

December 14, 2000

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ELK GROVE
PLANNING DEPARTMENT

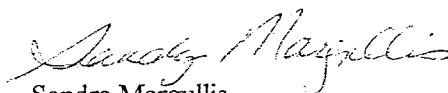
City of Elk Grove
Attn: Patrick Angell
8949 Elk Grove Boulevard
Elk Grove, CA 95624

RE: Lent Ranch Project

I have attended numerous hearings regarding this project, with the County of Sacramento and with the City of Elk Grove, and still have some questions that I feel have not been addressed. I would appreciate your office's answers to the following:

- Will highway 99 (which is currently only 2 lanes) be widened? If so, when? At who's expense? If not, how will the customers get to the Mall? | 1
- The EIR showed the terrible rating several roadways would deteriorate to. Are there any solutions to these problems, when would they be implemented and again to who's expense? | 2
- The State is currently struggling with power shortages, has future development projects like this been figured into the State's power needs? | 3
- Is there an existing ordinance/law which prohibits a businesses from moving from their current location to a new area and leaving an empty building/space? If so who reviews and enforces these? How many empty buildings will this new mall create? | 4
- Does the planning commission take into consideration the building permits issued in the last 5 years, along with the current applications in the **entire county** when determining the need for future building? | 5
- Has any of the analysis for retail needs included Online shopping, and it's projected growth, in the equation? | 6
- Has the entire Mall been leased out or is there a guarantee that it will be? Are we going to have a Mega Mall with empty spaces? | 7

Thank you in advance for your time and patience in responding to, what I think are important questions.



Sandra Margullis
8733 Valley Oak Lane
Elk Grove, CA 95624

42. Letter from Sandra Margullis, dated December 14, 2000

Response 1

The Draft EIR indicates that planned 2010 and post-2010 roadway improvements in the vicinity of the project and identified by the City's General Plan Transportation Plan Map include widening of SR-99 by providing HOV lanes. As indicated by the Draft EIR, funding for these improvements would ultimately be provided through developer fees and public sources. Refer to Draft EIR at pages 4.2-54 and 55.

Response 2

Solutions to the traffic impacts noted in the Draft EIR are suggested by mitigation measures outlined in Draft EIR Section 4.2, Transportation and Circulation. The project applicant would be responsible for all or a "fair share" of the proposed traffic mitigation measures.

Response 3

The project site is located in the Sacramento Utility District (SMUD), an independent supplier of power. SMUD is not a California investor-owned utility, and therefore it is not subject to deregulation. Deregulation is a major contributor to the recent power-related issues experienced in the State. SMUD also has arrangements with the California Power Exchange, Automated Power Exchange, the California Independent System Operator, Western Systems Power Pool and Northern California Power Pool to purchase and sell short-term power based on current market conditions. Consequently, the electrical issues affecting other portions of the state are not affecting SMUD's service area or, hence, the proposed project site. SMUD has not indicated that any significant impacts would be created through their provision of electrical power to the proposed project. Based on City consultations with SMUD staff (Wayne Lundstrum), SMUD expects to provide electrical service to the project site in spite of the current state power crisis.

Response 4

The City does not have an ordinance which prevents a business owner from vacating a building and leaving an empty building. The project is not anticipated to create empty buildings and blight conditions as a result of the development of the mall. As stated in the Draft EIR,

“According to the BAE analysis, the Sacramento County retail sector is currently quite healthy, with strong demand and low vacancy rates in existing space. In addition, there is a present and growing demand for the construction of a substantial amount of additional retail space while maintaining Sacramento County’s overall retail shopping center inventory at a level that is comparable to other similarly-sized metro areas.

The existing population and extensive growth planned for the south Sacramento County area would be capable of supporting the proposed project in the near term (2000 to 2005). While the proposed project may have some potential to compete with existing shopping centers to the north (including Downtown Plaza and Arden Fair Mall), diversion of sales from these centers is not likely to be significant in terms of their continuing economic viability. Other centers located within south Sacramento County should be sufficiently differentiated from the proposed project so as to be able to co-exist in the same trade area. For this reason, it is considered unlikely that economic competition from the proposed project would result in business closures in existing retail and commercial centers such that a physical deterioration in the environment would occur. Based on the above analysis, the proposed project is anticipated to have a less than significant impact on the physical deterioration of existing commercial uses in the area.” (Draft EIR, page 4.13-5)

Response 5

The need for building space for retail and commercial uses, which is based on existing, approved and proposed development projects as identified within Draft EIR Table 4.0-1, was considered in the economic analysis prepared for the project. In addition, the information provided in Draft EIR Section 4.0 was the basis for the cumulative analysis. The economic analysis is contained within **Appendix B** of this document. When making a final decision on the project, the City Council not the Planning Commission will take this information into consideration.

Response 6

Please refer to Response 18 to in Letter 23, Remy, Thomas, & Moose for a discussion of online shopping and its effect on the project.

Response 7

Please note that the Draft EIR assumed full occupancy of project, since that would generate the worst-case environmental effects.