

It is to be noted that the traffic study addressed four intersections in their report: (1) Pocket Road and Freeport Boulevard, (2) Pocket Road and Alma Vista/Klotz Road, (3) Pocket Road and N/B I-5 Off Ramp, and (4) Pocket Road and S/B I-5 Ramp. There is another crossing which will present a conflict in the future. The old Southern Pacific Railroad Right of Way will be running the State Railroad Museum Steam Excursion train, as well as future Light Rail Trains by the Sacramento Regional Transit Authority. This rail crossing is grade level, crossing Pocket Road between Freeport Boulevard and Alma Vista/Klotz Road and will require railroad arm traffic signals. This will further deteriorate the LOS and result in safety issues for pedestrians, vehicles, and rail passengers.

Using the City of Sacramento Traffic Study figures, the following table reflects the Klotz Property Traffic Volume and I-5 N/B Off Ramp during the A.M. and P.M. Peak Hour as currently exists and projected with the proposed development.

KLOTZ PROPERTY TRAFFIC VOLUME

EXISTING AM PEAK HOUR PROJECTED AM PEAK HOUR % INCREASE

ENTERING	223	ENTERING	764	205 %
EXITING	<u>220</u>	EXITING	<u>735</u>	234 %
TOTAL	443	TOTAL	1,499	238 %

EXISTING PM PEAK HOUR PROJECTED PM PEAK HOUR % INCREASE

ENTERING	223	ENTERING	680	205 %
EXITING	<u>242</u>	EXITING	<u>740</u>	206 %
TOTAL	465	TOTAL	1,460	205 %

I-5 NORTHBOUND OFF RAMP VOLUME

EXISTING AM PEAK HOUR PROJECTED AM PEAK HOUR % INCREASE

254	479	89 %
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EXISTING PM PEAK HOUR PROJECTED PM PEAK HOUR % INCREASE

274	393	43 %
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Currently there is one service station and one fast food drive-thru on the Klotz Property. The proposed addition of one more service station and three more fast food drive-thru restaurants contiguous to the already developed parcels will adversely impact traffic flow entering and exiting the Klotz Development. The number of business driveways in close proximity to each other with high traffic volume will contribute to the deterioration of the LOS on the public roadways.

The neighborhood association is opposed to businesses which will contribute traffic gridlock and pollution.

The City of Sacramento Traffic Study, (Table 6 - PROJECT TRIP GENERATION) clearly shows that fast food restaurants with drive-thru windows generate more vehicle trips than any other form of business, i.e. 122 % more vehicle trips than all of the other businesses on the remaining parcels.

One way that traffic congestion could be reduced is by establishing another road at the South end of the development to intersect Freeport Boulevard. This, however, would necessitate crossing the railroad right of way and the installation of signals.

14-16. PUBLIC SERVICES/ENERGY/UTILITIES

No comments at this time.

17. HUMAN HEALTH

No comments at this time.

18. AESTHETICS

Architectural guidelines should be specifically stated in the PUD prior to development. These guidelines should incorporate a typical blueprint elevation plan showing style, roof lines, materials, and color.

The neighborhood Association has previously made a recommendation to form an architectural review committee consisting of representatives from the Klotz Development, the Z'Berg Park Neighborhood Association, and an at large member appointed by the City Council

REQUEST OF PUBLIC DOCUMENTS

Pursuant to the California Public Records Act (Government Code, Sections 6250 et. al.), please provide the Board of Directors of the Z/Berg Park Neighborhood Association with the following documents:

1. Sacramento General Plan Update EIR.
2. Finding of Fact and Statement of Overriding Considerations for the adoption of the Sacramento General Plan Update.
3. Sections 9.381 and 9.382 of the Sacramento City Code.
4. Findings of Fact/Statement of overriding consideration for the Land Use Planning Policy within the 100 year floodplain in the City of Sacramento.
5. EIR (M89-054) dated February 6, 1990.
6. Future Drainage Study to be completed prior to the final design plans of the construction of the Klotz Project.
7. Communications between Mr. Bill Busath and the City Utilities Department regarding the placing of a pump station on the levee relative to drainage from the Klotz Property.
8. Sacramento City Zoning Ordinance relating to "Lighting".
9. Pocket Area Community Plan.

Sincerely,

Kevin Mulderrig

Kevin Mulderrig
President

Z'Berg Park Neighborhood Association

cc: Z'Berg Prk. Board of Directors
Z'Berg Prk. Membership
Dawn Holm, City Planning
Councilman Jimmie Yee
Supervisor Illa Collin
Christina Anderson

EXHIBIT-1

10/16/91

DEPARTMENT OF
PLANNING AND DEVELOPMENTCITY OF SACRAMENTO
CALIFORNIA1231 I STREET
SACRAMENTO, CAADMINISTRATION
ROOM 300
95814-2987
916-449-5571ECONOMIC DEVELOPMENT
ROOM 300
95814-2987
916-449-1223ENVIRONMENTAL SERVICES
ROOM 301
95814-3982
PH 916-449-2037
FAX 916-449-1221MEMORANDUM

TO: Debbie Lazarus

FROM: Lisa Cabodi

RE: McDonald's---SE Corner Pocket and Alma Vista

Attached is a copy of the application and site plan for a 4,300± sq.ft. McDonald's (a drive-thru is proposed) located on the southeast corner of Pocket Rd. and Alma Vista. According to the South Coast Air Quality Management District's Air Quality Handbook (1987), any drive-thru restaurant over 4,000 sq. ft. creates a significant air quality impact.

I would like someone on your staff or at AQMD to review the site plan and application. Mitigation measures or any other information that may be relevant to my analysis of air quality impacts would be greatly appreciated. If you have any questions please call me at 449-2037.

**EXHIBIT-2****COUNTY OF SACRAMENTO**

ENVIRONMENTAL MANAGEMENT DEPARTMENT

NORMAN D. COVELL, DIRECTOR

ENVIRONMENTAL HEALTH DIVISION
Kenneth C. Stuart, Chief**RECEIVED****NOV 4 1991**

ENVIRONMENTAL SERVICES

November 4, 1991

Ms. Lisa Cabodi, Environmental Planner
City of Sacramento
Dept. of Planning and Development
1231 I St., Room 301
Sacramento, CA 95814-3982

**SUBJECT: MCDONALDS - SOUTH EAST CORNER POCKET ROAD
AND ALMA VISTA WAY (P91-245)**

Dear Lisa:

Thank you for the opportunity to review the subject project. The Sacramento Metropolitan Air Quality Management District has submitted the following comments in response to your request and the conversation on October 22, 1991.

Thank you for the opportunity to review and comment on the above-captioned application and site plan. Our preliminary analysis (URBEMIS3) indicates that this project will not have significant adverse air quality impacts for reactive organic gases (ROG), carbon monoxide (CO), nitrogen oxide (NOx), and inhalable particulate matter (PM10) as a result of anticipated vehicular traffic. The project may, however, contribute cumulatively to violations of the state one-hour and/or eight-hour CO standards at nearby intersections. Additional traffic analysis would need to be performed to evaluate the significance of these emissions. Excessive emissions of PM10, and possible ROG and NOx, may be anticipated during the construction phase of the proposed project. Construction-related air quality impacts usually can be mitigated with adherence to applicable provisions of the Uniform Building Code.

EXHIBIT-2

Ms. Lisa Cabodi,
Environmental Planner
November 4, 1991
page 2


The District significance thresholds are listed below for your reference:

District Significance Thresholds
(Pounds per Day)

ROG	NOx	CO	PM10
150	150	550	80

Please call Mike Tunnell at 386-7004 if you have any questions. I can be contacted at 386-6125.

Sincerely,



Debbie Lazarus
Senior Environmental Health Specialist

DL:el
110491

DL:888a:91

Amended by Staff 11/06/97**EXHIBIT 1c
Response to Negative Declaration Comments**

A Negative Declaration was prepared for the proposed project and circulated for public review and comment between July 11 and August 12, 1997. One letter commenting on the Negative Declaration was received (Attachment 1b). The responses to the issues raised in the comment letter are provided below:

2. AIR

The proposed project is consistent with the Sacramento General Plan Update land use designation for the project site. As acknowledged by the Sacramento Air Quality Management District and the 1986-2006 Sacramento General Plan Update (SGPU) EIR, the project will not have significant adverse air quality impacts, but the project may, however, contribute cumulatively to violations of the state one-hour and/or eight-hour CO standards at nearby intersections. This significant unavoidable impact of development anticipated by the SGPU was recognized in the SGPU EIR, and a Statement of Findings and Overrides was adopted by the City Council for the 1986-2006 SGPU. As identified in the Negative Declaration, the proposed project will contribute to the air quality impacts identified in the SGPU EIR; however, it is not expected to contribute pollutants beyond those identified for the planned land use of the site. In addition, the establishment of the PUD will require each subsequent project to apply for a Special Permit. Each Special Permit application will be subject to CEQA review, including analyzing impacts to air quality.

3. WATER

As a condition of project approval, the applicant will be required to prepare a drainage and sewer study for the review and approval of the Department of Public Works and/or the Department of Utilities. ~~Another condition of project approval will require the applicant to pay the fair share towards the cost of a pump station to drain the Klotz parcel into the existing drainage canal. These~~ ***This*** requirements assures that the project site's drainage will be accommodated. As noted in the Negative Declaration, flooding problems in the residential neighborhood to the north are being addressed by a separate Capital Improvement Project. (***Amended by Staff***)

4/5. PLANT AND ANIMAL LIFE

To address the loss of Swainson's hawk foraging habitat, the applicant will be required to execute an agreement with the City that addresses the loss of habitat. This agreement must be executed prior to development of the project site. The details of payment of fees will be arranged between the applicant and the City of Sacramento. The dollar amount has not been determined at this time, but the agreement between the developer and the City requires the payment to be made by the developer.

6. NOISE

There is not a requirement for the applicant to incorporate these noise reduction suggestions. The proposed project site will not be exposed to or create significant noise levels which would require the implementation of noise reduction measures. The suggestions for methods to reduce general noise levels may still be considered during the planning review process, but they are not required as part of the environmental review.

13. TRANSPORTATION/CIRCULATION

A traffic study was conducted for the proposed project which identified the significant impacts that would result from the development of the site. The traffic study also identified mitigation measures which would reduce the significant impacts to a less-than-significant level. The proposed project is required to implement the identified mitigation measures to reduce traffic impacts to a less-than-significant level.

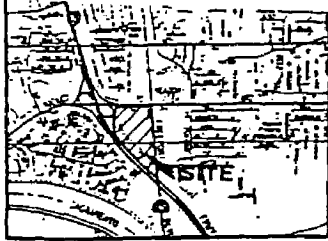
The Sacramento Regional Transit Authority has selected a different route alignment (other than the old SP right-of-way adjacent to the project site) for future light rail trains. The Steam Excursion Train is not anticipated to result in significant delays to traffic operations, as noted in the DEIR prepared for the project. The Steam Excursion Train DEIR states that the "operation of the excursion service on the Hood Run is not expected to have a significant effect on the level of service or traffic circulation of any street it crosses between Interstate 5 and Hood. However, it is acknowledged that operation of the train will cause minor delays at street crossings along the WGB line."

18. AESTHETICS

The PUD Guidelines for the proposed project do contain architectural guidelines.

EXHIBIT 1-d
Tentative Map

SCALE: 1"=100'



VICINITY MAP
N.T.S.

OWNER
KLOTZ TRUST
49218 CLARKSBURG ROAD
CLARKSBURG, CA 95612
(916) 744-1397

APPLICANT/ENGINEER
MORTON & PITALO, INC.
1784 TRIBUTE ROAD, SUITE 200
SACRAMENTO, CA 95613
(916) 927-2400

AGENTS
031-200-16, 36, 39

EXISTING ZONING
A

PROPOSED ZONING
SC (PUD)
C-2 (PUD)
WATER

CITY OF SACRAMENTO

SANITARY SEWER
CITY OF SACRAMENTO

STORM DRAINAGE
CITY OF SACRAMENTO

FIRE
CITY OF SACRAMENTO

POLICE
CITY OF SACRAMENTO

GAS
PACIFIC GAS AND ELECTRIC

ELECTRICITY
SACRAMENTO MUNICIPAL UTILITY DISTRICT

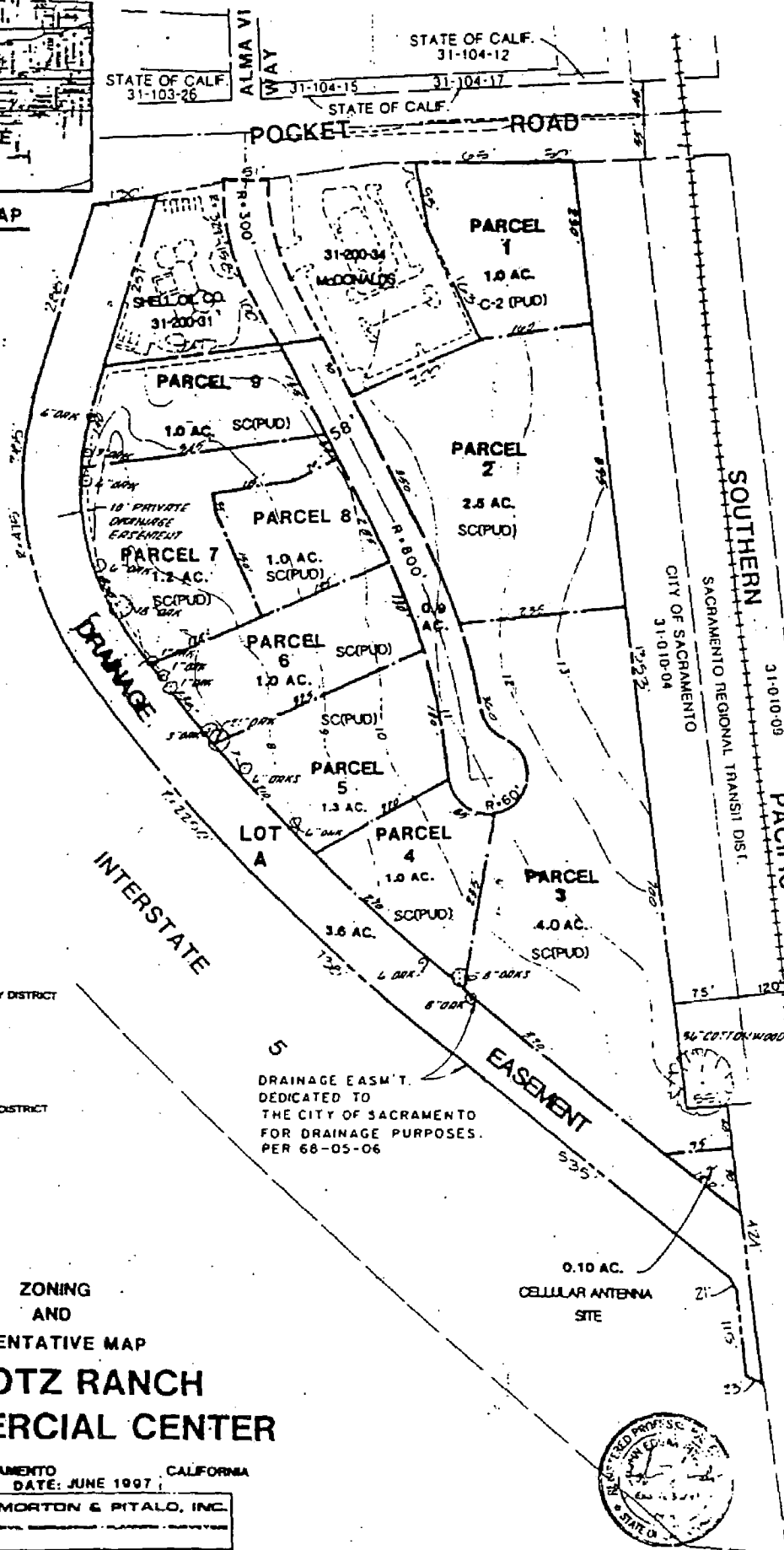
TELEPHONE
PACIFIC BELL

SCHOOLS
SACRAMENTO UNIFIED SCHOOL DISTRICT

PARKS AND RECREATION
CITY OF SACRAMENTO

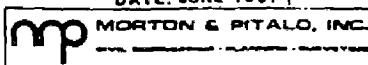
NUMBER OF PARCELS
8

AREA
118.6 GROSS
114.0 NET



ZONING AND TENTATIVE MAP
KLOTZ RANCH COMMERCIAL CENTER

CITY OF SACRAMENTO CALIFORNIA
DATE: JUNE 1997



**ATTACHMENT 1
NOD/FOF****NOTICE OF DECISION AND FINDINGS OF FACT FOR KLOTZ RANCH
COMMERCIAL CENTER PUD, LOCATED SOUTH OF POCKET ROAD,
WEST OF FREEPORT BOULEVARD, AND EAST OF INTERSTATE 5
SACRAMENTO, CALIFORNIA IN THE ZONE. (P92-230)**

At the regular meeting of November 6, 1997, the City Planning Commission heard and considered evidence in the above entitled matter. Based on verbal and documentary evidence at said hearing, the Planning Commission took the following actions for the location listed above:

- A. Ratified the Negative Declaration;
- B. Approved the Mitigation Monitoring Plan;
- C. Recommended that the City Council Approve the PUD Designation, including a Schematic Plan and Development Guidelines for 18.6± vacant acres to be known as the Klotz Ranch Commercial Center PUD;
- D. Recommended that the City Council Approve the Pocket Community Plan Amendment, for 18.6± vacant acres from Highway Commercial to Commercial/Shopping;
- E. Recommended that the City Council Approve the Rezone of 17.6± net acres (18.6+ gross acres) from Agriculture (A) into 13± acres of Shopping Center Planned Unit Development {SC (PUD)}; 1.0± acre of General Commercial Planned Unit Development {C-2 (PUD)}; and 3.6± acres of Agriculture-Open Space Planned Unit Development {A-OS (PUD)}; and
- F. Approved a Tentative Map to subdivide 18.6± vacant acres consisting of three parcels into nine parcels for future development, a parcel to be dedicated for a future drainage easement (Parcel A) and a parcel to be dedicated for a future pump station (Parcel B); and
- G. Approved a Street Name Change from Alma Vista Way on the south side of Pocket Road to Klotz Ranch Court.

These actions were made based upon the following findings of fact and subject to the following conditions:

FINDINGS OF FACT

- A. Negative Declaration: The City Planning Commission approves the Negative Declaration (the Negative Declaration is approved), based upon the following findings:
1. The Negative Declaration was prepared and circulated for the above-identified project pursuant to the requirements of CEQA;
 2. The proposed Negative Declaration and comments received during the public review process were considered prior to action being taken on the project;
 3. Based upon the Initial Study and the comments received during the public review process, there is no substantial evidence that the project will have a significant effect on the environment.
- B. Mitigation Monitoring Plan: The Mitigation Monitoring Plan (Exhibit 1a) is approved based upon the following findings:
1. One or more mitigation measures have been added to the above-identified project;
 2. A Mitigation Monitoring Plan has been prepared to ensure compliance and implementation of the mitigation measures for the above-identified project, a copy of which is attached as Exhibit 1a;
 3. The Mitigation Monitoring Plan meets the requirements of Public Resources Code Sec. 21081.6.
 4. The Mitigation Monitoring Plan is approved, and the mitigation measures shall be implemented and monitored as set forth in the Plan.
- C. Tentative Map to subdivide 18.6± acres into nine parcels for future development, a parcel to be dedicated for a future drainage easement (Parcel A) and a parcel to be dedicated for a future pump station (Parcel B): The Tentative Map to subdivide 18.6± acres is approved subject to the following findings of fact and conditions of approval:
1. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision.
 2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City General Plan, and Chapter 40 of the City Code. The subject site is designated for Community/Neighborhood Commercial and Office in the General Plan and for Commercial/Shopping in the Pocket Community Plan.

3. The design of the proposed subdivision provides, to the extent feasible, for the future passive or natural heating and cooling opportunities.
4. The discharge of waste from the proposed subdivision into the existing community sewer system will not result in violation of the applicable waste discharge requirements prescribed by the California Regional Quality Control Board, Central Valley Region in that existing treatment plants have a design capacity adequate to service the proposed subdivision.

CONDITIONS OF APPROVAL:

The applicant shall satisfy each of the following conditions prior to filing the Final Map unless a different time for compliance is specifically stated in this condition:

- F1. Provide standard subdivision improvements pursuant to Section 40.12.1211 of the City Code;
- F2. Submit a soils test prepared by a registered engineer to be used in street design;
- F3. Pay off any existing assessments, or file the necessary segregation requests and fees to segregate existing assessments;
- F4. Comply with requirements included in the Mitigation Monitoring Plan developed by and kept on file in the Planning Division Office (P92-230);
- F5. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition;
- F6. Comply with the PUD Guidelines and conditions of approval for P92-230;

Easements

- F7. Dedicate a standard 12.5-foot public utility easement for underground public utility facilities and appurtenances adjacent to all public ways;
- F8. Dedicate the East 5 feet of Parcels 1, 2 and 3 as a public utility easement for underground facilities and appurtenances.
- F9. Show all existing easements;
- F10. Place a note on the Final Map: Private reciprocal ingress, egress, and parking easements shall be conveyed with the sale of each parcel;

- F11. Abandon any existing water wells and/or septic tank systems, under permit, to City and/or County Health Department standards;

Streets

- F12. Remove and reconstruct existing deteriorated curb, gutter and sidewalk per City standards;

Utilities

- F13. A water distribution system designed and constructed to City standards and installed in public streets is required by the Engineering Services Division for this proposed development. Adequate fire flows shall be verified to the satisfaction of the Department of Utilities prior to construction of the public water distribution system.
- F14. The water distribution system shall be designed to satisfy the more critical of the two following conditions:
- a. At maximum day peak hour demand, the operating or "residual" pressure at all water service connections shall be at least 30 pounds per square inch.
 - b. At average maximum day demand plus fire flow, the operating or "residual" pressure in the area of the fire shall not be less than 20 pounds per square inch.
- F15. A sanitary sewer study described in section 9.9 of the City Design and Procedures Manual is required. This study and shed map shall be approved by the Department of Utilities.
- F16. A drainage study and shed map as described in section 11.7 of the City Design and Procedures Manual is required. This study and shed map shall be approved by the Department of Utilities. The 10-year and 100-year HGL's shall be shown on the improvement plans. The 10-year HGL shall be no higher than 6 inches below the lowest DI. Building pad elevations shall be a minimum of 1.2 feet above the 100-year HGL and approved by the Department of Utilities. Fill the site, or construct a pump station, or construct an approved drainage retention/detention facility to allow this site to drain into the South Sacramento Drainage Canal. If an interim drainage solution is selected, a permanent solution shall be paid for or bonded for based upon the pro-rata share. The partial contribution deposited by McDonalds can be used toward construction of the permanent solution.
- F17. Dedicate Lot A in Fee Title to the City of Sacramento for a drainage easement. Any vegetation within Lot A shall be maintained by the City in a manner which will not obstruct visibility of permitted attached and detached signage on buildings in the PUD.

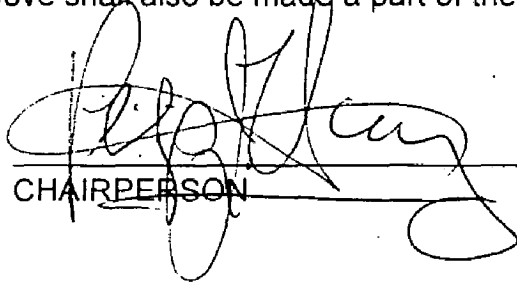
- F18. If required, create and dedicate an additional lot (Lot B) in fee to the City of Sacramento as a pump station site or an approved drainage retention/detention facility and the required water quality control facilities, to the satisfaction of the Department of Utilities.
- F19. If required, dedicate an ingress, egress easement to the pump station or an approved drainage retention/detention facility to the satisfaction of the Department of Utilities.
- F20. If required, dedicate an ingress, egress easement and an easement for the drainage outfall from Klotz Ranch Court to the South Sacramento Drainage Canal, to the satisfaction of the Department of Utilities.
- F21. This project is greater than 5 acres (18.6 ± acres), therefore the project is required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from the Department of Utilities by calling 433-6318.
- F22. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the subdivision improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.
- F23. Post construction, stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff caused by development of the area. Since the project is not served by a regional water quality control facility and is greater than 1 acre, both source controls and on-site treatment control measures (e.g. water quality pond, vegetated swale, infiltration trench) are required. If the on-site treatment controls are to be incorporated into the subdivision on a subdivision wide basis, then the subdivision improvement plans must include the on-site treatment controls. If no subdivision wide controls are incorporated, then a note shall be placed on the final map requiring that the on-site treatment controls shall be incorporated into the design of each individual parcel within this subdivision. **On-site treatment control measures may affect site design and site configuration and therefore, should be considered during the early planning stages.** Refer to the draft "Manual of Standards for Design of New Development On-Site Stormwater Quality Control Measures", dated January 23, 1995, for appropriate source control measures and recommended on-site control measures.
- F24. This map will be allowed to be phased with not more than two phases.

ADVISORY NOTES:

The following advisory notes are informational in nature and are not a requirement of this Tentative Map:

- F25. Notice: Property to be subdivided in accordance with this map may be subject to flooding. Interested parties should ascertain whether and to what extent such flooding may occur. The applicable base flood elevations for the property should be reviewed. Base flood elevations are contained on the Preliminary Flood Insurance Rate Maps for the City of Sacramento, dated November 9, 1992, available for review at the City of Sacramento Permit Assistance Center, 1231 I Street, Room 200;
- F26. Applicant will be required to install the following to the satisfaction of the City Public Works Department:
- a) a new traffic signal at Pocket Road and I-5 northbound off ramp. Applicant shall fund the entire cost of the signal unless other funds become available;
 - b) a dedicated right-turn-only lane eastbound to southbound at Pocket Road and Alma Vista Court (Klotz Ranch Court);
 - c) a revised lane arrangement for the northbound approach of Alma Vista Court (Klotz Ranch Court).

The above shall be in accordance with the most current DKS Associates traffic study for this project. The above shall also be made a part of the PUD Guidelines for this project.



CHAIRPERSON

ATTEST:



SECRETARY TO CITY PLANNING COMMISSION

11-7-97

DATE (P92-230)

- Exhibit 1a Mitigation Monitoring Plan
Exhibit 1b Negative Declaration Comments
Exhibit 1c Response to Negative Declaration Comments
Exhibit 1d Tentative Map

Recording
Not
Required

**EXHIBIT 1-a
MMP**

Amended by Staff 11/06/97

MITIGATION MONITORING PLAN

FOR

KLOTZ RANCH PUD (P92-230)

Type of Environmental Document:
Negative Declaration

Prepared By:
**City of Sacramento, Environmental Services
David Mohlenbrok, PH# 264-7620**

Date:
October 21, 1997

Adopted By:
City of Sacramento Planning Commission

CITY OF SACRAMENTO MITIGATION MONITORING PLAN

This Mitigation Monitoring Plan has been required and prepared by the Department of Planning and Development, Environmental Services Division, 1231 I Street, Suite 301, Sacramento, CA 95814, (916) 264-7037, pursuant to CEQA Guidelines Section 21081.

SECTION 1: PROJECT IDENTIFICATION

Project Name and/or File Number: Klotz Ranch PUD/P92-230
Applicant - Name: Morton & Pitalo, Inc.
Address: 1788 Tribute Road, Suite 200
Sacramento, CA 95815

Project Location/Legal Description
of Property (if recorded): APN# 031-0200-016, 038 & 039

SECTION 2: GENERAL INFORMATION

The project as approved includes three mitigation measures. The intent of the Plan is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within Attachment A of the Initial Study for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this Plan shall be funded by the above-mentioned applicant.

SECTION 3: PLAN COMPONENTS

A. PLANT/ANIMAL LIFE

As a condition to obtaining a building permit for each parcel of the PUD, the applicant shall execute in recordable form and deliver to the City a mitigation agreement applicable to that particular parcel, in a form and content Satisfactory to the City Attorney, which obligates the applicant to pay such fair, equitable and appropriate fees or assessments or taxes as are imposed through the use of development fees, impact fees, fee districts, community facilities districts, assessment districts, or other similar fair, equitable and appropriate mechanisms designed to address Swainson's Hawk foraging habitat mitigation.

ENTITY RESPONSIBLE FOR COMPLIANCE

Department of Public Works, City of Sacramento
Department of Planning and Development, City of Sacramento
City Attorney's Office, City of Sacramento

MONITORING PROGRAM

Prior to the issuance of a Notice to Proceed by the Public Works Department, and prior to the issuance of any building permit by the Building Division, the applicant

shall execute an agreement as described above and subject to the approval by the City Attorney. The two City Entities shall be provided with and executed copy of this agreement prior to issuance of the Notice to Proceed or issuance of any building permits.

B. TRANSPORTATION/CIRCULATION

The significant impact at this location can be mitigated by signaling *the intersection of Pocket Road and the northbound I-5 off-ramp* this intersection. This new traffic signal would need to be interconnected with the adjacent traffic signals at the intersections of Pocket Road with the I-5 southbound ramps and with Alma Vista Way/Klotz Ranch Court. With implementation of this mitigation measure, the delay would decrease to 7.4 seconds, and the level of service would improve to "B". Implementation of this mitigation measure would reduce the identified impact to a less-than-significant level. (*Amended by staff*)

ENTITY RESPONSIBLE FOR COMPLIANCE

Department of Public Works, City of Sacramento
Department of Planning and Development, City of Sacramento
Department of Transportation, State of California (Caltrans)

MONITORING PROGRAM

Prior to the issuance of any Building Permit, the Building Division shall require that the traffic signal construction plans have been designed to the satisfaction of the Department of Transportation (Caltrans) and the Department of Public Works. Prior to the issuance of any Final Permits, Certificate of Occupancy, or Certificate of Completion, the Building Division shall require full compliance and completion of the specified traffic/circulation measures listed above.

~~Each Special Permit approved for development in the PUD shall require compliance with one of the conditions set forth below, prior to the issuance of a site or building permit unless I) the traffic signal has been installed; or II) the City has given final approval and authorization for installation of the traffic signal, and the City has the full funding necessary for installation of the traffic signal.~~

~~Except as provided above, each Special Permit shall require the Applicant to comply with one of the following conditions prior to the issuance of a building permit:~~

- ~~1) Applicant shall have deposited with the City \$125,000.00, the estimated full cost of the traffic signal (said estimated full cost shall be increased or decreased for inflation or deflation based upon the September 1997 consumer's price index), and executed an agreement with the City as described below to ensure full payment of the costs of the traffic signal by Applicant and the return to Applicant of any surplus funds on deposit, as well as to provide for the possible future reimbursement of Applicant, at the City's sole discretion, of some or all the cost of the traffic signal; or~~

- ~~2) Applicant shall have submitted a traffic study, satisfactory to the City Traffic Engineer, along with the necessary fees to cover the costs of City staff review, which documents that the PM peak traffic attributable to approved development in the PUD will not cause a delay at the off-ramp intersection of more than five (5) seconds cumulative.~~

~~If Applicant complies with the first alternative, Applicant shall, in addition to **funding the design and construction** depositing the estimated cost of the traffic signal, enter into a agreement satisfactory to the City which provides: I) for the reimbursement of excess funds to Applicant in the event that the cost of the traffic signal is less than the estimated amount, or alternatively, for the payment of additional amounts by Applicant in the event that the cost of the traffic signal exceeds the estimated amount; and II) (**Amended by Staff**)~~

- for the possible reimbursement to Applicant, at the sole discretion of the City, of some or all of the costs of the traffic signal from funds received by the City from other sources. It is agreed and understood that the City may, in its sole discretion, seek additional funding for the traffic signal through a variety of mechanisms, including but not limited to the establishment of a fee or fee mechanism, the formation of a fee or assessment district, or otherwise seek funding from future projects in the vicinity that benefit from the installation of the traffic signal. It is agreed and understood that the deposit of the full funding for the traffic signal by Applicant is not conditioned upon reimbursement of Applicant by the City of any of the cost of the traffic signal; that reimbursement of Applicant of some or any of the costs of the traffic signal is discretionary solely with City, and the reimbursement is dependent upon a determination by the City in its sole discretion that reimbursement pursuant to one or more mechanisms is lawful, permissible, and appropriate.

For purposes of this condition, the cost of the traffic signal shall include the full costs associated with development, construction and installation of the traffic signal, including but not limited to the following: design, plan preparation, all necessary approvals, review fees, construction, inspection, and City administrative costs.

C. TRANSPORTATION/CIRCULATION

The significant impact at **the intersection of Pocket Road and the northbound I-5 off-ramp** this intersection can be mitigated by revising the lane arrangement and signaling this intersection. The northbound (Klotz Ranch Court) approach to this intersection should be revised to allow left turns from both lanes. Right turns and through movements would be accommodated in the right lane. Concurrently, the signal operations should be modified to provide "split" phasing in the north-south direction, in which the northbound (Klotz Ranch Court) and southbound (Alma Vista Way) approaches proceed in separate signal phases. With implementation of this mitigation measure, the delay would decrease to 17.5 seconds during the a.m. peak

hour, and to 18.8 seconds during the p.m. peak hour. The level of service would improve to "C" during both peak hours. Implementation of this mitigation measure would reduce the identified impact to a less-than-significant level. (***Amended by Staff***)

ENTITY RESPONSIBLE FOR COMPLIANCE

Department of Public Works, City of Sacramento

Department of Planning and Development, City of Sacramento

Department of Transportation, State of California (Caltrans)

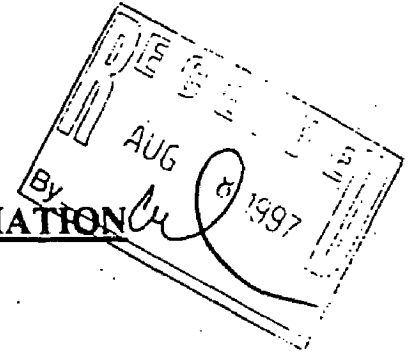
MONITORING PROGRAM

Prior to the issuance of a Notice to Proceed by the Public Works Department, and prior to the issuance of any Building Permit, the Building Division shall require that the construction plans have been designed to the satisfaction of the Department of Transportation (Caltrans) and the Department of Public Works. Prior to the issuance of any Final Permits, Certificate of Occupancy, or Certificate of Completion, the Building Division shall require full compliance and completion of the specified traffic/circulation measures listed above.

MMP PREPARED BY: David Mohlenbrok, Phone #264-7620

EXHIBIT 1b
Negative Declaration Comments

Z'BERG PARK NEIGHBORHOOD ASSOCIATION
915 FLORIN ROAD - SUITE 216
SACRAMENTO, CA. 95831
(916) 391-1495



August 8, 1997

To: David Mohlenbrok, Project Manager
Department of Planning and Development
1231 -I Street - Room 301
Sacramento, Ca. 95814-2905

From: Z'Berg Park Neighborhood Association

Subject: KLOTZ RANCH PUD NEGATIVE DECLARATION

Dear Sir:

The Board of Directors of the Z'Berg Park Neighborhood Association has reviewed the Negative Declaration for the Klotz Ranch Planned Unit Development (PUD).

The concerns listed below will follow the Negative Declaration, Attachment A, Discussion of Initial Study, Klotz Ranch PUD Project (92-230), Environmental Effects.

1. EARTH

No comments at this time.

2. AIR

The report recognizes the fact that drive-thru restaurants "MAY" increase air quality emissions as the result of idling vehicles. It also suggests that a vehicle idling for a short period of time results in fewer pollutants than a vehicle which is stopped and restarted.

We wish to reference a letter from Lisa Cabodi of the City Planning Department to Debbie Lazarus of the County Environmental Management Department dated October 16, 1991 Re: the McDonald's Development. "According to the South Coast Air Quality Management District's Air Quality Handbook (1987), any drive-thru restaurant over 4000 square feet creates a significant air quality impact." (EXHIBIT-1)

The response from the County of Sacramento indicates that the McDonald's Development "...will not have significant adverse air quality impacts..." - "The project may, however, contribute cumulatively to violations of the state one-hour and/or eight-hour CO standards at nearby intersections."

- DISTRICT SIGNIFICANCE THRESHOLDS (POUNDS PER DAY)

ROG	Nox	CO	PM 10
150	150	550	80

(EXHIBIT-2)

We reference the City's Transportation Division, Klotz Ranch Transportation Assessment (February 26, 1996) page 14, Table 6 Project Generation reflects the number of vehicle trips estimated for specific land use. By far the highest volume of vehicle trips is generated by fast food restaurants with drive-thru windows: (462 Vehicle Trips per drive-thru, entering and exiting during the A.M. and P.M. Peak Hour). The next highest volume of vehicle trips is generated by Gasoline/Service Station, (334 Vehicle Trips per service station).

Traditionally, fast food restaurants and service stations adjacent to a major freeway have a higher volume of business during the summer months when the air inversion is high and the air pollutants exceed federal and area standards,

It is our position that an air quality projection study be done to determine whether the addition of three more fast food drive-thru restaurants and another service station will result in exceeding the district thresholds for:

- * Reactive Organic Gases (ROG)
- * Nitrogen Oxide (Nox)
- * Carbon Monoxide (CO)
- * Inhalable Particulate Matter (PM 10)

3. WATER

The residential neighborhood North of the proposed development has had street and property flooding due in part by the inability of the storm drains to handle the volume of water, the low elevation of the area, and the inability of the Sacramento Drainage Canal to handle the volume of water.

The development of the Klotz Property will contribute to an already overloaded drainage system.

It is the position of the neighborhood association that a drainage plan be developed and in place to handle the additional surface water run off prior to construction.

4/5. PLANT/ANIMAL LIFE

As a condition for the mitigation of the Swainson's Hawk foraging habitat, condition "A" "...obligates the applicant to pay such fair, equitable and appropriate fees for assessments or taxes as are imposed through the use of development fees, impact fees, fee districts, community facilities districts, assessment districts, or other similar fair, equitable and appropriate mechanisms designed to address Swainson's Hawk foraging habitat mitigation."

The neighborhood association takes a position that any fees should be addressed prior to development, i.e.

- (1) The dollar amount for each parcel.
- (2) Who is to be obligated for the fees?
- (3) In what form will the fees be collected?
- (4) How will those fees be used and distributed?

6. NOISE

Under Adjacent Land Uses, it is suggested that as applications for development of the individual parcels are received, that the proposed project incorporate the noise mitigation suggestions from the SGPU EIR in order to develop a more "noise-friendly" project.

The neighborhood association takes a position that certain sound mitigating factors should be incorporated into the initial development stage: i.e. identify perimeter sound mitigation measures such as walls, trees, shrubs etc. with spacing and height requirements.

7. LIGHT AND GLARE

No comments at this time.

8. LAND USE

No comments at this time.

9. NATURAL RESOURCES

No comments at this time.

10. RISK OF UPSET

No comments at this time.

11/12. POPULATION/HOUSING

No comments at this time.

13. TRANSPORTATION/CIRCULATION

The traffic study indicates that the Level of Service (LOS) as the result of the proposed project will affect the intersections of (1) Pocket Road and I-5 Northbound Off Ramp, and (2) Pocket Road and Alma Vista/ Klotz Ranch Road. The mitigation measures would incorporate the installation of a traffic signal at the N/B Off Ramp of I-5 and Pocket Road to be time phased with the signal lights at the S/B Off Ramp of I-5 and Pocket Road as well as the signal light at Pocket Road and Alma Vista/Klotz Road, which will have separate time phasing for N/B and S/B traffic. The roadway into the Klotz Development will continue to have one lane S/B and two lanes N/B. The N/B left lane would be for left turns only, and the right lane would be optional left turn, right turn, or straight.