There have been a number of requests that the information prepared in response to comments on the Draft E.I.R. be recirculated as a supplement to the Draft E.I.R. rather than prepare a final E.I.R. The comments and staff response on this issue are found at pp 2-3 of the final E.I.R. It is expected that this issue will be the subject of discussion at the public hearing on May 19. The Commission should be prepared to address this issue early in the public hearing. If the Commission determines that additional

time should be provided for comment, consideration of the remaining issues should be deferred until the conclusion of that extended time period. Staff does not support an extended review period. The analysis contained in the Draft E.I.R. as well as in the responses to comments in the Final E.I.R. leads to several conclusions (Refer to Exhibit S, Summary of Impacts):

A. Transportation/Traffic

The traffic analysis in the Draft E.I.R. did not include the Mack Road/Highway 99 interchange in the cumulative analysis. Further, the base traffic counts were challenged as somewhat low. The traffic consultants conducted a revised study in response to these comments. It was decided to prepare a new traffic section for the E.I.R., which is found in Section II of the Final E.I.R. However, the conclusions of the revised traffic analysis are similar to the original analysis: with or without the project, traffic is projected to deteriorate to LOS E or F at the studied intersections. Except for on-site truck traffic, the E.I.R. concludes that there is no appreciable difference between studied alternatives as they relate to traffic congestion in the area. The fact that the proposed project (or any alternatives) will contribute to an identified potential significant environmental impact (traffic volumes in excess of LOS "C"), which cannot be mitigated, will require the making of appropriate findings and a statement of overriding social or economic considerations.

B. Consistency with the South Sacramento Community Plan (SSCP)

Staff has concluded that despite the fact that, if approved, the proposed project would amend the zoning and SSCP and use map designation, that the project remains inconsistent with certain findings and policies in the SSCP. Specifically, the project is inconsistent with the findings and policies regarding the area abundance of retail commercial zoning and commercial/residential land use compatibility. Inconsistency has been determined by staff to be an unmitigated significant environmental impact. If the project is approved, a statement of over-riding social and economic considerations must be made.

C. Other Impacts

After detailed analysis, the staff has concluded that all other identified potential impacts can be mitigated below a level of significance. Please refer to specific discussion in the first 86 pages of the Final E.I.R. for the basis for those conclusions. Concerns regarding land use definitions, noise, aesthetics, burrowing owls, and visual impacts have been analyzed and concluded to be less than significant or mitigatable. Staff is prepared to discuss any of these specific issues at the public hearing.

D. Air Quality

Due to cumulative increases in emissions resulting from regional growth, the federal ozone standard has not been attained. The project will contribute to cumulative growth making the effort to attain air quality standards more difficult. The project's singular contribution is not significant, but air quality impacts are unavoidable and cumulatively significant. A program to

update the Sacramento Air Quality plan has been instituted by the Sacramento Area Council of Governments. The results of studies which will lead to a new plan are not yet available.

The contribution to non-attainment, even on a relatively small scale, is a significant adverse impact which cannot be mitigated on a project specific basis.

E. Mitigation Measures

A number of mitigation measures have been proposed in both the Draft E.I.R. and Final E.I.R. Staff has summarized those in Exhibit S in this report. Of those mitigation measures, the following are recommended by staff to be imposed as conditions of approval for the project.

1. Traffic - Make on-site circulation improvements.
 - Install a signal at the Franklin Boulevard median break south of Mack Road.
2. Noise - Relocate the building closer to the northeast corner of the site, enclosing the loading docks and building a six foot sound wall on the site boundary.
3. Biology - Prepare a plan to locate and prepare a suitable relocation site and move the project site's burrowing owls to it; a fish and game permit would be required to trap and relocate the owls.

Staff recommends the Planning Commission approve the Plan Review and recommend approval of the Community Plan Amendment and Zone Change to the City Council.

RECOMMENDATION: Staff recommends the Commission take the following actions:

- A. Consider testimony on the Final E.I.R. and recommend the City Council certify the Final E.I.R.; and
- B. Recommend approval of the Community Plan Amendment; and
- C. Recommend approval of the Rezoning; and
- D. Approve the Plan Review subject to conditions and based upon findings of fact which follow:

1. Plan Review - Conditions

Staff has reviewed the proposed project in light of agency and public comments gathered during the environmental review process and City ordinances and recommends the Planning Commission approve the plan review subject to conditions. The following are proposed conditions of plan review which shall

be satisfied prior to issuance of building permits or other time frame if specified.

a. Lighting

1. All lighting along the rear of the building shall be shielded so to not reflect onto residentially-zoned property located to the west or south.
2. All pole parking lot lighting fixtures shall be reviewed and approved by the Planning Director for design compatibility with the center. No lighting shall reflect off-site onto residentially-zoned or used properties. Perimeter lighting shall be on 20 foot high lamp poles with interior lamp poles 30 feet high.
3. Location of lighting fixtures shall not conflict with landscape plans.
4. An average minimum light level of one-foot candle, as measured at the parking lot surface shall be maintained.

b. Traffic

1. Provide following traffic improvements or modifications based upon revised traffic study.
 - a) Provide right turn taper (approximately 100 feet) to driveways at the westerly Mack Road entrance and two northerly entrances from Franklin Boulevard.
 - b) Widen center driveway on Franklin Boulevard to permit separation of right and left turning vehicles exiting the site.
 - c) Provide necessary stacking area for on-site vehicle storage at the Franklin Boulevard center access.
2. Provide bus stop and shelter as per Regional Transit requirements in a location acceptable to the City Traffic Engineer.
3. Pay for installation of a traffic signal at the Franklin Boulevard entrance.
4. Dedicate additional right-of-way at the intersection of Franklin Boulevard and Mack Road to allow for the expansion of the intersection.

The applicant also to fully improve Franklin Boulevard and Mack Road adjacent to the subject site.

c. Landscaping & Parking Lot Design

1. The applicant shall prepare detailed landscaping and irrigation plans for review and approval by the Planning Director prior to issuance of building permits which reflect the following items.
 - a) A two foot vehicle overhang shall be incorporated into all parking spaces adjacent to planter with no precast concrete wheel stops used in the lot. All landscape areas shall be contained by six inch high poured in place concrete curbs.
 - b) Landscaping adjacent to the west and south property lines shall contain evergreen trees planted on 20 foot centers. Size shall range from five and 15 gallon and 24 inch box specimen size trees.
2. All truck loading docks or spaces shall comply with City Code.
3. Bicycle parking shall be provided as per City Code.
4. All utility distribution facilities shall be screened from public view and protected by bollards if adjacent to driveways or parking areas.
5. Clear vision areas are to be maintained at all entryways. The City Traffic Engineer shall review and approve all clear areas. The City Traffic Engineer shall review and approve a Transportation Management Plan prior to issuance of building permits.
6. The landscape planter adjacent to the west property line shall be a minimum of 15 feet in depth and south property line 25 feet in depth.

D. Signage

The applicant shall submit to the Planning Director for review and approval a uniform sign program prior to

issuance of sign permits. Uniform sign colors, materials, location, letter copy and illumination are recommended. No free-standing pole signs are allowed. One project identification monument sign - not exceeding 12 feet in height as measured from the top of sidewalk is allowed. No canned plastic signs or painted signs shall be allowed.

E. Noise Mitigation

1. Parking lot sweeping to occur between 7 A.M. and 10 P.M. No late night or early morning sweeping by vacuum trucks or mechanical sweepers is to be allowed.
2. Grocery carts and carts shall have storage areas marked in the parking lot designated for return to main store.
3. No public address system audible off-site shall be allowed.
4. The trash compactor shall be operated between the hours of 7 A.M. and 10 P.M., the same hours as parking lot sweeping.
5. No truck deliveries shall occur prior to 7 A.M. and after 6 P.M.
6. Site and exterior construction activities shall be restricted to weekdays between the hours of 7 A.M. and 5 P.M.
7. All trucks are to be scheduled by appointment.
8. No idling of engines while unloading is allowed. Refrigeration units to unload in loading bays furthest from residential uses.
9. Chillers should be selected or treated so that the noise level measured at the southern property line would not exceed the existing night-time median level of 39 dBA.
10. Roof-top mechanical equipment should be selected or treated such that noise levels would not exceed the minimum day-time L₅₀ noise level of 49 dBA which currently exists in the rear yards of adjacent homes. No unshielded mechanical equipment will be allowed.

F. Building Elevations

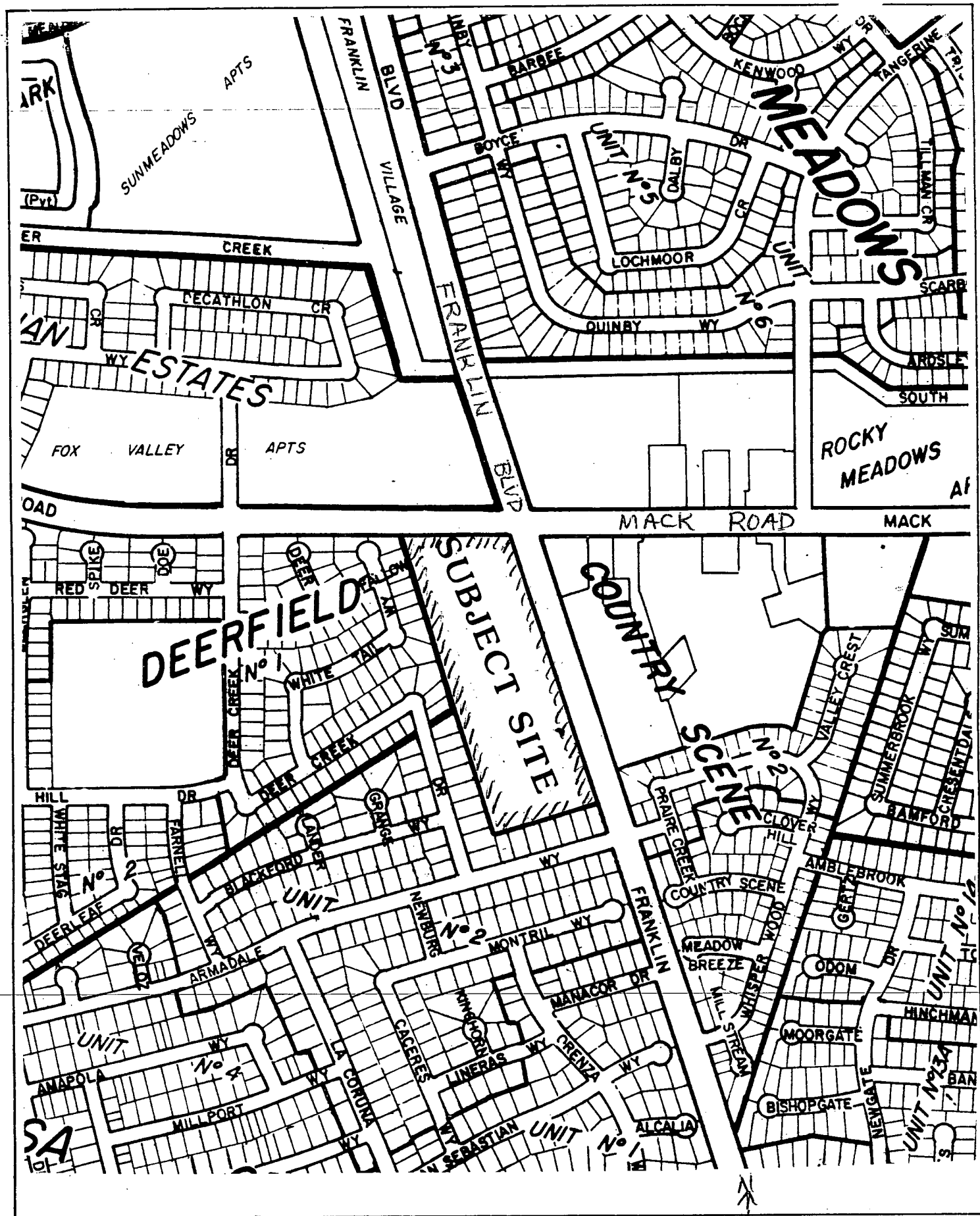
1. The applicant shall revise the building elevations to show a covered canopy extending along the north and east elevation which is compatible with the design of the building. Material and design of the canopy shall be reviewed and approved by the Planning Director.
2. A sidewalk adjacent to the building shall be observed so that customers carrying tires to the tire shop do not require access through the parking lot or vehicle access lanes.
3. The applicant shall provide color samples of materials to be used on the building at the time of building permit application.
5. The south elevation, including the loading dock area shall be reviewed and approved by the Planning Director. The formliner element of the west elevation shall be continued to the south elevation.

G. Environmental Constraints

1. The applicant shall investigate and implement runoff control measures to trap pollutants, reduce flows and promote infiltration through alternatives such as on-site retention, storm drain design to slow peak runoff flows, minimize impervious surfaces, maximize percolation, evaporation and evapotranspiration of storm waters.
2. The applicant shall prepare a plan and implement it for the relocation of the burrowing owl to a suitable site to the satisfaction of the State Department of Fish and Game and City Environmental Review Coordinator.
3. Dust suppression measures shall be implemented during grading and excavation work in accord with Air Pollution Control District requirements.
4. If the building or structures are located within the A02 Flood zone, the applicant's civil engineer is required to certify that first floor elevations of any structures proposed in this zone would exceed two feet.

Findings of Fact - Plan Review Approval

1. The proposed project, as conditioned, is based upon sound principles of land use in that the proposed center is compatible with adjacent commercial development, and
2. The proposal, as conditioned, will not be detrimental to the public health, safety or welfare nor result in the creation of a nuisance in that adequate parking, landscaping and architectural design are provided.
3. The proposed project is consistent with the City's General Plan in that the site is designated for commercial uses in the 1988 General Plan and the proposed Price Club conforms with the plan designation.



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VICINITY MAP

Scale 1" = 500'

P-88-448

5-19-88

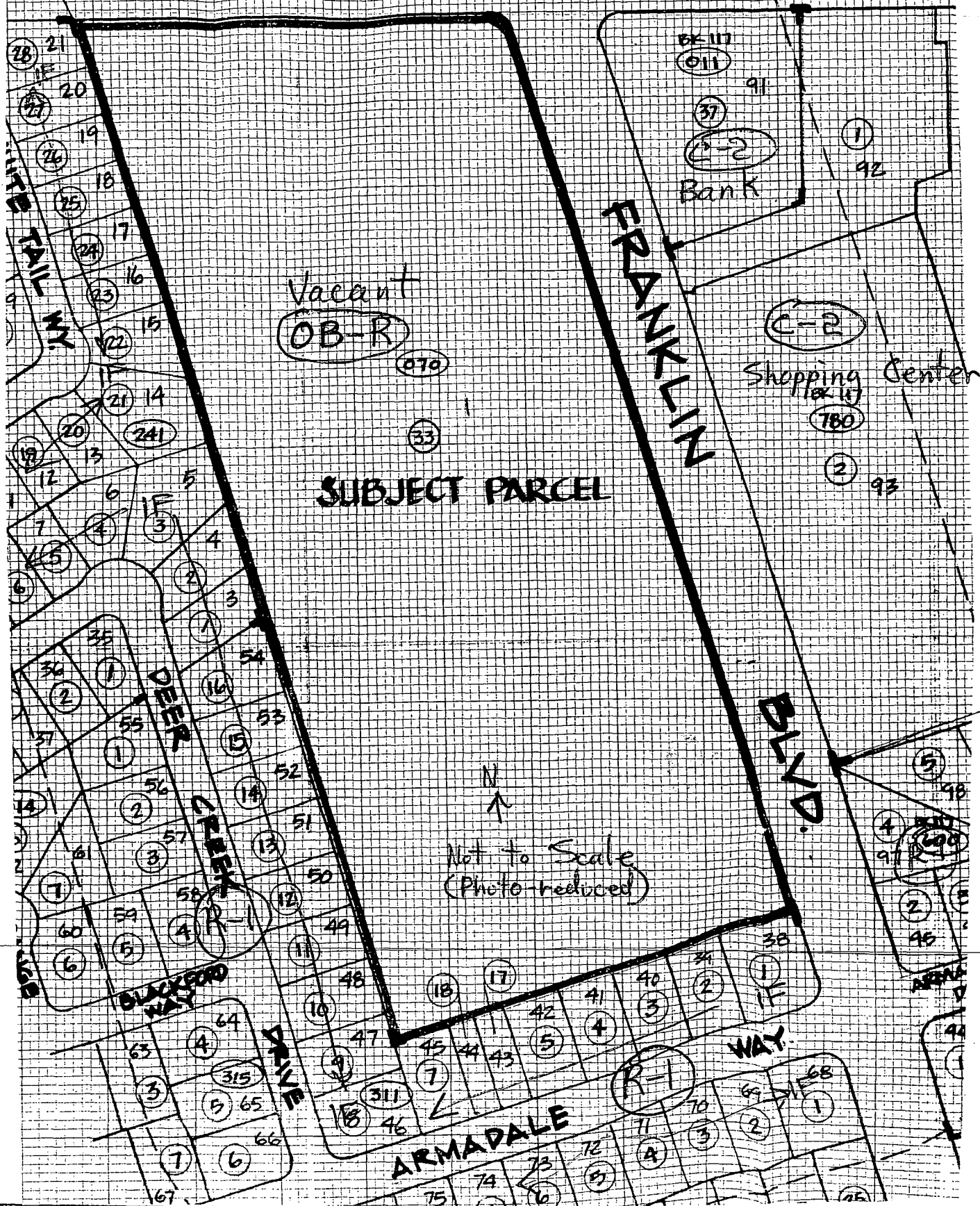
Item 2

Vacant (R-2B-R)

(C-2) Shopping Center

MACK

ROAD



LAND USE & ZONING MAP

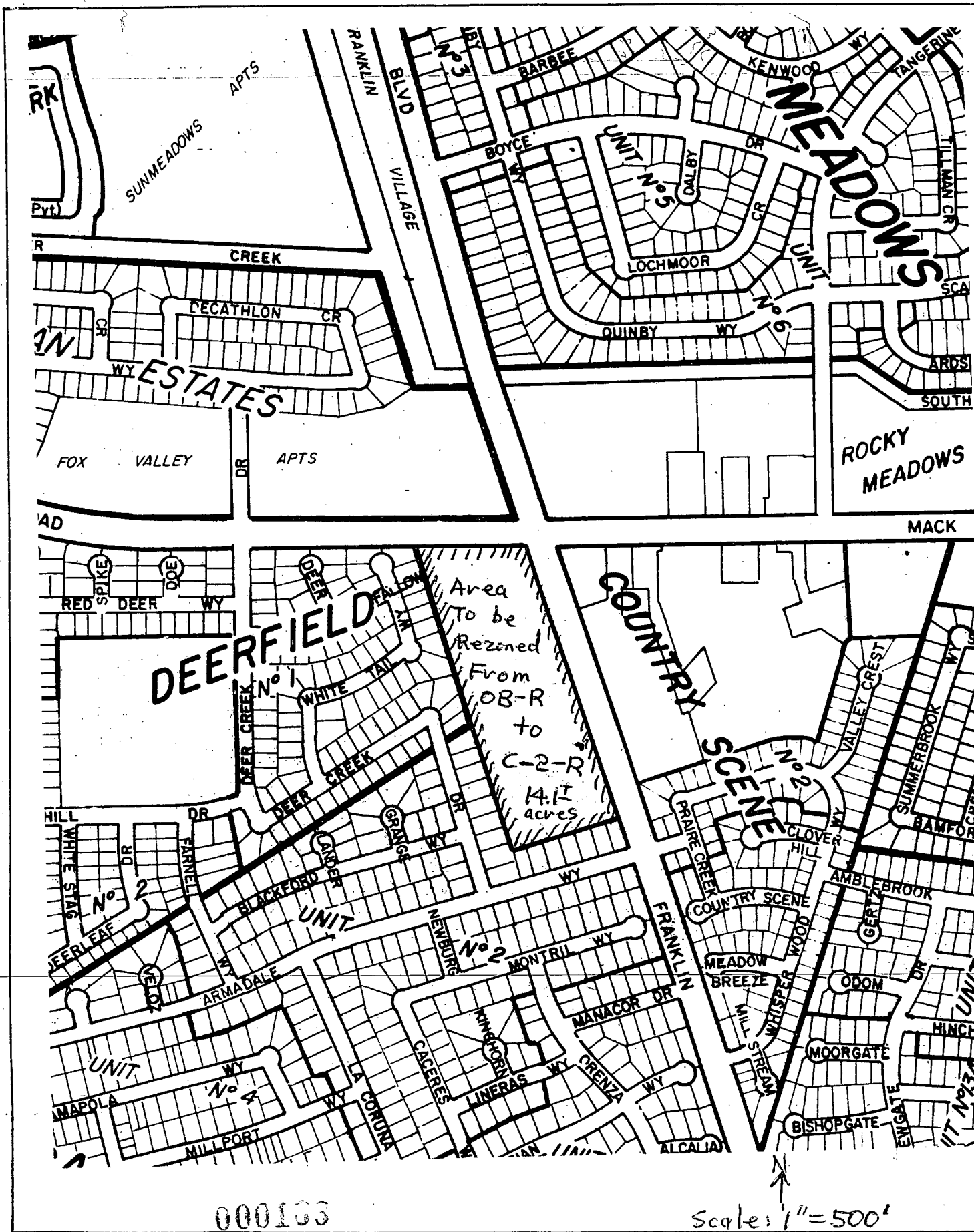
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5-19-88

Item 2

EXHIBIT A



000103

REZONE EXHIBIT

EXHIBIT B

830322

LEGAL DESCRIPTION

LEGAL DESCRIPTION OF APN 119-070-33

ALL OF PARCEL 3 AS SHOWN ON THAT
CERTAIN PARCEL MAP OF WHICH IS
RECORDED IN THE OFFICE OF THE
RECORDER OF SACRAMENTO COUNTY IN
BOOK 37 OF PARCEL MAPS, MAP NO. 45

CONTAINING 14.01 ± AC.

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P-87-448

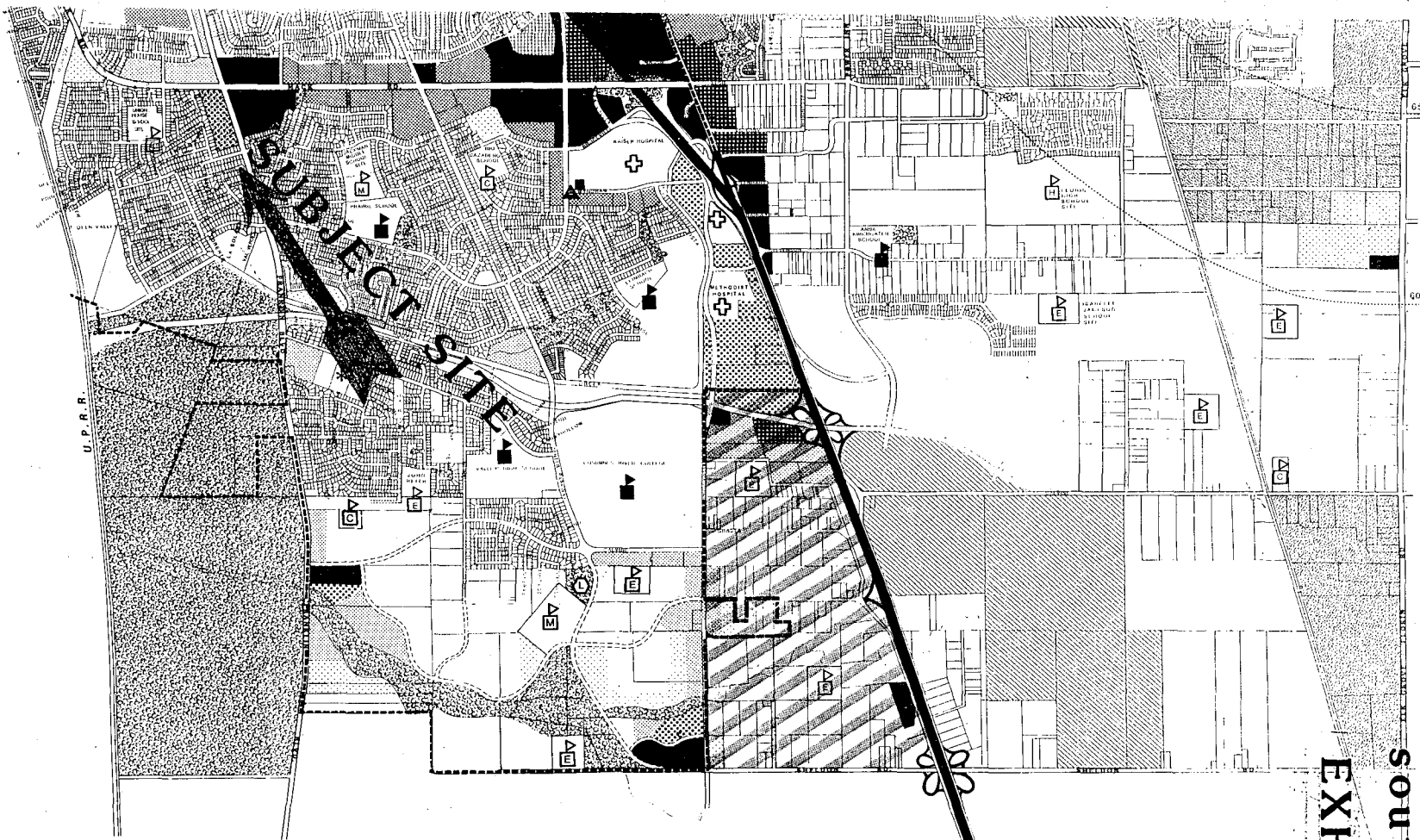
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5-19-88

Item 2



ADOPTED LAND USE PLAN

- RURAL ESTATES RESIDENTIAL 1DU/.5-4NA
- RESIDENTIAL 4-8 DU/NA
- RESIDENTIAL 7-15 DU/NA
- RESIDENTIAL 11-21 DU/NA
- RESIDENTIAL 11-29 DU/NA
- RESIDENTIAL 29+DU/NA
- RESIDENTIAL-OFFICE

- OFFICE
- HIGHWAY COMMERCIAL
- GENERAL COMMERCIAL
- HEAVY COMMERCIAL./LIGHT INDUSTRIAL
- INDUSTRIAL
- PARKS AND OPEN SPACE
- * -CEMETERY, CHURCH OR OTHER QUASI PUBLIC USE

COSUMNES RIVER COLLEGE SPECIAL STUDY AREA

- HOSPITAL
- NOISE CONTOURS (MATHER AFB AICUZ REPORT)
- SOLID WASTE DISPOSAL FACILITY
- FIRE STATION
- EXISTING LIBRARY -PROPOSED LIBRARY
- EXISTING SCHOOL -PROPOSED ELEMENTARY SCHOOL
- PROPOSED HIGH SCHOOL -PROPOSED MIDDLE SCHOOL
- PROPOSED CONTINUATION SCHOOL

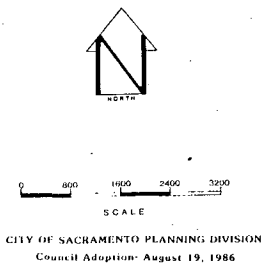


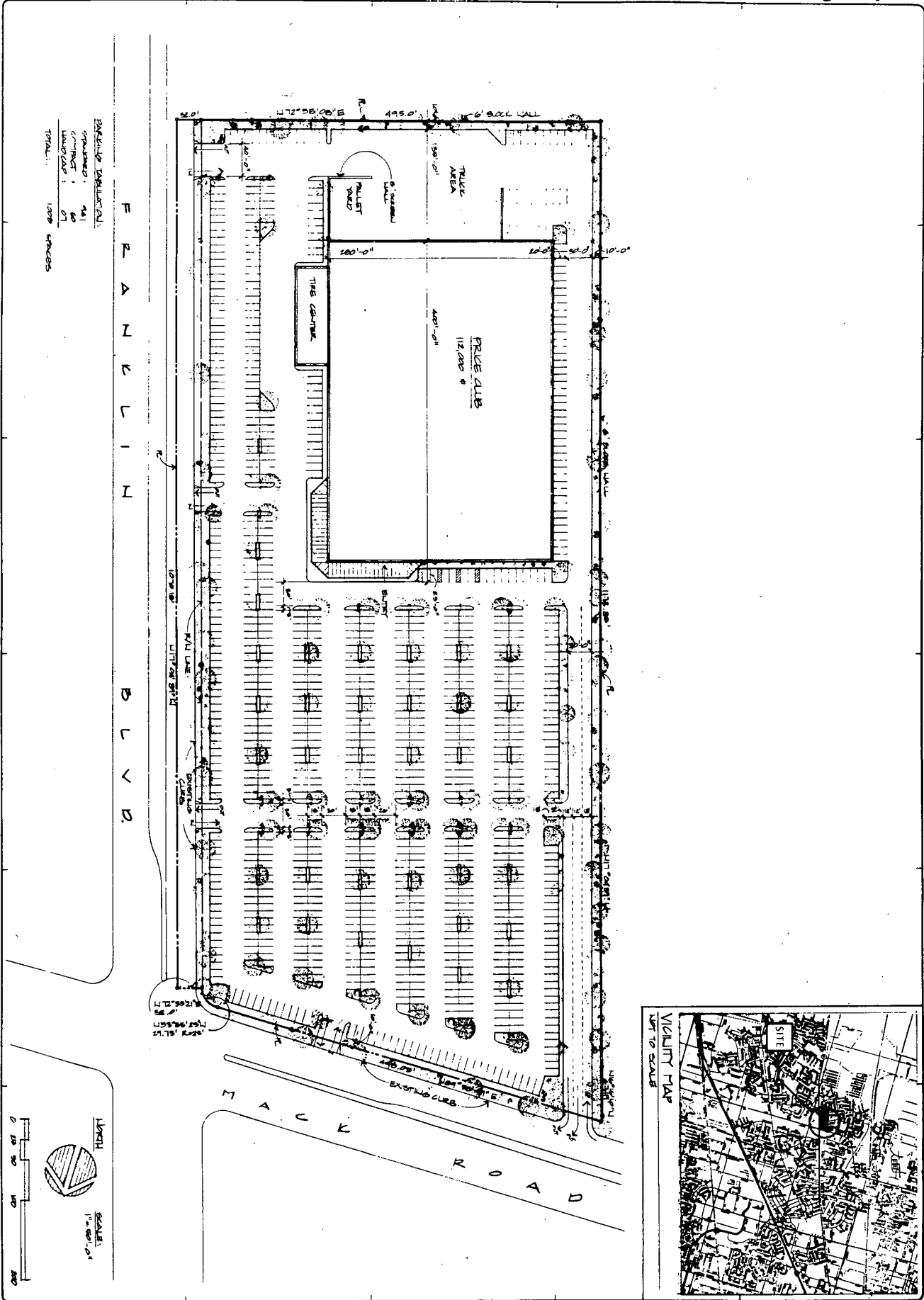
EXHIBIT C
South portion

SOUTH SACRAMENTO COMMUNITY PLAN

P-87-448

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Item 2



EXISTING UTILITIES:
 CONCRETE: 141
 CURB: 60
 LANDSCAPE: 01
 TOTAL: 197 SPACES



A1

SITE PLAN

PRICE CLUB
 SOUTH SACRAMENTO, CALIFORNIA

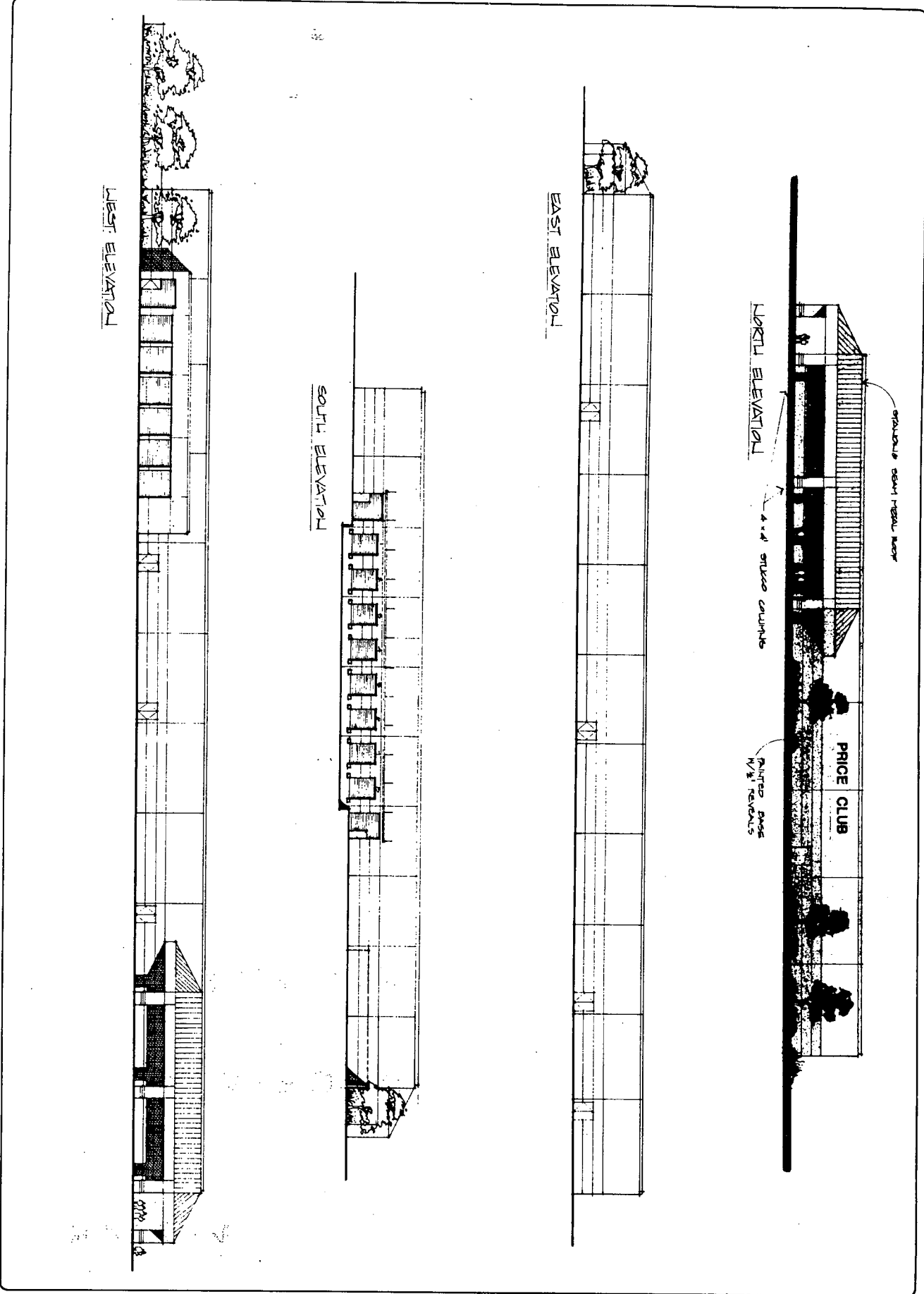
SCHUCARD ASSOCIATES

EXHIBIT D SITE PLAN

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Item 2



SCHUCARD ASSOCIATES

PRICE CLUB
SOUTH SACRAMENTO, CALIFORNIA

ELEVATIONS

A3

EXHIBIT E ELEVATIONS

EXHIBIT G

TRASH ENCLOSURE GUIDELINES

The walls of the trash enclosure structure shall be constructed of solid masonry material and the exterior surface finished in a manner compatible with the main structure(s).

The trash enclosure structure shall have heavy gauge metal gates and designed with cane bolts on the doors to secure the gates when in the open position. The hinges shall be sufficient in size, strength and number to adequately support the metal gates.

The trash enclosure facility shall be designed to allow walk-in access by janitors without having to open the main enclosure gates;

The walls shall be a minimum six feet in height, more if necessary for adequate screening.

The perimeter of the trash enclosure structure shall be screened with landscaping, including a combination of shrubs and/or climbing evergreen vines.

A concrete apron shall be constructed in front of the trash enclosure facility or at point of dumpster pickup by the waste removal truck. The location, size and orientation of the concrete apron shall depend on the design capacity of the trash enclosure facility (number of trash dumpsters provided) and the direction of the waste removal truck at the point of dumpster pickup;

The minimum dimensions of the concrete apron for a single, two cubic yard dumpster shall be: width 10 feet or width of enclosure facility; length 20 feet. Larger trash enclosure facilities shall require a larger concrete apron, subject to the approval of the City Building Inspections Division Building Technician (Plan Checker);

Paving material shall consist of 5" aggregate base rock and 6" portland cement paving.

~~A trellis structure covering the trash facility shall be constructed to screen these units from view from the upper floors of the office building.~~

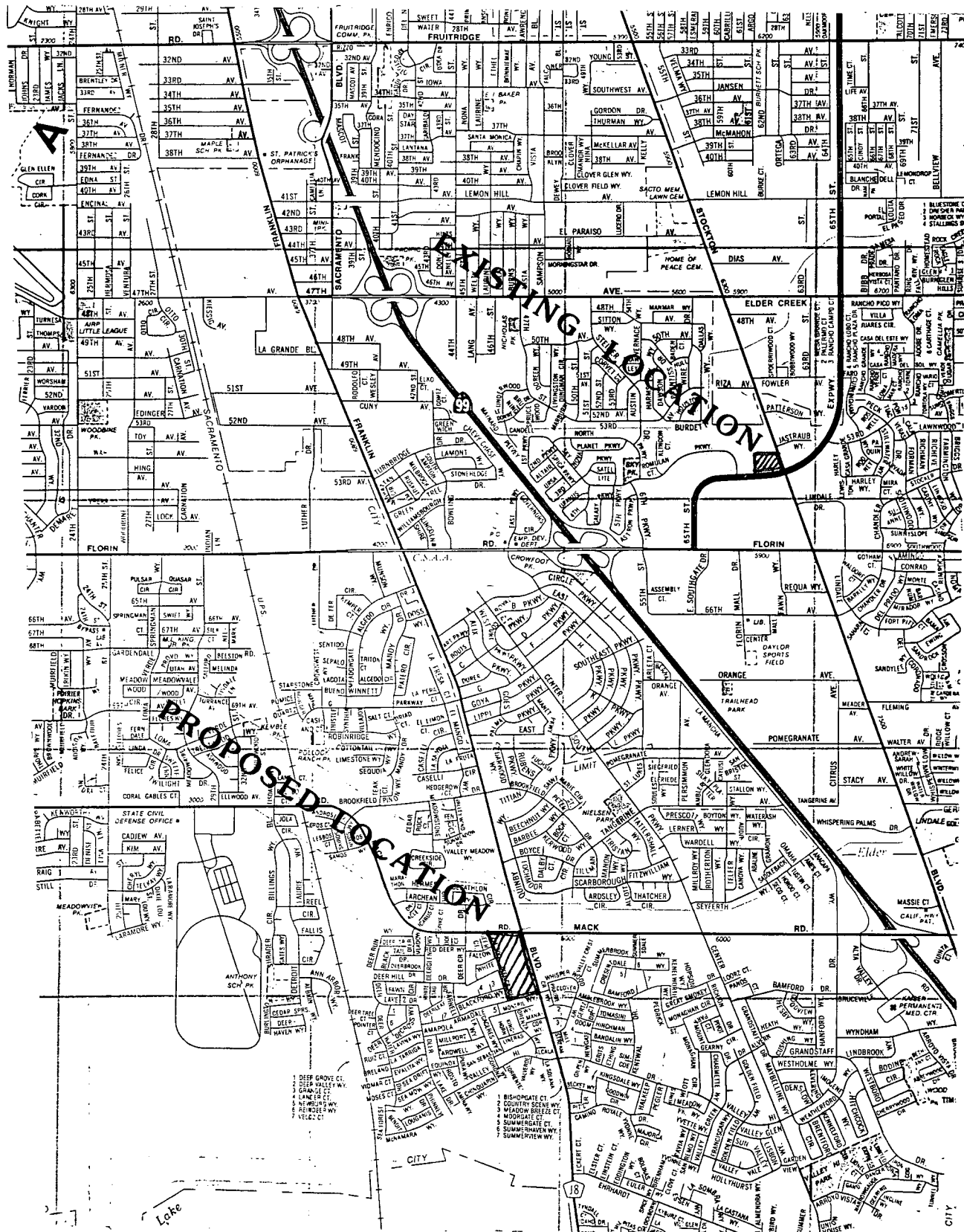
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item 2

EXHIBIT H



000134

Scale 1" = 3,200 ft.

EXISTING AND PROPOSED LOCATIONS

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item 2

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ARMADALE WAY

DEER CREEK DRIVE

WHITE TAIL WAY

Loading Dock

PRICE CLUB

Warehouse/ Sales/
Loading/ Office

1-2 Stories @ 114,760 s.f.

Tire Center

4,060 s.f.

MACK ROAD

FRANKLIN

BOULEVARD

EXHIBIT B-5

PROPOSED PROJECT -- PRICE CLUB -- SITE PLAN

14 Acres

Warehouse/Sales

118,820 s.f.

Parking Spaces

Standard	941
Compact	60
Handicap	7
Total	1008

- - - Property Line
 - - - Right-of-Way Line
 ← Direction of Traffic

0 50 100 200 FEET



NORTH

EXHIBIT I

Source: The Price Company and Nichols-Berman, 1/22/88

item 2

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000138

5-19-88

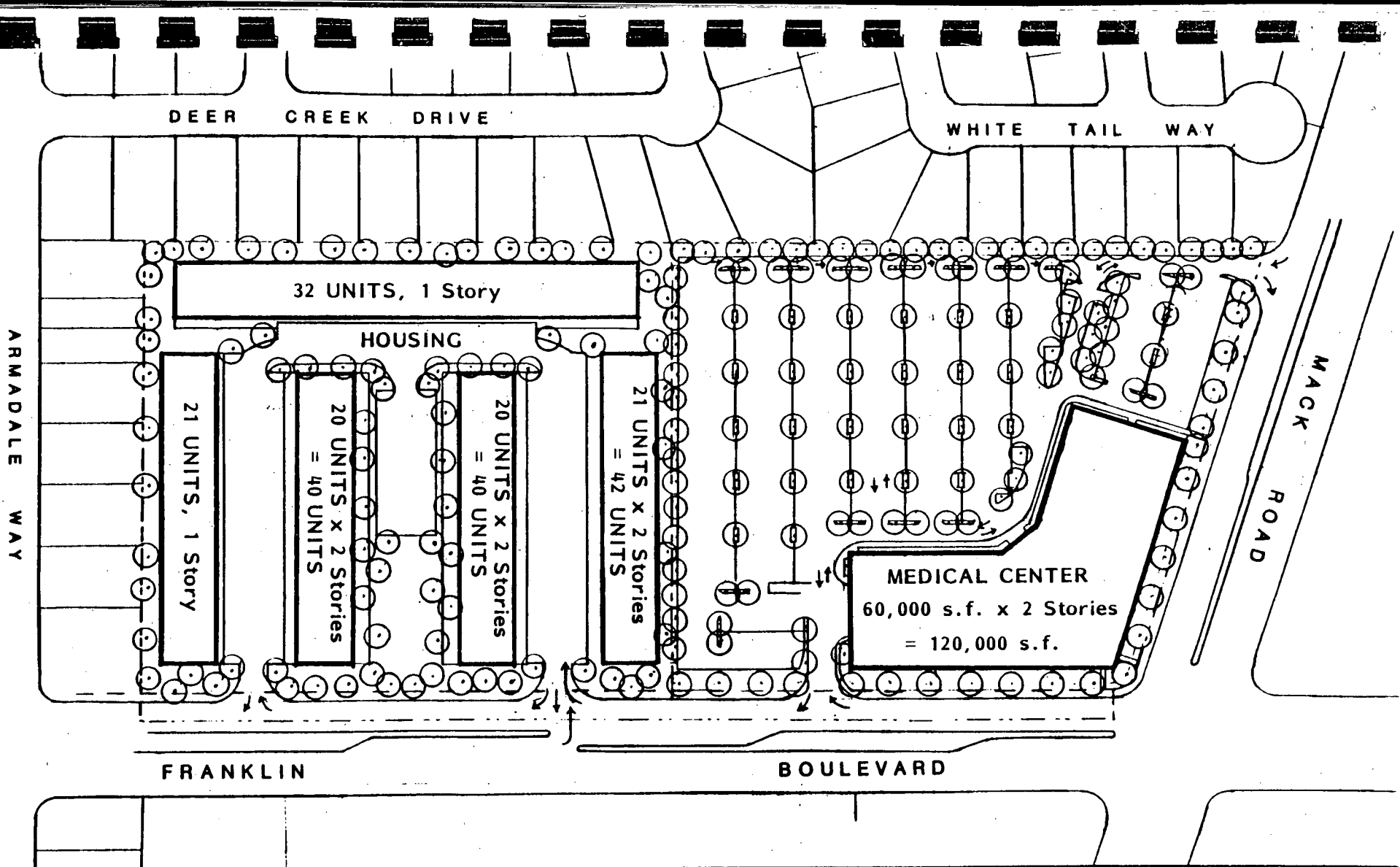


EXHIBIT B-7

RESIDENTIAL-OFFICE ALTERNATIVE -- SITE PLAN

7 Acres

175 Multi-Family Housing Units
175,000 s.f.

Parking Spaces	
Standard	201
Total	201

7 Acres

Medical Center
120,000 s.f.

Parking Spaces	
Standard	414
Compact	180
Handicap	6
Total	600

--- Property Line
 --- Right-of-Way Line
 ⇄ Direction of Traffic

0 50 100 200 FEET

↑ NORTH

Source: Nichols-Berman, 1/21/88

Item 2

EXHIBIT J

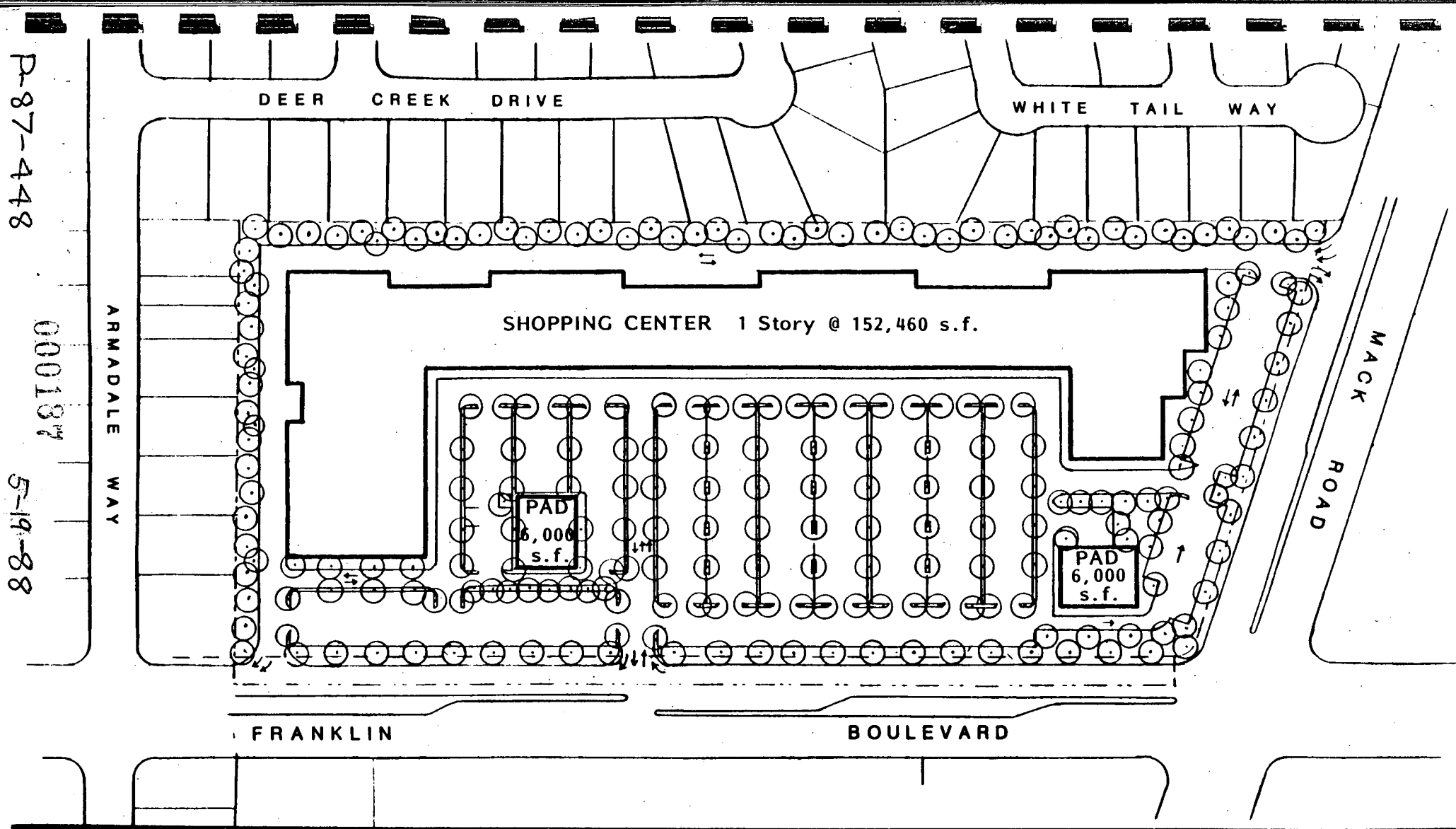


EXHIBIT B-9

SHOPPING CENTER ALTERNATIVE -- SITE PLAN

14 Acres

Shopping Center

164,460 s.f.

Parking Spaces

Standard	483
Compact	207
Handicap	14
Total	704

- Property Line
- Right-of-Way Line
- ⇄ Direction of Traffic

0 50 100 200 FEET



Source: Nichols-Berman, 1/21/88

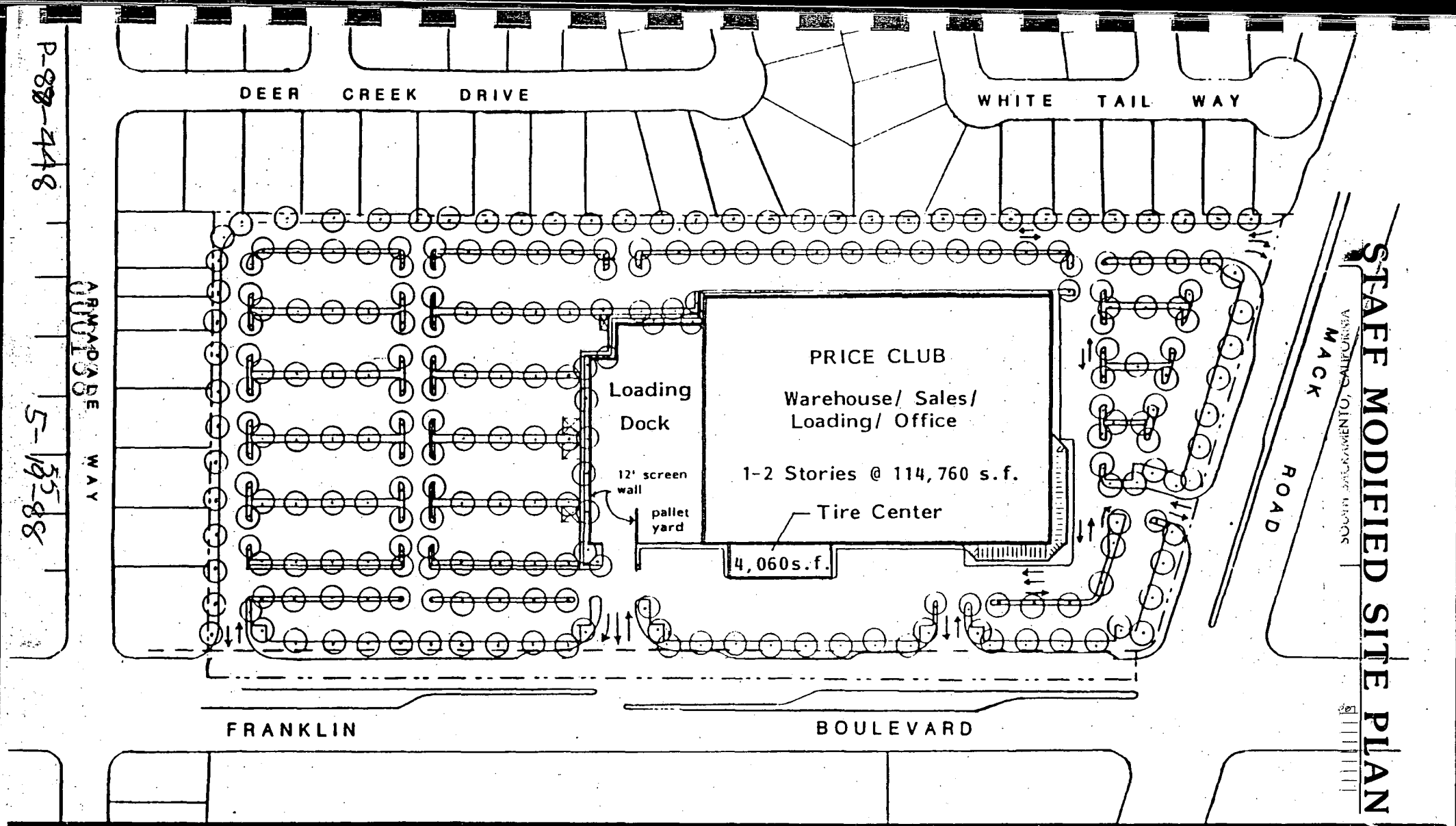
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EXHIBIT K



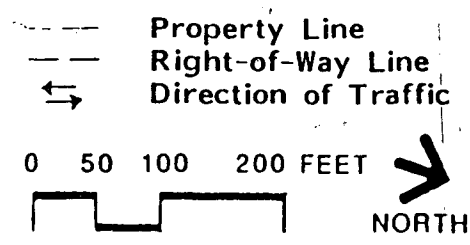
STAFF MODIFIED SITE PLAN

EXHIBIT L

PRICE CLUB -- ALTERNATIVE SITE PLAN

14 Acres
Warehouse/Sales
118,820 s.f.

Parking Spaces	
Standard	607
Compact	122
Handicap	9
Total	738

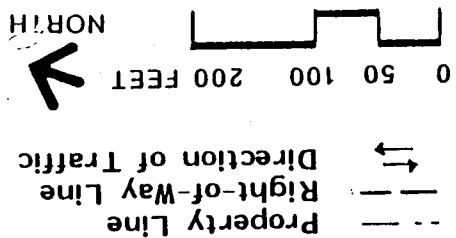


Source: Nichols-Berman, 4/14/88

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ARMADILLO WAY
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EXHIBIT M

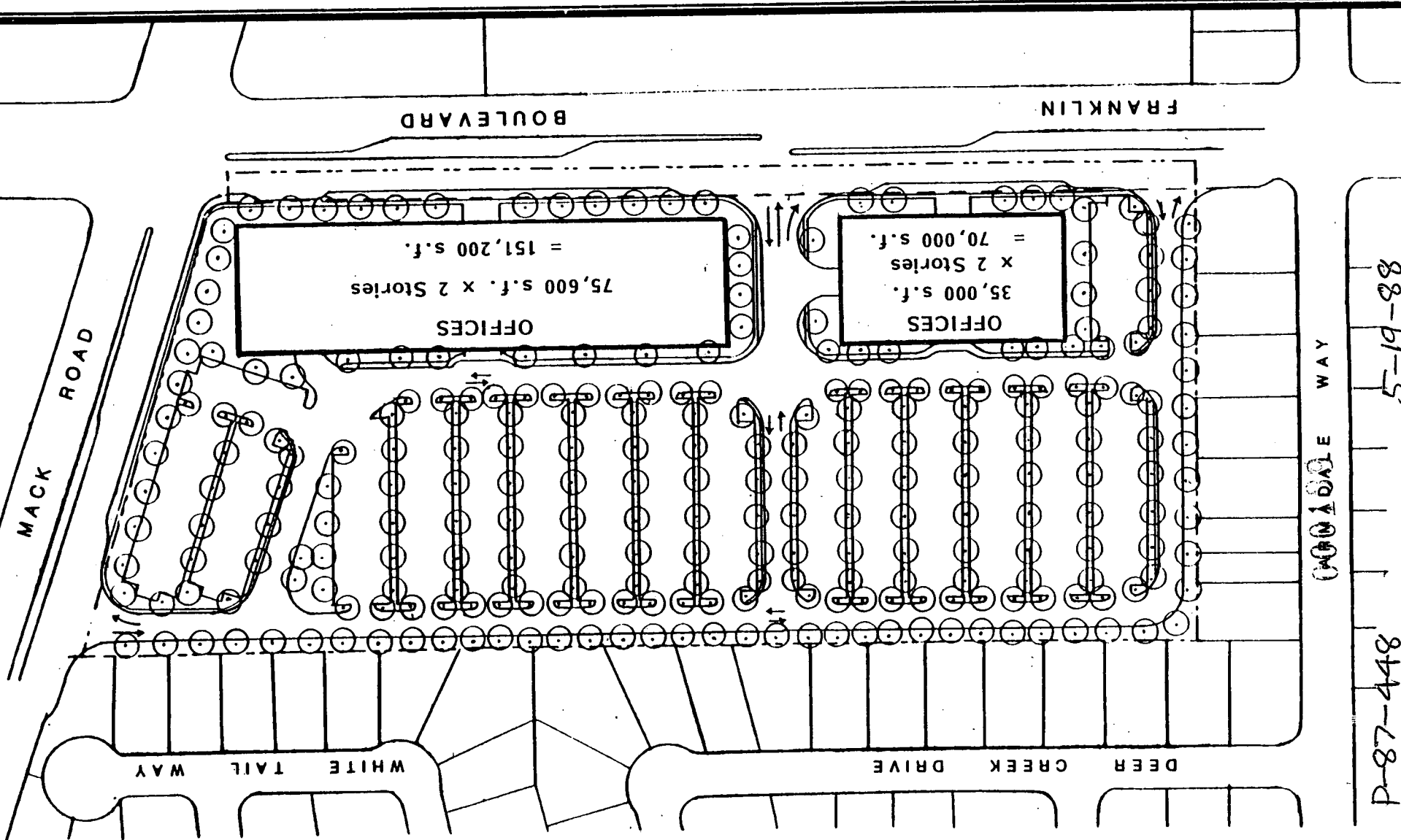


Source: Nichols-Berman, 4/14/88

Parking Spaces	628
Standard	202
Compact	7
Handicap	7
Total	837

221,200 s.f.
14 Acres

OFFICE ALTERNATIVE -- SITE PLAN



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TABLE 8
MITIGATION MEASURES REQUIRED FOR FUTURE BASE (2010) CONDITIONS

INTERSECTION	MITIGATION MEASURE	MITIGATED							
		CUMULATIVE		CUMULATIVE + PRICE CLUB		CUMULATIVE + ALT. 2		CUMULATIVE + ALT. 3	
		V/C	LOS	V/C	LOS	LOS	V/C	LOS	V/C
BROOKFIELD DR./ MACK RD.	CONVERT WB RIGHT TO SHARED RIGHT + THRU LANE. CONVERT EB RIGHT TO RIGHT + THRU LANE. ADD EB LEFT TURN LANE	0.73	C	0.74	C	0.75	C	0.76	C
FRANKLIN BLVD./ MACK RD.	MAXIMUM IMPROVEMENTS (DUAL LEFT TURN LANES AT ALL APPROACHES, 4 THRU LANES ON FRANKLIN BLVD, 3 THRU LANES ON MACK ROAD)	0.97	E*	1.02	F*	1.02	F*	1.07	F*
TANGERINE AVE./ MACK RD.	ADD WB THRU LANE, ADD WB LEFT TURN LANE, CONVERT EB RIGHT TO SHARED RIGHT + THRU LANE. - ADD SB LEFT TURN LANE ¹	0.80	C	0.69	B	0.70	B	0.70	B

TABLE 8 (CONT)
MITIGATION MEASURES REQUIRED FOR FUTURE BASE (2010) CONDITIONS

INTERSECTION	MITIGATION MEASURES	MITIGATED							
		CUMULATIVE		CUMULATIVE + PRICE CLUB		CUMULATIVE + ALT. 2		CUMULATIVE + ALT. 3	
		V/C	LOS	V/C	LOS	LOS	V/C	LOS	V/C
CENTER PKWY./ MACK RD.	PROVIDE DUAL LEFT TURN LANES ON ALL FOUR APPROACHES, ADD WB THRU, ADD EB THRU	0.78	C	0.80	C	0.80	C	0.80	C
FRANKLIN BLVD./ BROOKFIELD DR.	ADD 2 SB THRU LANES, ADD SB LEFT TURN LANE, CONVERT NB RIGHT TO SHARED RIGHT + THRU LANE, ADD NB THRU LANE, ADD EB LEFT TURN LANE	0.80	C	0.81	D*	0.82	D*	0.82	D*
FRANKLIN BLVD./ VALLEY HI DR.	ADD SB THRU LANE, ADD SB LEFT TURN LANE, WB LEFT TURN LANE, ADD NB THRU LANE, ADD NB LEFT TURN LANE	0.78	C	0.79	C	0.79	C	0.80	C
MACK ROAD/ VALLEY HI DR.	PROVIDE SIX THRU LANES ON MACK ROAD; DUAL LEFT TURN LANES AT ALL APPROACHES; RIGHT TURN LANES AT ALL APPROACHES.	0.96	E*	0.99	F*	1.02	F*	1.01	F*

* Impacts that cannot be reduced to a level of insignificance, assuming maximum improvement criteria.
1 Improvement required under the three alternative "plus projects" conditions only.

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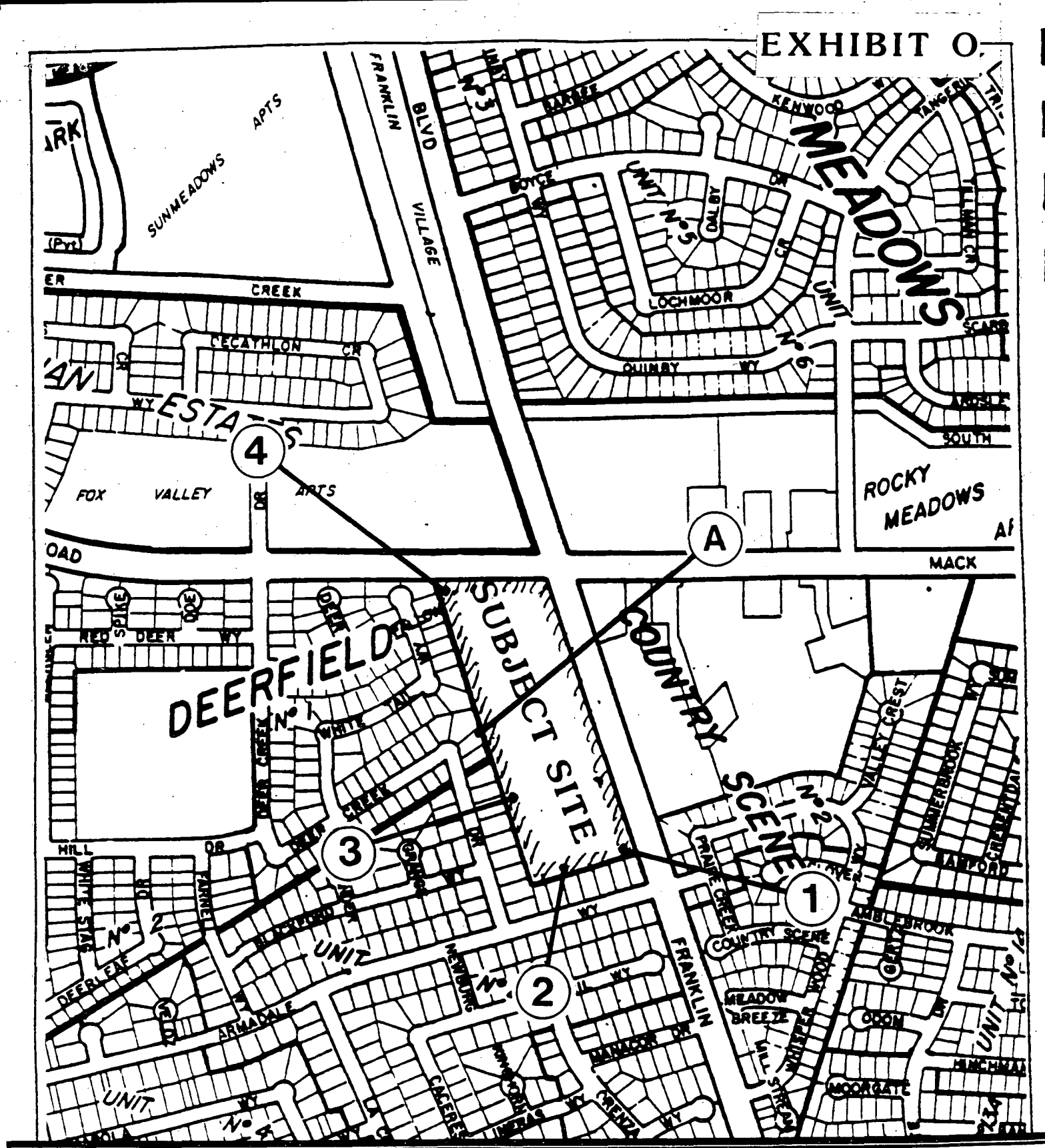


EXHIBIT F-2
NOISE MEASUREMENT LOCATIONS

- ① Spot Measurement Locations
- ② Spot Measurement Locations
- ③ Spot Measurement Locations
- ④ Spot Measurement Locations
- Ⓐ Hourly Measurement Locations

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0 100 500 1000 Feet



North

Source: Illingworth & Rodkin
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EXHIBIT P

EXHIBIT F-5

15-Minute Spot Measurements

Site 1 **Location:** On the project site, 75 feet from the centerline of the near lane of Franklin Boulevard and three feet from the southern fence line.

Date	Hour Beginning	Leq a/	Lmax b/L01 c/	L10	L50	L90	Traffic on Mack Road		
							Cars	Trucks	
1-8	12:46	64	78	74	68	62	50	193	3

Site 2 **Location:** On the project site, three feet from the southern fence line and 150 feet from the western fence line.

Date	Hour Beginning	Leq a/	Lmax b/L01 c/	L10	L50	L90	
1-8	13:13	49	61	58	52	48	44

Site 3 **Location:** On the project site, 300 feet from the southern fence line and three feet from the western fence line.

Date	Hour Beginning	Leq a/	Lmax b/L01 c/	L10	L50	L90	
1-8	13:36	48	55	54	50	46	44

Site 4 **Location:** On the project site, 75 feet from the centerline of the near lane of Mack Road and three feet from the western fence line.

Date	Hour Beginning	Leq a/	Lmax b/L01 c/	L10	L50	L90	Traffic on Mack Road		
							Cars	Trucks	
1-8	14:07	63	76	72	66	61	54	334	8

a/ Leq -- the average A-weighted noise level during the measurement period.
 b/ Lmax -- the maximum A-weighted noise level during the measurement period.
 c/ L01, L10, L50, and L90 -- the A-weighted noise levels which are exceeded during the measurement period 01, 10, 50, and 90 percent of the time, respectively.

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EXHIBIT Q

EXHIBIT I-3

Summary of Expenditures and Revenues

	<u>Proposed Project</u>	<u>Shopping Center Alternative</u>	<u>Residential-Office Alternative</u>
<u>Revenues</u>			
Property Tax	\$ 9,891	\$ 26,143	\$ 79,304
Sales & Use Tax	649,350	197,352	180
Business Operations Tax	3,000	11,700	5,000
Real Property Transfer Tax	0	0	13,475
Utility Users Tax	18,439	25,919	32,331
State Subventions	0	0	11,920
<u>Total Revenues</u>	<u>\$680,680</u>	<u>\$261,114</u>	<u>\$142,210</u>
<u>Expenditures</u>			
Police	\$ 15,844	\$ 26,056	\$ 48,323
Fire	9,851	16,201	30,046
<u>Total Expenditures</u>	<u>\$ 25,695</u>	<u>\$ 42,258</u>	<u>\$ 78,369</u>
General Fund Net Operating Surplus	<u>\$654,985</u>	<u>\$218,856</u>	<u>\$ 63,841</u>
<u>Other Funds -- Revenues</u>			
Gas Tax Fund	\$ 0	\$ 0	\$ 5,006
Major Street Construction Fund (one-time only)	22,400	59,206	179,600

Source: Economic and Planning Systems, January, 1988.

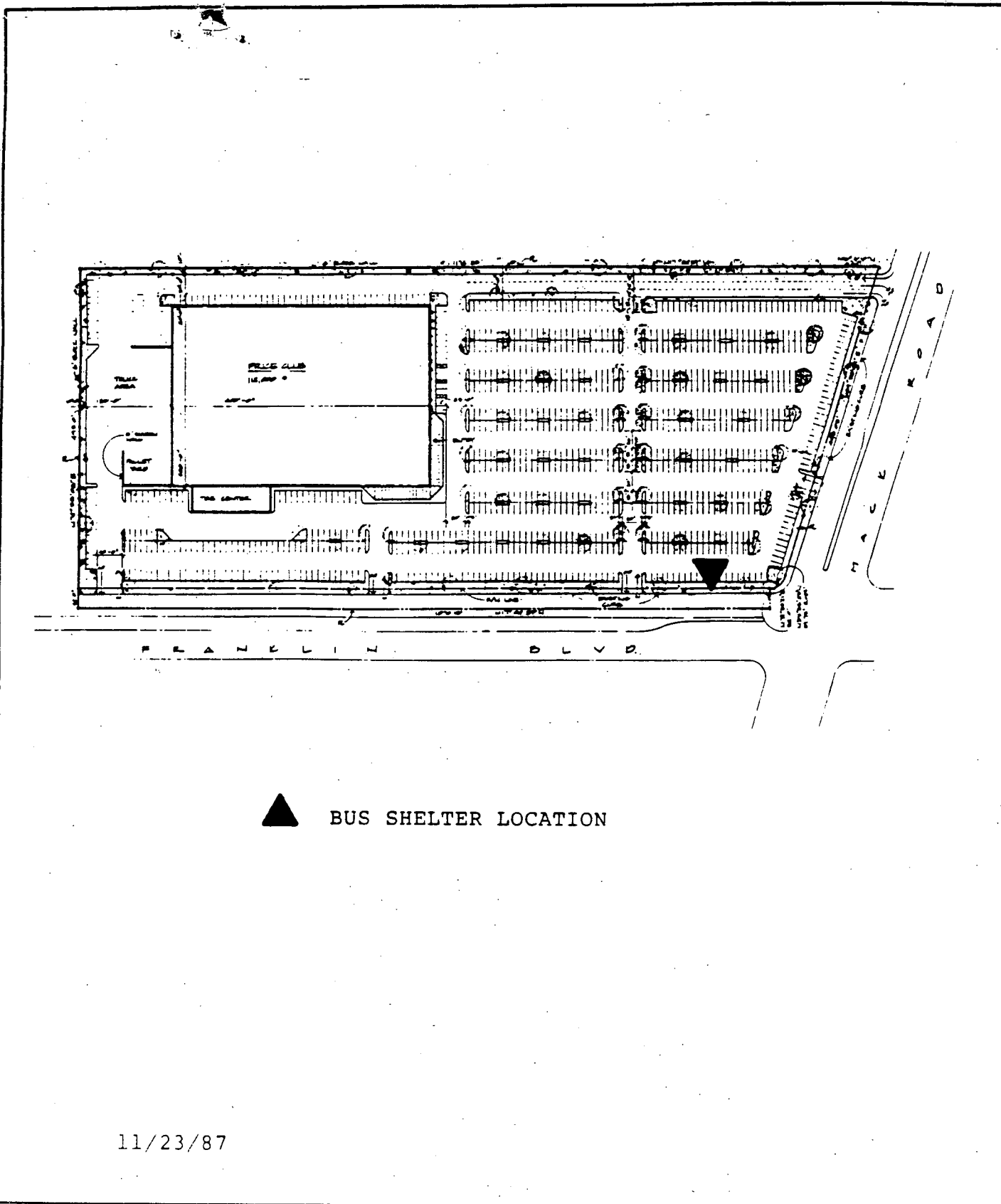
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EXHIBIT R



▲ BUS SHELTER LOCATION

11/23/87



PRICE CLUB BUS SHELTER LOCATION

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EXHIBIT C-3

Summary of Environmental Impacts and Mitigation Measures for Proposed Project and Alternatives

Impact Category	Proposed Project	Residential-Office Alternative	Shopping Center Alternative	All Office Alternative	No Project Alternative
PROJECT DESCRIPTION	Construction of 118,820-square foot, 28-foot high one-story membership cash-and-carry warehouse and 1,008 parking spaces on 14±-acre site.	Construction of 175 attached housing units in five separate one- and two-story buildings and 201 parking spaces on 7± acres; and Construction of 120,000-square foot, two-story medical office building and 600 parking spaces on 7± acres.	Construction of 164,460-square foot, one-story shopping center and 704 parking spaces on 14± acres.	Construction of 221,000 square feet of offices in two separate two-story buildings and 837 parking spaces on 14±-acre site.	No development and maintenance of the vacant 14±-acre site as is.
LAND USE	<u>Impact:</u> Would convert site designated for residential-office use to commercial development. <u>Significance:</u> No significant impact. <u>Mitigation:</u> Would require amendment of SSCP*/ land use designation and rezoning to C-2.	<u>Impact:</u> Would result in development with SSCP*/-planned land uses but would conflict with SGPU*/ commercial designation. <u>Significance:</u> No significant impact. <u>Mitigation:</u> Would require amendment of SGPU*/ land use designation to conform with SSCP*/ and zoning.	<u>Impact:</u> Same impact as proposed project. <u>Significance:</u> No significant impact. <u>Mitigation:</u> Same as proposed project.	<u>Impact:</u> Would conform with existing OB-R zoning and with SGPU*/ and SSCP*/ land use designations. <u>Significance:</u> No significant impact. <u>Mitigation:</u> None required.	<u>Impact:</u> The conflict in land use designation between the SSCP*/ and SGPU*/ would remain unresolved. <u>Significance:</u> No significant impact. <u>Mitigation:</u> Would require amendment of either SGPU*/ or SSCP*/ to achieve a consistent land use designation; would require a rezoning if the site were reclassified for commercial use in conformance with the SGPU.
	<u>Impact:</u> Would remove 14± acres where residential and/or office use could be developed, thus diminishing opportunities to provide diversity in land use and variety in housing types in South Sacramento. <u>Significance:</u> No significant impact. <u>Mitigation:</u> A comparable area of commercially-designated land could be reclassified for residential-office use to compensate for commercial development of the site.	<u>Impact:</u> Would contribute to diversity in land use and expand variety in housing types/prices available in South Sacramento. <u>Significance:</u> No significant impact. <u>Mitigation:</u> None required.	<u>Impact:</u> Same as proposed project. <u>Significance:</u> No significant impact. <u>Mitigation:</u> Same as proposed project.	<u>Impact:</u> Would increase land use diversity by adding offices but could contribute to currently high office vacancy rate in South Sacramento. <u>Significance:</u> No significant impact. <u>Mitigation:</u> None required.	<u>Impact:</u> Would not add residential or office uses to the community but would not foreclose the possibility that residential or office development would be built in the future. <u>Significance:</u> No significant impact. <u>Mitigation:</u> None required.

*/ SSCP = South Sacramento Community Plan; SGPU = Sacramento General Plan Update.

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LAND USE
000001

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Item 2

EXHIBIT C-3

Summary of Environmental Impacts and Mitigation Measures for Proposed Project and Alternatives

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Impact Category
LAND USE
Continued

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TRAFFIC

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Proposed Project	Residential Office Alternative	Shopping Center Alternative	All Office Alternative	No Project Alternative
<p><u>Impact:</u> Would expand commercial development in an area with an excess of commercial land and would introduce commercial development west of Franklin Boulevard which currently separates residential and commercial land uses.</p> <p><u>Significance:</u> Potentially significant growth inducing impact.</p> <p><u>Mitigation:</u> None available short of no development.</p>	<p><u>Impact:</u> Would introduce non-residential office use west of Franklin Boulevard; multi-unit residential development would conform with similar density residential use designated for vacant land across Mack Road (north) but not with existing neighborhood of detached homes (west and south).</p> <p><u>Significance:</u> No significant impact.</p> <p><u>Mitigation:</u> None required but consideration should be given to prohibiting any non-residential use of the site.</p>	<p><u>Impact:</u> Same as proposed project.</p> <p><u>Significance:</u> Same as proposed project.</p> <p><u>Mitigation:</u> None available short of no development.</p>	<p><u>Impact:</u> Would expand non-residential uses west of Franklin Boulevard but simultaneously would expand local office supply.</p> <p><u>Significance:</u> No significant impact.</p> <p><u>Mitigation:</u> None required.</p>	<p><u>Impact:</u> No impact at this time but potentially the same impact as the Residential-Office Alternative at some future time.</p> <p><u>Significance:</u> No significant impact.</p> <p><u>Mitigation:</u> None required.</p>
<p><u>Impact:</u> Would generate ±6,130 new trips daily of which ±542 new trips would occur during the PM peak hour; Franklin-Mack intersection operations during the PM peak hour (existing volumes plus project) would decline from LOS C to D while other intersection LOSs would remain the same.</p> <p><u>Significance:</u> Significant adverse impact because LOS C would not be maintained at Franklin-Mack intersection.</p> <p><u>Mitigation:</u> Provide an additional westbound left-turn lane at Franklin-Mack; provide three westbound through and an exclusive westbound right-turn lane at Mack-Valley Hi; provide an additional westbound through lane on Mack at SR 99's southbound off-ramp; make on-site circulation improvements.</p>	<p><u>Impact:</u> Would generate ±8,255 new trips daily of which ±612 new trips would occur during the PM peak hour; Franklin-Mack intersection operations during the PM peak hour (existing volumes plus project) would decline from LOS C to D while other intersection LOSs would remain the same.</p> <p><u>Significance:</u> Significant adverse impact because LOS C would not be maintained at Franklin-Mack intersection.</p> <p><u>Mitigation:</u> Same as proposed project.</p>	<p><u>Impact:</u> Would generate ±11,101 new trips daily of which ±857 new trips would occur during the PM peak hour; LOS at Franklin-Mack intersection would decline two full service levels during the PM peak hour (existing plus project) to LOS E; Franklin-Brookfield intersection would fall one service level to LOS B.</p> <p><u>Significance:</u> Significant adverse impact because LOS C would not be maintained at Franklin-Mack intersection.</p> <p><u>Mitigation:</u> Provide additional northbound and westbound left-turn lanes at Franklin-Mack; signalize primary site access on Franklin; provide three westbound through and an exclusive westbound right-turn lane at Mack-Valley Hi; make on-site improvements.</p>	<p><u>Impact:</u> Would generate ±2,488 new trips daily of which ±380 new trips would occur during the PM peak hour; Franklin-Mack intersection operations during the PM peak hour (existing plus project) would decline from LOS C to D while other intersection LOSs would remain the same.</p> <p><u>Significance:</u> Significant adverse impact because LOS C would not be maintained at Franklin-Mack intersection.</p> <p><u>Mitigation:</u> Provide a dual northbound or westbound left-turn lane at Franklin-Mack and improve Mack-Valley Hi and Mack-SR 99 as recommended for proposed project.</p>	<p><u>Impact:</u> No new trips would be generated either daily or during the PM peak hour.</p> <p><u>Significance:</u> No significant impact.</p> <p><u>Mitigation:</u> Provide an additional northbound left-turn lane at Mack-Valley Hi and install an additional westbound through lane west of the Mack-SR 99 southbound off-ramp.</p>

EXHIBIT C-3

Summary of Environmental Impacts and Mitigation Measures for Proposed Project and Alternatives

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Impact
Category
TRAFFIC
Continued

000223

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NOISE

item 2

<u>Proposed Project</u>	<u>Residential-Office Alternative</u>	<u>Shopping Center Alternative</u>	<u>All Office Alternative</u>	<u>No Project Alternative</u>
<u>Impact:</u> PM peak hour levels of service would decline to LOS F at all signalized intersections under cumulative conditions without the project; with the project, V/Cs would decline 0.02 to 0.11 further.	<u>Impact:</u> PM peak hour levels of service would decline to LOS F at all signalized intersections under cumulative conditions without the project; with the project, V/Cs would decline 0.02 to 0.09 further.	<u>Impact:</u> PM peak hour levels of service would decline to LOS F at all intersections under cumulative conditions without the project; with the project, V/Cs would decline 0.03 to 0.20 further.	<u>Impact:</u> PM peak hour levels of service would decline to LOS F at all signalized intersections under cumulative conditions without the project; with the project, V/Cs would decline 0.01 to 0.05 further.	<u>Impact:</u> PM peak hour levels of service would decline to LOS F at all intersections under cumulative conditions without site development. No additional traffic would be generated at the site, however, to contribute to those projected conditions.
<u>Significance:</u> Significant cumulative impact.	<u>Significance:</u> Significant cumulative impact.	<u>Significance:</u> Significant cumulative impact.	<u>Significance:</u> Significant cumulative impact.	<u>Significance:</u> Significant cumulative impact.
<u>Mitigation:</u> A signal should be installed at the Franklin median break south of Mack; LOS C could not be achieved at Franklin-Mack or Mack-Valley Hi with or without the addition of project-generated traffic; Franklin-Brookfield would operate at marginally acceptable LOS C/D.	<u>Mitigation:</u> Same as for proposed project.	<u>Mitigation:</u> Same as for proposed project.	<u>Mitigation:</u> Same as for proposed project.	<u>Mitigation:</u> LOS C could not be achieved at Franklin-Mack even with no site development.
<u>Impact:</u> Noise levels in rear yards of adjacent homes would exceed City standards as a result of noise emanating from diesel truck exhaust stacks and activities at the tire center.	<u>Impact:</u> Noise levels in rear yards of adjacent homes would not be expected to increase significantly.	<u>Impact:</u> Same as proposed project. Although the tire center would not be built, existing residents of more contiguous homes could be exposed to increased noise levels.	<u>Impact:</u> Similar impact as Residential-Office Alternative: noise levels in rear yards of adjacent homes would not be expected to increase significantly.	<u>Impact:</u> With no new activities on-site, noise exposure would not change from present conditions.
<u>Significance:</u> Potentially significant impact.	<u>Significance:</u> No significant impact.	<u>Significance:</u> Potentially significant impact.	<u>Significance:</u> No significant impact.	<u>Significance:</u> No significant impact.
<u>Mitigation:</u> Noise exposure could be reduced to acceptable levels in compliance with the Noise Ordinance by: building a ten-foot sound wall on the southern and part of the western site boundary or by moving the proposed building to the northeast corner of the site, enclosing or building a 12-	<u>Mitigation:</u> Consider building a six-foot sound wall along the northern half of the western property line to reduce noise generated by automobile traffic in the medical office building parking lot.	<u>Mitigation:</u> Same as proposed project.	<u>Mitigation:</u> Same as Residential-Office Alternative: consider building a six-foot perimeter sound wall.	<u>Mitigation:</u> None required.

EXHIBIT C-3

Summary of Environmental Impacts and Mitigation Measures for Proposed Project and Alternatives

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Impact Category
NOISE
Continued

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AIR QUALITY

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Proposed Project	Residential-Office Alternative	Shopping Center Alternative	All Office Alternative	No Project Alternative
<p>foot sound wall around the loading dock, and building a six-foot sound wall on the site boundary.</p> <p><u>Impact:</u> Project-generated traffic would increase noise levels along Franklin and Mack by 1 dB, not a perceivable increase, but cumulative traffic would increase background noise by 3 dB (Mack) to 7 dB (Franklin) with or without the project.</p> <p><u>Significance:</u> No significant impact.</p> <p><u>Mitigation:</u> None required.</p> <p><u>Impact:</u> Emissions of ozone precursors from project-generated traffic would contribute to delaying attainment of air quality standards for which hydrocarbon emissions must be reduced below current levels.</p> <p><u>Significance:</u> Cumulative impact on regional air quality.</p> <p><u>Mitigation:</u> Measures which typically can be used to mitigate impacts on regional air quality would not be expected to be effective in reducing this project's effects to less than significant levels. This impact could not be mitigated short of no development.</p> <p><u>Impact:</u> Emissions of carbon monoxide levels from project-generated traffic would not result in impacts on local air quality.</p>	<p><u>Impact:</u> Same as proposed project.</p> <p><u>Significance:</u> No significant impact.</p> <p><u>Mitigation:</u> None required.</p> <p><u>Impact:</u> Same as proposed project but would generate higher carbon monoxide, reactive hydrocarbon, and nitrogen oxide emissions.</p> <p><u>Significance:</u> Cumulative impact on regional air quality.</p> <p><u>Mitigation:</u> Some trip reductions through implementation of transportation systems management programs would reduce regional emissions somewhat, but any development would impede reduction of hydrocarbon emissions, thus delaying attainment of air quality standards.</p> <p><u>Impact:</u> Same as proposed project.</p>	<p><u>Impact:</u> Same as proposed project.</p> <p><u>Significance:</u> No significant impact.</p> <p><u>Mitigation:</u> None required.</p> <p><u>Impact:</u> Same as proposed project but would generate highest carbon monoxide, reactive hydrocarbon, and nitrogen oxide emissions.</p> <p><u>Significance:</u> Cumulative impact on regional air quality.</p> <p><u>Mitigation:</u> Similar to proposed project and Residential-Office Alternative in that no mitigation would be effective short of no development.</p> <p><u>Impact:</u> Same as proposed project.</p>	<p><u>Impact:</u> Same as proposed project.</p> <p><u>Significance:</u> No significant impact.</p> <p><u>Mitigation:</u> None required.</p> <p><u>Impact:</u> Emissions of ozone precursors would be generated at about half the rate as the proposed project.</p> <p><u>Significance:</u> No significant impact.</p> <p><u>Mitigation:</u> Would offer the best opportunities to reduce trip generation through transportation systems management programs of all development alternatives.</p> <p><u>Impact:</u> Same as proposed project.</p>	<p><u>Impact:</u> While there would be no project-generated traffic, cumulative traffic would increase background noise levels by 3 dB (Mack) to 7 dB (Franklin).</p> <p><u>Significance:</u> No significant impact.</p> <p><u>Mitigation:</u> None required.</p> <p><u>Impact:</u> Would result in no traffic-generated emissions so no change from present conditions.</p> <p><u>Significance:</u> No significant impact.</p> <p><u>Mitigation:</u> None required.</p> <p><u>Impact:</u> Would result in no traffic-generated emissions so no change from present conditions.</p>

EXHIBIT C-3

Summary of Environmental Impacts and Mitigation Measures for Proposed Project and Alternatives

Impact Category	Proposed Project	Residential-Office Alternative	Shopping Center Alternative	All Office Alternative	No Project Alternative
AIR QUALITY Continued	<u>Significance:</u> No significant impact.	<u>Significance:</u> No significant impact.	<u>Significance:</u> No significant impact.	<u>Significance:</u> No significant impact.	<u>Significance:</u> No significant impact.
	<u>Mitigation:</u> None required.	<u>Mitigation:</u> None required.	<u>Mitigation:</u> None required.	<u>Mitigation:</u> None required.	<u>Mitigation:</u> None required.
POPULATION EMPLOYMENT HOUSING	<u>Impact:</u> Would result in 225-250 jobs, most of which are assumed to exist (65th Street Price Club) and to be transferred to the site; would provide ± 120-145 fewer jobs than projected by SGPU expected densities.	<u>Impact:</u> Would result in ±400 new jobs and provide ±30 more positions than projected by SGPU expected densities.	<u>Impact:</u> Would result in ±548 new jobs and provide ±178 more positions than projected by SGPU expected densities.	<u>Impact:</u> Would result in ±737 jobs and would provide ±497 more jobs than projected by the SGPU.	<u>Impact:</u> Would result in no on-site jobs but would reserve the opportunity for employment-generating development to occur in the future.
	<u>Impact:</u> Would result in no housing units and would preclude future opportunities to build housing on the site.	<u>Impact:</u> Would result in construction of 175 attached housing units with estimated sales prices of \$60,000 or rents of \$370 per month.	<u>Impact:</u> Would result in no housing units and would preclude future opportunities to build housing on the site.	<u>Impact:</u> Would result in no on-site housing units and would preclude future opportunities to build housing on the site.	<u>Impact:</u> Would result in no on-site housing units but would reserve the opportunity for residential development to occur in the future.
FISCAL IMPACTS	<u>Impact:</u> South Sacramento's jobs-housing ratio would drop from 1.56 to 1.55 jobs per unit; the citywide ratio would not change.	<u>Impact:</u> Same as proposed project.	<u>Impact:</u> South Sacramento's jobs-housing ratio would increase from 1.56 to 1.57 jobs per unit; the citywide ratio would increase from 1.92 to 1.93 jobs per unit.	<u>Impact:</u> South Sacramento's jobs-housing ratio would increase from 1.56 to 1.57 jobs per unit; the citywide ratio would increase from 1.92 to 1.93 jobs per unit.	<u>Impact:</u> Same as proposed project.
	<u>Significance:</u> No significant impact.	<u>Significance:</u> No significant impact.	<u>Significance:</u> No significant impact.	<u>Significance:</u> No significant impact.	<u>Significance:</u> No significant impact.
FISCAL IMPACTS	<u>Mitigation:</u> None required.	<u>Mitigation:</u> None required.	<u>Mitigation:</u> None required.	<u>Mitigation:</u> None required.	<u>Mitigation:</u> None required.
	<u>Impact:</u> Would generate ±\$680,680 in revenues to the City annually and result in ±\$25,695 in public costs per year for a net surplus of ±\$654,985.	<u>Impact:</u> Would generate ±\$142,210 in revenues to the City annually and result in ±\$78,369 in public costs per year for a net surplus of ±\$66,041.	<u>Impact:</u> Would generate ±\$261,114 in revenues to the City annually and result in ±\$42,258 in public costs per year for a net surplus of ±\$219,984.	<u>Impact:</u> Would generate ±\$117,000 in revenues to the City annually and result in ±\$75,748 in public costs per year for a net surplus of ±\$41,280.	<u>Impact:</u> Would result in \$7,900 in revenues to the City annually and result in no increased public costs, thus creating no change from present conditions.
FISCAL IMPACTS	<u>Significance:</u> Beneficial impact.	<u>Significance:</u> Beneficial impact.	<u>Significance:</u> Beneficial impact.	<u>Significance:</u> Beneficial impact.	<u>Significance:</u> No significant impact.
	<u>Mitigation:</u> None required.	<u>Mitigation:</u> None required.	<u>Mitigation:</u> None required.	<u>Mitigation:</u> None required.	<u>Mitigation:</u> None required.

P-8
AIR QUALITY
Continued
44
POPULATION
EMPLOYMENT
HOUSING

000025

5-19-88

FISCAL
IMPACTS

Item 2

EXHIBIT C-3

Summary of Environmental Impacts and Mitigation Measures for Proposed Project and Alternatives

P-87-448

000228

HYDROLOGY

5-A-88

item 2

Impact Category
PUBLIC SERVICES

Proposed Project	Residential-Office Alternative	Shopping Center Alternative	All Office Alternative	No Project Alternative
<u>Impact:</u> On-site vandalism and vehicle burglary and off-site safety problems would result in increased calls for police services, but criminal activity in residential neighborhoods would not be affected by the project.	<u>Impact:</u> Demands for police services would increase with development but not by as much as with the project.	<u>Impact:</u> Same impact as project but could result in more calls for police services if private security guards were not employed inside to deter crimes (e.g., shoplifting).	<u>Impact:</u> Same impact as Residential-Office Alternative: police calls would increase but not by as much as with the proposed project.	<u>Impact:</u> Would result in no change from present conditions.
<u>Significance:</u> No significant impact.	<u>Significance:</u> No significant impact.	<u>Significance:</u> No significant impact.	<u>Significance:</u> No significant impact.	<u>Significance:</u> No significant impact.
<u>Mitigation:</u> Private, uniformed security guards should patrol the parking lot.	<u>Mitigation:</u> None required.	<u>Mitigation:</u> Same as proposed project.	<u>Mitigation:</u> None required.	<u>Mitigation:</u> None required.
<u>Impact:</u> Increased surface water runoff from paved areas due to development could be accommodated by existing drainage facilities which were sized for the area's urbanization when installed.	<u>Impact:</u> Same as proposed project.	<u>Impact:</u> Same as proposed project.	<u>Impact:</u> Same as proposed project.	<u>Impact:</u> Rates and volumes of surface water runoff would not change from present, undeveloped conditions.
<u>Significance:</u> No significant impact.	<u>Significance:</u> No significant impact.	<u>Significance:</u> No significant impact.	<u>Significance:</u> No significant impact.	<u>Significance:</u> No significant impact.
<u>Mitigation:</u> None required.	<u>Mitigation:</u> None required.	<u>Mitigation:</u> None required.	<u>Mitigation:</u> None required.	<u>Mitigation:</u> None required.
<u>Impact:</u> Development would increase urban pollutants carried to receiving waters in site runoff from parking lots and landscaped areas.	<u>Impact:</u> Same as proposed project.	<u>Impact:</u> Same as proposed project.	<u>Impact:</u> Same as proposed project.	<u>Impact:</u> No increase in urban pollutants would be expected with no site development.
<u>Significance:</u> No significant impact.	<u>Significance:</u> No significant impact.	<u>Significance:</u> No significant impact.	<u>Significance:</u> No significant impact.	<u>Significance:</u> No significant impact.
<u>Mitigation:</u> Parking lots should be cleaned frequently, and runoff control measures should be incorporated into the design, construction, and operation of the project.	<u>Mitigation:</u> Same as proposed project.	<u>Mitigation:</u> Same as proposed project.	<u>Mitigation:</u> Same as proposed project.	<u>Mitigation:</u> None required.

EXHIBIT C-3

Summary of Environmental Impacts and Mitigation Measures for Proposed Project and Alternatives

P-87-448
Impact
Category
BIOLOGY

000227

5-19-88

item 2

<u>Proposed Project</u>	<u>Residential-Office Alternative</u>	<u>Shopping Center Alternative</u>	<u>All Office Alternative</u>	<u>No Project Alternative</u>
<u>Impact:</u> Burrowing Owls on the site could be killed during construction or their habitat would be removed with development. Killing species of "special concern" is illegal. After breeding, owls would disperse but, when they returned to the site, would find their habitat replaced by development.	<u>Impact:</u> Same as proposed project.	<u>Impact:</u> Same as proposed project.	<u>Impact:</u> Same as proposed project.	<u>Impact:</u> Burrowing Owls and their habitat would remain as at present.
<u>Significance:</u> Because Burrowing Owls do not have rare, endangered, or threatened status, the impact would not be significant but would result in a cumulative loss of habitat for a species of "special concern".	<u>Significance:</u> Same as proposed project.	<u>Significance:</u> Same as proposed project.	<u>Significance:</u> Same as proposed project.	<u>Significance:</u> No significant impact.
<u>Mitigation:</u> A plan should be prepared to locate and prepare a suitable relocation site and to move the project site's Burrowing Owls to it; a Department of Fish and Game permit would be required to trap and relocate the owls.	<u>Mitigation:</u> Same as proposed project.	<u>Mitigation:</u> Same as proposed project.	<u>Mitigation:</u> Same as proposed project.	<u>Mitigation:</u> None required.

EXHIBIT T

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EXHIBIT T

- Alternatives Description

The EIR assesses three other development alternatives. The Residential-Office alternative assumes development on the site as two separate seven-acre parcels, with approximately 120,000 square feet of medical offices with 600 parking spaces on the northern acreage, and 175 apartment units with 201 parking spaces on the southern acreage. The Shopping Center alternative assumes development of a 164,460 square foot shopping center which includes a 152,460 square foot strip commercial center with two 6,000 square foot detached building pads. The office alternative assumes development of the site with approximately 221,200 square feet of neighborhood office use in two, two-story office buildings with 837 parking spaces provided. Following are detailed descriptions of the three land use alternatives discussed in the E.I.R.

- Description of Office Alternative

The Office Alternative assumes development of the site with approximately 221,200 square feet of (neighborhood) office use in two rectangular, two-story buildings, both near the east property line along Franklin Boulevard. The longer building contains 151,200 square feet of space, and the shorter building to the south of it contains 70,000 square feet. (Footprints 75,600 sq. ft. and 35,000 sq. ft.) (refer to Exhibit M).

This alternative would result in building coverage of about 18 percent of the total site area.

As with the Shopping Center Alternative, three driveways are assumed: one on Mack Road and two on Franklin Boulevard. The Mack Road and southern Franklin Boulevard entrances/exits would provide right turns in and right turns out only. The other Franklin Boulevard entrance/exit would form the fourth leg of the intersection opposite an existing median break on Franklin Boulevard. Parking for 837 cars is provided.

Approximately 737 jobs are assumed to be employed within the office space on the site.

- Residential-Office Alternative

The Residential-Office Alternative assumes development of the site as two separate, seven-acre parcels with approximately 120,000 square feet of medical offices on the northern parcel and 175 housing units on the southern parcel 925 units per acre) (refer to Exhibit J).

Medical offices are assumed to be provided in a two-story building with a 60,000 square footprint (about 20 percent building coverage of the seven-acre parcel). The building would be set back 25 feet from the property lines at the Mack Road-Franklin Boulevard intersection. Parking for 600 cars would be

located south and west of the building; one driveway each on Mack Road and Franklin Boulevard would provide for right-turns in the right-turns out.

Attached housing units would be provided in five separate buildings with a total footprint of 114,000+ square feet (37 percent building coverage of the seven-acre parcel). Two, one-story buildings adjacent to the southern and western property lines, contiguous to existing single family detached homes, would accommodate a total of 53 apartments (21 and 32 units in each building); three, two-story buildings would provide a total of 122 additional units (20-21 units per story in each building). Two driveways on Franklin Boulevard would provide residential access; 201 parking spaces would be provided for residential use. An estimated 400 people would be employed at the medical office building, and approximately 330 residents would live in on-site housing units.

- Shopping Center Alternative

This alternative assumes construction of a 164,460 square foot shopping center and 704 parking spaces (refer to Exhibit K).

Of the total commercial area, about 152,460 square feet are assumed to be built in a single, one-story, L-shaped building near the south and west property lines; two additional 6,000 square foot pads would provide for development of free-standing fast food restaurants or banks (fast-food restaurants are assumed). The anchor tenant of this complex could be a home improvement store.

This alternative would result in building coverage of about 27 percent of total site area.

Three driveways are assumed: one on Mack Road and two on Franklin Boulevard. The Mack Road and southern Franklin Boulevard entrances/exits would provide right-turns in and right-turns out only; the other Franklin Boulevard entrance/exit would form the fourth leg of the new intersection opposite an existing median break on Franklin Boulevard and also opposite an entrance/exit to the Albertson's shopping center.

Approximately 550 jobs are assumed to be provided by this alternative's commercial uses.

The E.I.R. also investigated two off-site locations for the proposed facility: a 12+ acre site at the southeast corner of the 24th Avenue/Meadowview Road intersection and a 15+ acre site at the northeast corner of the Meadowview Road/Freeport Boulevard intersection. The E.I.R. indicates the 24th Street and Meadowview Road site as inadequate in size by Price Club and the site contains an existing vacant and dilapidated commercial building which does not meet the Price Club's building dimension requirements.

The Freeport Boulevard/Meadowview Road site shares the same site constraints as the proposed site such as adjacent residences, major street traffic and access and undeveloped land. The impacts of development on this site were identified as being similar to impacts studied in the E.I.R.

- Analysis of Alternatives - Summary

The E.I.R. analysis of the alternatives focused on noise, traffic, air quality, employment, population and housing and economic impacts. Staff finds the proposed project impacts similar to other land use alternatives except the no project alternative with no construction. Under the no project alternative construction of the Office Alternative (Exhibit M) with comparative data generated in the E.I.R. and find that the proposed project, if modified, will not adversely affect the existing and future developments in the area. Traffic impacts from development on the site are going to be minor compared with build-out as projected in the General Plan and 1986 South Sacramento Community Plan. Through site plan modifications, staff observes that adverse impacts to adjacent properties can be mitigated below a level of significance.