APPENDIX A

NOP and NOP Comments Received

City of SACRAMENTO

COMMUNITY DEVELOPMENT DEPARTMENT

300 RICHARDS BLVD. 3RD FLR
SACRAMENTO, CA 95811

DATE: May 24, 2013

TO: Interested Persons

RE: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE MCKINLEY VILLAGE PROJECT (P08-086) AND NOTICE OF SCOPING MEETING (SCH No. 2008082049)

COMMENT PERIOD: May 24, 2013 to June 24, 2013

SCOPING MEETING

Responsible agencies and members of the public are invited to attend and provide input on the scope of the environmental document for the proposed McKinley Village project at a community meeting on Wednesday, June 12, 2013, from 5:30 p.m. to 7:00 p.m. at the following location:

Clunie Community Center – McKinley Park
601 Alhambra Boulevard
Sacramento, California 95816

Responsible agencies and members of the public are invited to attend and provide input on the scope of the environmental document. Written comments regarding relevant issues may be submitted at the meeting.

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

INTRODUCTION

The City of Sacramento ("City") is the Lead Agency and will prepare an environmental impact report (EIR), pursuant to the guidelines of the California Environmental Quality Act (CEQA) for the McKinley Village project (proposed project). The EIR will evaluate potential significant environmental effects of the proposed project.

The proposed project consists of development of 328 residential units, a neighborhood recreation center, parks, and other public spaces on an approximately 48-acre site located in the City of Sacramento, California (see Figure 1, Regional Map, and Figure 2, Project Location Map).

The City, as the Lead Agency, is issuing a Notice of Preparation (NOP) to inform all responsible and trustee agencies and members of the public of the preparation of an EIR to evaluate potential impacts associated with construction and implementation of the proposed project. The purpose of the NOP is to provide information that describes the project and its potential environmental effects and to seek input from responsible and trustee agencies, as defined by CEQA (California Public Resources Code Sections 21069, 21070), and members of the public as to the scope of the environmental analysis. Agencies should comment on such information as it relates to their statutory responsibilities in connection with the proposed project.

The NOP and subsequent environmental documents are posted on the City's Environmental Impact Reports webpage at: http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/index.cfm

The project description, location, and the potential environmental effects are discussed below, and maps depicting the project location and proposed site plan are attached at the end of this document.

SUBMITTING COMMENTS

Comments and suggestions as to the appropriate scope of analysis are invited from all interested parties. Written comments or questions concerning the proposed project should be directed to the City's environmental project manager at the following address by 4:00 p.m. on June 24, 2013. Please include the contact person's full name and address:

Dana Allen, Associate Planner
City of Sacramento, Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

PROJECT LOCATION/SETTING/HISTORY

The project site is located along the south side of Capital City Freeway north of the Union Pacific rail lines (UPRR), largely east of Alhambra Boulevard and largely west of Lanatt Street in the northeast area of downtown Sacramento (see Figure 2, Project Location). The Assessor's Parcel Number is 001-0170-028.

The project site is bounded on the south and east by an elevated portion of the UPRR tracks and on the north and west by the Capital City Freeway. Surrounding land uses include the former City of Sacramento 28th Street Landfill to the north (the former landfill site has been designated as a future regional park – Sutter's Landing Regional Park), and the River Park neighborhood to the east. Land uses to the south and west include the Cannery Business Park and residential neighborhoods in McKinley Park and East Sacramento. The American River is located approximately 0.5 mile east of the project site.

The project site is currently vacant and contains a fallow field dominated by non-native grasses and shrubs along with four freestanding billboards and overhead utility lines and poles. Two groundwater monitoring wells and six soil gas probes are located along the northern portion of the project site used for post-closure monitoring of the 28th Street Landfill. Access to the project site is currently limited to an unimproved road (A Street) that connects to the downtown transportation grid at 28th Street. A two-lane roadway overpass across Capital City Freeway connects to the western end of the site. The project site is currently designated Planned Development (PD) in the City's 2030 General Plan and zoned Heavy Industrial (M-2).

A largely residential project with 397 housing units, which included a church site, was filed in 2008. The current proposal retains the same name and project number as the project filed in 2008.

PROJECT DESCRIPTION

The proposed project includes development of a 328-unit residential neighborhood on an approximately 48-acre site (see Figure 3, Conceptual Land Use Plan). A variety of residences are proposed on different lot sizes. Second units would be offered as an option on some of the home plans. The overall density of the project is approximately 10.9 units per acre. One of the project applicant's objectives is to provide a continuation of the existing residential neighborhoods in McKinley Park, East Sacramento, and Midtown south and west of the site.

To address noise concerns, the project is proposing a 30-foot wide landscape/sound buffer adjacent to the northern boundary of the site with an approximately 10-foot high sound barrier consisting of a soil berm topped with a solid sound wall immediately adjacent to the edge of the property boundary. In addition, an 8-foot wide landscape buffer is proposed in the southern portion of the site adjacent to the UPRR right-of-way. The residences proposed adjacent to both the northern and southern boundaries of the site have been designed to provide a buffer for noise from the freeway as well as the UPRR tracks.

Recreation and Open Space

The proposed project includes three parks that total approximately 2.4-acres, and also includes an approximately 1-acre neighborhood recreation center and pool in the center of the project site (see Figure 3). The recreation center may also include a small local serving retail use (i.e., café, deli). The project includes landscaped public spaces—including public art and street furniture—as public places for residents and visitors.

Landscaping includes over 2,000 trees throughout the site, including street trees along all project roadways consistent with City requirements and adjacent residential neighborhoods. A mix of evergreen, deciduous, and coniferous trees (e.g., redwood, Deodor cedar) are proposed in the landscaped buffer areas adjacent to the freeway and UPRR right-of-way. Separated sidewalks are included along all roadways. The applicant's objective in the design of project landscaping and tree-lined streets is intended to develop a project with character consistent with the surrounding residential neighborhoods in East Sacramento, McKinley Park, and Midtown.

Access and Circulation

Access to the project site would be provided from A Street and 28th Street to the west and 40th Street to the east (see Figure 4). The project is proposing to upgrade A Street and the freeway overpass in order to provide vehicle access to the site. Improvements include widening the bridge to add a second sidewalk and upgrading the guardrails. A second vehicle access is proposed in the eastern portion of the site through the extension of 40th Street through the Cannery site connecting to C Street between 40th Street and Tivoli Way. This connection would require an underpass to be constructed under the UPRR embankment. A pedestrian/bicycle tunnel is also proposed under the UPRR embankment connecting to the northern terminus of Alhambra Boulevard and B Street, in the southwestern portion of the site. While the project site is in Federal Emergency Management Agency (FEMA) Zone X and has 100-year flood protection, flood gates would be installed at the underpass and tunnel as a secondary flood control device in the event of an American River levee failure.

As shown in Figure 3, the project is proposing a modified grid roadway layout with streets connecting throughout the site.

Utilities and Energy Features

The project is proposing to tie into existing City water line connections at Alhambra Boulevard and C Street to create a “looped” system. Stormwater infrastructure would connect to an on-site detention facility that would retain flows during flood events to minimize any potential overflows. Storm drain flows would be pumped to Sump 99 via a proposed force main following either the new 40th Street extension and C Street or Lanatt and C Street. On-site wastewater lines would connect to the existing City Combined Sewer System at Alhambra Boulevard, and on-site detention would be constructed to meter wastewater during flood events, similar to storm drainage. The proposed project includes two stormwater detention basins in the western portion of the site, on the north and south side of A Street. The ultimate size of these basins will be determined once the drainage study is complete. The project may reserve land within the project site for a separate future City detention project that would require the installation of a subgrade holding tank to accommodate existing city combined sewer/stormwater flows. The exact location and timeline of this project is unknown at this time.

Two groundwater monitoring wells and six soil gas probes located along the northern portion of the project site used for post-closure monitoring of the 28th Street Landfill would be relocated within the western and northern perimeter of the project site and the northern portion of the site.

The proposed project includes energy conservation features including homes that are energy efficient with a goal to exceed the state’s Title 24 requirements. Homes would be pre-wired for solar and electric vehicle chargers and would incorporate sustainable materials such as low or zero volatile organic compound (VOC) paint and carpet. Energy required for the recreation center would be offset with on-site solar panels or other energy efficiency technology and measures.

Project Phasing

The project would be constructed in three phases starting with the easternmost portion of the site and continuing to the west. Construction of the extension of 40th Street and the underpass through the UPRR embankment connecting to the project site as well as the extension of A Street through the site, and improvements to the overpass would all be completed in the first phase. Construction of the pedestrian/bicycle tunnel through the UPRR embankment would occur in the third phase of development. A detailed phasing plan will be included in the EIR.

Grading and Construction

Construction of the proposed project would require site clearing, grading, utility trenching, and installation of utilities and roadways followed by building construction. It is anticipated construction activities would occur over an approximately 4-year period in three phases. It is anticipated construction of the backbone roadway infrastructure would occur in the first year followed by construction of the residences and other roadways anticipated to occur over a 3-year period. Construction equipment and construction worker vehicles generally would be staged on site or at the adjacent Cannery site.

Off-Site Improvements

The project also includes improvements to facilities off site that are required for the project. The off-site improvements include improving A Street from the intersection with 28th Street to the project site to meet current City roadway standards, and widening the overpass, as described above, that crosses the freeway; potential improvements to the at-grade railroad crossing at 28th and B Streets; constructing an extension of 40th Street connecting to C Street and construction of an underpass under the UPRR embankment for vehicles; constructing a tunnel under the UPRR embankment for pedestrians and bicycles connecting to Alhambra Boulevard and B Street; and improvements to Sump 99. The proposed project also includes construction of a stormwater detention basin in the southwestern portion of the site on city-owned land.

Project Objectives

The overarching goal of the proposed project is the orderly and systematic development of an integrated and sustainable residential community that is not only consistent with the goals and policies of the City of Sacramento 2030 General Plan and SACOG Blueprint Plan, but also is compatible with the aesthetic character of the McKinley Park and East Sacramento neighborhoods. Accordingly, the project applicant has developed the following objectives for the proposed project:

- Create a residential community that incorporates the aesthetic qualities of the surrounding East Sacramento and McKinley Park neighborhoods.
- Place residential uses near existing jobs and services to reduce vehicle miles traveled.
- Make efficient use of an opportunity for infill development.
- Utilize sustainable design and low impact development concepts.
- Create a pedestrian-friendly development that promotes bicycle use and provides excellent bicycle access to downtown and other surrounding neighborhoods.
- Incorporate parks and open space into the project design in a manner that provides community connectivity and is aesthetically pleasing.
- Provide adequate access points for vehicular traffic.

In addition to the applicant's goals above, the City has developed the following objective for the proposed project:

- Enhance the City's supply of housing that provides a range of housing opportunities available to residents from a wide range of economic levels.

POTENTIAL ENVIRONMENTAL EFFECTS

The EIR will analyze potentially significant impacts that result from construction and operation of the proposed project. The project-level EIR will evaluate the potentially significant environmental impacts of the proposed project, on both a direct and cumulative basis, and will identify mitigation measures that may be feasible to lessen or avoid such impacts. The EIR will also identify and evaluate alternatives to the proposed project. The EIR will evaluate the following environmental issues contemplated for consideration under CEQA and the CEQA Guidelines, including:

- Aesthetics
- Air quality
- Biological resources
- Cultural resources
- Greenhouse gases
- Hydrology and water quality
- Hazards and hazardous materials
- Noise
- Public services and public utilities
- Traffic and circulation.

Based on the site or project characteristics, it is not anticipated that impacts would occur within the following environmental topic areas, and therefore these specific environmental impact criteria would be scoped out and included in the Effects Found Not To Be Significant section of the EIR. A brief description of why each topic or impact area was found not to be significant, and therefore scoped out, is provided below.

Agricultural/Forest Land Resources: The 2010 Sacramento County Important Farmland Map identifies the project site as Farmland of Local Importance and indicates the project site does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland, or Farmland of Statewide Importance) (California Department of Conservation 2012). The site is not designated or zoned for agricultural uses, and with the exception of a small orchard that was removed a number of years ago, the project site has not been used for any agricultural activities. There are no trees on the project site, and there are no Williamson Act contracts that affect the project site. Therefore, development of the site would not result in any impacts on agricultural or forest lands.

Geology/Soils: The site is relatively flat and ranges from approximately 15 to 25 feet above mean sea level and is located within the U.S. Geological Survey (USGS) 7.5-minute Sacramento East Quadrangle, Townships 8 and 9 North, Range 5 East. According to the Fault Activity Map of California and Adjacent Areas (Jennings 1994) and Peak Acceleration from Maximum Credible Earthquakes in California (CDMG 1992), no active faults or Earthquake Fault Zones (Special Studies Zones) are located on the project site. The nearest mapped faults to the site are the Foothills Fault Zone located 20 miles east and the Dunnigan Hills fault located approximately 24 miles to the west–northwest. According to the Soil Survey of Sacramento County (1993), soils within the project site belong to the Columbia soil series. The Columbia soil is classified as an Aquic Xerofluvent: a recently formed soil subject to frequent flooding. The depth to groundwater ranges between 13 to 16 feet and has been recorded as shallow as 6 feet below the surface.

General Plan Policy EC 1.1.2 requires projects to prepare geotechnical investigations to determine the potential for ground rupture, ground-shaking, and liquefaction due to seismic events, as well as expansive soils and subsidence problems on sites where these hazards are potentially present. In addition, the City requires that all new development prepare a grading and erosion control plan (Chapter 15.88.250) that includes, among other things, best management practices and a description of the location and methods of storage and disposal of construction materials. The design and future development of the project would comply with all City requirements. It is anticipated impacts to geology and soils would be less than significant.

Mineral resources: The project site does not contain any land designed MRZ-2, as mapped by the California Geological Survey which indicates areas where significant mineral deposits are present or where a likelihood exists mineral resources may be present. Therefore, there would be no impacts on mineral resources.

The EIR is focused on those issue areas most germane to the project and where potential impacts may result.

Lead and Responsible Agencies

The City of Sacramento will be the “lead agency,” in conformance with Sections 15050 and 15367 of the CEQA Guidelines. Responsible agencies that may have a role in issuing a permit or reviewing aspects of the project are listed below.

Lead Agency Contact

Dana Allen, Associate Planner
City of Sacramento, Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Responsible and Permitting Agencies

- **Regional Water Quality Control Board** – Ensures compliance with the City's National Pollutant Discharge Elimination System (NPDES) Permit for any stormwater discharge associated with construction activity.
- **California Department of Transportation (Caltrans)** – Encroachment permits for any work within or adjacent to a state roadway or within their right-of-way.
- **Sacramento Metropolitan Air Quality Management District** – Oversees air quality and has the authority to require mitigation fees.
- **California Public Utilities Commission** – Approval of a public crossing for the underpass and the bicycle/pedestrian tunnel.
- **Twin Rivers Unified School District, Sacramento City Unified School District, and the County Committee on School District Organization** – To approve the territory transfer from the Twin Rivers Unified School District to the Sacramento City Unified District to the extent that such action is not otherwise exempt from CEQA. The Governing Boards of each district may take an action approving the territory transfer and the County Committee on School District Organization will be the agency with authority to approve the transfer. Appeals may be filed with the State Board of Education which will act as the final arbiter in the event of an appeal.

Required Entitlements and Permits

The project applicant, Encore McKinley Village, is requesting the following entitlements and approvals for the proposed project.

- Certification of the EIR and adoption of the Mitigation Monitoring Plan
- General Plan Amendment to redesignate the site from Planned Development to Traditional Neighborhood Medium Density (8–21 dwelling units per acre (du/ac))
- Rezone from Heavy Industrial (M-2) to Single-Family Alternative (R-1A PUD) zone
- Establishment of the McKinley Village Planned Unit Development (PUD) Guidelines and Schematic Plan
- Tentative Subdivision Map
- Large Lot Tentative Subdivision Map to subdivide 48.8 acres
- Subdivision Modifications to allow non-standard street sections and alleys.

Attachments:

Figure 1 – Regional Map
Figure 2 – Project Location Map
Figure 3 – Site Plan
Figure 4 – Connectivity Map

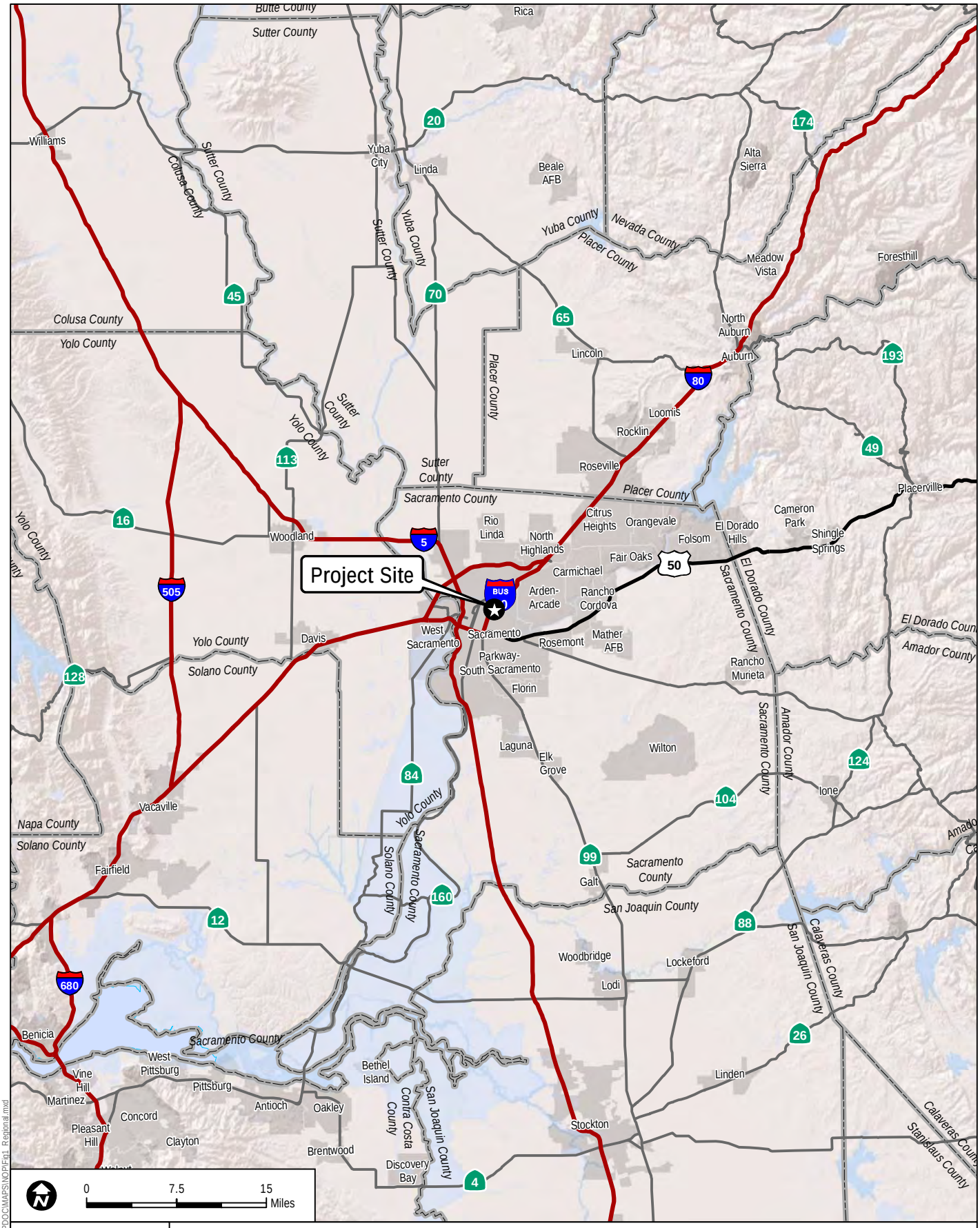

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FIGURE 1

Regional Map

MCKINLEY VILLAGE PROJECT EIR

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DUDEK

SOURCE: ESRI; County of Sacramento 2012

FIGURE 2

Project Location Map

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MCKINLEY VILLAGE PROJECT EIR

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NOT TO SCALE

DUDEK

7828

SOURCE: Woodley Architectural Group 2013

FIGURE 3

Site Plan

MCKINLEY VILLAGE PROJECT EIR

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NOT TO SCALE

DUDEK

7828

SOURCE: Woodley Architectural Group 2013

FIGURE 4

Connectivity Map

MCKINLEY VILLAGE PROJECT EIR

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From: vitosgromo [mailto:vsgromo11@comcast.net]
Sent: Monday, July 08, 2013 12:06 AM
To: Dana Allen; Evan Compton; Steve Cohn; Sue Brown; 'Jameson Parker'; Peter Fenolio; ILee Muller; Anne Romo; Consuelo Hernandez
Cc: 'Alan Parker'; 'Dale Kooyman'; 'Vickie Valine'; mhvaline@gmail.com; 'Burgua William'; 'Karen Jacques'; 'Smith Clara'; smdtyler@aol.com; berdany@aol.com
Subject: McKinley Village Proposal Response

July 7, 2013

Dana L. Allen, Associate Planner
Environmental Planning Services
Community Development Department
City of Sacramento
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

McKinley Village Proposal Response PO8-086

I am writing to respond to the proposal by River West Investments to build 325 homes at the Assessor's Parcel Number 001-0170-028.The project site is bounded on the south and east by the elevated portion of the UPRR tracks and on the north and west by the Capitol City Freeway.

If approved as proposed, this project has major negative impacts to several regional development projects and future area transportation expansions.

1. Sutter Landing Parkway (Richards Boulevard Connector).

The General Plan (http://www.sacgp.org/index.html) has identified the future development of a parkway road, Sutter Landing Parkway (Richards Boulevard Connector) as a road that must be built to connect the I50 Highway to the Sutter Landing Regional Park, Route 160, to the major Railyard Central City Development and the new proposed arena and surrounding Downtown entertainment district. The Sutter Landing parkway is critical to the development of a regional park, the largest urban infill project in the West Coast and the new arena.

Negative Impact: McKinley Village Proposal would if approved would eliminate the Sutter Landing Parkway by abandoning the ELvas Roadway and Lanett route and eliminating the needed land inside the proposed McKinley Village Proposal.

Recommendation: River West Investments must alter their plans by allow enough land for the future Sutter Landing Parkway and abandon the 40th Street underpass and use Lanett Street as the underpass to connect to Elvas Boulevard Road.

2. Union Pacific Railroad Expansion

UP is planning additional train lines (see attached reports, Sacramento Roseville 3rd Track and CAL HSR).

Negative Impacts: River West Investments must set aside sufficient land to allow UP to expand. Also these additional train lines and the train traffic will eliminate the use of 28th Street as an access point for the McKinley Village Housing Proposal.

Recommendation: River West Investments must set aside sufficient land to ensure UP can add the additional tracks. Also River West Investments must designate 28th Street as a bike and pedestrian access since in the near future it will no longer be available for automobile traffic and enlarge the opening at Alhambra for 2 way auto traffic.

3. Caltrans I80 Expansion

Caltrans is planning a future expansion of the I 80 Highway that borders the McKinley Village Project (See attachment SR 51 PL Final 01-08-13). This should include on and off ramps to connect to the Sutter Park Landing Parkway.

Negative Impacts: River West Investments has not allowed sufficient land to allow Caltrans to expand I80 thereby improving a bottleneck highway, reducing pollution and connecting with the Sutter Landing Parkway.

Recommendation: River West Investments has to redesign its housing proposal to allow sufficient land for the Caltrans expansion and the addition of an on and off ramps to connect to the Sutter Landing Parkway.

4. Traffic Impacts to Local Streets

River West Investments is funding a traffic study on the impacts of their proposal to access 28th and 40th Streets for automobile access to the McKinley Village housing project. According to the General Plan (http://www.sacgp.org/index.html) both streets are designated as local streets.

Negative Impacts: Although the traffic study has not been completed, the increase traffic could potentially exceed the capacity of the local streets.

Recommendation: River West Investments should re-design the access points into their proposed housing developments to connect with city streets designated as collectors or artilleries such as ELvas Boulevard through Lanett and to Alhambra Boulevard.

5. Caltrans New Proposed Capitol Railyard

Caltrans is currently examining the use of the land River West Investments has proposed for their housing project for a major new railyard and maintenance facility for Amtrak trains. Caltrans needs to build a new maintenance facility for Amtrak's Capital Corridor and San Joaquin Corridor trains (See attached Sacramento Bee Article, Friday July 5, 2013)

Negative Impacts: River West Investments if approved would have a very serious impact to the expansion of train transportation in Northern and Central California.

Recommendation: Place a temporary hold on any approval for the River West Investments McKinley Village Proposal until City and State officials determine the final location of the Capitol Railyard.

Conclusion

McKinley Village proposal if approved in its current design would negatively impact several major transportation and development plans including the development of the UP Central City Railyard Infill Project and Arena Entertainment District that are larger in scale than the McKinley Village Project and have not only city but regional impacts.

For the greater good of the city of Sacramento and Northern California I suggest that McKinley Village Project be placed on hold until the new Capitol Railyard location is finalized. Also if the McKinley Village Project is still planned for the current suggested site it must alter its design to allow sufficient land for transportation rail and road expansions and relocation of automobile access to Alhambra Boulevard and Lanett Streets that are designated to handle the increased traffic.

Let me know if you have any questions or if you need further information.

Thank you.

Vito Sgromo

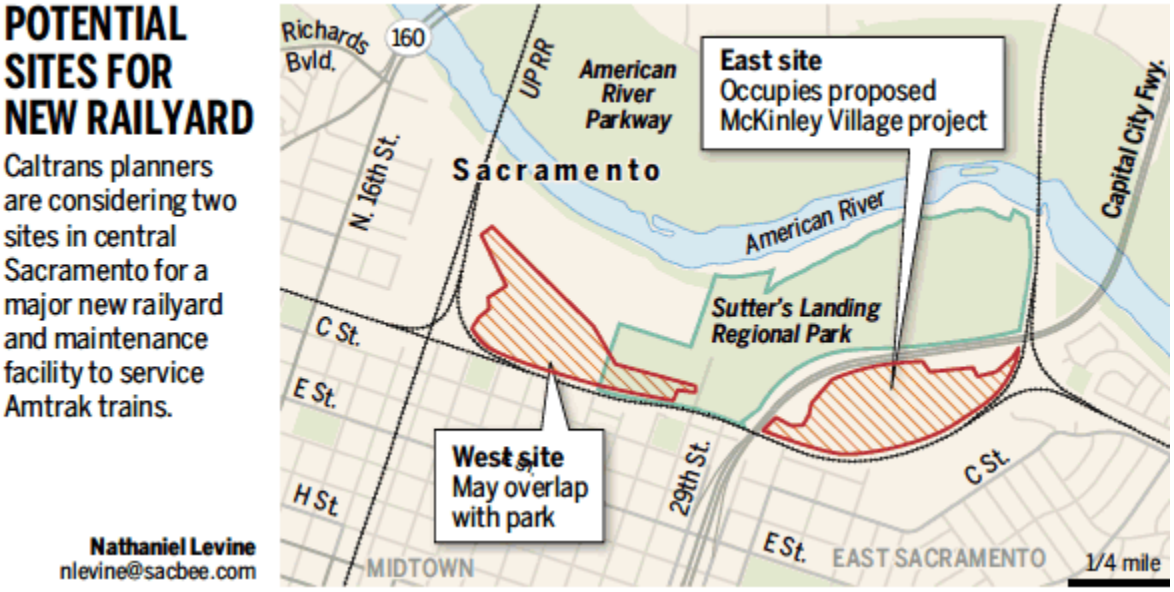
Cell 916 719-1477

SACRAMENTO

State wants new capital railyard

CALTRANS LOOKS AT CITY PARK OR FORMER CENTRAGE SITE AS PLACE TO SERVICE AMTRAK TRAINS

By Hudson Sangree hsangree@sacbee.com



Sacramento has spent decades cleaning up and finding new uses for two historic city railyards. Now the state of California wants to build a new one in the urban core.

State transportation planners are looking at sites in east Sacramento and at Sutter's Landing Regional Park along the American River, as places to build a major new railyard and maintenance facility for Amtrak trains.

Word of the state Department of Transportation's plans spread in the last few days and surprised city officials and developers hoping to build hundreds of homes on the east Sacramento site.

"We just learned about it this week," said Megan Norris, vice president of Riverview Capital Investments. The firm, headed by former state Treasurer Phil Angelides, has been promoting plans to build Mc-Kinley Village, a 328-home development, on the vacant swath of land by the Capital City Freeway. The property is commonly known as Centrage, after one of several failed projects there.

Sacramento City Councilman Steve Cohn, whose district contains both areas under consideration, said the revelation that Caltrans was looking at the sites to service Amtrak trains "came as news to me."

He said any plans to put a railyard at Sutter's Landing Park, built atop a former landfill, would be unacceptable. A map of the proposal suggests the railyard could impinge on city parkland. Even if it didn't, Cohn said the city is planning to expand the park by acquiring acreage now in private hands. "We spent a lot of time and effort to convert an industrial facility into a park," he said.

Caltrans spokesman Mark Dinger said the department's plans are preliminary, with the two Sacramento locations being evaluated.

"We are going to be in discussions with the city of Sacramento on the proposed sites," he said. "However, it will be some time before a determination is made."

Caltrans, he said, needs to build a new maintenance facility for Amtrak's Capital Corridor and San Joaquin Corridor trains. The current maintenance facility in Oakland is at or near capacity, he said. "They want to develop another one for future needs."

A Caltrans project description says the Federal Railroad Administration last year awarded it a $168 million grant to buy six locomotives and 42 passenger cars to bolster the two lines, and the Oakland facility will be unable to maintain all the new cars.

A new facility would provide inspections and repair, along with refueling, food restocking and cleaning of the interior and exterior of trains.

A Caltrans rendering of the proposed maintenance facility on the 48-acre McKinley Village site shows 28 tracks with shops to service locomotives and coaches. It includes buildings for contractors and administrators, employee parking and a train wash.

Cohn said he would be open to the facility at the Mc-Kinley Village site, where some neighbors oppose the proposed housing development. The area is walled off from existing neighborhoods by a 20-foot elevated rail line and sits beside speeding freeway traffic. Noise mitigation measures might be put in place, and modern rail facilities tend to be cleaner than their 19th and 20th century predecessors, Cohn said.

News that central Sacramento might get a new rail-yard arrived the same week that state environmental officials approved a toxic cleanup plan for the central shops section of the downtown Sacramento railyard. The area was a locomotive manufacturing and railroad maintenance facility for 130 years, leaving numerous contaminants in the soil. The 240-acre former Southern Pacific railyard is being readied for redevelopment as an extension of downtown with housing, offices and stores, as well as a major railroad technology museum.

At another former railyard in the Curtis Park neighborhood, developer Paul Petrovich spent $30 million cleaning toxics from the soil. He plans to build 268 homes and retail shops on 72 acres near Sacramento City College. Construction is expected to start soon.

To address the prospect of a new railyard, Cohn and city staff members are planning to meet with Caltrans officials Monday to learn more about their plans.

“We know our region better than they do,” Cohn said.

McKinley Village developer Norris said she had spoken briefly with Caltrans officials earlier this week. She said she came away with the idea that they preferred the approximately 54-acre site at Sutter’s Landing because it is at-grade with the existing rail line.

“If they decide it’s going to be our site, we could have to look at it,” she said.

The McKinley Village site was once owned by Caltrans but is now controlled by developer Angelo K. Tsakopoulos. The former peach orchard has seen a series of development plans defeated by neighborhood opposition.

The failures included a high-rise office, apartment and hotel development plan in the early 1990s called Centrage. Many area residents still know the land by that name.

The current housing plan has already ignited debate about whether it’s the best use for the awkward site.

Norris said the property remains zoned industrial and could easily accommodate the rail plan. But the McKinley Village plan for leafy residential streets, with a central park and walking paths is a better option, she said.

“We have every intention to move forward with this project,” Norris said. “We think it’s a great project and the best fit for the surrounding neighborhood.”

Call The Bee’s Hudson

Sangree, (916) 321-1191. Bee staff writer Tony Bizjak contributed to this report.

PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

MEMORANDUM

TO: **PCTPA Board of Directors** **DATE: March 27, 2013**

FROM: **Celia McAdam, Executive Director**

SUBJECT: **PRESENTATION: THIRD TRACK RAIL PROJECT BETWEEN SACRAMENTO AND ROSEVILLE**

ACTION REQUESTED

None. For discussion only.

BACKGROUND

The Board has a long-standing policy to aggressively pursue additional passenger rail service to Placer County. This has involved working closely with the Capitol Corridor Joint Powers Authority (CCJPA) in addressing the interests and needs of Union Pacific (UPRR) as we pursue their permission to add passenger trips. After more than 20 years of these efforts, we still remain at one round trip per day.

Hopes were rekindled in 2008 when Union Pacific has expressed a willingness to discuss additional passenger service as part of a package of improvements that would benefit both freight and passenger capacity. The improvements can be roughly categorized as follows:

Donner Project

UPRR has long been interested in double tracking an approximately 10 mile segment of their rail line in the Donner Summit area as a way of improving their freight capacity. Trade Corridor Improvement Fund (TCIF) under Proposition 1B was identified by UPRR as a promising source of financing. Requirements for the TCIF include sponsorship by a public agency and a 50% match from UPRR.

CCJPA, with PCTPA concurrence, agreed to sponsor and support UPRR's bid for TCIF funding for the Donner project provided that UPRR allow a second Capitol Corridor round trip to Auburn.

Sacramento-Roseville Third Track Project

Full implementation of the CCJPA Business Plan includes 10 round trips daily to Roseville. It has long been challenging to negotiate this with UPRR, as Roseville is home to the largest freight yard west of the Mississippi, providing a convergence of UPRR's Donner and Feather River routes that connect California to the rest of the US. The Sacramento – Roseville section is a particular area of freight traffic congestion that UPRR would like to address.

The specific project being considered to improve both passenger and freight rail capacity is to add a third track between Sacramento and Roseville, and potentially move the Roseville rail station to a location that would reduce impacts to freight traffic.

299 Nevada Street • Auburn, CA 95603 • (530) 823-4030 • FAX 823-4036
www.pctpa.net

In 2002, PCTPA programmed $3 million in Regional Choice funds and the Caltrans Division of Rail programmed $3.3 million in Interregional funds in the State Transportation Improvement Program (STIP) for environmental clearance and design of the Third Track Project.

After many years of delays, work is now underway on the environmental phase, including Federal compliance, with completion expected in 2014. Design, right of way, and construction will follow. CCJPA is in the lead for this project, with consulting assistance from HDR Engineering. PCTPA and the City of Roseville are key partners in the effort.

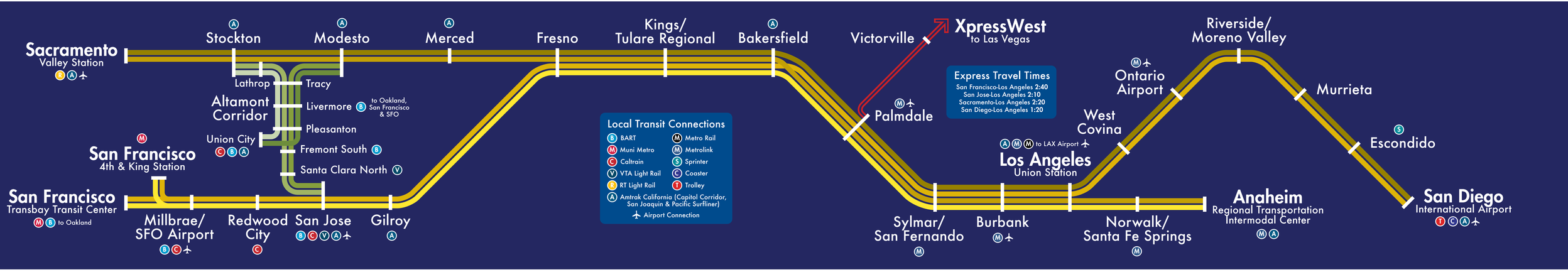
DISCUSSION

In early March, CCJPA and PCTPA were advised that UPRR elected to withdraw their offer to provide the required matching funds for the Donner Project. As a result, the project is no longer eligible to be considered for Proposition 1B funding.

Jim Allison, CCJPA Director of Planning, will provide the Board with a presentation on the Sacramento-Roseville Third Track Project environmental process, along with the identified alternatives and issues.

CM:ss

CALIFORNIA High-Speed Rail



This diagram shows the complete CAHSR system as currently planned, with stations assumed where locations have not yet been finalized. The system will be built in phases, starting with an initial operating segment between Merced and the San Fernando Valley. Northern California semi-high-speed rail (Altamont Corridor) alignments and station locations have not been finalized, and some transit connections remain in planning stages. For more information, see cahighspeedrail.ca.gov. Map copyright © 2008-2012, Steve Boland, sfcityscape.com.

Caltrans

2013

STATE ROUTE 51 PRELIMINARY INVESTIGATION

Approvals:

JEFF PULVERMAN, **District 3 Deputy Director** **Planning and Local Assistance**	1-8-13 **Date**	**JODY JONES,** **District Director**	1-8-13 **Date**

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INTRODUCTION

The State Route (SR) 51 Preliminary Investigation (PI) is one of a series of studies being conducted by Caltrans District 3, in coordination and consultation with major stakeholder partners, to determine the feasibility and prioritization of improvements to the State Highway System within a segment of the larger corridor defined within the 2009 *Interstate 80 and Capital City Freeway Corridor System Management Plan* (I-80/SR 51 CSMP), as shown in Figure 1. The PI is the first stage of the project initiation document process, which is the linkage between planning and project development. The PI provides critical initial project scoping and assurances regarding project feasibility and selection, and significantly improves and streamlines the development of the subsequent Project Initiation Document (PID), thereby focusing resources on achieving the most mobility benefits for the least amount of cost.

The SR 51 PI addresses the need for operational and capacity improvements for the entire segment of SR 51 in the City of Sacramento. Candidate improvement projects include Transportation Operation System (TOS) elements, High Occupancy Vehicle (HOV, Bus/Carpool) lanes, and auxiliary/transition lanes.

PRELIMINARY INVESTIGATION NEED AND PURPOSE

There is a need to address the traffic conditions on SR 51 which is currently operating beyond capacity, and congestion and delay will be exacerbated by proposed local land use development in the vicinity and by population growth. Planned development, particularly at Cal Expo, will increase traffic which will degrade travel times, average speed, and other traffic performance measures. The *2009 Mobility Performance Report* (*MPR*) identified SR 51 as having five of District 3's top 10 bottlenecks.

The purpose of the SR 51 PI is to create a planning approach that focuses on gaining early consensus regarding needed improvements, determine feasibility, and prioritize projects to reduce congestion and improve traffic operations. This will allow for a coordinated approach to programming (funding) the capital investments to achieve an efficient transportation system based on the most effective improvements. Early and consistent collaboration with local partners and stakeholders is needed to gain a consensus on a funding and programming approach to implement needed improvements within SR 51 to ensure the timely implementation of improvements for continued efficient operation of the highway.

CORRIDOR BACKGROUND

As shown in Figure 2, SR 51 is located in the City of Sacramento and is officially signed as part of Business Loop 80 and named the Capital City Freeway. SR 51 is a route of vital importance to regional and interregional travel and goods movement. It provides a vital link for downtown Sacramento, Cal Expo, and Arden Mall, and it connects two major highways, US Highway 50 (US 50) and Interstate 80 (I-80). It is a heavily traveled facility and experiences significant congestion during peak periods. As growth continues, local land use development will put additional pressure on SR 51.

The 8.9-mile urban arterial freeway runs southwest to northeast and begins at the junction of US 50 and SR 99 as an elevated 6-lane freeway with one Bus/Carpool lane and auxiliary lane in each direction. Between Exposition Boulevard (Bl.) and SR 160, the facility is five lanes until SR 160 when SR 51 becomes an 8-lane facility and then narrows to and remains a 6-lane freeway from SR 160 to its eastern junction with I-80. Bus/Carpool lanes exist between SR 99 and J Street (St.), and auxiliary lanes run in the north and southbound directions between SR 99 and J St. as well as between the Arden Way and Marconi Avenue (Av.) interchanges. The lane configuration diagram is shown in Figure 3.

Figure 1: Interstate 80/Capital City Freeway Corridor System Management Plan Network

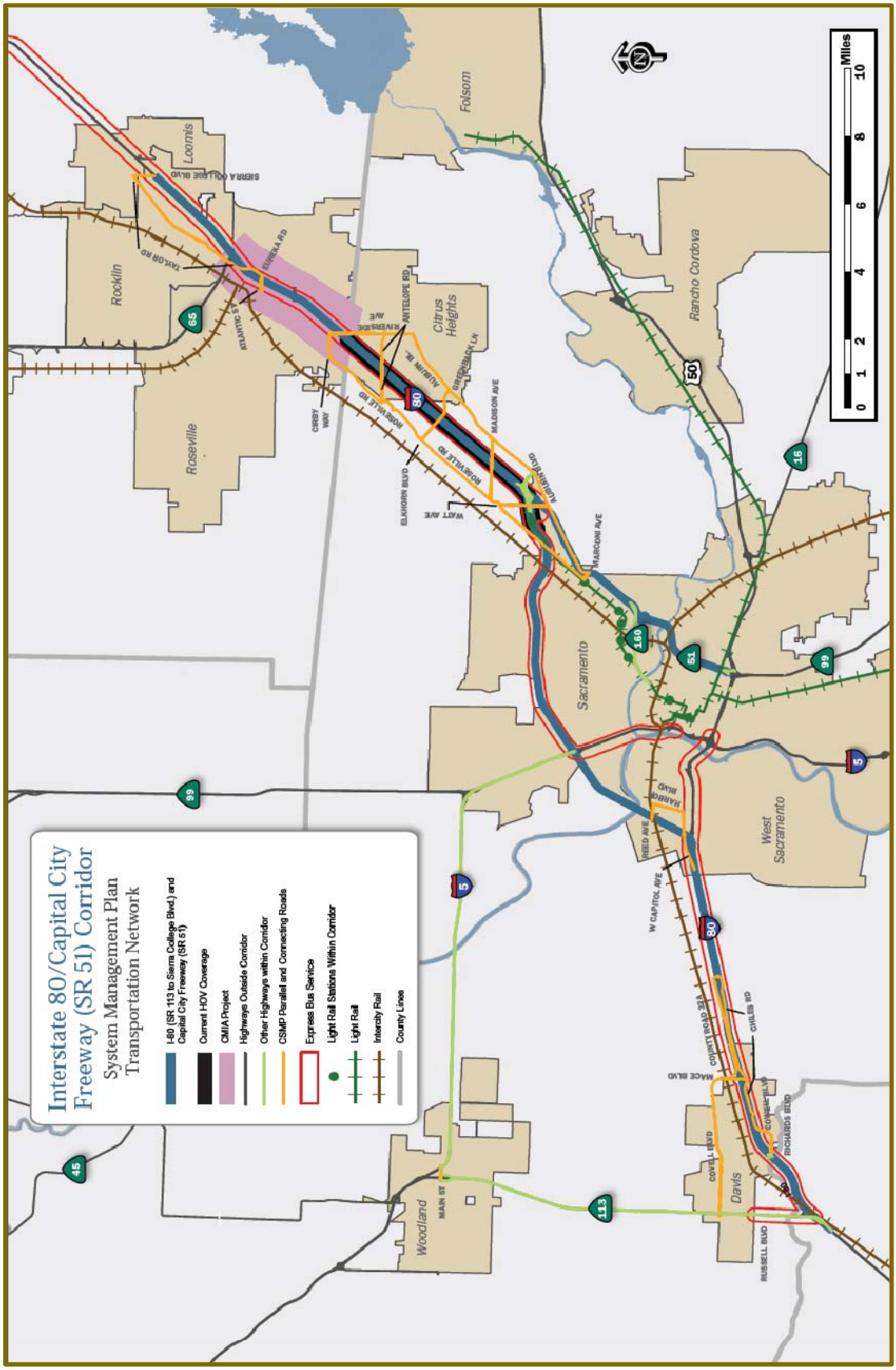


Figure 2: SR 51 PI Project Area

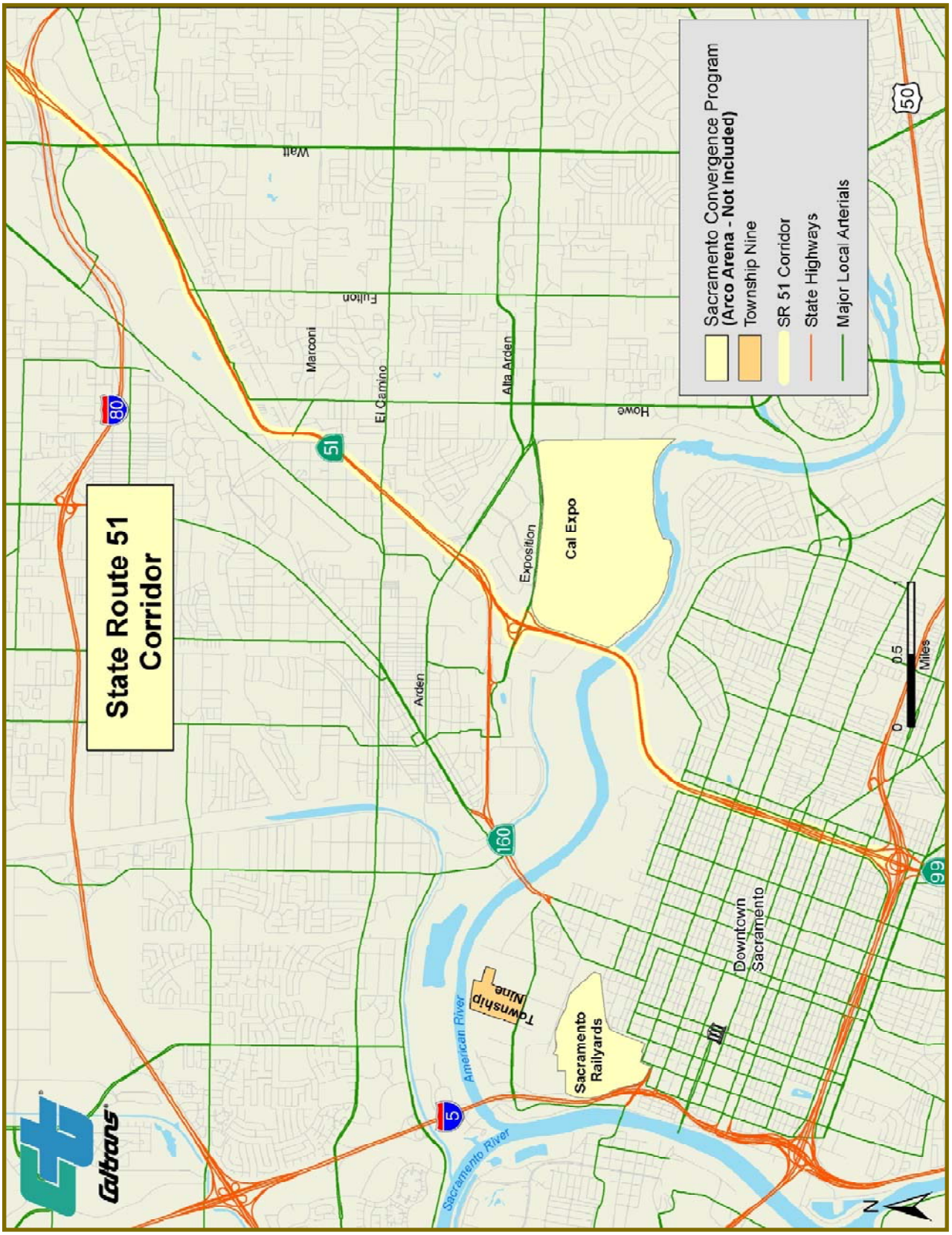
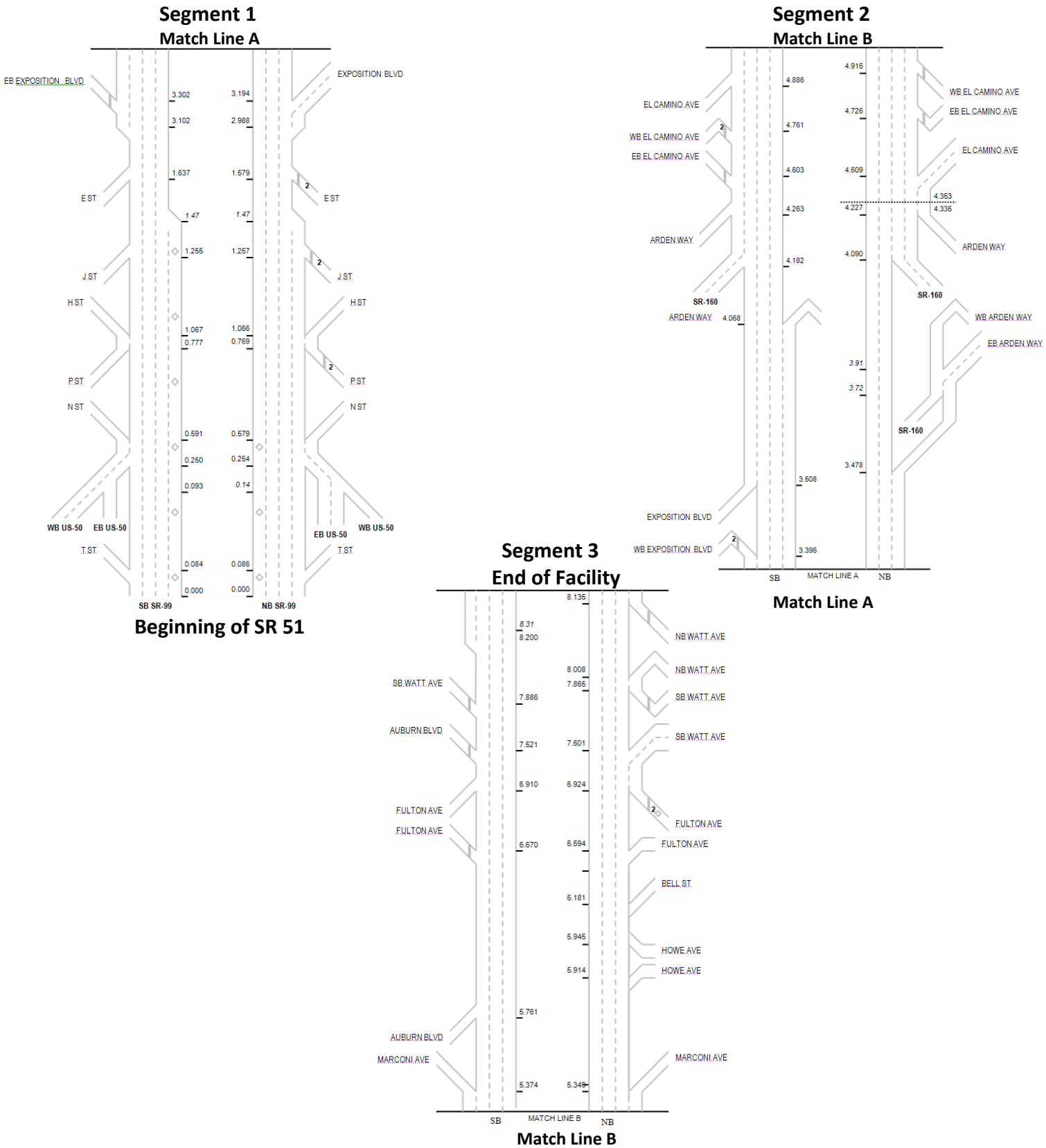


Figure 3: SR 51 Lane Configuration Diagram



EXISTING AND FUTURE CONDITIONS

EXISTING CONDTIONS

The PI used existing data supplied in the 2009 *I-80/SR 51 Corridor System Management Plan*, the 2011 *I-80/SR 51 State of the Corridor Report*, and the 2012 *SR 51 Preliminary Investigation Modeling Report*. It should be noted that some of the existing facility performance data is several years old. However, the current economic recession has resulted in stagnant growth and traffic volumes have remained relatively flat. Therefore, the performance data is still valid. These Plans and Reports show that SR 51 is currently operating with low free flow speeds, stop-and-go traffic, bottlenecks, and significant vehicle hours of delay. There were approximately 855,000 annual vehicle hours of delay in 2009 for both directions on the corridor. The cost of these vehicle hours of delay are calculated by factoring lost time, fuel consumed, and wear and tear on the vehicle. Vehicle hour of delay cost equals $17.35 based on the vehicle mix of trucks and cars, the price of fuel, value of time and wages, and vehicle repairs. In sum, annual vehicle hours of delay on SR 51 cost $14.8 million in 2009, as shown in Table 1.

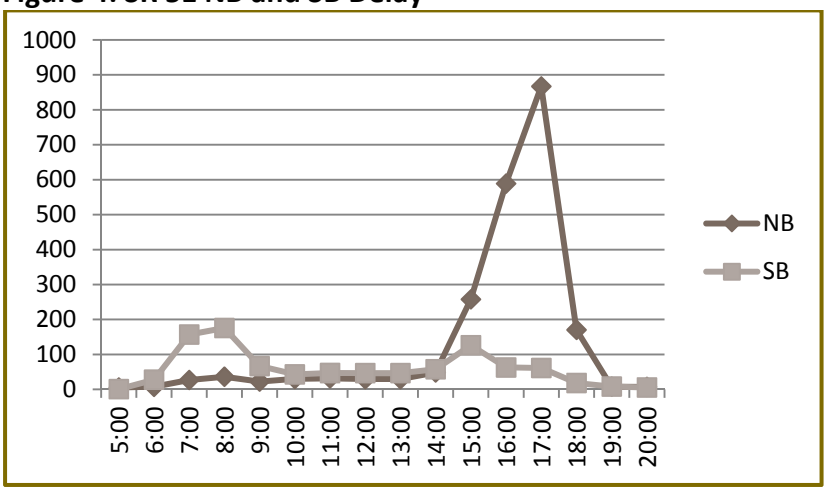
Table 1: Existing Facility Conditions

Segment	Post Miles	Location Description	Existing LOS	Existing Facility	Total Annual Vehicle Hours of Delay (60 mph) SR 51 NB, 2009	Total Annual Vehicle Hours of Delay (60 mph) SR 51 SB, 2009	Cost of Delay per Hour	Total Annual Cost of Delay, NB and SB, 2009
1	0.0/4.4	US 50/SR 99/ SR 51 IC to Arden Way	F	6F + 2 HOV to N St + 2 Aux to J St., 6F to Arden Way	437,000	171,000	$17.35	$10,548,800
2	4.4/8.9	Arden Way to I-80	F	6F + 2 Aux to Marconi Av., 6F to I-80	150,000	97,000	$17.35	$4,285,450

The more recent *MPR* identified an increase in annual vehicle hours of delay for both directions in 2011 to approximately 959,693. This equates to an even greater annual cost of $16.7 million.

Southbound (SB) daily delay increases steadily throughout the week with the lowest delays occurring on Monday and the highest delays on Fridays. Northbound (NB) daily delay remains fairly constant throughout the week. The NB direction of SR 51 experiences minor delay in the morning peak period and major delay in the afternoon, peaking between 3:15 and 6:15 p.m. As shown on Figure 4, the SB direction experiences peaking between 6:00 and 9:00 A.M. and 3:00 and 6:00 P.M..

Figure 4: SR 51 NB and SB Delay



Vehicle Hours of Delay under 65 MPH by Time of Day, April 1-14, 2008

BOTTLENECK ANALYSIS

The *2000 Highway Capacity Manual* defines a bottleneck as "a road element on which demand exceeds capacity." Bottleneck locations and causality were identified for SR 51 as part of the development of the *I-80/SR 51 CSMP*. Bottleneck locations identified in the CSMP were determined using a combination of Caltrans Performance Measurement System (PeMS) data, the Highway Congestion Monitoring Program (HICOMP) report, probe vehicle tachometer ("tach") runs, and field observations. Causalities for these major bottlenecks range from high traffic demand (congestion), heavy weaving/merging areas, or physical constraints such as lane drops, incomplete Bus/Carpool lane network, and incomplete Auxiliary/Transition Lane network. Minor or hidden bottlenecks are less pronounced but may result in a major bottleneck if another major bottleneck is removed or not activated. These minor bottlenecks include the termination of auxiliary lanes. The report compared the tach run data, field observations, and the number of days a particular bottleneck occurs to determine the severity of the bottlenecks. Table 2 shows a summary of the SR 51 bottlenecks.

Table 2: SR 51 Bottlenecks

Location	Post Miles	PeMS Speed Contours		Caltrans Probe Vehicle Runs		Cause
		AM	PM	AM	PM	
Northbound						
E St.	2	Minor	Major		Major	The upstream lane drop combined with the increase in traffic from E St and the short merge at the E St. on-ramp.
Exposition Bl.	2.5	Minor	Minor		Minor	Exiting vehicles at Exposition Bl., as well as the lane drop at the Arden off-ramp.
El Camino Av.	4.5	Minor	Major			The increase in traffic demand from El Camino Av. causes the bottleneck at El Camino Av.. Also, the lane drop and horizontal curve at the Marconi Bridge cause a reduction in capacity, resulting in a bottleneck and a queue that extends back to El Camino, and sometimes to the SR 51/SR 160 merge point.
Marconi Av.	5.5	Minor	Minor			The termination of the auxiliary lane at Marconi Av. and a horizontal curve on SR 51 just past the Marconi Av. interchange.
Watt Av.	8				Major	Vehicles exiting and entering at Watt Ave create a merging and weaving
Southbound						
Watt Av.	7	Major		Major		The increase in traffic entering from Watt Ave and is perpetuated by the upstream lane drop and heavy volumes from I-80.
El Camino Av.	4.5	Major		Major		Weaving vehicles headed to Arden or SR 160, along with vehicles entering from El Camino and the lane drop at SR 160.
Exposition Bl.	3		Major		Major	The increase in traffic entering from Exposition Bl., the heavy volume exiting at Exposition, heavy demand from Arden, and the downstream lane drop.
E St.	2	Minor			Minor	The narrowing of the freeway right-of-way as it crosses under the railway and service bridges while rounding a corner.

The more recent *2011 MPR* and 2012 PeMs data identified an additional SB AM bottleneck at Auburn Bl. (PM 7.6), NB and SB PM bottlenecks between E St. and the American River Bridge, and NB and SB PM bottlenecks by T St. (PM 0.1).

FUTURE CONDITIONS

Overall traffic has increased and will continue to increase due to development within the corridor. Table 3 depicts the current and forecasted data for the facility as identified in the *I-80/SR 51 CSMP*. Traffic volumes are forecasted to increase 40 percent (%) in the twenty years from 2007 to 2027 for both the peak hour traffic and the average annual daily traffic. While the actual volume increases between 2007 and 2027 will likely be smaller due to the downturn of the economy, there will still be significant increased demand. Along with this, the volume over capacity (V/C) ratio will significantly increase from 1.02 to 1.29 on Segment 1 and from 1.08 to 1.54 on Segment 2. With such large increases, it is imperative to provide improvements that will ensure the continued functionality and operating efficiency of SR 51.

Table 3: Current and Future Travel Conditions

County	Location	Current Traffic Data—2007					Future Traffic Data — 2027[4]			
		% of Trucks	Peak Directional Split[1]	Peak Hour Traffic	Average Annual Daily Traffic[2]	Volume over Capacity[3]	Peak Hour Traffic (Build)	Average Annual Daily Traffic (Build)[2]	Volume over Capacity (No-Build)[3]	Volume over Capacity (Build)[3]
SAC	Segment 1: US 50/SR 99 to Arden Way/SR 51/ 160 IC	4%	59%	13,000	166,000	1.02	18,200	232,400	1.29	1.29
	Segment 2: Arden Way/ SR 51/ 160 IC to I 80	4%	59%	11,800	151,000	1.08	16,520	211,400	1.54	1.54

[1] Peak Directional Split: The percentage of total traffic in the heaviest traveled direction during the peak hour.
[2] Average Annual Daily Traffic (AADT): The average number of vehicles per day in both directions.
[3] Volume over Capacity (V/C): The volume of traffic compared to the capacity of the roadway.
[4] Data derived from *SACMET Travel Demand* modal

PROJECT IMPROVEMENTS AND PRIORITIZATION PROCESS

A prioritized list of candidate improvement projects was developed based on the following process:

A SR 51 PI Project Development Team (PDT) composed of representatives from Caltrans' Planning, Right-of-Way, Environmental, and Traffic Operations, as well as the City of Sacramento, Sacramento Regional Transit District (SacRT), and the Sacramento Area Council of Governments (SACOG) participated in a series of meetings where they identified the scope, desired outcomes, resource needs, and a candidate list of improvements to SR 51. The improvements included traffic operations system (TOS) elements, auxiliary/transition lanes, Bus/Carpool lanes, and widening of structures, and are depicted in Figure 5.

Once the candidate improvement projects were identified, they were analyzed to identify their incremental contribution toward corridor mobility and prioritized based on the results of the individual and aggregated analyses. Transportation modeling applications, including micro simulation analysis, were used to quantify the benefits and determine the prioritization of the auxiliary/transition lanes and Bus/Carpool lane projects. Ramp metering and Intelligent Transportation System projects were not included in the micro simulation analysis, but are the highest priority based on their relatively low cost and high benefits.

The micro simulation modeling determined the traffic impacts and measures of effectiveness of specific/packaged projects on the SR 51 mainline and interchanges. The modeling incorporated PeMS count data, manual counts, origin/destination data, and projected growth from the SACMET travel demand model.

The modeling was conducted in two separate studies. The first focused on alternatives associated with adding a transition lane in the NB direction from E St. to the American River (Am. River) Bridge. The second examined the benefits of adding auxiliary/transition lanes compared to adding Bus/Carpool lanes on all of SR 51. The E St. NB transition lane project was separated from the second modeling study because it involved the possible closure of the E St. on-ramp and, therefore, would require unique considerations.

The final list of prioritized projects is indicated in Table 4.

Figure 5: SR 51 PI Improvement Projects

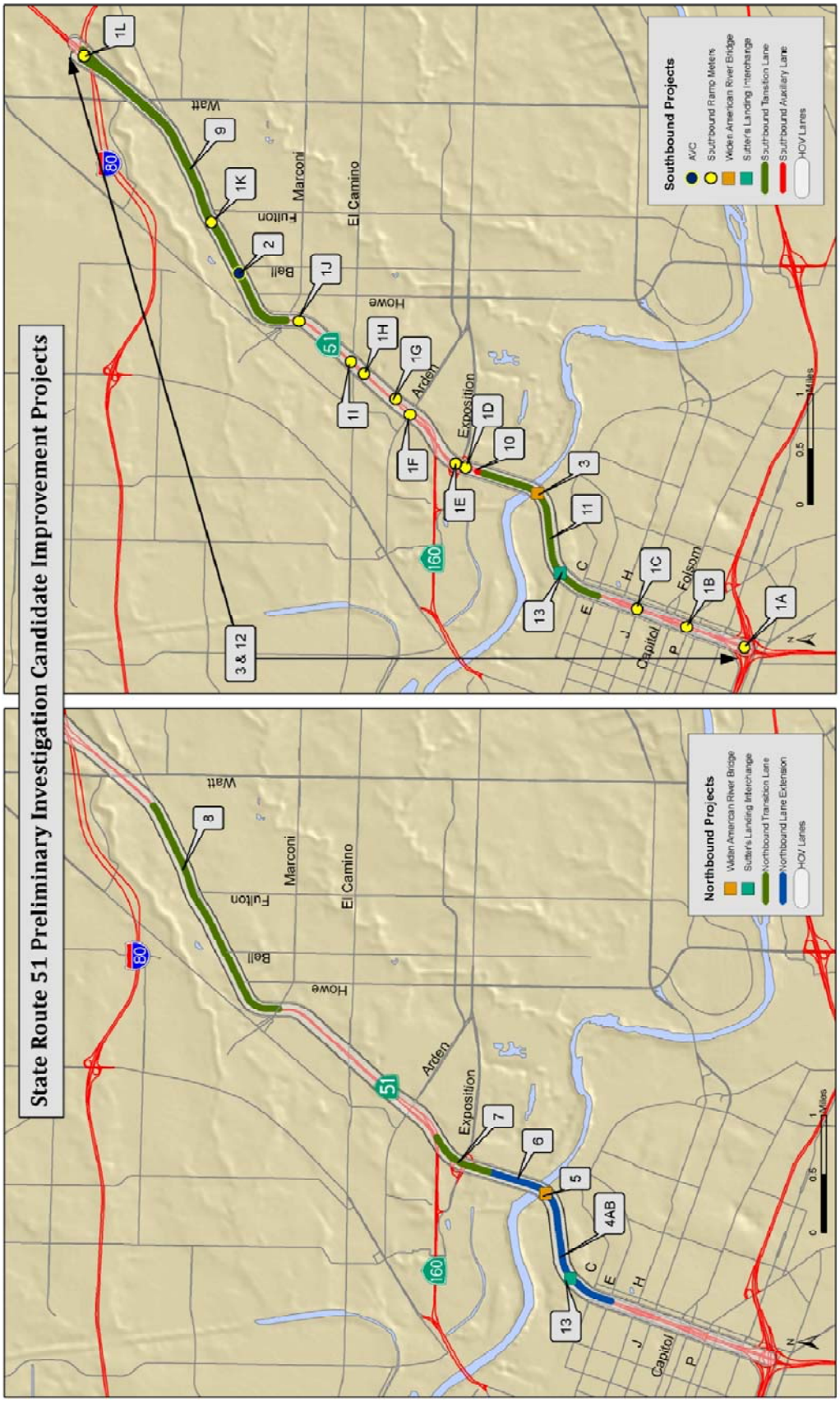


Table 4: SR 51 PI Prioritized Projects

Project #		Post Mile	Location	Description	Cost Estimates ($1,000)①					
					Road	Structures	# Parcels Impacted	ROW	Subtotal (capital costs)	TOTAL (with support)
Ramp Metering Projects②										
1	A	0.1	T St.	Add Ramp Meter, southbound (SB)					$500	**$660**
	B	0.6	N St.	Add Ramp Meter, SB					$500	**$660**
	C	1.1	H St.	Add Ramp Meter, SB					$500	**$660**
	D	3.3	Exposition Bl.	Add Ramp Meter, northbound (NB)					$500	**$660**
	E	3.4	Exposition Bl.	Add Ramp Meter, SB					$500	**$660**
	F	4.1	Arden Way	Add Ramp Meter, SB					$500	**$660**
	G	4.2	Arden Way	Add Ramp Meter, NB					$500	**$660**
	H	4.6	El Camino Av.	Add Ramp Meter, NB					$500	**$660**
	I	4.8	El Camino Av.	Add Ramp Meter, SB					$500	**$660**
	J	5.4	Marconi Av.	Add Ramp Meter, SB					$500	**$660**
	K	6.7	Fulton Av.	Add Ramp Meter, SB					$500	**$660**
	L	8.6	SR 244	Add Ramp Meter, SB					$500	**$660**
Intelligent Transportation System (ITS) Projects										
2		6.22	Bell St.	Convert Traffic Monitoring Station to Automatic Vehicle Counter for improved vehicle classification data set.	$60	0	0	0	$60	**$79**
3		0.0/8.8	US 50 to I-80	Install fiber-optic communication lines along corridor to connect all ITS elements, and improve communication and reliability. Also, add Blue Tooth reader for improved travel time measurement.	$880	0	0	0	$880	**$1,300**
E Street Transition Lane Project										
4A		1.4/2.6	E St to the Am. River Bridge	Add NB Transition Lane. This Project alternative assumes that the E St. On-Ramp will remain open. Additional Structural and ROW costs will become necessary to lengthen B St. and Elvas St. underpasses, and A St. overcrossing (OC).	$3,780	$8,600	11 to 20	$35,000 +/- $15,000	$47,380	**$62,500**
4B		1.4/2.6	E St to the Am. River Bridge	Add NB Transition Lane. This Project alternative assumes design exceptions for reduced lane width in certain locations and that the E St. NB On-Ramp will close. No additional Structural and ROW costs will become necessary.	$2,940	$0	$0	$0	$2,940	**$3,900**
American River Bridge Project③										
5		2.6	Am. River Bridge	Widen from 3- to 5-lanes in each direction for phased inclusion of Transition and Bus/Carpool lanes.	$2,700	$91,300	1 to 10	$3,000 +/- $2,000	$97,000	**$128,000**
Transition and Auxiliary Lane Projects④										
6		2.6/3.1	Am. River Bridge to Exposition Bl.	Add NB Transition lane.	$2,700	$0	1 to 10	$3,000 +/- $2,000	$5,700	**$7,500**
7		3.1/3.7	NB Exposition Bl. to SR 160	Add NB Transition lane. Widen NB SR 160 SEP to 4-lanes	$3,000	$31,500	0	$25 +/- $25	$34,525	**$45,600**
8		5.5/7.6	Marconi Av. to Watt Av.	Add NB Transition lane. Lengthen Marconi, Fulton & Watt Avs. OC. Reconstruct Howe & Bell Avs. Ramps. Lengthen SB on-ramp from Auburn/Watt Av. ramp flyover ramp. Widen Arcade Creek Bridge to 4-lanes each direction.	$19,500	$21,200	1 to 10	$3,000 +/- $2,000	$43,700	**$57,700**
9		5.5/8.7	Watt Av. to Marconi Av.	Add SB Transition lane. Lengthen Marconi, Fulton & Watt Avs. OC. Lengthen SB on-ramp from Auburn/Watt Av. ramp flyover ramp.	$17,500	$0	1 to 10	$3,000 +/- $2,000	$20,500	**$27,000**
10		3.0/3.2	Exposition Bl.	Add Auxiliary lane SB between ramps. Modify EB Exposition Bl. loop on-ramp.	$9,000	$0	0	$500 +/- $500	$9,500	**$12,500**
11		1.4/3.1	Exposition Bl. to E St.	Add SB Transition lane. Lengthen B St. underpass. Lengthen A St. OC. Extend Bus/Carpool lane. This Project Alternative assumes completion of Project 2B. Structures work not required if Project 2A completed.	$5,200	$8,600	11 to 20	$50,000	$63,800	**$84,200**
Bus/Carpool Lane Projects⑤										
12		0.0/8.2	US 50 to I-80	Add Bus/Carpool lanes	$150,100	$76,500	100 +	$50,000+	$276,600	**$365,100**
Other Projects										
13		1.8	Sutter's Landing IC & Parkway	Construct a full interchange and 4-lane parkway from SR 160 to SR 51 (City of Sacramento Project)	$100,000	TBD	21 to 50	$35,000 +/- $15,000	$135,000	**$178,200**

① Cost Estimates include roadways, structures, right of way (ROW), and support costs (32%). Roadway costs include retaining and sound walls, and ramps. Structures costs include over and under crossings, separations, connections, bridges, and demolitions. For the Bus/Carpool Lane Project, ROW acquisition costs and the number of parcels impacted are based on ROW needs of 300 feet from the centerline to the north and south (600 total), and include commercial, residential, railroad, State, and other public lands. Actual costs and number of impacted parcels should be substantially less. ROW costs do not include utility conflicts and/or relocation costs, if any, but do include environmental permits and mitigation. For all projects, the average ROW cost from the cost range was used to determine the total cost. All costs are planning-level rough estimates and have been rounded. Actual costs may vary. More precise cost estimates will be determined at the projects' PID and PA&ED phases.

② A Project Initiation Document (PSR/PDS) is currently being prepared for Ramp Meters at Various Locations (EA 03-0F350) and include Projects 1A, 1B, 1C, and 1G. Ramp metering cost estimates do not include any potential structure and roadway costs.

③ It is assumed that the bridge structure will only be widened once to accommodate the ultimate 4-lane addition (2-Auxiliary/Transition and 2-Bus/Carpool) with standard shoulders. Roadway costs are for Transition lanes only. Additional roadway costs will be required for Bus/Carpool lane additions.

④ Structure work required for Projects 7 and 10 have been combined into Project 7, and Structure work required for Projects 8 and 9 have also been combined into Project 8 as it is assumed that overcrossings, separations, and demolitions cannot be completed for just the NB or SB direction only. The apparent high ROW costs for Project 11 are due to the need to reconstruct two railroad grades (geometry, ballast, track, signal equipment, and flagging around $8.6 million) and landfill acquisition.

⑤ Bus/Carpool lanes will be constructed in phases. Structure costs assume completion of Project 5 (Am. River bridge). Roadway costs include $16.2 million for retaining/sound walls. This cost can be reduced if coordinated with the retaining/sound walls required in the transition/auxiliary lane Projects 8, 9, and 10.

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E STREET TRANSITION LANE MODELING

The purpose of modeling the E St. to Am. River Bridge transition lane as an individual project was to evaluate and compare the two alternatives for the project: adding the transition lane and closing the E St. on-ramp or adding the transition lane with the on-ramp open. The modeled scenarios were as follows:

- 2020 Future Base (No Build)
- 2020 Future Base + Transition lane with E St. on-ramp open
- 2020 Future Base + Transition lane with E St. on-ramp closed

The study area for this analysis was NB SR 51 from the P St. on-ramp to the end of the proposed transition lane, the beginning of the Am. River Bridge, a distance of 1.8 miles. The Study area also included the P St., J St., and E St. on-ramps. The PM peak period (3:00 P.M. – 7:00 P.M.) was chosen as the analysis time period because the PM has much higher congestion in the study area than the AM peak period.

The models were developed using Paramics micro simulation software and produced several measures of effectiveness, including traffic volumes, average speeds, travel times, and delays. Figure 6 compares the total vehicle hours of delay (all vehicles) per day for each scenario. Figure 7 compares the vehicles hours of delay for each scenario based on facility type.

Figure 6: PM Total Delay Comparison

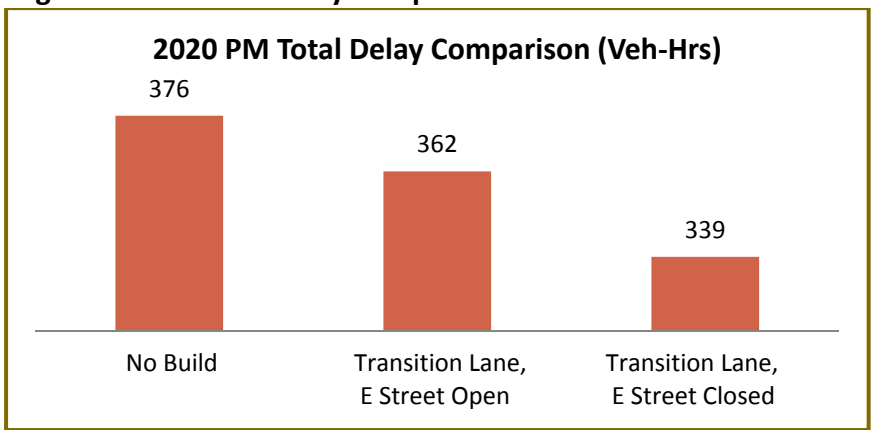
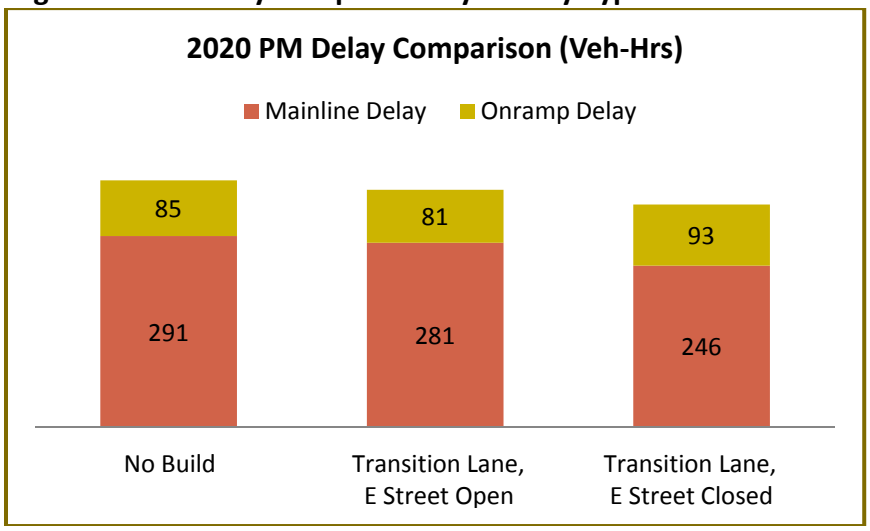


Figure 7: PM Delay Comparison by Facility Type

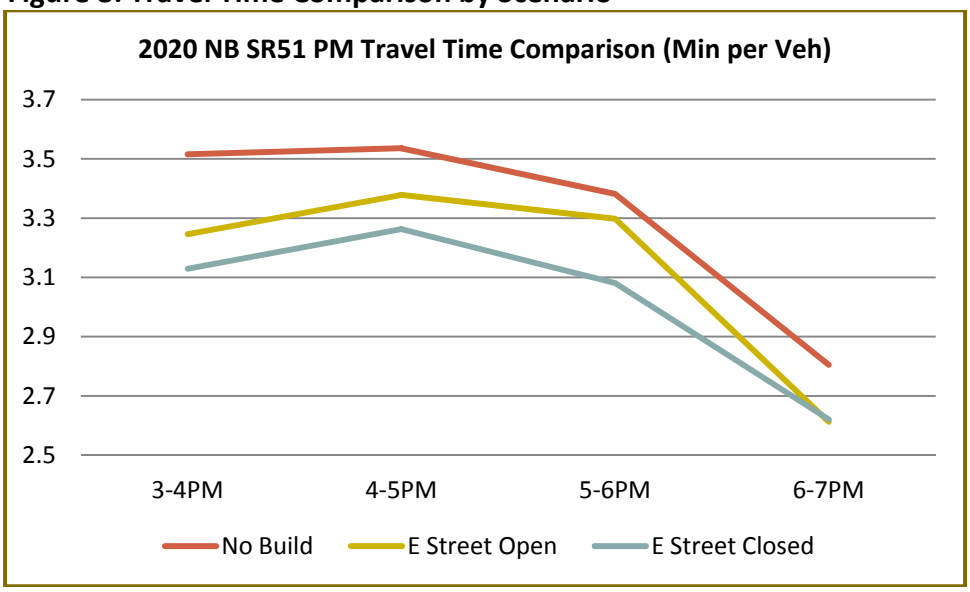


The addition of the transition lane reduced overall mainline delay for both scenarios. In comparison to the "No Build" scenario, the transition lane with the E St. on-ramp open reduced overall vehicle hours of delay by 4 percent (%). The transition lane eliminated the bottleneck upstream of the E St. on-ramp, which is caused by a lane drop from 4 to 3 lanes and merging from the J St. on-ramp. The project does create a new bottleneck at the Am. River Bridge where the transition lane ends, but the new bottleneck is not as intense as the existing bottleneck.

The transition lane with the E St. on-ramp closed reduces overall vehicle hours of delay by 10%. This scenario eliminates the same bottleneck as the E St. on-ramp open scenario plus removes the congestion caused by the merging from the E St. on-ramp. Vehicles flow with no congestion due to weaving or merging until the end of the transition lane. This scenario also creates a new bottleneck at the Am. River Bridge that is not as intense as the existing lane drop bottleneck. As expected, the elimination of the E St. onramp does increase the delay on the J St. on-ramp slightly; however because freeway access is reduced, the mainline delay reduction is more substantial than with E St. on-ramp open. Our initial modeling also indicates we would be able to meter traffic onto the freeway at a rate which prevents any queuing to the local street system and still maintain substantive mainline freeway benefits which exceed those with the E St. off-ramp remaining open.

Figure 8 compares the PM peak period travel times for all three alternatives on NB SR 51. The transition lane with the E Street on ramp closed decreases the travel time per vehicle more than the other two scenarios especially during the 5:00 P.M. – 6:00 P.M. peak hour. The peak hour travel time reduced by 3% with E St. open, which is less than the 9% reduction with E St. closed. Adding the transition lane and closing E St. provides more congestion relief and costs much less than leaving E St. open.

Figure 8: Travel Time Comparison by Scenario



BUS/CARPOOL LANE-TRANSITION LANE COMPARISON MODELING

This modeling study focused on the SR 51 corridor as a whole and the cumulative traffic impacts of the proposed projects. The *I-80/SR 51 CSMP* micro simulation models included base year, future year, and project specific future year scenarios and modeled the entire SR 51 corridor as well as its connections to I-80, SR 99, and US 50. The CSMP modeling effort had two additional future scenarios available for the I-80/SR 51 corridor, which were used to derive the performance measures in this report. Table 5 shows the proposed projects that were modeled.

Table 5: Projects Modeled

Project #	Post Miles	Location	Project Description
4A	1.4/2.6	E St. to the American River Bridge	Add NB Transition Lane with E Street on-ramp open.
4B	1.4/2.6	E St. to the American River Bridge	Add NB Transition Lane with E Street on-ramp closed.
5	2.6	American River Bridge	Widen to 4-lanes in each direction
6	2.6/3.1	American River Bridge to Exposition Bl.	Add NB transition lane.
7	3.1/3.7	NB Exposition Bl. to SR 160	Add NB transition lane and widen NB SR 160 SEP to 4-lanes.
8	5.5/7.6	Marconi Av. to Watt Av.	Add NB transition lane. Lengthen Marconi, Fulton & Watt Avs. OC. Reconstruct Howe & Bell Avs. Ramps. Lengthen SB on-ramp from Auburn Bl./Watt Av. ramp flyover ramp. Widen Arcade Creek Bridge to 4-lanes each direction
9	5.5/8.7	Watt Av. to Marconi Av.	Add SB transition lane. Lengthen Marconi, Fulton & Watt Avs. OC. Lengthen SB on-ramp from Auburn Bl./Watt Av. ramp flyover ramp
10	3.0/3.2	Exposition Bl.	Add auxiliary (aux) lane SB between ramps. Modify EB Exposition Bl. loop on-ramp.
11	1.4/3.1	Exposition Bl. to E St.	Add SB transition lane and lengthen B St underpass. Lengthen A St. overcrossing. Extend Bus/Carpool lane.
12	0.0/8.9	US 50 to I 80	Add Bus/Carpool lanes.

The study combined the proposed projects into the scenarios described below because only two future scenarios were available:

- 2020 Future Base plus key CSMP projects (No Build)
- 2020 No Build plus projects 4-11 (All Aux/Transition lanes)
- 2020 No Build plus project 12 (Bus/Carpool Lane)

The study area for this analysis was the entire SR 51 corridor (NB and SB) as well as all of the on and off ramps. The AM and PM peak period (6:00 – 10:00 A.M. and 3:00 – 7:00 P.M.) were used as the analysis time period. The models were developed using Paramics micro simulation software and produced several measures of effectiveness, including traffic volumes, average speeds, travel times, and delays. Figures 9 through 12 compare the mainline vehicle hours of delay for all three modeled alternatives for each peak period. On- and off-ramp delay stayed consistent for all three scenarios.

Figure 9: 2020 AM Delay - NB/SB

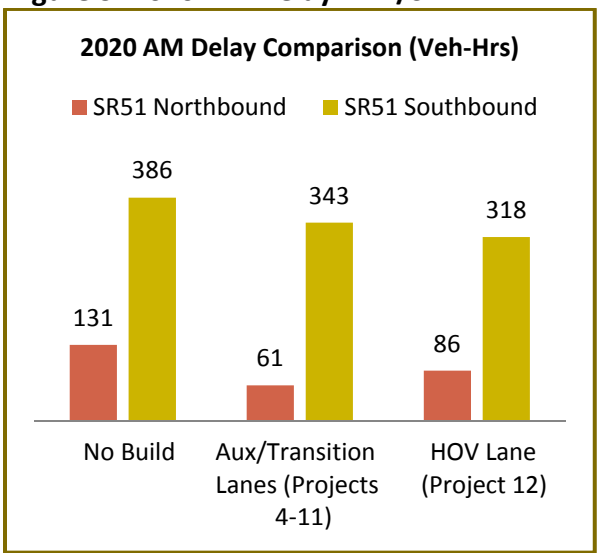


Figure 10: 2020 AM Delay - Combined

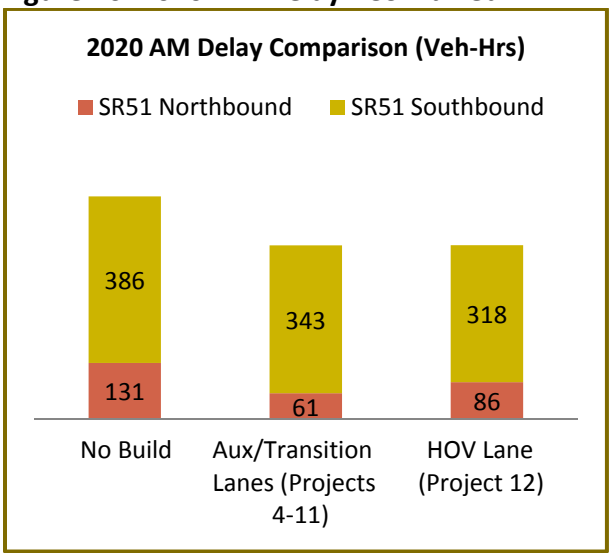


Figure 11: 2020 PM Delay – NB/SB

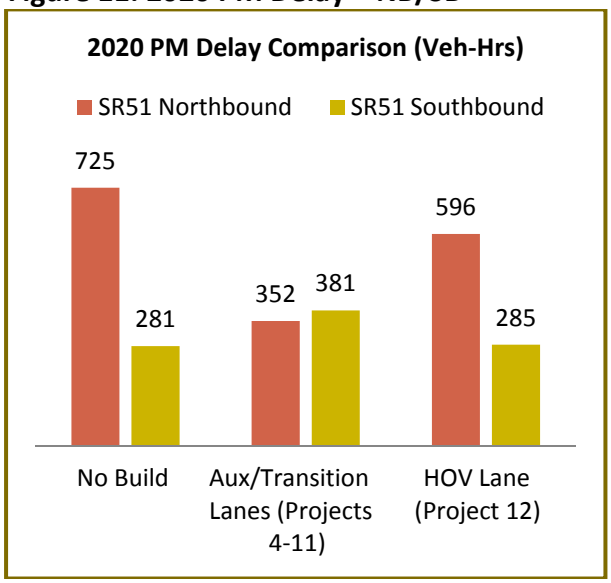
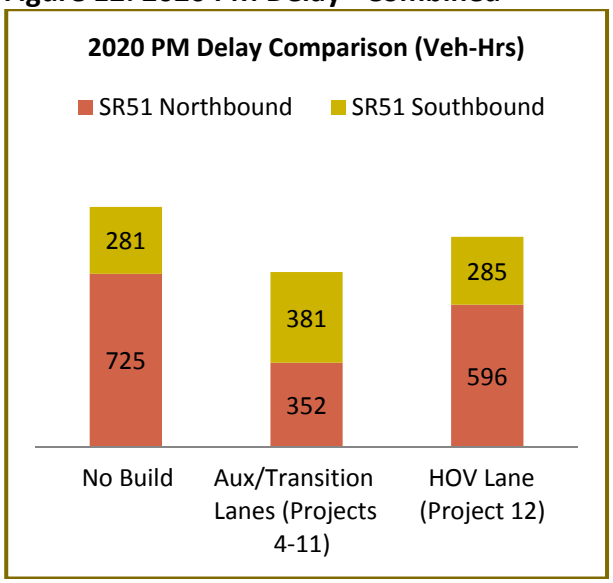


Figure 12: 2020 PM Delay - Combined



Overall delay was reduced significantly in most scenarios. For example, the NB PM delay reduced by 52% with the Aux/Transition lanes alternative and 18% with the Bus/Carpool lane alternative. SR 51 NB AM also saw major delay savings of 54% and 34% with the Aux/Transition lanes and Bus/Carpool lane alternative.

Delay in the SB AM on SR 51 decreased by 11% with the Aux/Transition lanes and 18% with the Bus/Carpool lane added to the network. Unexpectedly, the PM delay in the SB direction increased by 36% with the Aux/Transition

lanes alternative and 2% with the Bus/Carpool lane alternative. The increase in delay for SB SR 51 was due to additional congestion caused by weaving and merging between Marconi Av. and SR 160. Even though there was no specific mainline improvement, vehicles in the model approached this section from an additional lane and changed the lane distribution of vehicles. This created additional lane changes and weaving through the section. In addition to this preliminary analysis, further analysis is needed to determine the causality of the congestion and identify any potential improvements that would alleviate the potential congestion on this section of SR 51.

During the PM Peak Period, overall delay for both directions was reduced by 27% Aux/Transition lanes alternative and 12% in the Bus/Carpool lane alternative. During the AM Peak Period, overall delay for both directions was reduced by 22% in both alternatives. Figures 13 and 14 compare the PM travel times for all three alternatives on NB and SB SR 51.

Figure 13: 2020 Northbound PM Travel Time Comparison

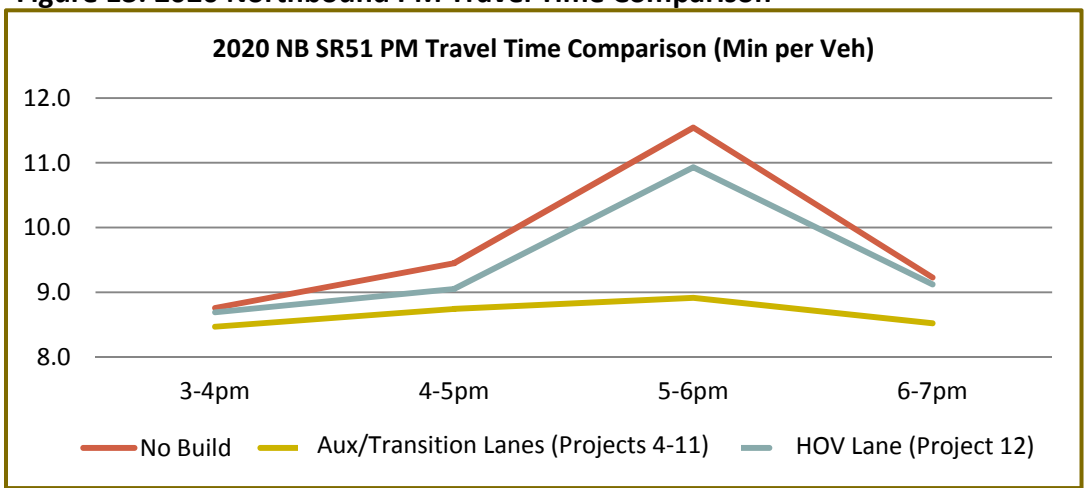
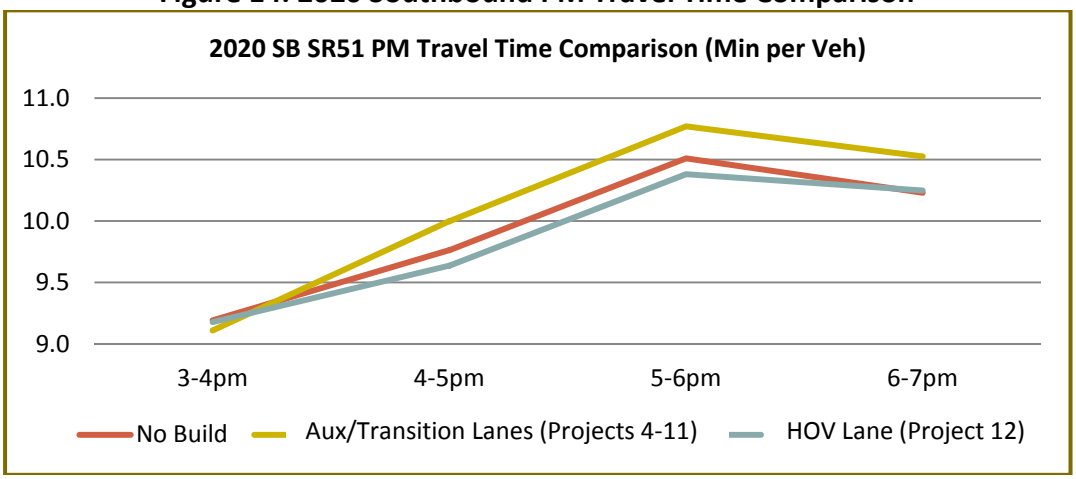


Figure 14: 2020 Southbound PM Travel Time Comparison



The NB PM peak hour travel time improved by 23% with the Aux/Transition lanes alternative and over 5% with the Bus/Carpool lane alternative. Because of the additional weaving and merging, the SB travel times increased by 2.5% with the Aux/Transition lanes alternative and decreased by 1% with the Bus/Carpool lane alternative. The AM scenarios saw travel time improvements in both SB and NB directions.

Both the Aux/Transition Lanes and Bus/Carpool Lane project scenarios provide significant congestion relief. However, since the Aux/transition lane alternatives are substantially lower in cost, they are prioritized higher than the Bus/Carpool lanes. Combining both the Aux/Transition lanes and the Bus/Carpool lanes offer significant cost-efficiencies, though, because widening the American River Bridge is assumed to only occur with the Aux/Transition Lanes and Bus/Carpool Lane combined project scenario.

CORRIDOR CHALLENGES

Improvements to SR 51 face a number of significant challenges associated with its constrained location and high traffic volumes. The lack of multiple American River crossings in the Sacramento urban core and limited parallel roadway capacity contribute toward high travel demand on SR 51. SR 51, along with I-5, SR 160, Jibboom St., J St., Watt Av., and Howe Av., is one of only a few vehicle crossings of the American River in the City of Sacramento. In addition, because the corridor passes through downtown Sacramento, there are several challenges to implement improvements, such as land use, financial, limited right-of-way (ROW), environmental and geometric constraints, and high construction costs.

LAND USE

There are several challenges along this corridor that stem from land use and environmental issues. In terms of land use, SR 51 traverses the eastern boundary of downtown Sacramento with its high and medium density residential, commercial, and industrial uses. There are also large trip generators along the corridor, namely retail shopping in Arden, the State Fair site at Cal Expo, and more commercial, retail, and housing to its connection with I-80, which provides interstate travel opportunities. Land use adjacent to SR 51 is built out with the exception of the State-owned Cal Expo property and 48 acres of property located near Sutter's Landing Park on the southeast side of SR 51. Numerous development proposals for this Sutter's Landing property have been submitted to the City of Sacramento over the years ranging from a 397 dwelling units project to a mixed-use project with 1.0 million square feet (sq. ft.) of office space, over 400,000 sq. ft. of retail/restaurant space, a 350 room hotel, and 900 dwelling units. The most current proposal includes solar panels to be constructed on the site. Several proposals have been made for the Cal Expo property, such as an arena for the local professional basketball team. Such a large trip generator would pose several challenges for the corridor. Any large proposal would create another large trip generator.

FINANCIAL AND ROW

It is anticipated that several funding sources will be needed to support the needed improvements to SR51, including Congestion Mitigation and Air Quality Improvement (CMAQ), Regional Surface Transportation Program (RSTP), developer fees, and other local and regional transportation dollars. Funding these projects will most likely require phasing or incremental improvements to the facility due to funding limitations.

In part, these financial constraints stem from the ROW challenges on the corridor. The facility is surrounded almost in its entirety by developed private lands with high land values. The high land costs and potential disruption in those communities would pose several challenges to any facility expansion project.

A creative solution to the financial and ROW problems for one of the key projects has already been proposed. This is the proposed E St. on-ramp closure. At this location, there is not sufficient ROW for an auxiliary/transition lane, and purchasing new ROW would be prohibitively expensive. Further, widening would require the expansion and reconstruction of the A St., B St., and Elvas St. crossing, which would be very costly. Instead, this PI has analyzed

the closure of the E St. on-ramp. The ROW from the acceleration lane would be used for the auxiliary/transition lane. It would not require the reconstruction of the crossings, thus saving significant funds. This, however, would require design exceptions for 11 foot wide lanes under the structures. Also, this would impact two SacRT bus routes that use this on-ramp. This closure would require SacRT to re-route busses to the J St. on-ramp. Caltrans will continue to explore this option with the City of Sacramento and SacRT.

NEXT STEPS

The projects identified in the SR 51 PI will take many years to implement and will require several different funding sources to bring to fruition. Caltrans will continue to work with its local and regional partners to plan, program, and construct individual projects and segments as upcoming transportation funding opportunities become available.

In addition, Caltrans will continue to remain engaged with the City of Sacramento as developments are proposed which may impact SR 51. This will allow Caltrans, the City, and the applicant developer to review, analyze, and coordinate the mitigation of direct and cumulative significant impacts to SR51 relating to the specific land use proposal and, as appropriate and indicated by an objective nexus study, provide for developer contributions for the needed improvements to SR 51. It is hoped that this PI can be used to streamline that process.

Prior to programming and constructing the proposed improvement projects, a Project Initiation Document (PID) must be prepared for each project or group of projects to identify the purpose and need, scope, cost, and schedule. As an initial step, Caltrans will begin to include the highest priority projects into the Three-Year PID Work Plan. This allows resources to be allocated for PID development and to compete for funding. Projects identified in this SR 51 PI that are included in the Fiscal Year 2012/13 Non SHOPP Three-Year PID Work Program include many of the Ramp Metering Projects (Project 1), the E St. to the Am. River Bridge NB Transition Lane Project (Project 4A/4B), the Am. River Bridge Widening Project (Projects 5), the Am. River Bridge to Exposition Bl. NB Transition Lane Project (Project 6), the Exposition Bl. to SR 160 NB Transition Lane and widening the NB SR 160 Separator Project (Project 7), and the Marconi Av. to Watt Av. NB Transition Lane Project (Project 8). Caltrans will add the remaining SR 51 projects in future PID Work Programs. The planned completion dates of the aforementioned PIDs range from June 30, 2013 to June 30, 2016, though contingent on available PID resources.

It is likely that Caltrans will propose funding for the first phase project development (Project Approval and Environmental Document – "PAED") for the northbound extension of the transition lane from E Street to the American River Bridge through the next SACOG programming cycle in 2013. During this process, a substantive public and stakeholder outreach dialogue would occur regarding the project and, specifically, the alternative which includes closing the E St. on-ramp. Also, more detailed micro simulation modeling would be performed to assess the impacts to the J St. interchange and the surrounding local street network. Consideration should also be given to an innovative project funding strategy which would allow for the programming of full project funding during the upcoming SACOG programming cycle to ensure the timely completion of final project design and construction immediately following the PAED phase based on the selected alternative.

BOULEVARD PARK NEIGHBORHOOD ASSOCIATION
Box 16317. Sacramento CA 95816

July 6, 2013

Dana Allen, Associate Planner
City of Sacramento, Community Development Department
300 Richards Blvd., Third Floor,
Sacramento, CA 95811

Dear Ms. Allen

Thank you for the opportunity to comment on the Notice of Preparation of the Environmental Impact Report for the McKinley Village Project (P08-086). The Boulevard Park Neighborhood Association (BPNA) understands the intent of the developer is to provide infill housing close to the Central City, but before either endorsing or opposing the project, would like to ensure that it does not create problems for or affect the livability of the existing residential neighborhoods. We also have a long-standing interest in enhancing the wildlife values of Sutter's Landing Park and would like the EIR to encompass potential effects, both short and long-range, to those values..

Lastly, we would like the EIR to take into account the potential cumulative effects of the proposed Union Pacific triple-tracking between the Sacramento and Roseville Stations, the proposed Caltrans' Rail Maintenance Facility, and Caltrans State Route (SR) 51 Preliminary Investigation (January 2013), which is the scoping document for operational and capacity improvements on SR 51, the Capital City Freeway.

BPNA has the following comments and questions to be addressed in the EIR

Project Location/Setting/History

In the second paragraph, second sentence, of this section of the NOP: although Midtown is listed in the Project Description, please ensure for consistency and clarity that the EIR identifies Midtown, or, more precisely, the Marshall School, New Era Park, and Boulevard Park residential neighborhoods, as land uses to the south and west, since they are potentially affected by the project.

We would like to see the project location, setting and history fleshed out to include the previous use of the parcel as a peach orchard, which not only provided fresh fruit to Central City residents (and is fondly remembered for that as a farm-to-fork amenity) but also provided habitat and open space along the river and in the viewshed of travelers on Business 80 (Rte 51).

Recreation, Open Space, and Biological Issues

The project will include parks, a recreation center and pool. Will these be open to the public or reserved for residents in the development? If open to the public, is there adequate parking for

non-residents using the facilities, and will they be handicapped-accessible? Will the parks become part of the city's park system? If not, how will they be maintained? Will the bathrooms be open 24 hours? Will city police be responsible for security?

The description states that the recreation center may include a small deli or café. We believe that would be an amenity that could reduce at least some trips out of the development and suggest expansion of the concept.

The EIR should address not only the open space within the development but the effects of the development on current open space, including the visual impact of replacing a riverine open space along the American River with a housing development, the visual impact of the new and widened A Street crossing on Sutter's Landing Park's natural setting, and the visual, noise, and air quality effects of potential congestion in the Park and in the neighborhood of the at-grade railroad crossing at 28th Street. We would appreciate inclusion of realistic visual simulations – that is, without parallax distortions, be included in the EIR.

The EIR should evaluate effects of construction and of a larger access point on the riparian habitat of Sutter's Landing Park and on the habitat value of the proposed McKinley Village site itself for wildlife. The EIR should address not only at-risk species, such as Swainson's Hawk, White-Tailed Kite, and Northern Harriers, but also effects to the other species present, all of which form the fabric of the riparian environment, a considerable asset to the city. These habitat values are articulated in *A Vision for Sutter's Landing Park* published by Friends of Sutter's Landing/Friends of the River Banks, but are also present in the city's Sutter's Landing Park Master Plan Background Report and subsequent documents.

Access and Circulation/Grading and Construction/Off-site Improvements

We request that the city and the developer to re-evaluate the possibility of an access road at the northern terminus of Alhambra Boulevard. Or, as suggested at an earlier scoping meeting by BPNA Board member David Philipp, is it possible to build an at-grade crossing at the Alhambra location? With access at Alhambra Boulevard and 40th Street in East Sacramento, and 28th Street in midtown, the new traffic load would be dispersed, creating less of a burden at the other access points. The developer has stated that the cost of another railroad embankment tunnel would be high and that it would be difficult to negotiate with the railroad. The developers' concern, however, only addresses only the upfront capital costs to the developer and should be weighed against the long-term operational costs to the city (thus also the taxpayers) and to residents outside the development. Those long-term costs include access for emergency vehicles, policing, emergency evacuation, and servicing of utilities (storm water, sewer, electrical and gas). Also, although the proposed floodgates would protect adjacent neighborhoods should this low-lying area be flooded, there is a cost to taxpayers in assisting in recovery of services. Lastly, city police will have an extra area to patrol. A cost-benefit analysis should include those factors, which will be a cost to the city.

Without the third access point at Alhambra, McKinley Village residents are mody likely to use the A Street exit for easier access to midtown and downtown, increased traffic on 28th Street and on streets with open access to the west (C, F, H, and I Streets) is of major concern to BPNA. I

Street is designated as a collector street in the city's 2030 General Plan. The others are designated as residential streets, and traffic volume levels appropriate for that classification should be maintained. C, I and 28th Streets in particular already carry a relatively high volume for residential streets; even small increases could affect their livability. Therefore, we request the EIR include detailed traffic studies and address these areas of particular concern:

- The at-grade railroad crossing at 28th Street between A and B Streets is a likely source of congestion because of frequency of trains, as well as delays inherent in the switching functions at the rail station; this also limits access by emergency vehicles. The EIR should have a detailed analysis of the train traffic at that intersection, what the proposed improvements are, and how the proposed improvements to the intersection could address the fundamental problems of access and congestion.
- Given the 4-year construction period is a considerable length of time, traffic *and noise* studies should include the on-site construction area, as well as the projected routes and additional traffic from construction trucks and construction workers going to and from the job sites. In addition, the air quality effects on the Park, on wildlife, and on nearby residences of construction vehicles and ambient dust and debris should be studied and should be mitigated and monitored.
- Because of the potential to close the E Street on ramp, we ask that the traffic studies include projections for scenarios both with and without the E Street on ramp.
- Traffic studies should include the potential cumulative impacts of traffic from the city's Corporation Yard, the concrete recycling plant, and the proposed siting of a Caltrans Rail Maintenance Facility.
- The goals of the Neighborhood Preservation Transportation Plan (NPTP) to ensure the residential nature of the streets must be met.
- The EIR should address any impacts to the NPTP.
- Any traffic calming or control devices or changes in traffic patterns added as mitigation should be evaluated for impacts to the midtown grid.
- Truck traffic counts, current and projected, should be included in the study.
- We note that the city transportation department's truck route map shows C Street as a truck route. Truck traffic on C Street is for local deliveries only, whether to and from Blue Diamond or to stores such as RiteAid, and lost its truck route designation when the NPTP was approved.
- We note that Caltrans Route 51 Study states that 28th Street and C Street are arterials. The city's 2030 General Plan Figure M 2B shows both to be residential. This erroneous designation should not be used in the EIR nor any city document, and we request that the city transportation department ask Caltrans to correct the error.

<u>Safety and Socioeconomic Effects</u>

- Courtyard School is located just north of the B-C Street Alley between 24th and 25th Streets. Children from the neighborhood who go to the school must cross C Street. The EIR should address potential safety issues for children of any increased traffic on C Street.

- Similarly, the Ethel Hart Senior Center is located between I and J Streets and 27th and 28th Streets. The EIR should address potential safety issues for senior citizens of any increased traffic on 28th and I Streets.
- The northeastern-most corner of midtown, including C Street, I Street and 28th Street have high percentages of multi-family apartments, lower-income families and individuals and diverse ethnicities. The EIR should address whether any traffic increases would cause disproportionate impacts to these low-income or minority groups.

Cumulative Effects of Reasonably Foreseeable Activities

The EIR should take into account the potential cumulative effects of the proposed Union Pacific triple-tracking between the Sacramento and Roseville Stations, the proposed Caltrans' Rail Maintenance Facility, and Caltrans State Route (SR) 51 Preliminary Investigation (January 2013), which is the scoping document for operational and capacity improvements on SR 51, the Capital City Freeway.

- The Union Pacific proposal to triple the tracks between the Sacramento and Roseville Stations would intensify the congestion problems at the 28th Street railroad crossing. Also, it will likely require utilizing right-of-way from or require other modifications to the proposed McKinley Village site.

- The Caltrans' Rail Maintenance Facility is currently proposed to be sited either on the McKinley Village parcel or on a parcel between 20th and 24th Street. We understand the city is working with Caltrans to identify alternative sites. However, if these two alternatives are still being considered while the EIR is being developed, the EIR should discuss the cumulative effects of these sites on traffic, noise, and air quality on nearby residents and on the McKinley Village project.

- The Caltrans Route 51 scoping document includes proposals that would possibly impinge upon or affect the traffic circulation for the McKinley Village project, including changes to the E Street on/off ramps (projects 4a and b), widening the freeway bridge across the American River from 3 to 5 lanes in each direction (project 5), adding northbound transition lanes from the American River Bridge to Exposition Boulevard (project 6), adding southbound transition lanes from Exposition Boulevard to E Street, lengthening the B Street underpass and A St overcrossing (project 11), and constructing a full interchange and 4-lane parkway at Sutter's Landing Park (project 13). We understand that several of these proposals are long-range and may not be currently funded but feel they should be discussed for their possible future effects. Since construction of McKinley Village could impinge on the plans for these projects, those constraints should also be discussed.

Project Objectives

- We applaud the developers' objective to "create a pedestrian-friendly development that promotes bicycle use and provides excellent bicycle access to downtown and surrounding neighborhoods" and agree the development is *internally* friendly to pedestrians and the

use of bicycles as recreation. The proposed pedestrian-bike tunnel also facilitates the use of bicycles for commuting, shopping, and travel to entertainment, should residents so choose. However, we would like the EIR to address compensation for the intrinsic problem that most McKinley Village residents will be dependent on travel by car for shopping, entertainment, and commuting. The EIR should include projections on what percentage of households are expected to use bicycles instead of motorized vehicles for running errands, enjoying entertainment outside the development, and commuting, as opposed to purely recreational use. Also, while RT has no current plans to expand their service into the development, we ask that the city and developer work with RT on this issue. Regardless, the EIR should address ways the development could be more accessible by public transit.

- For all bicycle-pedestrian access points, the EIR should address the availability of appropriate lane-marking, sidewalks and lighting, not just within the development but also on city streets outside the development to ensure safety and to encourage increased foot and bike traffic.
- The EIR should define what is meant by "adequate access points" for vehicles – adequate in terms of street capacity? Travel time? Reduced congestion? Emergency vehicle access? These issues should be addressed not only in terms of what is adequate for McKinley Village residents and the city's emergency vehicles but whether or not the access points are adequate in reducing impacts to the pre-existing land uses.
- The project as currently described does not appear to meet the city's objective regarding providing housing opportunities to residents from a wide range of economic levels. The EIR must address in detail how this goal will be met.

Geology and Soils

Page 5 of the NOP asserts three environmental topic areas will be scoped out and included in the Effects Not Found to Be Significant section of the EIR. We respectfully disagree with the inference that all three do not merit further study or disclosure:

- What has been the duration and frequency of flooding on this site since the construction of Business 80?
- Aquic Xerofluvent soils are subject to frequent flooding with groundwater "as shallow as 6 feet below the surface" in some areas of the project. Please explain how it is possible to build subterranean floodwater basins with groundwater so shallow?
- Observers who know the site or see it in passing from the freeway have seen a significant portion of this parcel submerged in floodwaters lasting several weeks, and every winter and spring the parcel has visible water on it as well. The seasonal water indicates the possible presence for wetlands. We request that the Army Corps re-evaluate that potential.
- We request the EIR evaluate an alternative use of the whole site as a mitigation bank or other open space values.

Thank you again for the opportunity to comment on the proposed project. We look forward to reviewing the draft environmental document. If you have questions or need clarification on the comments, please contact Acting BPNA Chair, Lorna Martens, (916) 718-3900,

lornajmartens@gmail.com, or Board Members Suzie Johnston, (916) 397-9294, or Dave Philipp (916) 212-1322, dave@davephilipp.com.

Sincerely,

Lorna Martens for

Catherine Turrill, Chair
Boulevard Park Neighborhood Association

Cc: BPNA Board; Steve Hansen, City Council; Steve Cohn, City Council

PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

MEMORANDUM

TO: **PCTPA Board of Directors** **DATE: March 27, 2013**

FROM: **Celia McAdam, Executive Director**

SUBJECT: **PRESENTATION: THIRD TRACK RAIL PROJECT BETWEEN SACRAMENTO AND ROSEVILLE**

ACTION REQUESTED

None. For discussion only.

BACKGROUND

The Board has a long-standing policy to aggressively pursue additional passenger rail service to Placer County. This has involved working closely with the Capitol Corridor Joint Powers Authority (CCJPA) in addressing the interests and needs of Union Pacific (UPRR) as we pursue their permission to add passenger trips. After more than 20 years of these efforts, we still remain at one round trip per day.

Hopes were rekindled in 2008 when Union Pacific has expressed a willingness to discuss additional passenger service as part of a package of improvements that would benefit both freight and passenger capacity. The improvements can be roughly categorized as follows:

Donner Project

UPRR has long been interested in double tracking an approximately 10 mile segment of their rail line in the Donner Summit area as a way of improving their freight capacity. Trade Corridor Improvement Fund (TCIF) under Proposition 1B was identified by UPRR as a promising source of financing. Requirements for the TCIF include sponsorship by a public agency and a 50% match from UPRR.

CCJPA, with PCTPA concurrence, agreed to sponsor and support UPRR's bid for TCIF funding for the Donner project provided that UPRR allow a second Capitol Corridor round trip to Auburn.

Sacramento-Roseville Third Track Project

Full implementation of the CCJPA Business Plan includes 10 round trips daily to Roseville. It has long been challenging to negotiate this with UPRR, as Roseville is home to the largest freight yard west of the Mississippi, providing a convergence of UPRR's Donner and Feather River routes that connect California to the rest of the US. The Sacramento – Roseville section is a particular area of freight traffic congestion that UPRR would like to address.

The specific project being considered to improve both passenger and freight rail capacity is to add a third track between Sacramento and Roseville, and potentially move the Roseville rail station to a location that would reduce impacts to freight traffic.

299 Nevada Street • Auburn, CA 95603 • (530) 823-4030 • FAX 823-4036
www.pctpa.net

In 2002, PCTPA programmed $3 million in Regional Choice funds and the Caltrans Division of Rail programmed $3.3 million in Interregional funds in the State Transportation Improvement Program (STIP) for environmental clearance and design of the Third Track Project.

After many years of delays, work is now underway on the environmental phase, including Federal compliance, with completion expected in 2014. Design, right of way, and construction will follow. CCJPA is in the lead for this project, with consulting assistance from HDR Engineering. PCTPA and the City of Roseville are key partners in the effort.

DISCUSSION

In early March, CCJPA and PCTPA were advised that UPRR elected to withdraw their offer to provide the required matching funds for the Donner Project. As a result, the project is no longer eligible to be considered for Proposition 1B funding.

Jim Allison, CCJPA Director of Planning, will provide the Board with a presentation on the Sacramento-Roseville Third Track Project environmental process, along with the identified alternatives and issues.

CM:ss

farm-to-fork movement, and other community enhancement features (e.g., running trail, dog park, etc.).

The depth to groundwater at the proposed project site has been recorded as shallow as six (6) feet below ground surface. As mentioned above, this site should be used for a park with a pond feature/detention basin and a community garden. In addition, with the shallow groundwater table and the ponding of water during a storm event, this site would also be ideal for development of a pond/wetland feature with riparian habitat to enhance the area for wildlife, birds, fish, native plants, etc.

In the EIR, please provide a quantitative analysis of the following adverse impacts associated with the proposed project. Please also include mitigation measures and commitments to adequately reduce these impacts to a less than significant level:

- The proposed project will significantly increase daily traffic on existing McKinley Park residential streets (likely more than 600 roundtrips per day) and will result in increased congestion and adverse safety impacts to pedestrians (including children, joggers, and bikers). How will this adverse impact be adequately mitigated to a less than significant level?

- The proposed project would result in adverse impacts to sensitive noise and air quality receptors in the neighborhood associated with significantly increased traffic volumes on residential McKinley Park streets. How will this adverse impact be adequately mitigated to a less than significant level?

- The proposed project would develop an ingress/egress location along the 40th Street extension that would adversely impact the secondary flood protection levees that protect McKinley Park from flood events. How will this adverse impact be adequately mitigated to a less than significant level?

- The elementary and middle schools in McKinley Park are already impacted with students from neighborhoods in the city where their schools have or will be closed. The proposed project would adversely impact neighborhood schools. How will this adverse impact be adequately mitigated to a less than significant level?

- The McKinley Park neighborhood was initially developed in the early 1900s and has many features of a historic district. Therefore, many of the commercial and residential structures in the neighborhood have historic significance, and the proposed project will likely result in adverse indirect impacts to historic structures associated with the proposed project. How will this adverse impact be adequately mitigated to a less than significant level?

- The proposed project would result in adverse impacts to the City's antiquated combined stormwater/sewer system. How will this adverse impact be adequately mitigated to a less than significant level?

In the EIR, please address how the proposed project will meet developer's stated objectives. At this time, many of the stated objectives in the NOP for the proposed project would <u>not</u> be achieved for the following reasons:

The Weide Family
334 35th Street
Sacramento, CA 95816
916-803-2309

July 7, 2013

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

Thank you for the opportunity for us to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the McKinley Village Project (proposed project). We think that the proposed project would be a good development for the Sacramento region but not in its proposed location. In addition, our primary comment is that we believe that the EIR is premature, because there are several significant regional projects bring planned that would conflict with the proposed project. These include:

- The NOP does not adequately describe other significant roadway transportation projects being planned in the area that may conflict with the proposed project. The proposed 28th Street ingress/egress would conflict with Caltrans plans to widen Capitol City Highway (SR 51) (see attached SR51 Preliminary Investigation, Caltrans, 1-8-13). These conflicts would not likely be resolved in time for the EIR analysis or for the proposed project development.

- The NOP does not adequately describe significant rail projects being planned in the area that may conflict with the proposed project. One of the two sites for the proposed Amtrak rail maintenance facility (Sacramento Bee, page A-1, 7-5-13) is the proposed project site. This conflict would not likely be resolved in time for the EIR analysis or for the proposed project development. In addition, the existing rail berm along three sides of the proposed project would need to be widened by additional tracks to accommodate the planned expansion by UPRR and Amtrak/CCJPA in the near future. This would impact the outlined footprint of the proposed project.

According to the NOP, the soils at the proposed project site are recently formed and are subject to frequent flooding. A better use for this proposed project area would be a regional park with a pond feature/detention basin to collect floodwaters. The park should also include a McKinley Park community garden, which would contribute to the Sacramento

- It would not create a residential community that is compatible with the aesthetic qualities of the surrounding East Sacramento and McKinley Park neighborhoods.

- The proposed project would increase vehicle miles traveled daily in the neighborhood and surrounding area.

- The proposed project would not be an opportunity for infill development. According to the City of Sacramento Infill Strategy (5-14-13) (see attached), the proposed project does not meet City's criteria for an infill project and is not within a City target area for infill.

- The proposed project is not consistent with sustainable design and low impact development concepts. The proposed homes will be two stories high, requiring higher energy use in the hot summer months. In addition, the homes will have multiple car garages, and the reliance on the car for mobility does not meet the definition of sustainable community. The development will also not be serviced by the local transit agencies.

- As mentioned above, the proposed project, as planned, will not provide adequate access points for vehicular traffic.

- At $300,000 to $700,000, the proposed project would not provide a range of housing opportunities to residents from a wide range of economic levels. These homes would only be affordable to buyers from the City's higher economic levels.

The EIR should address cumulative impacts associated with the following projects in cumulative impacts analysis:

  - Planned Sutter Park project;
  - Mercy Hospital expansion project;
  - Sutter General Hospital expansion project;
  - Downtown arena project;
  - Business I-80 expansion project; and
  - Union Pacific Railroad and CCJPA/Amtrak expansion projects.

We would like to request that the NOP, comment letters, and response to comment letters be included as an Appendix in the Draft EIR. We would also like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project.

Sincerely,

Elizabeth Weide

Elizabeth and George Weide

July 8, 2013

Dana Allen, Associate Planner
City of Sacramento, Community Development Department
300 Richards Blvd., Third Floor,
Sacramento, CA 95811

Dear Ms. Allen,

Thank you for the opportunity to comment on the Notice of Preparation of the Environmental Impact Report for the McKinley Village Project (P08-086).

My chief areas of concern are these: the amount of traffic that will be generated by residents of the development, the effects of traffic and congestion on the wildlife values of Sutter's Landing Park, the cumulative effects of other transportation projects on the neighborhoods, and the need for the design of the current project to take into account the various planned transportation projects.

Traffic Volume: Except for the possibility of a small deli or café, the development is entirely residential. Residents will have to leave the development for work, errands, and entertainment. It is likely that most of the housing will have at least two residents, each with individual need for trips. While bike access is being encouraged, it is only a small percentage of the residents will use bikes for these purposes. Residents who work downtown or in midtown are more likely to use the 28th Street access point. This will not only add to the traffic volume on 28th Street but also on the east-west streets that can be accessed from 28th Street, specifically the residential streets C, F, H, and I north of J, and K, L, Capital, and P Streets south of J.

The traffic studies must include effects of increased traffic volumes on these streets. If the increase would change the street classification or cause undue burden, the developer should add access points, preferably onto arterial rather than local residential, to alleviate the burden on any one street. While acknowledging that the developer would have greater upfront costs, that must be weighed against the long-term cost to existing residential neighborhoods, the residents themselves, and the city of additional traffic that reduces livability for existing neighborhoods in the central city. This would be in keeping with the maxim of city planning that keeping viable and desirable residential neighborhoods in a central city increases the long-term stability of the urban core.

Those long-term costs include access for emergency vehicles, emergency evacuation, and servicing of utilities (storm water, sewer, electrical and gas). Also, although the proposed floodgates would protect adjacent neighborhoods should this low-lying area be flooded, there is a cost to taxpayers in assisting in recovery of services. Multiple access points could alleviate these long-term costs by making access easier. A cost-benefit analysis should include those factors, which will be a cost to the city.

Safety: The analysis should address the safety of vulnerable populations on C and I Streets – specifically, how increases would affect the safety of children walking across C Street to and from Courtyard School and of seniors walking across I and 28th Streets, to and from the Senior Center.

Truck traffic: Potential changes in truck traffic volume and routing, both during and after construction, should also be analyzed to ensure no changes occur to the residential character of the streets. C Street, which already carries local truck traffic to Blue Diamond, is particularly vulnerable to the effects of any changes in truck traffic.

Congestion: The analysis should include the likely congestion on both the north and south sides of the 28th Street railroad crossing due to trains sitting at that location while waiting for their turn to enter the station or travel east. The congestion analysis should take into account the potential increase in train traffic should Union Pacific add, as currently proposed, a third set of rail tracks and increase the number of passenger and freight trips between Sacramento and Roseville. Effects to local traffic patterns and air quality and noise effects on nearby residents, as well as on children and adults playing softball or other league games in Stanford Park, should be assessed, as well as the air quality, noise, and effects to the setting and wildlife at Sutter's Landing Park.

Transit: although the project developer believes the project to be in keeping with the SACOG blueprint by providing infill close to the central city and has created a pedestrian- and bike-friendly street grid within the development, it is in fact as car-dependent as any more distant suburb due to the lack of transit connections. The developer and city may need to work with Regional Transit to find a way to cover the transit gap. In any case, the EIR should address this issue and note the car-dependency.

Parks and Wildlife:
Sutter's Landing Park must be considered, not only as the Park is today but as it is envisioned and planned for in the future: while plans for Sutter's Landing Park cannot be fully realized until the landfill is safe for use and the industrial land currently privately owned becomes available for purchase, the city is creating a regional park with strong values as habitat for a wide variety of plants, animals, and birds and as a rare opportunity to protect the natural riverine environment. The site is currently used for educational nature talks and trips, and parks are considered to have special value for providing quiet enjoyment of nature: the intrusion of the new road and structure should be evaluated against these Park function. The EIR should assess the visual, noise, and air quality effects created by the proposed expansion of A Street, as well as the additional traffic and potential congestion described above on the Park, its users, and its future development. Simulations of the view of A Street expansion would be helpful, taking care not to distort the views.

The wildlife and habitat of the proposed development site itself should be assessed. The assessment should not be limited to evaluating potential habitat for at-risk species but also to other plants, animals and birds. The EIR should address its value as open space, potential urban farm, mitigation area or park extension. Cities, such as those in the East Bay, who protected open space against urban encroachment, have reaped the recreational, visual, and social benefit of having an expanse of both wilderness and large traditional parkland available free to residents,

regardless of their financial means, and visitors. The "green" value to the city of protecting open space and habitat along the river, especially near the urban core, should be assessed.

Cumulative effects of multiple transportation projects:
The EIR to take into account the potential cumulative effects of the proposed Caltrans' Rail Maintenance Facility, the proposed triple tracking of the Union Pacific Rail Lines, and the various projects outline Caltrans State Route (SR) 51 Preliminary Investigation (January 2013), which is the scoping document for operational and capacity improvements on SR 51, the Capital City Freeway. This scoping document includes proposals that would affect the traffic circulation for the McKinley Blvd project, including changes to the E Street on/off ramps (projects 4a and b), widen the freeway bridge across the American River from 3 to 5 lanes in each direction (project 5), lengthen B Street underpass and A St overcrossing (project 11), and constructing a full interchange and 4-lane parkway at Sutter's Landing Park (project 13). The Union Pacific triple-tracking could increase the delays at the 28th Street railroad crossing – unless this crossing is eliminated -- when trains are in transit or stopped. While several of these proposals are in long-range planning stages and may not be currently funded, they all have the potential to affect existing local traffic and congestion in the existing residential neighborhoods, or to affect Sutter Landing Park's integrity and habitat values, and the cumulative effects of all of these, which are reasonably foreseeable, should be assessed.

Conversely, the effects *on* these various projects *of* the proposed McKinley Village project as designed should be analyzed and disclosed in the EIR. The proposed Union Pacific triple tracks and Caltrans rail maintenance facility may require utilizing (or eliminating) the McKinley Village access points and will require new right-of-way, including within the McKinley Village site. The ability of Caltrans to implement much-needed Business 80 (Route 51) improvements to lessen the freeway bottleneck between the bridge and Exposition Boulevard may be unduly constrained or eliminated, if McKinley Village is built as currently designed: in particular, the proposed widening of the bridge over the American River, improving A and B Streets, and the proposed Sutter's Landing Parkway would be more difficult. The developer and city should work with all the agencies with project proposals to come up with mutually acceptable plans. At minimum, the EIR should analyze the potential effects the various proposals would have on each other and discuss the most efficient way to carry out all the proposed improvements.

The EIR should assess the possibility of as access road at the terminus of Alhambra, as well as considering access points onto other arterials. With at least three access points, the new traffic load would be dispersed, and emergency vehicles would have better access. The developer has stated that the cost of another tunnel under the railroad embankment would be too high and that it would be difficult to negotiate with the railroad. This stance addresses only the upfront capital costs to the developer and should be weighed against the long-term operational costs to the city (thus also the taxpayers) and to residents of the local streets currently designated as access points.

Also, given that the four-year construction period is a considerable length of time, traffic, air quality (e.g., ambient dust) and noise studies should include effects from construction activities, as well as the projected routes and additional traffic from construction trucks and construction workers going to and from work.

Housing: The project as proposed does not appear to meet the city's goals of housing for mixed-income. Is the city going to accept the possibility that some properties could have second units as meeting that goal? If the developer does not meet the mixed-income goal, what recourse will the city pursue?

Thank you again for extending the comment deadline to allow for full public participation. The extra meetings were helpful.

Sincerely,

Margaret Buss
711 22nd Street
Sacramento, CA 95816
(916) 448-6246

Cc: Steve Hansen, City Council; Steve Cohn, City Council; Boulevard Park Neighborhood Association

Dana Allen

From: KEVIN and Anne HIGGINS <libbyhiggins@hotmail.com>
Sent: Monday, July 08, 2013 11:51 PM
To: Dana Allen
Subject: "McKinley Village" EIR Comments

Dear Ms. Allen:

The following are my comments for the EIR for "McKinley Village":

Flooding:

According to a Sacramento Bee in-depth series of articles studying Sacramento's flood risk: "There is, however, no major city in America more at risk of a catastrophic New Orleans-style flood than Sacramento." (http://www.sacbee.com/static/content/news/projects/flooding/)

The Bee article addressed the flood danger to the city as a whole and concluded that the risk cited above was "the firm and unnerving conclusion drawn from a Bee survey of the 30 largest metropolitan areas in the nation, conducted over the past month. Compared with other big cities, Sacramento is marked by a potentially deadly combination of geographic, hydrological and demographic factors unmatched anywhere in the United States."

The article also noted that:

> "Sacramento's levees offer less protection than those in many other cities. Officials worry they could fail or overtop if a large late winter or early spring storm system brought more water than they were designed to handle. Warm "Pineapple Express" systems are especially feared, because they can sidle up against the mountains, rain for days, and cause too much snow to melt at once and barrel down river corridors."

The Bee series cited above also noted a more recent concern: "Engineers discovered after the floods of 1997 that seepage is occurring deep beneath Sacramento area levees that could cause internal erosion and unforeseen failures."

Given the recent concerns voiced by politicians and many in the scientific community regarding the threats posed by "climate change", it is reasonable to assume that we will face more severe weather systems which will place our levees and neighborhoods more at risk of flood than traditionally thought.

The proposed development of 328 residential units on this site, raises flooding concerns with respect to the prospective residents on the parcel as well as a broader impact on the established neighborhood of East Sacramento.

The parcel itself has been described as a "lowland", which is borne out by the flood plan map of the Department of Utilities for the City of Sacramento, which shows the parcel at being a lower depth than the surrounding area. Thus, the area is meant to be a "bathtub" to reservoir flood waters so as to lessen the danger of flooding for the adjacent neighborhoods as well as to buy critical evacuation time in the event of a catastrophic flood. (http://www.cityofsacramento.org/utilities/flood/Map_14a.pdf)

The environmental impact on the individuals living on the parcel in the event of a flood would be significant given the fact that the parcel is a lowland, that according to Mr. Angelides, would be closed off by flood gates in the event of a flood. Flood gates are a tricky proposition though as they either trap residents in the parcel, or the time to close them substantially increases the flood risk to the surrounding established neighborhood of East Sacramento.

It appears that the development of this parcel with the proposed breach of the railroad tracks at 40th Street would envision the latter scenario. As the Sacramento Bee noted in a November 18, 2012 piece on Sacramento's flood vulnerability, "the flood gates are manually operated and they take several hours to shut and require city workers to either close giant steel doors or place heavy boards into steel slots. Both types are then sealed with sandbags and plastic sheeting. These materials are stored with some gates, but in other cases must be transported from storage yards." (http://www.sacbee.com/2012/11/18/4994108/what-if-a-superstorm-strikes-sacramento.html) The ability to close flood gates assumes that the city personnel that is in charge of shutting those gates has the ability to access the gates in the event of a flood.

This same article quotes Rick Martinez, chief of emergency services for the city and county of Sacramento, as acknowledging that the evacuation window "is really narrow and there are a whole host of things that could occur that would slow us down . . . . It's going to be very difficult to get everyone out. There's just no way to say it nicely." Mr. Martinez noted that residents of some neighborhoods could have as little as 20 minutes to flee before the water gets 1 foot deep. Once the flooding hits that point, driving a car is not an option and self-evacuation is more difficult.

Moreover, emergency officials acknowledge that despite the spending of billions of dollars in levee and dam improvements, a levee break can still occur. The City's EIR paperwork for this development did not include the Sacramento Area Flood Control Agency as an interested party, and it would seem that this agency, given the nature of the proposed development should be listed as a concerned party.

The risk of flooding for this particular parcel should assess the strength of the American River levee north of the parcel from River Park to 20th Street. The Southern Pacific railroad line that runs on the southern and eastern portions of the parcel is considered by the City of Sacramento to be a "secondary levee" to protect East Sacramento in the event of a levee break along the American River levee. It is noteworthy that this particular railroad levee carries three railroad tracks, and is quite substantial in its width and height.

Accordingly, although the city may consider it to be a "secondary levee", it is primary in its function of protecting East Sacramento. The proposed development envisions breaching this levee at 40th Street, thereby substantially reducing the protection afforded by this levee. Moreover, the EIR should assess the strength of that segment of the American River levee that lies north of this parcel. It would be reasonable to assume that the Army Corps of Engineers and other bodies conducting levee assessments would place a lower priority on these levees given the existence of the Southern Pacific railroad line offering additional, substantial protection to East Sacramento.

In fact, as well be addressed under the "hydrology" section below, older maps of East Sacramento show that this parcel had a substantial wetland pond on it. There have been reports of land moving and grading equipment being on the parcel recently, and the questions becomes what happened to that water feature?

Traffic:

The addition of 328 housing units on this parcel would likely mean the addition of at least 600 new cars to the streets of East Sacramento. The infrastructure of East Sacramento streets were not made for additional burden of this number of car using East Sacramento's residential streets as thoroughfares to amenities that the parcel does not have, such as groceries, gas, restaurants and shopping. In fact, the streets of East Sacramento were initially designed to carry a much lower number of cars than we see even today. Initially, municipal streetcar lines went into McKinley Park and up J Street to 46th Street. With a thoroughfare placed at 40th Street, many of the 600 cars would cut through East Sacramento streets to get to the amenities listed above.

The EIR should address the traffic impact of the number of cars likely associated with the proposed development as well as the aggregate impact that this development would have on traffic in East Sacramento in conjunction with a number of other recent large development projects in the area. We have two major hospital projects nearing completion: the Mercy Hospital Heart Center, and the new Sutter General Hospital wing. In addition, there is another planned residential development at the Sutter Memorial Hospital site. Any study of the environmental impact of this increased traffic should include how the additional traffic from the proposed development effects other recent developments.

Air Pollution:

The proposed development of 328 housing units abutting one of the most congested freeways in the region, raises significant health concerns for the prospective residents of the proposed development. Recent studies show that fine particulate matter from freeway exhaust can cause cardiovascular problems. (http://newsroom.ucla.edu/portal/ucla/ucla-study-reports-how-air-pollution-42993.aspx) The health risks with living in close proximity to a freeway are well documented. (http://www.scpcs.ucla.edu/news/Freeway.pdf)

The particular stretch of freeway which abuts this parcel is well known for "bottle necking" in the area of this parcel, which means that cars sit and exhaust is magnified. The EIR should address the impact that the freeway air pollution would have on the residents of this parcel. It should also address the impact of 600 new cars going through East Sacramento would have on the residents of East Sacramento, again, taking into account the addition of these cars with the anticipated spike in traffic due to the Mercy Heart Center, the new Sutter General Hospital wing, as well as the new residential development planned at Sutter Memorial Hospital.

As it presently stands, this parcel is just outside of an area that is already noted as being environmentally vulnerable. (http://oehha.maps.arcgis.com/apps/OnePane/basicviewer/index.html?&extent={"xmin":-15258078.058859076,"ymin":3548564.614538959,"xmax":-11315150.391797591,"ymax":5441756.931105701,"spatialReference":{"wkid":102100}}&appid=b1331f7b963747efb19173823f7dc35d.)

Hydrology: Old maps of East Sacramento show a wetland feature in the southwestern corner of the parcel. (See History of East Sacramento) Typically, such wetland features do not simply disappear over time. Given the lowland nature of the property, which is well-recognized, it would appear that this parcel is prone to wetland features over time

Endangered/Threatened Species:

The area of the proposed settlement could be habitat to one or more of the following protected species: the burrowing owl, vernal pool fairy shrimp, valley fairy shrimp, and the tiger salamander.

Thank you for your time in addressing these very important issues to the residents of East Sacramento.

Kevin Higgins

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date: July 3, 2013

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: Kate Styrsky

Email: midtowngrrl@gmail.com

Address: 400 22nd Street, Sacramento CA 95816

Organization: Boulevard Park resident

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

I am a resident of the Boulevard Park neighborhood and provide comments for the scope of the EIR. The McKinley Village project is claimed by the developer, Phil Angelides, as an "East Sacramento" project. The effects of this project, however, will not be limited to East Sacramento: because of the proposed access point at 28th and A Streets, have a potentially detrimental impact in the northeastern part of Midtown.

I offer the following items that should be included in the scope of the Environmental Impact Report:

The proposed 28th Street access point is unrealistic, unsafe, and unduly burdensome on the Midtown community. The City must require the developer to conduct a thorough alternatives analysis.
This is an East Sacramento project, and project-generated traffic should be routed through East Sacramento. Midtown residents should not be required to absorb the problems of the project without obtaining any of the benefits.

We expect that, if the 28th Street access proposal is accepted as the *preferred project alternative*, an expanded traffic management program within this area of Midtown will be <u>required</u>, particularly along C Street and 28th Street, which was not included in the traffic management program installed here in the '90s.

How will the increased traffic volume impact the safety of drivers, pedestrian, bicyclists, and the trains at the at-grade crossing at 28th Street?

Study employing traffic calming measures to alleviate traffic on 28th Street from the McKinley Village project such as:

1) Make improvements at B Street in order to add a half-street closure at B Street and to direct southbound traffic to 29th Street. Developer or City to assist Bell Marine to relocate. In addition, the City should relocate the City Corp yard to further minimize traffic impacts.

2) De-designate C Street as a truck route.

3) Additional traffic-calming measures such as stop signs and pedestrian islands to be employed along C Street and 28th Street to ensure the safety of pedestrians, Midtown residents, and Sutter's Landing Park users.

Study projected costs of traffic mitigation (calming, routing, signs, crosswalks, lights). Will the developer be responsible for funding the necessary measures to offset increased traffic?

Currently, an average 43 trains per day cross at the 28th and B Street rail crossing. With the addition of McKinley Village, what are the potential traffic congestion impacts on 28th Street, into Sutter's Landing Park and leaving the project? What are the potential air quality, biological, and parks and recreational impacts of stalled vehicles on 28th Street, into Sutter's Landing Park and leaving the McKinley Village project? How will access to emergency services be impacted by this additional traffic at the train crossing?

With limited access from 28th Street due to train traffic, how will the 40th Street access point be impacted?

28th Street access alternative: clarify plans for vehicle and pedestrian access to Sutter's Landing Park with the added traffic from McKinley Village residents.

If the 28th Street access alternative goes forward, will the developer make improvements to improve bike and pedestrian safety for Midtown users of the Sutter's Landing Park? There are no sidewalks along 28th Street so pedestrian users of the park from Midtown must walk in the street to gain access to the park. There are also no designated bike lanes. These problems will be exacerbated with additional users.

McKinley Village residents will also use Sutter's Landing Park. How will increased user-ship impact Sutter's Landing Park and the American River Parkway?

Issues of concern for A Street access plan.

- **There needs to be complete disclosure of what lies beneath the surface of the proposed A Street access and adjacent land.** Is it even feasible to construct the expected roadway (how many lanes including vehicles, bike and pedestrian) in this location? What will be the impact of landfill settling over time on the proposed transportation facility?
- It appears that the access via A Street would be on land zoned and in the General Plan as Park land. It is on land under regulation by the State as a closed landfill. What landfill closure regulations apply to the A Street access? Is such access consistent with the City's permit for the landfill closure?

Traffic/Access/Circulation Issues

The traffic study should be expanded to include the following areas: 20th Street to 29th Street and C Street to I Streets. According to the City of Sacramento Notice of Intent to Establish a Quiet Zone dated March 1, 2012, there were 1777 cars traveling across the 28th and B Street rail crossing. If no reduction of traffic is addressed <u>before</u> the project commences, then traffic volume could double across the 28th Street rail crossing when the project work begins.

Still more traffic may be expected in this area due to other projects now in process:
Study additional traffic increase due to the opening of the Sutter General Hospital facility (28th and K Streets), the new Downtown Arena, relocation of the B Street theatre (to 27th and Capitol Avenue), and the Sacramento Natural Food Co-Op (to 28th and S Streets).
Are there other vehicle access scenarios that could be considered? For instance, the Business 80 on and off-ramps were included in the previous project proposal for this site.

Please combine the results of these traffic increases to give true picture of traffic overall in the next five years (with these developments).

The following access proposals should be included in the study:

Alhambra Boulevard

A western vehicle entrance to the project should include Alhambra Boulevard, commercial corridor. This access would alleviate some traffic concerns for 28th Street and 40th Street. If a vehicle tunnel is not feasible, study a vehicle over-grade access at Alhambra instead.

Study the viability of a third one-way vehicle access at Alhambra Boulevard With an average of 43 trains a day at the 28th Street rail crossing, McKinley Village residents will need an additional entry point for emergency vehicles.

Provide detailed information from Union Pacific Railroad regarding the challenges of this access so that the community can make an informed decision regarding this access.

Suggest that the developer be responsible for funding necessary measures to offset increased traffic.

29th Street

Study vehicle access at 29th Street as an alternative or supplement to Alhambra Boulevard If a tunnel is not feasible, study a vehicle over-grade crossing at 29th Street.

C Street

According to the Central City Community Plan that is a part of the General Plan 2030, C Street is designated as a "C Street Central City Housing." Is the increased traffic from McKinley Village in line with the General Plan's goals for new housing opportunities on C Street?

Proposed Alhambra Boulevard Bike/Pedestrian Access

What measures are being taken to ensure the Alhambra Boulevard tunnel is *Americans with Disabilities Act* ("ADA") compliant?

Proposed access needs to be safe for public use. The bike tunnel at 14th and C Streets has been closed for a number of years due to criminal activity. The existing tunnel at 16th and C Streets is widely perceived as unclean and unsafe for pedestrians. What measures will be taken to ensure the safety of residents using this proposed access?

If included in the project, the bike and pedestrian tunnel should be a part of phase 1, not the final phase. Lacking access to the tunnel at the beginning of the project, residents will become accustomed to using vehicles rather than walking or bicycling. Study the negative impacts of making the tunnel part of the later phase of construction.

Business 80

What are the impacts of the closure of the E Street on-ramp with the addition of this project?

If the California Department of Transportation closes the E Street on-ramp, what will be the impact to the surface street adjacent to the freeway?

What will be the traffic impacts to the H Street on and off-ramps, already often congested?

What will be the traffic impacts to the J Street on-ramp?

Require extensive biological surveys *as a part of project planning and not after project approval*. Study the potential impacts to resident species and ascertain what will be done to protect them.

- The proposed A Street access will run parallel to "The Mound" that is a part of Sutter's Landing Park. The increased noise, light, and traffic congestion will disturb the Swainson's Hawks and will likely impact the Burrowing Owl, White Tailed Kite, Red Shouldered Hawk, Red Tailed Hawk, American Kestrel. Osprey and coyotes may also be affected by the project.

- The construction of these homes will mean the loss of approximately 48 acres of Swainson's Hawk foraging area. How will the developer off-set this loss?
- Will a buffer zone be created within the project so that some foraging ground can be preserved? Will offsetting mitigation land be permanently protected nearby, and incorporated into Sutter's Landing Park?

Issues of concern for project construction site.

This project will take several years to complete.

- According to the Sutter's Landing Park Background report dated October 2008 (Ex. 4), a portion of the McKinley Village project is actually Park land (where the detention basis will be located). What compensation will the developer provide for taking public park land for this access road and detention basis?
- Please have the developer provide an implement plan that controls noise and pollution to have the least possible impact on the Swainson's Hawk nests at Sutter's Landing Park and on their foraging ground in the McKinley Village site.
- Project construction will disturb nearby nesting sites for Swainson's Hawk and other raptors for several years. How will the project buffer construction impacts on nearby nesting activities? What mitigation will be provided for disturbed nesting?
- These ecological concerns are equally important for wildlife in the narrow restricted American River corridor, which is surrounded by urbanization. The EIR should address the impact and appropriate mitigation in the American River corridor to offset the impact on wildlife, including raptors, to less than significant.

Dana Allen

From: Judith Lamare <swainsonshawk@sbcglobal.net>
Sent: Monday, July 08, 2013 2:19 PM
To: Dana Allen
Cc: amy.kennedy@wildlife.ca.gov
Subject: McKinley Village NOP comment

717 K St., Suite 529 Sacramento, Ca. 95814

916-447-4956 www.swainsonshawk.org swainsonshawk@sbcglobal.net

July 8, 2013

Dana Allen, Associate Planner City of Sacramento, Community Development Department, 300 Richards Blvd., Third Floor, Sacramento, California 95811 Via email dallen@cityofsacramento.org

Dear Ms Allen

Thank you for this opportunity to comment on the Notice of Preparation for MCKINLEY VILLAGE PROJECT (P08-086). Friends of the Swainson's Hawk is concerned about the project's impact on the Swainson's Hawk, a listed species under the California Endangered Species Act.

The project site is adjacent to the American River Parkway and provides foraging habitat for Swainson's Hawks and other raptors that nest along the Parkway and in the neighborhoods adjacent. You should consult with California Department of Fish and Wildlife regarding the project impact on the Swainson's Hawk and other protected raptors and develop mitigation measures that reduce impacts to less than significant.

The foraging quality of the site is high. Recently observers reported to us that after the project site was mowed, flocks exceeding 10 individual Swainson's Hawks were using the site on multiple days. These observers included Robert Sewell and Dale Steele, both highly reliable reporters on wildlife activity, and well familiar with identifying Swainson's Hawks.

We are aware of several nesting sites that are in close proximity to the project site. Our concern is that the project site be mitigated for loss of foraging habitat at a ratio of one to one in close proximity to the project site in order to protect the foraging of these nesting pairs during reproductive season. This SWH population may be all that remains of the historic population that nested along the American River. If this population does not survive, a very important element of the American River Parkway ecology will have been eliminated. Mitigation should be required to be in the parkway corridor, in close proximity to pairs now nesting near the project site, and be in the form of returning acres to foraging habitat that are presently not available for raptor foraging but in close proximity. Mitigation measures also must include protections against incidental take.

At present we are aware of a Swainson's Hawk nesting site on the north side of the river very close to the train trestle and another nest site at C Street and San Antonio in the residential neighborhood. Biological study should be scheduled for the nesting season and follow CDFW recommended protocol.

Sincerely,

Judith Lamare, President

c. Amy Kennedy, CDFW

Judith Lamare, President
Friends of the Swainson's Hawk
717 K Street, Ste 529
Sacramento, CA 95814
916 447 4956
www.swainsonshawk.org
swainsonshawk@sbcglobal.net

SACRAMENTO AREA
BICYCLE ADVOCATES

909 12th St, Ste. 116
Sacramento, CA 95814

sacbike.org
saba@sacbike.org
916 444-6600

July 8, 2013

Dana Allen, Associate Planner
City of Sacramento, Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811-0218
dallen@cityofsacramento.org

Subject: Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the McKinley Village Project (File No. P08-086)

Dear Ms. Allen:

Thank you for the opportunity to comment on the subject NOP. We greatly appreciate that two of the project objectives are 1) to "place residential uses near existing jobs and services to reduce vehicle miles traveled", and 2) to "create a pedestrian-friendly development that promotes bicycle use and provides excellent bicycle access to downtown and surrounding neighborhoods." Admirably, these objectives complement and support each other. Our comments that follow are designed to help the project achieve these objectives.

For the EIR analysis, the proposed project will have a significant adverse impact on bicycling if it "fails to adequately provide for access by bicycle." Traffic stress induced by high speed and high volume vehicle traffic is the primary impediment to large numbers of people being willing to use bicycling for everyday transportation (Mekuria et al. 2012; Geller n.d.). Women in particular are likely to be very susceptible to traffic stress because of concerns about personal safety and traffic risks, explaining the current large and increasing gender differences in bicycling participation (Garrard et al. 2012).

The project proposes two entrances for vehicles, bicycles, and pedestrians: 1) to the west, an improved A Street bridge across the Business 80 freeway connecting to 28th Street, and 2) to the east, a new tunnel beneath the UPRR tracks to connect to C Street between 40th St and Tivoli Way. Both of these entrances and their connections should be designed to ensure low-traffic stress for bicyclists interested in using them to access jobs, shopping, schools, and other destinations. The EIR on the project should show the street cross-sections of these entrances and the EIR traffic study should report predicted traffic volumes and speeds through these entrances. Each of these entrances appears to exceed about ¼ mile in length without cross-streets; such long distances will encourage vehicles to speed in excess of normal 25 mph residential speed limits. Therefore, we request that both of these entrances be equipped with 1) bike lanes at least 6 ft wide on each side of the street, and 2) traffic calming measures to prevent excessive vehicle speeds.

The project's A Street entrance will lead to 28th St by which vehicles and bicyclists can access midtown to the south across the triple-track UPRR line and Sutter's Landing Park and the Two Rivers Bicycle Trail along the American River to the north. The EIR should describe the improvements to be made to the 28th Street crossing of the railroad line to handle the increased vehicle traffic as well as provide safe passage for bicyclists from the proposed project. Currently the 28th St crossing of the railroad and its connection to B Street in midtown is narrow, has only unmaintained gravel shoulders, and is steeply sloped, therefore likely to be stressful and difficult for many bike riders to negotiate.

As shown on the proposed site plan (Figure 3), the street along the south side of the project does not connect to the project's end of the vehicle tunnel to 40th and C Streets. We request that this south-side street intersect with the tunnel entrance to continue the street grid and shorten trip lengths for bicyclists traveling

along the south-side street and wishing to exit through the tunnel. Such an intersection will have the benefit of slowing and calming vehicle traffic through the tunnel, thus reducing traffic stress for bicyclists.

The project also proposes a tunnel for pedestrians and bicyclists beneath the UPRR right-of-way at the west end of the project connecting to Alhambra Boulevard. As depicted on the project's site plan (Figure 3), this tunnel will emerge on the project side in a City-owned open space parcel surrounded by tree and shrub landscaping. It appears that the tunnel entrance in the project will therefore be concealed and subject to security problems.

We recommend that the proposed bike and pedestrian tunnel to Alhambra Boulevard instead be designed as a 2nd vehicle, bike, and pedestrian tunnel (similar to the proposed tunnel to C St at 40th St) that extends to an intersection, perhaps a roundabout, of A Street, the project's main central street, and its south-side street at the west end of the proposed project. This design will have a number of advantages:

1. it will reduce the security issues of solely a bike and pedestrian tunnel by having more traffic and eyes using it,
2. it will spread out the vehicle traffic from 2 to 3 entrance and exit points, thereby reducing traffic volumes, potential bike-vehicle conflicts, and traffic stress for bicyclists at all 3 of the entrances, and
3. it will help the proposed project connect more directly to the street grid in midtown and East Sacramento.

The project proposes a separated multi-use trail (for walking and 2-way bicycling) adjacent to the main east-west street through the project. Because of the short block lengths along the main street (200 – 400 ft long) bicyclists will encounter many cross-streets through the project where vehicles will have right-of-way priority and bicyclists will have to stop before crossing. This multi-use trail may be useful for very young or casual cyclists on short-distance recreational rides but will not be useful for bicyclists on more utilitarian trips (e.g. commuting, shopping, and errands). Therefore, the main street should include shared-lane markings (known as "sharrows") on the pavement to indicate to vehicles that bicyclists will be using the roadway to travel for transportation purposes to destinations outside of the project.

The street along the north-side of the project is proposed to terminate in a cul-de-sac at its west end. We request that a bikeway from the cul-de-sac to the main street be provided to shorten the otherwise circuitous route that bicyclists would have to take out of the north-side street to exit the project to the west.

The City's Bikeway Master Plan shows an off-street bicycle path crossing the Business 80 freeway adjacent to the UPRR bridge across the freeway at the east end of the project site to connect to the Two Rivers Trail. We request that the proposed project maintain space for this future bike path to connect to the far eastern end of the project's streets.

SABA works to ensure that bicycling is safe, convenient, and desirable for everyday transportation. Bicycling is the healthiest, cleanest, cheapest, quietest, most energy efficient, and least congesting form of transportation.

Thank you for considering our comments.

Sincerely,

Jordan Lang
Project Analyst

CCs: Joseph Hurley, SMAQMD (jhurley@airquality.org)
Ed Cox, City of Sacramento Alternative Modes Coordinator (ecox@cityofsacramento.org)
Megan Norris, Riverview Capital Investments (Megan@riverviewci.com)

Citations:

Garrard, Jan, Susan Handy, and Jennifer Dill. *Women and Cycling* in Pucher, John and Ralph Buehler. *City Cycling*. Cambridge, MA : The MIT Press, 2012.

Geller, Roger. *Four Types of Cyclists*. Portland, OR: City of Portland Office of Transportation, undated, circa 2007, http://www.portlandonline.com/transportation/ index.cfm?&a=237507&c=44597

Mekuria, Maaza, Peter Furth, and Hilary Nixon. *Low-Stress Bicycling and Network Connectivity*. Mineta Transportation Institute, San Jose State University. May 2012. Report 11-19.

Dana Allen

From: Gary Brill-Lehn <ggbrilllehn@gmail.com>
Sent: Monday, July 08, 2013 4:20 PM
To: Dana Allen
Subject: McKinley Village (PO08—86) COMMENT RE EIR/NOP

McKinley Village (PO08—86) COMMENT RE EIR/NOP

July 7, 2013

Attn: Dana Allen, Associate Planner, Community Development Department

From: Gary and Sue Brill-Lehn, 609 -40th Street, Sacramento, CA 95819, email: ggbrilllehn@gmail.com

My wife and I are homeowners at 609 -40th Street, Sacramento. We have lived here over 27 years, raised our children, and are now helping with our 3 local grandchildren. My children attended, and my grandchildren attend Theodore Judah Elementary School. Added traffic in the school area demand additional care, attentiveness, and caution.

The "McKinley Village" proposal calls for 40th Street to be a major point of exit/entrance for this development yet the scope of the Environmental Impact Report (EIR) does not include our portion of 40th Street between McKinley Blvd and 'H' Street despite the fact that it is a natural thoroughfare from the exit point to downtown and to eastern Sacramento County.

As individuals and as members of a citizen group who live on 40th St, we are intensely concerned that the portion of 40th Street between H Street and McKinley Blvd. has been left out of the EIR study for the "McKinley Village" project.

We have already experienced the impact of additional through-traffic, excessive parking by tradespeople working on the Mercy Hospital building expansion as well as Hospital employees and visitors to the hospital who choose to park in the neighborhood rather than exercise one of the various other parking options offered by Mercy Hospital.

Most of the distance on 40th St between 'H' St and McKinley is so narrow that two normal sized vehicles cannot pass in opposite directions if cars or trucks are parked on both sides of the street, which they often are. Nearly every home in this section has a single-width driveway, and most of us have two or more vehicles. This crowds the street with vehicles that legally belong here; and the situation is exacerbated by various forms of 'hospital parking'.

When we moved here in 1986, there was a small army of children just on our 2 block section of 40th Street. We are presently experiencing a repeat of that phenomenon with many young parents of young children moving into the neighborhood, some taking over their parent's former homes. I am now among the older residents; and was among the younger when I moved here. The increased traffic headed for the Cannery medical offices of UCDMC and Mercy, as well as the speedy medical couriers dashing down our street have increased the risk and hazard to children playing in front of their homes on 40th Street. The multitude of currently-parked cars and trucks obscures drivers' clear view of the street ahead.

Major residential remodel projects frequently generate contractors, subs, and delivery trucks in this area and are a daily menace to our children, often driving and parking on the lawn areas of the subject residences.

None of these threats to the adults and children living on this section of 40th Street can or should be mitigated by 'speed bumps' as that will do more harm than good for people who live here. We are already forced to slow and pull off to the side for all the non-residential traffic going through this area. Adding speed bumps will just make it harder for us to move through our residential street in a normal fashion. In addition, there is no room to widen the street. There are no other legal places for us to park our vehicles that do not impinge on the rights of our neighbors to conveniently park near their homes.

If the City approves the "McKinley Village" project, we strongly recommend that it <u>not</u> use 40th Street as the point of entrance/egress in East Sacramento but rather focus entrance/egress on less residential streets. If there is no change in the point of entrance/egress, we would advise that there be a large "diverter" placed at 40th and 'C' Street that prevents entrance onto 40th St. In that way local residents will be able to continue using our local school and our local grocery store but traffic from a large new development will be shifted away from our narrow 40th St.

Another option would be to install an underpass at the north end of Alhambra Blvd as the main entrance to the "McKinley Village" instead of at 40th Street. Alhambra is a significantly wider street than 40th and most of the other 'residential' streets, and provides feeder streets into Midtown as well as East Sacramento. Lanatt Street could remain at track level, and be fitted with crossing gates and all mandated safety equipment.

We and our neighborhood group await a timely decision by City officials regarding the inclusion in the EIR for the "McKinley Village" our section of 40th Street between H Street and McKinley Boulevard.

Dana Allen

From: Ellen Cochrane <ellencochrane@hotmail.com>
Sent: Monday, July 08, 2013 7:40 PM
To: Dana Allen
Subject: NOP McKinley Village Comments

McKinley Village (P08-086) ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP) COMMENT FORM

Date: July 8, 2013

Name: Ellen Cochrane
Email: ellencochrane@hotmail.com
Address: 926 43rd Street, Sacramento, CA 95819
Organization: Self

Attn: Dana Allen, Associate Planner
(Email: dallen@cityofsacramento.org)
Phone: (916) 808-2762

Please add these points to the NOP for McKinley Village. Thank you.

1. Study flood insurance requirements for East Sacramento after the secondary levee (railroad levee) is breached. Will the insurance companies raise rates, and will mortgage companies require flood insurance?

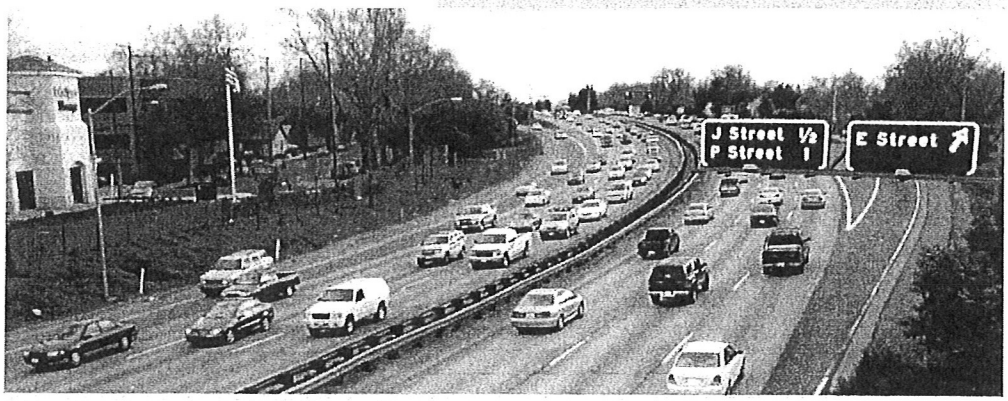
2. Study future responsibility for sewer overload. Who will pay for repairs or upgrades to the system. Will the developer participate?

3. Study the feasibility of imposing an annual tax on the future McKinley Village homeowners of $400.00. This money to be earmarked for spending on East Sacramento Parks.

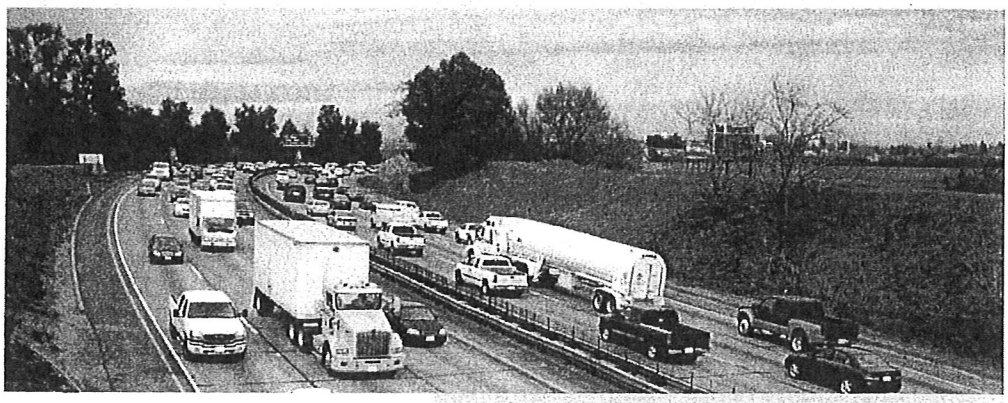
Ellen Cochrane
www.eastsacpreservation.org

Caltrans

2013



STATE ROUTE 51 PRELIMINARY INVESTIGATION



Approvals:

JEFF PULVERMAN, District 3 Deputy Director Planning and Local Assistance	1-8-13 Date	JODY JONES, District Director	1-8-13 Date

Working For A Livable Community

ESP

Your Neighborhood Association

Dana Allen, Associate Planner
City of Sacramento, Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
Email: dallen@cityofsacramento.org

Re: Comments on the McKinley Village Project (P08-086) Notice of Preparation

Dear Ms. Allen,

East Sacramento Preservation, Inc., a neighborhood advocacy group with over 200 members, supports responsible infill development. However, many livability and sustainability issues with both the development itself and the adjacent neighborhoods should be studied in the environmental document to demonstrate that this property is appropriate for the use proposed by the developers of McKinley Village. We believe that these issues must be addressed in the Draft Environmental Impact Report and adequate mitigation proposed to address these issues.

Traffic Issues

1. Study the feasibility of three well-designed car traffic access points particularly one located at Alhambra Boulevard.
2. Study the 28th street train frequency as it relates to the development ingress and egress at B Street and the likelihood that MV residents will gravitate to the 40th Street access.
3. The Traffic Study needs to study livability impacts to residential streets, not just LOS.
4. Study Stonebridge, McKinley Village, I Street Senior Housing, Alhambra Townhouses, Cannery and other East Sacramento developments that will also increase traffic. Combine the results of these traffic increases to give a cumulative picture of overall traffic impacts.
5. Study the combination of all the existing hospital shuttles to relieve congestion and study the possibility of this development participating as a partner in the combined shuttle service.
6. Increase the scope of the traffic study to include streets between C Street and H Street in both East Sacramento and Midtown and consider the possibility of the E Street on-ramp closure by CA DOT. Study the impacts in this closure scenario to neighboring surface streets.
7. Study whether having every unit with a multiple-car garage is appropriate for a "sustainable development" and whether a reduction in the number of garage spaces will result in a reduction in vehicular trips.
8. Will this project still be viable if Business 80 is widened and if additional track(s) are added to the railway right-of-way as is currently being proposed?
9. Study the effectiveness of Elvas and C Street traffic calming mitigations such as stop signs, medians, etc. to reduce traffic speeds and through traffic.

Schools

1. Study the impact of additional students on SCUSD from both recent school closures and this project, including impacts on Theodore Judah and Sutter Middle schools; include costs, new school needs, over population and safety of children walking to school.

Flood Threats

1. Study response times, alarms, and closings by responsible parties of the proposed and existing East Sacramento flood gates including those adjacent to the project on Business 80.

Storm and Sewer Runoff

1. Study existing soil, ground water and water table pollution due to proximity to the former landfill, the former use of the site for agricultural purposes and the proximity to two rail lines.
2. Study stormwater and sewer upgrades needed and effect on existing East Sac system.

Regional, Transit and Access Issues

1. Study street size needed in development for future RT access. The current RT transit service is not within acceptable walking distance (< 1/4 mile) of the project.
2. RT is likely to shut down the 34 route when Sutter Memorial Hospital is closed. Study the impact of that transit loss on anticipated public transit use by this project's residents.
3. Study the feasibility of the proposed new E Street interchange on the Sutter's Landing Parkway serving the site in lieu of one or more of the proposed access points.
4. Given the various proposals from numerous agencies for using parts of this property for other important regional purposes; e.g., highway widening and interchanges, a railroad maintenance yard, additional railroad tracks and stormwater detention; study whether a suburban-style residential development is the highest and best regional use of this parcel?

Scale/Livability

1. Study the effect of freeway and train air pollution, particularly diesel particulates, on the project. Do not rely on prevailing winds to clean this pollution from the site.
2. Study the cargo carried by the trains on the UPRR and the impact that a railway accident involving this cargo would have on the proposed and existing residential neighborhoods.
3. Study the traffic mitigation provided by some small retail, such as a convenience store, in the proposed development.
4. Study the impact on livability within the proposed project due to both highway and railway noise and vibration including the proposed high-speed rail which will be above this project.

Natural Habitat

1. Study riparian species use of area, specifically how the Swanson's Hawk and kites feed and nest in the project site and the adjacent parkway. Study whether increased traffic from this project will impact these riparian species in this area.
2. Study the area as a transit/migration area for native animals to/from the river.
3. Study the area for vernal pools that have been previously bulldozed by the developer.

4. Study the plowing, leveling and other preparation activities currently going on in the project area and how they have negatively impacted the native habitat and hawks.

Dana Allen, Associate Planner
Community Development Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
dallen@cityofsacramento.org

July 8, 2013

Re: Comments regarding the NOP for the proposed McKinley Village Project adjacent to Midtown and Sutter's Landing Park

Thank you for the opportunity to submit comments on the proposed McKinley Village project that would be located adjacent to Midtown and Sutter's Landing Park via access across the landfill mound. The landfill mound and Sutter's Landing Park presently provide habitat for a number of sensitive wildlife species. This wildlife activity has been documented by local groups including Friends of the River Banks (FORB), Friends of Sutter's Landing Park and others. Recent proposed projects in the area have not taken this information into account adequately; it is important that the necessary studies for the proposed McKinley Village project do so.

While the concept of an infill development project like this is a good one, the current proposal raises a number of concerns about air quality, drainage, flooding, noise, traffic and others, and would impact those living nearby in Midtown. It is also incompatible with existing recreation and wildlife values at the Sutter's Landing Park and would unnecessarily impact them. The cumulative impacts from all the proposed and ongoing projects in the area must be adequately evaluated as well.

The proposed project should be withdrawn and reevaluated for other options and configurations that would not impact Midtown and the Park unless the environmental document for this project includes adequate measures to avoid and fully mitigate all impacts.

A number of local groups, such as Friends of the River Banks and Friends of Sutter's Landing Park, have come together to develop a long term vision for the park that is much more appropriate to consider. The proposed project is not compatible with this vision and

the project must be redesigned to do so if it is to go forward.

I have lived in Midtown for seven years and have visited the park area since we moved into the area. This area is a very special place so close to the heart of Sacramento and provides a high quality of life including easy access to work, businesses, events and very valuable nearby open space and wildlife habitat. These values would be negatively impacted by this project as currently proposed.

I've participated in many field visits to the area with Friends of the River Banks where many people, including families with small children, have had the opportunity to experience nature nearly in their backyard. This increasingly rare opportunity has great environmental education value as well as providing for a quality of life experience. These values would also be impacted by the McKinley Village project as currently proposed.

One of the main values of these outings and my general experience at Sutter's Landing are the great opportunities to view wildlife up close on a daily basis. This has been well documented (Friends of the River Banks--What's there?) on the Friends of the River Banks website. At least 102 species of wildlife have been documented at the park. A number of these are sensitive or listed species. Recently, an active Swainson's hawk (state listed Threatened species) nest was identified just south of the proposed development site and another is known from just across the river to the north. These hawks forage at the parcel now along with a large number of other raptors. In June, an estimated two dozen Swainson's hawks were documented foraging at the McKinley Village parcel along with Whitewhite-tailed kites (fully protected species), turkey vultures, red-tailed hawks, red-shouldered hawks, kestrels, and other species. This valuable and existing foraging habitat would be lost by construction of the proposed project and ongoing activities there once it was developed; these impacts must require full mitigation.

FORB has organized monthly events that bring people out to Sutter's Landing Park, including the river area, for over 6 years now. During that time hundreds of people have come out during dozens of events that focus on this unique area within our neighborhood and the city overall.

FORB now has a list of at least 77 birds, 16 mammals, 6 reptiles and 3 amphibian wildlife species known to live and share this area with us.

FORB activities and the observations of individuals have documented many native and sensitive wildlife species at Sutter's Landing Park. This information is maintained on the FORB website and updated regularly. The observation of these species is well known and enjoyed at the popular events FORB now holds at Sutter's Landing that bring many people including families with small children to enjoy them every month.

FORB has taken an initial step to restore a small area of the habitat in this area with a pilot project in 2010. Local groups worked with the city and others to apply for a river parkway grant that brought approximately $1.5 million dollars to further enhance the park and restore more native habitat for wildlife. Additional information on restoration plans and activities is maintained by FORB along with volunteer opportunities to get involved later in maintaining the area and helping monitor the wildlife using the area over time. These opportunities will include environmental education and citizen science and fun for all.

FORB events have shown that Swainson's hawks have successfully nested in the immediate area for at least the last four years. In that time daily foraging on the landfill mound by nesting Swainson's hawks as well as other raptors has been documented. It's well documented now that the habitat on the mound provides an important source of food in the form of voles and other mice that are easy prey in the grassland habitat there.

The existing open space and habitat values at the proposed McKinley Village site are similar to those found at Sutter's Landing Park and contribute to these values now. Impacts from the loss of this habitat should be fully mitigated so as to enhance these values at Sutter's Landing Park. Restoration at the park should be a requirement for the approval of this project. As proposed, the project would not include adequate mitigation for park and habitat values or for impacts to residents of Midtown. For these reasons the proposed McKinley Village project is inappropriate as designed for Midtown and Sutter's Landing Park and should not be approved unless significant changes come when the environmental document is finished.

I strongly support well designed in-fill development. However, a development project within or adjacent to the American Parkway must be compatible with the documented wildlife and open space values as well as planned and existing recreation uses there. There are also hidden costs of such incompatible development, including loss of wildlife habitat, public recreation values and opportunities, as well as biological mitigation costs. This must be adequately identified and addressed in the studies done for the proposed project.

Mitigation for the habitat loss that would result from development at this site should be done at the adjacent park, not offsite. Offsite mitigation would be inadequate for the resulting impacts that would occur on the park.

If the city goes forward with this development it will be necessary to start with a full environmental study and biological study that take into account the considerable local information that has already been gathered by FORB and others.

Sutter's Landing provides a rare opportunity for the residents on the area and city overall to enjoy time in a large open space area along the river. This park is within the American River parkway, which is considered a jewel at the state level and beyond. More people enjoy the parkway than travel to Yosemite every year and it's right in our backyard. With a little effort and commitment, we can restore the area to provide much greater values to the area for future generations. Such commitment would allow more of the landfill cap to be vegetated to manage runoff and provide habitat for wildlife and recreation for all of us. We can't afford to further impact the area and lose the scenic views, peaceful open space, and valuable wildlife habitat that allow us to be close to nature without ever leaving home.

I have identified many reasons why the proposed development project is not appropriate for this area as currently proposed. If the project goes forward, it is necessary for the city to conduct a full environmental impact report with alternatives that do not include siting the project within the park. A complete biological study would need to be conducted to adequately address existing information and known impacts that would occur to sensitive and listed wildlife species.

I urge the city to require a complete and thorough evaluation for this project and reject it as currently proposed unless it can be clearly shown that all impacts to Midtown residents and Sutter's Landing Park are avoided or fully mitigated.

Sincerely,

Dale T. Steele
301 27th Street,
Sacramento, Ca 95816

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date:

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: Chris Smith

Email: Chris@SacTownRealEstate.com

Address: 615 27th Street, Sacramento, CA 95816

Organization: None, neighbor to the project impact area

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

July 8, 2013

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

RE: McKinley Village (P08-086)

I am concerned about the access to and from this project from A Street and 28th Street. My concerns are:

1) the impact to the residential neighborhood on 28th Street. There will be many additional cars traveling Northbound on 28th Street getting into the project. Cars leaving the project could be diverted onto C Street and then onto 29th going South, but cars coming in must come North on 28th.
2) how will the wildlife along the river corridor be affected by this increased traffic.
3) will this access be sufficient to handle the number of vehicles that may come through the railroad crossing if there is a flood and the other access points are closed?

It would seem prudent for the city to request an environmental study of the option of widening the proposed bicycle tunnel under the UPRR embankment to a full vehicle underpass. This 2nd underpass would allow 3 points of ingress/egress to the project which would help relieve traffic problems on the two proposed roadways and give emergency vehicles another way to quickly access the property if needed.

Thank you for allowing me to comment on the project.

Sincerely,

Chris Smith
615 27th St
Sacramento, CA 95816

City of
SACRAMENTO

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date:

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: Cheryl Sherman

Email: Cheryl@5-Wheels.com

Address: 440 Santa Ynez Way Sacramento, CA 95816

Organization: Neighbor

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

I am very concerned about the possibility of this project going through. I am completely against it for the following concerns

#1 This project must have its own ramp on + off Business 80. It will cause too much congestion for the McKinley Park/East Sac Neighborhood + Midtown neighborhoods if they dont have their own entrance into their community

2) I am Highly concerned w/ the addtl traffic into the East Sac Neighborhood coming through Tivoli & 40th at Elvas. 1st of all, it is my understanding that the 40th & Tivoli entrance will be an underpass w/ the trains but the At 28th Midtown Entrance will be a normal train crossing. This is a busy train tracks & it is only logical that if someone has to wait at a train tracks at one location vs. go under the train tracks at another location — Eventually the choice will be to go under the train tracks at 40th & Tivoli leading to way too much traffic through my neighborhood.

2nd I am very concerned w/ addtl traffic coming into East Sac [redacted] + mid town such as Schooling, Grocery Shopping & Other Services (Restaurants, Post Office, Etc) I have heard that McKinley Village wants to get accepted into the Theodor Judah Elementary School & that school district. That will be a significant more traffic to do this w/ 328 more homes. These people will need to go grocery Shopping & they will probably go to Compton's, Safeway at Alhambra & K, & Savemart & Trader Joe's on Folsom. They will be going through East Sac Neighborhoods probably bordering Elvas, McKinley, 39th (all the way to Folsom from Elvas) Alhambra & a variety of other streets. → probably 46th will be impacted & many Fab 40 Stree

These people will also eat at restaurants in East Sac & Mid town

causing more traffic through J St, Elvas, Folsom, K Street, Alhambra + a variety of other ~~places~~ streets.

3) It has already gotten challenging w/ traffic + parking due to Orphan (a restaurant on C + 35th). There are parking issues on C St, 35th St, D St Etc This area will probably get worse w/more people living nearby wanting to eat at this facility.

4) w/ 328 more new homes there will be more traffic backups on the freeway heading to CAL Expo. It is already a major traffic jam + we dont need more cars on the Roadway.
I also heard that the Cal Trans was looking at closing down the E St Entrance (un Related to this project). This would be a terrible issue for the streets in the McKinley Park area. Then adding 328 new homes would be extremely bad traffic.

5) I have concerns w/ the Amt of Homes going in. It will have a negative impact on the environment with that many homes. It is too much an Urban Sprawl like Elk Grove + Natomas. Too much waste as well due to construction on that many homes.

The Bottom Line is that we already have a lot of traffic issues in East Sac & Midtown. We dont want more traffic or more Homes. This project only benefits the builders & creates more a headache for the neighborhood it is near. It uses a name similiar to McKinley Park to draw interest in the project but destroys our area w/ More traffic + noise concerns. Please reject their request for building this site. The community deserves something better than these tract homes.

Thank You!

Cheryl Sherman

Dana Allen

From: Brian Holloway <brian@hlandco.org>
Sent: Tuesday, July 09, 2013 9:29 AM
To: Dana Allen
Cc: Deane Dana; greg lim; Martin Katz; Steve Cohn
Subject: McKinley Village EIR
Attachments: McKinley Village Questions.pdf; ATT00001.htm

Dear Ms. Allen,

The MENA Board, in conjunction with the East Sacramento Improvement Association jointly held a community meeting to receive comments on the above project on June 4, 2013. We collected both written and verbal comments and suggestions provided by the audience and are submitting those to the Planning Department (see attached) for written response by the City's Environmental Consultant.

However, the MENA Board wanted to expressly request that the EIR Consultant respond to the following questions and/or comments:

1. The traffic study should consider the latest proposed ingress and egress points of the project and not just rely on those contemplated in the 2008 proposed project, on the same site.

2. The EIR should look at the impacts for the potential for additional flooding risk or (lowering of risk) based upon the location of the elevated railroad tracks adjacent to the site, the proposed on-site detention facility and the impacts to residents and commuters of the potential installation of flood gates at new vehicular underpasses beneath the elevated railroad tracks.

3. The EIR should look at the comparative impacts of the now-proposed alternative plan by Caltrans for usage of the site as a railroad corporation yard.

Thank you,

Brian Holloway, Land Use Chair

McKinley Village Questions 6/4/13

Transportation

Would you(developer)consider placing a ½ street closure at 28th and B, directing traffic coming out on A Street exit to 29th to reduce traffic through Midtown?

What is the geographic extent of the traffic study? Will traffic counts be taken or old ones used? What traffic mitigation(on adjacent neighborhoods) has the city required for other residential projects? How will neighborhood comments be reflected in the EIR?

Will this project significantly increase traffic on neighborhood streets?

Whats going to happen to the turn abouts to control traffic on the west side of Bus 80?

How are you going to mitigate impacts of auto traffic on Sutter's Landing Park?

How do you plan to mitigate traffic flow issues to residents of 40th St and Tivoli? What traffic is expected on 40th Street from this project?

Why 40th Street for an entry/exit and not Lanatt?

Why is midtown not included in the discussion of traffic impacts? ("at least 1300 cars a day")

Will light rail be accessible to this project?

Where is the proposed bus stop referenced by the developer? Is the route known?

Why not include vehicle access at Alhambra which is closer to stores/schools?

Has the railroad expressed concerns about 1700 current daily plus 1300 more cars from this project using the 28th Street overgrade crossing?

How will traffic impacts be mitigated on 28th Street and C Street? What other streets will be impacted and what mitigation including pedestrian safety has been discussed?

Freight trains are frequent at the 28th Street overcrossing and regularly block the roadway. What are your (developer) plans for addressing this bottleneck?

Has a 29th Street access point been investigated(demolition of a commercial building would be required) by the developer?
Doesn't Caltrans need this site to decrease traffic congestion on Bus 80?

Can an auto entry be made onto the Bus 80 (northbound) lanes for this project?
Developer indicated Cal Trans has said it is not an option.
Prior development proposals for the site have included a freeway interchange, is that possible? Cal Trans has indicated it is not an option.

Is the addition of 500 vehicles from this project per day on local streets going to create significant additional congestion in East Sacramento?

What additional public transit/bicycle access (other than Alhambra Blvd) are proposed for the project?

When will the traffic study be available to the public?

Is there another way to redesign the A Street/28th Street exit so that 28th Street is not heavily impacted?

Will 40th Street become a freeway endangering local children in the neighborhood?

What speed control will be considered for impacted neighborhood street?

Why the need for a variance on the street radius?(Elvas?)

Will the project proceed only if all points of access are ok'd?

How many vehicles per day in and out of the project are predicted?

Please descibe in greater detail the access to the site and where that occurs?
Developer addressed this question utilizing site maps.

How much research did you(developer) do on creating vehicle access at Alhambra?
Can it be used if another access point is not available?

Energy efficiency/Leed certification

Why hasn't this development been designed as a net zero(solar) user?

Project Site

Who will maintain the trees? Is this project consistent with the City's sustainability plan(no on site shopping)?

Housing on Site

Why is there no senior housing/apartments/multifamily or commercial on the site?

Have you(developer)conducted a market analysis to determine the demand for housing in this location? Will a percentage of pre-sales occur before construction?

Will there be a specific plan to vary the housing design within the various "villages"?

Why no low income housing?
The City has a mandate to increase low income housing in new development. Will you(developer) honor this?
How many low income housing units are you(developer) building?
According to the City of Sac NOP released 5/24/2013, the City expects low income hsg to be included in this project. How do you intend to incorporate such housing into this project?
Would you consider incorporating less expensive for-sale homes or affordable apartements into your(developer)project? (income of $30-60K)

Why would a home buyer pay $300K to $600K for houses adjacent to Bus 80 and the railroad lines? How will noise and shaking from both sources be mitigated?

How will this project and 328 new homes impact the values of existing homes in the east sac/McKinley Park area?

How many homes will have the option for a "granny cottage" above the garage?

What are the densities per acre of housing compared to River Park, East Sac etc of the project?

Construction

Will construction equipment and materials come through the new 40th Street entry. How will parking with Cannery employees be managed?

Will construction noise from the project be noticeable to nearby residences?

Will local east sac and midtown vendors be used in this project?

Will local neighbors be compensated for noise and access limitations to Elvas because of increased traffic from this project.

Storm Water Retention/Sewer/Flood Prevention

Can you clearly explain your(developer)flood safety plans/mitigation? Developer addressed city required flood protection for the project.

Don't public health studies indicate that adverse health effects occur to persons living adjacent to congested freeways? Developer indicated statewide studies do not support this concern.

The site is a lake/slough and could flood. Why is the development being allowed by the City when it puts hundred of persons at risk?

Will the developer pay for the floodgates needed for the development project? Yes

Will flood risk and/or flood insurance requirements for East sac be impacted by the developments opening of the secondary levee?

Infrastructure

Would you consider creating a fund for neighborhood improvements(Sutter Park), bike trail extension etc.?

What is the access to Sutters Landing Park and the American River Parkway from the project? A Street

Will local storm flooding in East Sacramento be improved because of this project and the inclusion of a city water retention basin? Yes, the City and developer discussed the proposal.

Will new storm and sewer lines be tied into existing east sac lines? Yes Will upgrades to infrastructure be done by the developer?

General

How much are you(developers) asking our City budget to encumber?

What "enticements" are offered to neighbors of the project?

How do the surrounding neighborhoods(Mid Town and East Sac) benefit from this development?

Where will these buyers kids go to school? Existing public local schools are at capacity.

Who will maintain the projects parks? Homeowners association of the project

How will freeway noise and railroad noise be mitigated for new homeowners in the project? Construction design and landscaping will be utilized

How will old growth trees be planned for and planted on the site? The developer discussed use of local trees and larger tree planting. Tree growth will still need 10-15 years to reach ideal growth levels.

How will the developer mitigate the increased usage of the project on McKinley Park and Sutters Landing Park?

What are the standards to be considered on infill projects?

Can you(developer) name one thing about this development that is positive for East Sacramento? The improvement of east sac storm water retention because of the projects was discussed.

How will this project help the environment?

What provisions will be made for supplying police and fire service?

Has SCUDS been contacted concerning availability of public schools for students at this project? Theodore Judah is near capacity, has that issue been addressed by you(developer)?

Could a high school be put on this site instead of housing?

What opportunities will neighbors have to influence this project? Greg Bitter, City Planning, the NOP hearing next week provides neighbor comment on this phase of the project.

Have other proposed projects been analyzed to determine the full impact of this project on the community?

Is there anything being done to ensure the protection of habitat for the sensitive species Swainstons hawk?

If the project is not approved by the City, would the owners consider donating or selling the land to the city for an expansion of Sutters Park

Have MENA or ESIA taken a position on the project? No, both Associations stated this at the meeting.

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date: July 9, 2013

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: Elizabeth Campbell and Jeremy Lockwood

Email:
belloq@gmail.com

Address: 2718 D Street, Sacramento, CA 95816

Organization:

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

Safe Routes to School and the Impact of McKinley Village Development on Traffic in the Alhambra Corridor

We are homeowners on D Street near 28th Street; we have lived here since 1998, and our children attend Theodore Judah Elementary on McKinley Boulevard in East Sacramento. Like other residents we are concerned about traffic impacts from this proposed project, but unlike other commenters our concerns center around the specific impact this project will have on midtown children attending school in East Sacramento.

Earlier this year Sacramento Unified School District voted to close Washington Elementary in midtown. Many of the students displaced by this closure will attend Theodore Judah in East Sacramento. Midtown kids already attend Sutter Middle School. The district does not provide bus service, and many of these kids bike or walk to school. Their route is already a very dangerous one: the E Street/McKinley Boulevard traverse between 29th Street and Alhambra Boulevard is high traffic during the morning commute time, with gridlock and aggressive driving. On their way home from school kids must traverse the E Street onramp to Business 80. The H Street traverse is significantly worse throughout the day and is not a reasonable option.

Preliminary estimates suggest that the McKinley Village development may add as many as 3500 additional automobile trips every day, and much of that traffic will impact this already overburdened area. E Street between 30th Street and Alhambra is narrow and lacks bike lanes, has a freeway on-ramp on one side and a busy intersection at each end. This is already an unsafe situation and the proposed development will make it worse.

If this project goes forward, traffic mitigation measures must be part of the process. Some ideas we have seen include a dedicated bike path between Sutter's Landing and East Sacramento (possibly utilizing the proposed bike/pedestrian tunnel at Alhambra), a bike path through McKinley Park accessible at F Street, or closure of the E Street on-ramp to Business 80. All of these options must be considered if this project is approved.

In addition to measures to *manage* the traffic impact, measures to *decrease* the traffic impact of the project should also be considered. The project as proposed is neither transit nor bike/pedestrian friendly: the bike and pedestrian tunnel at Alhambra merely dumps cyclists into the same unsafe conditions described above, and the nearest RT transit stops (Alhambra and McKinley, 34th Street and McKinley) have recently been discontinued by RT. And realistically, the development site is remote and not within reasonable biking or

walking distance of existing amenities, with the possible exception of McKinley Park.

Moreover, the proposed housing is clearly intended to be family housing, with 3 and 4 bedroom single family units. While we recognize a critical need for housing of this capacity in the central city, the reality is that these units will be occupied by families, and experience has taught us that it is very difficult for a family, even in the central city, to avoid car trips. This issue is exacerbated by the complete absence of services in the proposed area. Without parks, shops, restaurants, or other amenities, we fear that the 3,500 car trips per day may be a low estimate.

In short, we fear that the project as proposed lacks sufficient infrastructure to support itself without greatly overburdening the surrounding neighborhoods, and that the impacts of this lack of infrastructure will be disproportionally borne by already displaced school children in midtown.

July 7, 2013

Dana L. Allen, Associate Planner
Environmental Planning Services
Community Development Department
City of Sacramento
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

McKinley Village Proposal Response PO8-086

I am writing to respond to the proposal by River West Investments to build 325 homes at the Assessor's Parcel Number 001-0170-028.The project site is bounded on the south and east by the elevated portion of the UPRR tracks and on the north and west by the Capitol City Freeway.

If approved as proposed, this project has major negative impacts to several regional development projects and future area transportation expansions.

1. Sutter Landing Parkway (Richards Boulevard Connector).

The General Plan (http://www.sacgp.org/index.html) has identified the future development of a parkway road, Sutter Landing Parkway (Richards Boulevard Connector) as a road that must be built to connect the I50 Highway to the Sutter Landing Regional Park, Route 160, to the major Railyard Central City Development and the new proposed arena and surrounding Downtown entertainment district. The Sutter Landing parkway is critical to the development of a regional park, the largest urban infill project in the West Coast and the new arena.

Negative Impact: McKinley Village Proposal would if approved would eliminate the Sutter Landing Parkway by abandoning the ELvas Roadway and Lanett route and eliminating the needed land inside the proposed McKinley Village Proposal.

Recommendation: River West Investments must alter their plans by allow enough land for the future Sutter Landing Parkway and abandon the 40th Street underpass and use Lanett Street as the underpass to connect to ELvas Road.

2. Union Pacific Railroad Expansion

UP is planning additional train lines (see attached reports, Sacramento Roseville 3rd Track and CAL HSR).

Negative Impacts: River West Investments must set aside sufficient land to allow UP to expand. Also these additional train lines and the train traffic will eliminate the use of 28th Street as an access point for the McKinley Village Housing Proposal.

Recommendation: River West Investments must set aside sufficient land to ensure UP can add the additional tracks. Also River West Investments must designate 28th Street as a bike and pedestrian access since in the near future it will no longer be available for automobile traffic and enlarge the opening at Alhambra for 2 way auto traffic.

3. Caltrans I80 Expansion

Caltrans is planning a future expansion of the I 80 Highway that borders the McKinley Village Project (See attachment SR 51 PL Final 01-08-13). This should include on and off ramps to connect to the Sutter Park Landing Parkway.

Negative Impacts: River West Investments has not allowed sufficient land to allow Caltrans to expand I80 thereby improving a bottleneck highway, reducing pollution and connecting with the Sutter Landing Parkway.

Recommendation: River West Investments has to redesign its housing proposal to allow sufficient land for the Caltrans expansion and the addition of an on and off ramps to connect to the Sutter Landing Parkway.

4. Traffic Impacts to Local Streets

River West Investments is funding a traffic study on the impacts of their proposal to access 28th and 40th Streets for automobile access to the McKinley Village housing project. According to the General Plan (http://www.sacgp.org/index.html) both streets are designated as local streets.

Negative Impacts: Although the traffic study has not been completed, the increase traffic could potentially exceed the capacity of the local streets.

Recommendation: River West Investments should re-design the access points into their proposed housing developments to connect with city streets designated as collectors or artilleries such as ELvas through Lanett and to Alhambra Boulevard.

5. Caltrans New Proposed Capitol Railyard

Caltrans is currently examining the use of the land River West Investments has proposed for their housing project for a major new railyard and maintenance facility for Amtrak trains. Caltrans needs to build a new maintenance facility for Amtrak's Capital

Corridor and San Joaquin Corridor trains (See attached Sacramento Bee Article, Friday July 5, 2013)

Negative Impacts: River West Investments if approved would have a very serious impact to the expansion of train transportation in Northern and Central California.

Recommendation: Place a temporary hold on any approval for the River West Investments McKinley Village Proposal until City and State officials determine the final location of the Capitol Railyard.

Conclusion

McKinley Village proposal if approved in its current design would negatively impact several major transportation and development plans including the development of the UP Central City Railyard Infill Project and Arena Entertainment District that are larger in scale than the McKinley Village Project and have not only city but regional impacts.

For the greater good of the city of Sacramento and Northern California I suggest that McKinley Village Project be placed on hold until the new Capitol Railyard location is finalized. Also if the McKinley Village Project is still planned for the current suggested site it must alter its design to allow sufficient land for transportation rail and road expansions and relocation of automobile access to Alhambra Boulevard and Lanett Streets that are designated to handle the increased traffic.

SACRAMENTO

State wants new capital railyard

CALTRANS LOOKS AT CITY PARK OR FORMER CENTRAGE SITE AS PLACE TO SERVICE AMTRAK TRAINS

By Hudson Sangree hsangree@sacbee.com

Sacramento has spent decades cleaning up and finding new uses for two historic city railyards. Now the state of California wants to build a new one in the urban core.

State transportation planners are looking at sites in east Sacramento and at Sutter's Landing Regional Park along the American River, as places to build a major new railyard and maintenance facility for Amtrak trains.

Word of the state Department of Transportation's plans spread in the last few days and surprised city officials and developers hoping to build hundreds of homes on the east Sacramento site.

"We just learned about it this week," said Megan Norris, vice president of Riverview Capital Investments. The firm, headed by former state Treasurer Phil Angelides, has been promoting plans to build Mc-Kinley Village, a 328-home development, on the vacant swath of land by the Capital City Freeway. The property is commonly known as Centrage, after one of several failed projects there.

Sacramento City Councilman Steve Cohn, whose district contains both areas under consideration, said the revelation that Caltrans was looking at the sites to service Amtrak trains "came as news to me."

He said any plans to put a railyard at Sutter's Landing Park, built atop a former landfill, would be unacceptable. A map of the proposal suggests the railyard could impinge on city parkland. Even if it didn't, Cohn said the city is planning to expand the park by acquiring acreage now in private hands. "We spent a lot of time and effort to convert an industrial facility into a park," he said.

Caltrans spokesman Mark Dinger said the department's plans are preliminary, with the two Sacramento locations being evaluated.

"We are going to be in discussions with the city of Sacramento on the proposed sites," he said. "However, it will be some time before a determination is made."

Caltrans, he said, needs to build a new maintenance facility for Amtrak's Capital Corridor and San Joaquin Corridor trains. The current maintenance facility in Oakland is at or near capacity, he said. "They want to develop another one for future needs."

A Caltrans project description says the Federal Railroad Administration last year awarded it a $168 million grant to buy six locomotives and 42 passenger cars to bolster the two lines, and the Oakland facility will be unable to maintain all the new cars.

A new facility would provide inspections and repair, along with refueling, food restocking and cleaning of the interior and exterior of trains.

A Caltrans rendering of the proposed maintenance facility on the 48-acre McKinley Village site shows 28 tracks with shops to service locomotives and coaches. It includes buildings for contractors and administrators, employee parking and a train wash.

Cohn said he would be open to the facility at the Mc-Kinley Village site, where some neighbors oppose the proposed housing development. The area is walled off from existing neighborhoods by a 20-foot elevated rail line and sits beside speeding freeway traffic. Noise mitigation measures might be put in place, and modern rail facilities tend to be cleaner than their 19th and 20th century predecessors, Cohn said.

News that central Sacramento might get a new rail-yard arrived the same week that state environmental officials approved a toxic cleanup plan for the central shops section of the downtown Sacramento railyard. The area was a locomotive manufacturing and railroad maintenance facility for 130 years, leaving numerous contaminants in the soil. The 240-acre former Southern Pacific railyard is being readied for redevelopment as an extension of downtown with housing, offices and stores, as well as a major railroad technology museum.

At another former railyard in the Curtis Park neighborhood, developer Paul Petrovich spent $30 million cleaning toxics from the soil. He plans to build 268 homes and retail shops on 72 acres near Sacramento City College. Construction is expected to start soon.

To address the prospect of a new railyard, Cohn and city staff members are planning to meet with Caltrans officials Monday to learn more about their plans.

"We know our region better than they do," Cohn said.

McKinley Village developer Norris said she had spoken briefly with Caltrans officials earlier this week. She said she came away with the idea that they preferred the approximately 54-acre site at Sutter's Landing because it is at-grade with the existing rail line.

"If they decide it's going to be our site, we could have to look at it," she said.

The McKinley Village site was once owned by Caltrans but is now controlled by developer Angelo K. Tsakopoulos. The former peach orchard has seen a series of development plans defeated by neighborhood opposition.

The failures included a high-rise office, apartment and hotel development plan in the early 1990s called Centrage. Many area residents still know the land by that name.

The current housing plan has already ignited debate about whether it's the best use for the awkward site.

Norris said the property remains zoned industrial and could easily accommodate the rail plan. But the McKinley Village plan for leafy residential streets, with a central park and walking paths is a better option, she said.

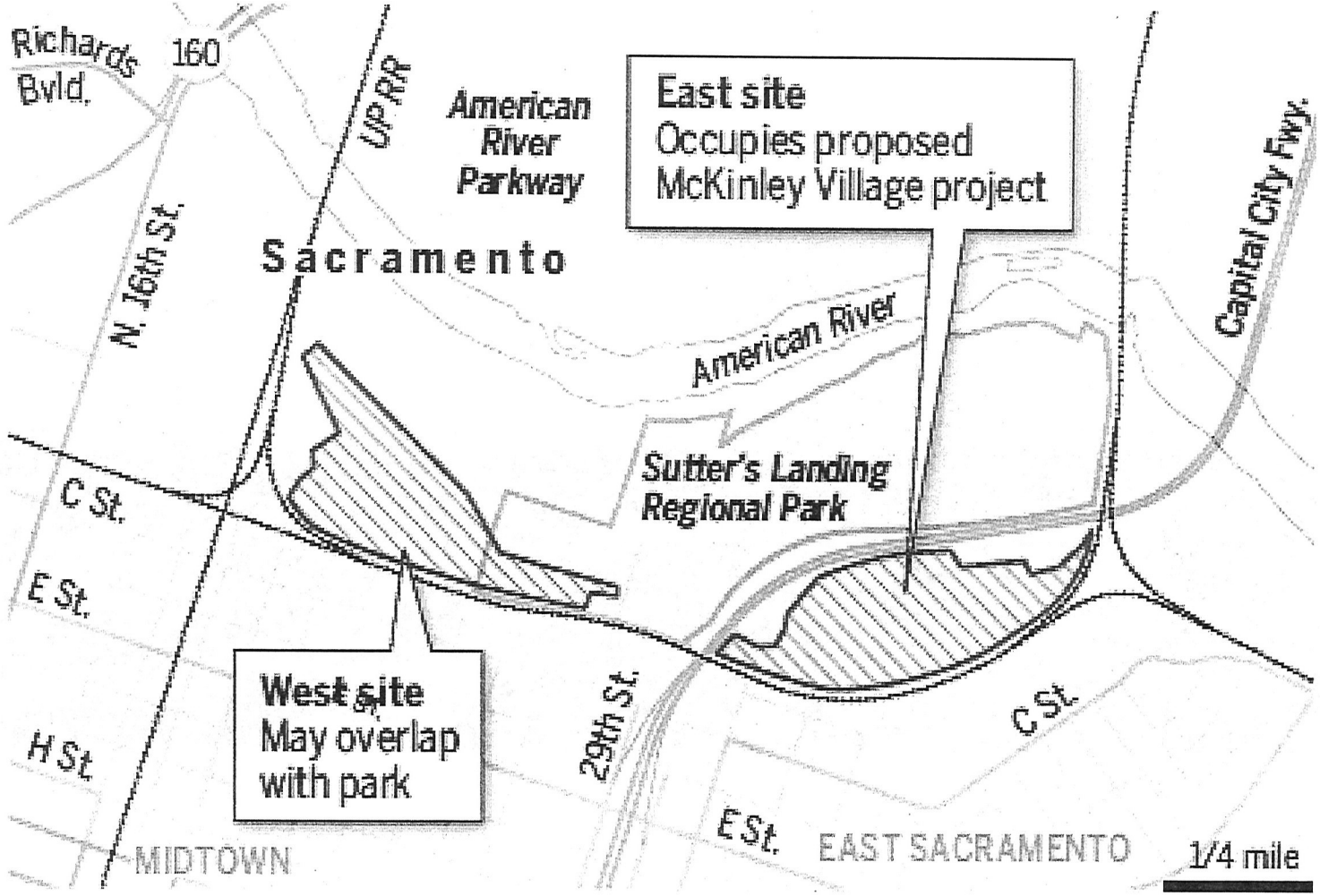
"We have every intention to move forward with this project," Norris said. "We think it's a great project and the best fit for the surrounding neighborhood."

Call The Bee's Hudson

Sangree, (916) 321-1191. Bee staff writer Tony Bizjak contributed to this report.

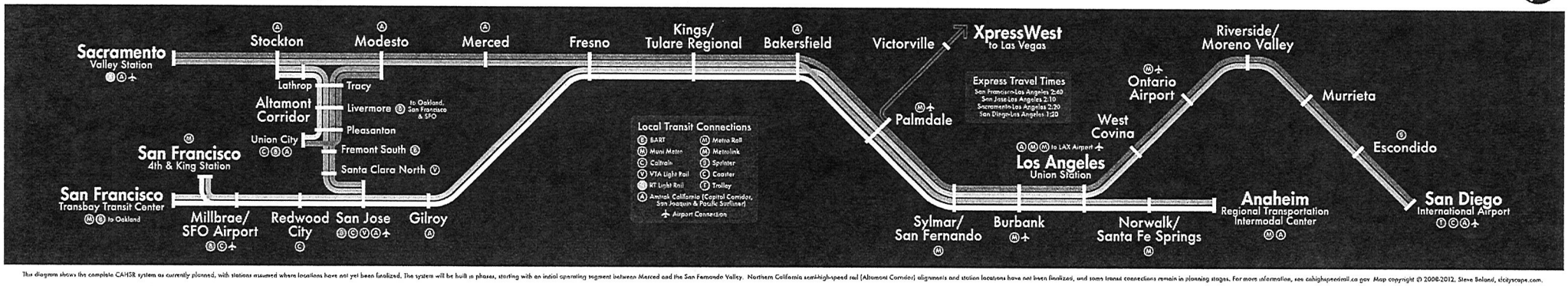
POTENTIAL SITES FOR NEW RAILYARD

Caltrans planners are considering two sites in central Sacramento for a major new railyard and maintenance facility to service Amtrak trains.



Nathaniel Levine
nlevine@sacbee.com

CALIFORNIA High-Speed Rail



The diagram shows the complete CAHSR system as currently planned, with stations assumed where locations have not yet been finalized. The system will be built in phases, starting with an initial operating segment between Merced and the San Fernando Valley. Northern California semi-high-speed rail (Altamont Corridor) alignments and station locations have not been finalized, and some transit connections remain in planning stages. For more information, see cahighspeedrail.ca.gov. Map copyright © 2008-2012, Steve Boland, stcityscape.com.

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date: July 8, 2013 (Emailed to Dana Allen)

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: Susan Brank

Email: susan.brank@yahoo.com

Address: 290 San Antonio Way, Sacramento, CA 95819

Organization: None. I am a resident and volunteer at Theodore Judah Elementary School.

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

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****

TRAFFIC

1. For the traffic study, please include the impact on **residents** of the new traffic noise, pollution, and wear and tear on small residential streets. Also, include the effect on the safety of pedestrians crossing the residential streets. The neighborhood has a high percentage of families with children who cross these streets. (Most traffic studies seem to be focused only on the driver's perspective by looking only at wait time at stop signs or stop lights or by looking at length of time to drive from Point A to Point B.)

2. For the traffic study, evaluate the projected additional number of cars that will travel on each of the following streets as a result of the 40th Street egress: Meister Way, Tivoli Way, 40th Street, San Antonio Way, San Miguel Way, 39th Street, 36th Way, and C Street.

3. Add more intersections to the traffic study.

   Include C Street at the following: Meister Way, Tivoli Way, 40th Street, San Antonio Way, San Miguel Way, and 39th Street. (There are curves at certain points on C Street, and with the added traffic, cross-traffic issues will arise.)

   Include unmarked intersections along 36th Way that **do not** have any stop signs or yield signs, including 36th Way and Meister, Tivoli, 40th, San Antonio, San Miguel.

   Include intersections of streets with McKinley Blvd including Meister,Tivoli, 40th, San Antonio, and 39th. They are likely to see increased traffic.

4. Ensure that the traffic study evaluates every aspect of the traffic impact on the **safety of over 400 children** who attend **Theodore Judah Elementary School**. With the additional traffic, it will become more risky and difficult for children and parents who cross the street on foot in front of the school on McKinley Blvd, as well as on 36th Way behind the school. Intersections close to the school will also become more dangerous for children who walk or ride bicycles to school. Please evaluate the problem of visibility and light conditions at different times of the year and different times of the day. For example, in the morning the sun can be in drivers' eyes, and between 4pm – 6pm children are leaving the START program and visibility is impaired by the sun setting. The school does not have flashing lights for pedestrians, and it is not funded for crossing guards.

5. Include in the traffic study the impact of the flow of school traffic, including school buses, with the additional traffic from McKinley Village.

6. There is already gridlock at the intersections of McKinley Blvd and Alhambra, McKinley Blvd and 30th Street during a large number of hours each day. Traffic on the I-80 is bumper-to-bumper frequently, and the on-ramp from 30th Street is metered , causing significant surface street back-ups. What will be the impact of even more vehicle trips through these intersections **both** for drivers and **residents** near those intersections? (Include the noise, pollution of idling vehicles, pedestrian impact.)

POLLUTION AND AIR QUALITY

7. Before starting construction, there should be on-site air monitoring at a minimum of 5 locations to measure for particulate matter, such as automobile and train emissions (including diesel), dirt/dust particles from the trains and auto traffic, ozone, and other air quality indicators. The McKinley Village is enclosed tightly by pollution-creating gridlock on I-80 and numerous daily trains. Conducting only modeling of the Health Risk Assessment would not be adequate for this parcel. (It would take decades for trees to begin to reach sizes that would begin to help offset any of the pollution.)

LAND USE AND TRANSPORTATION

8. By failing to include any stores or services within the new residential development, all 328 homes' residents would be forced to make more car trips in and out of their neighborhood.

9. Without shuttles to bus stops, it is unlikely that any residents would choose to walk the long distance to a bus stop on McKinley Blvd. "Sustainable" in-fill should include readily available mass transit.

10. Three-car garages simply encourage heavy automobile dependency.

NOISE

11. Noise issues need to be taken seriously for future residents of McKinley Village. The reverberating sound of loud trains and heavy freeway traffic cannot possibly be mitigated adequately by sound walls or earthen berms. Actual noise measurements should be taken in various locations on the property, including on the lots that will be closest to the train tracks and freeway.

12. Noise issues need to be evaluated for existing residents in the surrounding streets on which the traffic from McKinley Village will travel. The noise of the new traffic will be unacceptable on the currently quiet residential streets.

FLOODING ISSUES

13. By punching through the secondary levee under the railroad tracks, the existing neighborhood will have one less line of protection from flooding. The EIR needs to include an evaluation by experts on this matter from the Army Corps of Engineers. Also, the EIR needs to address the safety of McKinley Village residents who are trying to evacuate during flood conditions when the flood gate has been closed. They will face gridlock in trying to evacuate through only one exit.

MS. ALLEN –
ADDITIONAL SIGNATURES RECEIVED.

City of
SACRAMENTO

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date: July 4, 2013

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: John Joseph

Email: jjsacto@surewest.net

Address: 145 40th Street, Sacramento, CA 95819

Organization: _____

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

This is a specific objection to the McKinley Village Development Plan based on the so-called 40th Street extension. For the environmental review, the City of Sacramento needs to focus on the entrance and exit points to the development. The Village Development extension of 40th Street directly impacts the environment of both 40th Street and Tivoli Way. Both residential streets are targeted for cut-through use to reach McKinley Blvd. and Compton's Market and as an exit to the freeway and downtown Sacramento. A driver exiting the "Village" will have a decision to use C Street/Elvas or the closest streets to cut-through to McKinley Blvd. The closest streets to this proposed intersection are Tivoli and 40th Street.

Currently the traffic on C Street/Elvas is increasing because of the population growth of the Cannery project from 1000 to 1250 persons. Increased traffic on this through-way would automatically invite traffic diversion down residential streets to McKinley Blvd.

The impact on residential use together with a reduction in property values is evident. It is the duty of the Community Development Department to determine the extent of proposed cut-through use onto residential streets. From the developer's plans and a visit to the site location, the exit from McKinley Village to C Street/Elvas will be at the abandoned electrical substation. This intrusion would appear between 40th Street and Tivoli Way.

Previous attempts to develop the infill property have planned a tunnel beneath the elevated railroad berm to exit via Lanatt Street. The current project rejects the Lanatt exit to avoid street widening and financial mitigation to commercial and residential interests. Lanatt Street is commercial and exits toward an auto repair location and a rehabilitation facility together with residential property facing Elvas Avenue. The intersection of Lanatt and Elvas would allow more efficient traffic light control. Use of this exit would avoid cut-through issues impacting on solely residential streets.

The increased traffic of the 40th Street cut-through to McKinley Blvd. is a serious project flaw made entirely on cost estimate with little thought to the impact on residential use. This will adversely affect peaceful enjoyment of property, including from time to time my five grandchildren on the sidewalks, and constitutes a very negative environmental impact.

Respectfully submitted,

John Joseph
145 40th Street,
Sacramento 95819

Additional comments by residents impacted by the planned 40th Street Cut-through are included. Notice of Availability by these residents are also requested.

Name Katharine Earl

Address 116 40th St Sac Ca 95819

Email (optional) Katieearl@rocketmail.com

Comments:

Name Debbie O' Jones

Address 122 40th st 95819

Email (optional) _____

Comments

Name Kathleen Fitzpatrick

Address 5213 Huston Ct 95819

Email (optional) _____

Comments

Name Jane P. Smith

Address 117 40th St.

Email (optional)

Comments I agree with all this –

Name Louis Yanez

Address 107 40th St. SAC 95819

Email (optional) learnwisdom@sbcglobal.net

Comments The noise level and vehicul lighting is "comes into our home at night!

Name NICK Oxford

Address 106 40th St Sac 95819

Email (optional)

Comments

Name

Address

Email (optional)

Comments

Name

Address

Email (optional)

Comments

Robert E. & Petra Sullivan
400 37th St.
Sacramento, CA 95816-3426
916-457-3324
fx 916-451-6764
Email: dr.sullivan@comcast.net

Date: July 5, 2013

To: Dana Allen, Associate Planner
City of Sacramento
Community Development Department

Re: McKinley Village (P08-086)
EIR-NOP

Subject: East Sacramento Residents Comments

Dear Ms. Allen,

We have been residents of this neighborhood for the past 35 years and are genuinely concerned about all the enclosed questions regarding this potential development.

Please address these topics in the EIR.

Thank you very much,

R E Sullivan MD

Robert E. Sullivan, MD

Petra Sullivan

Petra Sullivan

Traffic Issues

1. Study how much money is needed for traffic mitigation (calming, routing, signs, crosswalks, lights)?
2. Study 3 scenarios of mitigation
3. Study what percentage of the developer's budget is needed for traffic calming?
4. Study the feasibility of three well-designed car traffic access points.
5. Study placement a vehicle passage on Alhambra Street.
6. Study the 28th street train frequency as relates to a development exit.
7. Study if a lack of Alhambra exit causes cars to exit on Lannat due to train hold ups at 28th.
8. The Traffic Study needs to study trips on streets, not just drive idling time.
9. Measure pedestrian and bicycle safety with the traffic study.
10. Study Stonebridge, McKinley Village, I Street Senior Housing, Alhambra Townhouses, Cannery and any other East Sacramento developments that will increase traffic. Combine the results of these traffic increases to give true picture of traffic overall in the next five years (with these developments).
11. Study safety and traffic, pedestrian use and parking around McKinley Park.
12. Study the combination of all the hospital shuttles to relieve congestion and study the possibility of the development participating as a partner in the combined shuttle service.
13. Increase the scope of the traffic study to include San Miguel Way, 39th Street, 40th Street and 36th Street. These streets will be heavily used to get to midtown and Downtown if the McKinley Village Project is approved and already heavily used to get to the nearby elementary school.
14. Study the project need for electrical car hook ups 5 years from now 10 years from now. Aren't plugins just around the corner?

Schools

1. Study impact of additional students on SCUSD, including impact on Theodore Judah and Sutter Middle school, include cost, new school needs, over population and safety of children walking to school. Extend study to twenty year forecast.

Flood Threats

1. Study response, alarms, openings and closings of existing flood gates.
2. Study how the developer can dialogue with FEMA about plans and development.
3. Study and define emergency plan needed for completed development.
4. Study developer insurance needs against litigation in the event of flooding or, other possible structural issues and failures.
5. Study long term responsibility of project's HOA for maintaining and paying for flood issues.

Storm and Sewer Runoff –

1. Study effects on current sewer system.
2. Study storm scenarios.
3. Study ground water and water table pollution.

4. Study upgrades needed and effect on East Sac system.
5. Study soil for pollution.
6. Study funding needed by project to protect East Sacramento from costs when the storm system fails and McKinley village is identified as a contributor to the flooding.

Access Issues

1. Study expense of shuttle between the site and RT bus lines on J Street.
2. Study street size needed in development for RT access.
3. Study current RT 34 route sufficiency and forecast the need through 20-years.
4. Study and include RT master planning regarding East Sac routes.
5. Study bringing Light Rail to the site.
6. Study cost of freeway on/off ramp serving the site.
7. Study possible overpasses to the site, as opposed to punching through the train beds on 28th and Lannat.

Scale/Livability

1. Study architecture for matching styles that the current eclectic architecture of East Sacramento/Midtown.
2. Study use of McKinley Village as the name of the project—geographically, esthetically, historically accurate?
3. Study the use of multiple East Sacramento/Midtown builders to complete the project.
4. Study the use of East Sacramento/Midtown vendors for subcontracting/support positions.
5. Study the impact of a $500 yearly city tax on development homes. Funds to go to maintain McKinley Park and Sutter's Landing.
6. Study and identify two other projects in the US that most closely match this project and separate out the merits and shortcomings.
7. Study the effect of freeway and train air pollution on the area.
8. Study and reveal the cargo carried by the trains on the UPRR.
9. Study flood insurance requirements for project.
10. Study flood insurance requirements of adjacent area if UPRR is breached.
11. Study bond requirements for development if UPRR is breached.
12. Study the need for small retail, convenience store, in the development.
13. Study the need for an East Sacramento Transportation Management District that would help to calm traffic throughout East Sacramento.

Schools

1. Study impact of additional students on SCUSD, including impact on Theodore Judah and Sutter Middle school, include cost, new school needs, over population and safety of children walking to school. Extend study to twenty year forecast.

Natural Habitat

2. Study riparian use of area, specifically how the Swanson's Hawk and kites feed and nests in the area.
3. Study the area as a transit/migration area for native animals to the river.
4. Study the area for native California wildlife.

5. Study the vernal pools that have been bulldozed by the developer (northwest side).
6. Study the developer's landscaping plan. Does it match historical East Sacramento/Midtown planting?
7. Study the historical use of the area for farming history.
8. Study the plowing, leveling and other preparation activities currently going on in the project are and how they negatively impact the hawks.

Developer

1. Study and identify the shortcomings of previous developments undertaken by the developer.
2. Study and indentify and define SMART GROWTH
3. Study how well the proposed development matches the tenets of smart growth.
4. Study how the developer met the tenets of SMART GROWTH in past developments.
5. Study and reveal all meetings the developer has taken with city council members, the mayor, and city employees in the last three years.
6. Study and reveal the estimated profit the developer will make.

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date: July 2, 2013

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: ____Paul Noble_____

Email: _____noblep5@comcast.net_____

Address: _____1021 42nd Street, Sacramento, CA 95819_____

Organization: _____East Sacramento Improvement Association_____

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

The board of directors of the East Sacramento Improvement Association would like to see the following areas thoroughly investigated during preparation of the Draft EIR for the McKinley Village Project:

The traffic study should be as exhaustive as possible, and analyze not only traffic impacts on the streets of East Sacramento and Midtown, but also on Business 80 between Highway 50 and Exposition Boulevard. Serious consideration should also be given in both the traffic study and Draft EIR to the need for widening that section of Business 80, given existing low levels of service. (This request is not intended to imply that project proponents should be responsible for the widening, but that a right-of-way easement could be reserved for possible widening in the future.) The traffic study and Draft EIR should also specifically analyze the new intersection proposed at C Street between 40th Street and Tivoli Way.

Evaluation of the cumulative traffic impacts should include the effects of all known and proposed projects in the vicinity, including but not limited to the new downtown arena, the replacement housing for Sutter Memorial Hospital and the "road diet" for sections of J Street and Folsom Boulevard.

Access into and out of the project area is especially important. The bridge over Business 80 from A Street should be thoroughly evaluated to determine if it is structurally strong enough to accommodate the level of motor vehicle traffic resulting from the project. The possibility of expanding the proposed pedestrian/bicycle access from Alhambra Boulevard to accommodate motor vehicles should also be investigated, since three all-purpose access routes should better disperse traffic into surrounding areas than just two. If only two vehicular access routes are

deemed necessary, a careful evaluation should be done to recommend which two of the three should accommodate motor vehicles and which should be limited to pedestrians and bicycles.

A thorough investigation should be performed concerning access to public transportation by residents of the project area.

The impacts of the project on the sewer/storm drainage systems should be thoroughly analyzed. These systems in the immediate vicinity of the project are already heavily stressed during storm events, so some form of mitigation (e. g., a reservoir for surges in storm water runoff) should be incorporated into the project.

Even though the railroad levee is not officially classified as intended for flood control, the utility of floodgates for new openings through this levee should be examined. Such floodgates should be designed to allow for immediate deployment should the need arise. Also, is the project in compliance with the 200-year flood protection standard being proposed by FEMA?

In the wake of the most recent round of school closures in the Sacramento City Unified School District, at least two of the schools in the vicinity of the project (Theodore Judah and Sutter Middle School) are at or close to capacity. Since the project proponents are seeking to transfer McKinley Village from the Twin Rivers Unified School District to the SCUSD, the Draft EIR should analyze whether mitigation measures will be needed to offset the impacts that could result from the increased enrollment at these SCUSD schools.

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date:

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: Carol Seperas/Harry Seperas

Email: cseperas@netzero.net

Address: 273 40th St., Sacramento, CA 95819

Organization:

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

SEE ATTACHED

Carol & Harry Seperas

Cseperas@netzero.net
273 40th Street, Sacramento, Ca. 95819

17 REASONS THAT THIS PROJECT SHOULD NOT BE APPROVED

1. Hundreds of cars driving in and out of our area causing extreme congestion, noise and pollution.

2. Project has no value to the McKinley Park East Sacramento Area.

3. Theodore Judah is already at full capacity.

4. Not in our Sacramento Unified School District .

5. Construction to project will be horrendous as The trucks, construction crew, materials etc. will have to be traveling thru our streets to get to the project.

6. The access to the development should be on highway 80 or thru Cal Expo Blvd.

7. The village should be called Cal Expo Village not McKinley Village. It is offensive that they (developer and contractors) think we should be impressed that they want to name it McKinley Village

8. Homes will not have the same character and appeal as ours.

8. Project will cause our homes to decrease in value.

9. The only people who will profit from this are the developers and contractors.

10. Our Great neighborhood appeal as one of the most desirable neighborhoods to live in Sacramento would be lost.

11. We are a walking neighborhood and this will add hundreds of cars on our streets which will make walking much more hazzardous.

12. We have very many young families in this neighborhood and safety for their children is a must.

13. More people more problems, such as crimes etc.

14. Developer and contractors want to call it McKinley Village as the selling value would be much higher than any other name.

15. The land is on the other side of the river and railroad tracks and is not East Sacramento.

16. We need to stop this project from becoming a reality.

17. 40th Street will become a freeway and will be very unsafe for the residents who live there.

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date: July 3, 2013

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: CM Ruby

Email: books.ruby@sbcglobal.net

Address: 121 - 45th St. Sacto. 95819

Organization: _____

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

Page 2 of Comments is attached

COMMENTS FOR THE EIR FOR THE MCKINLEY VILLAGE

JULY 3, 2013

FROM C.M.RUBY, SACRAMENTO 95819

I share the concerns being voiced by the several neighborhood groups about the negative impacts on our area adjacent to the "Village".
Here are additional specific concerns I am not yet hearing or reading :

1) Within the infill, no provision for light rail/buses stops to cut back on commuting traffic., additional pollution, noise. Public transportation MUST be provided for inside the "village".
2) No comment is offered re garbage trucks and other service vehicles which already struggle on our narrow streets.

3) Within the infill, apparently no affordable housing & transportation. Is this planned as a gated community with little or no interaction among the inhabitants inside it and surrounding it?

4) Outside the "village", the estimated time of construction and disruption in our Area. The EIR must not proceed without including the surroundings of the area 0f development.

5) What will be the likely or possible degradation of value of our homes parks, streets (parking spillover) and gardens.?

5) What encumbrances to the budget of the whole City may likely be assumed and approved?

FINALLY, THIS DEVELOPMENT COULD BE STOPPED IF THE CITY REJECTS AN Y CHANGE IN ZONING FROM EXISTING INDUSTRIAL TO RESIDENTIAL. HOW CAN ANY EIR BE BASED ON A DEVELOPMENT OF LAND THAT IS CONTESTED?

attachment to NOP

July 6, 2013

551 35th Street
Sacramento, CA 95816

Dana Allen
City of Sacramento
Community Development Department
300 Richards Blvd. 3rd Floor
Sacramento, CA 95811

RE: NOP of Environmental Impact Report for the 'McKinley Village' (MV) project
(P08-086) (SCH no. 200082049)

Dear Ms. Allen,
I am writing to you in regards to the livability and sustainability concerns that I would like addressed in the EIR.

MV is not consistent with the city's criteria for infill. It is a 'development' and should be viewed by the city as such.

Traffic from MV Residents –
Please address the impacts to pedestrians, bicyclists, pets due to the entrance and egress at 40th Street and cut-through traffic on the following streets:
35th Street between C & H Street (this is the designated "cut through" street on Google maps) and because of that fact, we have increased traffic and have to put in speed bumps. We have lost numerous pets due to the increased traffic from the Cannery Business Park & Mercy Cancer Center).
Meister Way from C to McKinley Blvd.
40th Street between C & H Street
41st Street between C & H Street
33rd Street between C & H Street
Please include in your assessment the diminished air quality from the additional car traffic.

I would like the EIR to address the egress and entrance on Lanatt Street, 40th Street and through an extension of Alhambra Blvd. We believe the Alhambra extension would be the least impact on McKinley Park residents and is a reasonable and feasible option. Lanatt would be a better second point and eliminate 40th Street. This would help deter *cut-through traffic* on to the narrow, residential streets of McKinley Park.
With 28th Street as one point and Alhambra as the second, MV will have the least impact on our McKinley Park residential streets. Case in point: River Park has 2 entrances that are very close together and both open to H Street.

Schools –
Please address the added burden of MV school children on Theodore Judah School. The school is maxed out and these additional K-6 grade children will need a school. Show us the mitigations you expect to require for these children's education without parents having to drive them for miles to go to school.

I believe when this project first was presented, Theodore Judah was lacking in enrollment – now it is the reverse. If MV children are to attend Judah, please require a bond or fee to the developer to enlarge Throdore Judah. Please also study the impact on Sutter Middle School.

Identity –
I would like the EIR to address the impact of MV on identity McKinley Park. I believe the developer wants to use McKinley Park's reputation as a model neighborhood for the marketing of MV. It is confusing, and is an infringement to our vintage neighborhood. The project should have its own identity and not try to be something that it is not. I would like to see a modern, edgy, green community with its own identity and name such as 'Sutter Commons' and some services for the residents such as a coffee shop, a convenience store, a restaurant, a shuttle if there is no RT transportation; maybe some apartments above retail. There is no real 'park' nor it is a 'village'. There is no proposed mixed use; no transit - it is a suburban development of new, car-centric, Laguna-type homes and has nothing to do with the vintage neighborhood of McKinley Park. It has no identity. There is no human 'connectivity' between MV and McKinley Park; it is very isolated. It will remain that way due to the secondary levy – all the more reason for the city to demand that this project is more thoughtful than is currently presented. Please study how this development can be more integrated into the City of Sacramento urban core and not be a 'island'.

Pricing –
I would like the development to be in demand to first time home buyers, hence an urban feel. I am afraid at the price point the developer is seeking ($400K to 700K), these homes will sit idle and become abandoned. For that price, people can buy in the real McKinley Park! MV will have an adverse effect on values of our vintage homes. Please analyze what effect the MV's home prices will have on the property values in McKinley Park.

Rentals-
I would request that there is a percentage limit to the number of homes that would be allowed to be rentals. Our concern is that once buyers live there, they may leave and, unable to sell their homes, try and rent them. This should be a requirement in the development's CC&R's. A large number of rentals would have an adverse effect on McKinley Park homes. Please address how many homes the city would allow to become rentals.

Construction Traffic –
Please address the impact on all the residential streets connecting to Elvas and C Streets of the construction trucks that will be needed to build this project, and what entrance and egress route the trucks are expected to take.

Flooding/Sewer Infrastructure
McKinley Park floods in the rain months – especially when the power is off to the pump station. MV is below grade to McKinley Park. Please show us how the city plans to mitigate the rain and sewer run-off through the McKinley Park's sewer lines and why it will not adversely impact our area's propensity to flood. I would like conservative specifications from the city that mitigate the adverse effect MV will have on our old split-system sewer/rain evacuation, and ask that the specifications improve the flooding situation for McKinley Park residents.

We understand that the railroad levy is a 'secondary' levy, but would offer some added time to be able to evacuate if there was a breach of the main Am. River levy system. Please study the effect of having a

tunnel in this levy, and who at what agency would be responsible for closing the flood gates should a floor/levy breach occur.

MV Design –
The cluster homes that boarder the railroad levy are to act as 'sound walls' for the rest of the development. At the very least, please study the feasibility of having a perimeter road with car access from behind, rather than in front – much like an alley way found in the urban core and not like a suburb. (see notes in Identity)

Options for this land –
Since this property is difficult to develop, please let us know how feasibility of turning this land into a wet basin / natural park where wild life can be viewed and have a habitat; a winding bike trail through the property, trees planted to buffer air quality and noise from the freeway and the numerous trains. Flooding or vernal pools would only enhance the land and not be a developer's nightmare to mitigate for human habitation. Please assess the feasibility of turning this land into an urban park and the support/desire from the city to do such.

We do not see any benefits to McKinley Park from this project – only detrimental effects.
Please state what positive benefits that it may have for our McKinley Park neighborhood, and if there are none, what the city may propose to mitigate the years of construction traffic that we will be forced to endure and then added car traffic – forever changing the fabric of McKinley Park – an urban neighborhood that the city refers to time and again as a 'model' .

Please keep us informed as the EIR process progresses; changes and developments to the proposed site.

Thank you.

Kurt & Claudia Campbell

Re: McKINLEY VILLAGE P08-086

I AM WRITING NOT FOR EIR NOTICE BUT BECAUSE I OPPOSE 300 HOMES BEING BUILT IN OLD FARM AREA ALONG BUS-80 KNOWN AS McKINLEY VILLAGE.

THERE MUST BE A BETTER USE FOR LAND WITHOUT BRINGING TRAFFIC INTO McKINLEY OR C STREET/ELVAS AVE.

PLEASE PUT ME IN FILE OF VERY CONCERNED, ACTIVE PEOPLE AGAINST THIS DEVELOPEMENT!

THANK YOU -

MIKE RAGUSA
256 SAN ANTONIO WY
SAC CA 95819
MAIL PO BOX 191513
SAC 95819.

July 6, 2013

Dana Allen
City of Sacramento, Community Development Department
300 Richards Blvd., Third Floor
Sacramento CA 95811

Dear Dana Allen:

Re: McKinley Village Project (P08-086) Notice of Preparation of a Draft EIR;
SCH# 2008082049

The proposal is for the development of 328 residential units, a neighborhood recreation center, parks and other public spaces on approximately 48 acres of vacant land currently zoned Heavy Industrial (M-2) to Single-Family Alternative (R-1A PUD) adjacent to the Capital City Freeway and a portion of the UPRR railroad tracks in the vicinity of the McKinley Park and East Sacramento communities.

I live a few blocks from the westerly of the two proposed access points, the one at Lanatt/40th Street and C Street. I have some serious concerns about the impacts to my quiet neighborhood. I am concerned about the increased volume of automotive and pedestrian traffic that we will experience. In addition to traffic-related safety hazards, there will be increased noise and pollution impacts.

We are anticipating impacts associated with the construction of 125 new homes and commercial uses when Sutter Memorial Hospital closes. Increased traffic impacts associated with the Mercy Hospital expansion is still being felt in the community. H Street and C Street/Elvas Avenue are already heavily used by commuters that do not live or work in East Sacramento but choose our quiet streets as opposed to J Street, Folsom Blvd. or the freeways. Cumulative impacts need to be thoroughly addressed.

I believe that this proposal is premature. Also, why would the city have originally zoned the area "Heavy Industrial" if residential uses were considered an appropriate use?

Sincerely,

Ruth Hesnard

Ruth Hesnard
70 36th Way
Sacramento CA 95819

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date:

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: Bruce Snyder

Email: bsnyder@csus.edu

Address: 160 San Antonio Way Sacramento 95819

Organization:

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

This leaflet was placed on my porch by a group that assumes I oppose the project. I live less than two blocks from one of the proposed entrances to the development. But, assuming the homes are marketable, I strongly support the project.

Infill projects like this are a key part of smart growth. It is critical to build from the inside out. It benefits traffic, energy consumption, air quality and climate change.

Please do not let NIMBY politics stop what even most East Sac residents, absent narrow self-interest must know is a worthy project. It is consistent with the neighborhood and in the spirit of good land use.

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date:

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: Nancy WoLFORD

Email: odLizzie@surewest.net

Address: 922 - 41st street, Sacramento, CA. 95819

Organization: —

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

see attached

July 1, 2013

Attn: Dana Allen, Associate Planner
dallen@cityof sacramento.org
City of Sacramento
Community Development Department
300 Richards Blvd. Third Floor
Sacramento, CA. 95811

Comments on: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT OF THE McKINLEY VILLAGE PROJECT (P08-086)

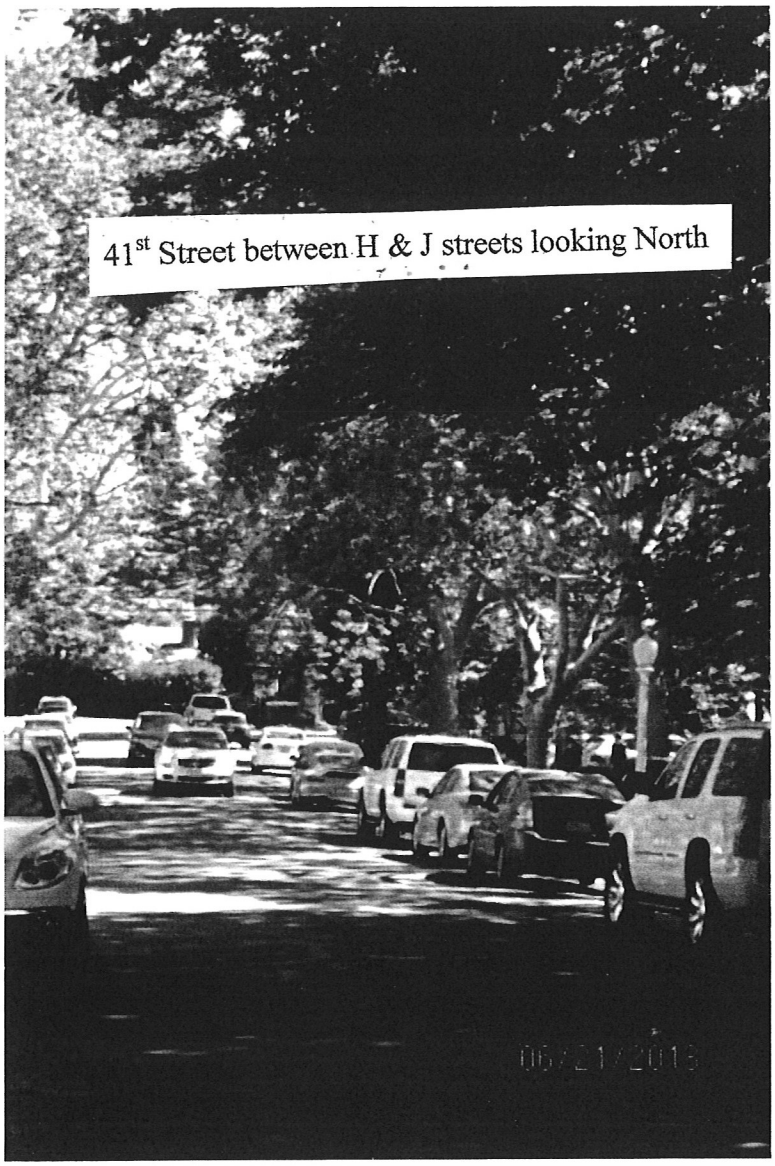
The density of this project appears to be excessive for the amount of land available and is not in keeping with the density of the neighborhoods immediately adjacent to the project. (McKinley Park and East Sacramento). The density is more relative to the midtown neighborhoods which this project does not abut.

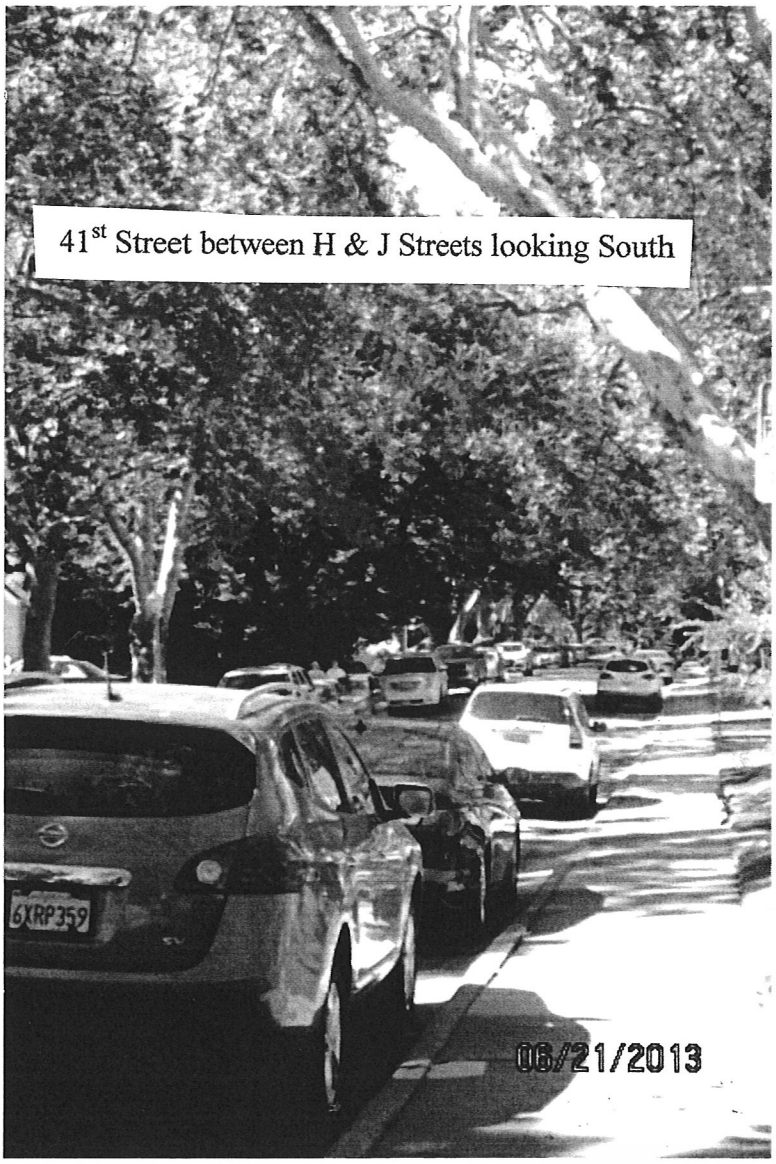
The Connectivity Map (figure 4) illustrates the connectivity to A Street and 28th Street to the west and 40th Street to the east. It shows that the traffic exiting the project at 40th Street could conceivably empty into the residential neighborhood at 40th Street and possibly "dead-end" at H Street at Mercy General Hospital. Traffic would then be forced to turn onto one of the other neighborhood residential streets (41st or 39th) which are quite narrow and congested and already negatively impacted because of the construction and enlargement of Mercy Hospital. (see enclosed photos)

The impact of increased traffic on these neighborhood streets needs to be studied. 40th Street from C Street to H Street is also very narrow and congested; 39th Street is already impacted by ingress and egress to the Hospital, medical office buildings, the Sacred Heart School and the Apartment units constructed on the Hospital Campus. 41st Street is adversely impacted by increased truck traffic and emergency vehicles going and coming to the Hospital's back entrance, and increased traffic and parking from Hospital employees, contractors and visitors. (Because the hospital doesn't provide adequate parking.)

Added traffic from ingress and egress to the McKinley Village Project could have additional negative impacts on the traffic in these residential neighborhoods and the quality of life for the residents there. (My family has owned this property on 41st Street prior to the Hospital having been built). I don't want to see the neighborhood be any more negatively impacted than it currently is.

We request that the project include lower density and that ingress and egress be aimed at quicker access to and from the Capital City Freeway and directly to Elvas Ave. only, rather than neighborhood residential streets.


41st Street between H & J streets looking North
06/21/2013


41st Street between H & J Streets looking South
6YRP359
06/21/2013

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report for the McKinley Village Project. The following recommendations are requested to be included in the EIR:

Traffic and Circulation

- A traffic and noise study that takes into consideration the potential impacts to all existing streets in the neighborhood between C Street and H Street, and between Elvas Avenue and 27th Street, including but not limited to:
    - 40th Street between C Street and H Street,
    - Tivoli Way between C Street and McKinley Boulevard,
    - Meister Way between C Street and Aiken
    - 28th Street between the project access road and J Street,
    - 29th Street between E Street and J Street,
    - 30th Street between H Street and C Street,
    - C Street between Elvas Avenue and Alhambra Boulevard and again between 29th Street and 15th Street,
    - Alhambra Boulevard between C Street and J Street.

- A traffic study of the cumulative impact to traffic on the local roads, freeways and on- and off-ramps as a result of this project in conjunction with the Sutter Memorial Hospital in-fill project (Sutter Park), the Mercy Hospital expansion, the Sutter General Hospital expansion and the downtown arena plan. Studied freeway on- and off-ramps should include but not be limited to:
    - the northbound E Street and J Street on-ramps to Business I-80,
    - the southbound H Street on-ramp to Business I-80,
    - the northbound N Street and H Street off-ramps from Business I-80, and
    - the southbound E Street and J Street off-ramps from Business I-80.

- Levels of service evaluations typically evaluate the transportation experience of the driver. What this lacks is the experience of the existing neighborhood. With the proposed increase in traffic for this area and for the streets listed above, what increased levels of service can be expected for the existing neighborhood? Please include in your analysis how the increase in traffic will impact the quality of life for current East Sacramento residents, particularly those residing on the neighborhood streets listed above.

Schools

The addition of 328 new homes will result in additional burdens on neighborhood schools – particularly Theodore Judah Elementary School and Sutter Middle School. The study should include possible mitigations to address overcrowding at the schools, including but not limited to potential expansion or replacement of the schools as was done for the new Sacred Heart School. Please also include comprehensive analysis related to planned school closings, including but not limited to Washington Elementary School, and the impact of these closures on the aforementioned schools. Please also include analysis of the impacts on the schools as a result of planned new housing in the Sutter Park development.

Air Quality and Noise

This is a 4-year proposed project with phases that will require heavy machinery and construction and then once the construction is completed, the addition of 328 homes and accompanying vehicles. Please address the cumulative effect on air quality and greenhouse gases as a result of this project and in conjunction with the planned Sutter Park project, the Mercy Hospital expansion, the Sutter General Hospital expansion, the downtown arena and the proximity of this project site to Business I-80 and the Union Pacific Railroad. Please also include an analysis of mitigation measures to accommodate the existing neighborhood both during and after construction.

With the increase in traffic due to construction, what measures are going to be taken to minimize emissions and particulates generated by driving in and out of an undeveloped area? What minimization measures will be taken to avoid spillover of dust and dirt onto existing streets and homes during site preparation and construction? Please consider this as part of the air quality and greenhouse gases analysis.

Aesthetics

Please include a description of how the proposed project incorporates the aesthetic qualities of the surrounding East Sacramento and McKinley Park neighborhoods. Analysis should address the following but not be limited to:

- The proposed housing density does not correspond to existing East Sacramento and McKinley Park neighborhoods;
- The proposed architectural style of the housing does not correspond to existing East Sacramento and McKinley Park neighborhoods;
- The large garage, suburban-style housing does not correspond to existing East Sacramento and McKinley Park neighborhoods, where houses typically have one-car garages.

Please also include a description of how the proposed open spaces provide for community connectivity.

The Off-Site Improvements portion of the NOP is very limited in its description of how the existing neighborhoods are going to experience benefits from the construction of this development. Please also include any analysis and off-site improvements currently planned for the adjoining neighborhood. Note that it is the desire of the existing neighborhood that a larger, meaningful discussion occurs to explore Off-Site Improvements in detail.

This proposed development could play a key role in providing a more efficient traffic corridor to midtown and downtown that would relieve the current crushing traffic situation on C Street, McKinley Boulevard and H Street. Yet, the street system is designed only to get residents of the development in and out of the development and only worsens the traffic on existing streets.

Public Health

The proposed development is surrounded by the Union Pacific Railroad mainline, the Business 80 freeway, and the old city dump. Please include a detailed analysis of the potential impacts on public health particularly among children.

Public Services

Given the scope of recent budget cuts that have reduced the number of police officers and firefighters in Sacramento, please include an analysis of how this development will affect fire and police response times both in the proposed development area as well as in existing neighborhoods of East Sacramento and McKinley Park, and a mitigation plan to ensure that services are not further reduced.

Please also study the environmental impact of any public transportation (buses, light rail) that will serve the proposed project area.

In the Project Objectives portion of the NOP it is emphasized that this project "Make efficient use of an opportunity for infill development." What are the criteria that are being used to designate this site for "infill development"? How the proposed development impacts the environment including improving air quality, reducing greenhouse gases, reducing noise, improving the efficiency of traffic circulation and providing for improved public services and public utilities needs to very clearly explained. A "like" project that has already been completed in a similar setting and which has been able to meet all of the stated objectives would be very useful in addition to explaining how potential environmental effects to the existing environment will be considered acceptable with the proposed mitigation measures.

I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

Steve Swindel
3176 C Street
Sacramento, CA 95816

steve@swindel.com
916-492-1884

STATE ROUTE 51 *
TRANSPORTATION CONCEPT REPORT

* Legislative Route Description

Signed

Capital City Freeway

October 2004

California Department of Transportation
District 3

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date: July 8, 2013

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: Julie Murphy on behalf of the Marshall School/New Era Park Neighborhood Association

Email: marshall.newera@gmail.com

Address: 2731 G Street, Sacramento, CA 95816

Organization: Marshall School/New Era Park Neighborhood Association.

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

The Marshall School/New Era Park Neighborhood Association ("MSNE") offers the following comments to the Notice of Preparation for the Environmental Impact Report regarding the McKinley Village project proposed by Phil Angelides and Riverview Capital Investments.

Midtown Sacramento has been a community transformed by infill development. As a community we have seen empty lots, such as the lot at 18th and L Streets transformed into the 1801 L Street complex, providing our neighborhood with buildings that resemble New York City brownstones and in keeping with the flavor of our community. The 1801 L Street project has housing with a mix of businesses that are supported by residents and visitors to the neighborhood. The 1801 L Street project has helped transform that block and Midtown as a whole.

Midtown Sacramento embodies the tenants of Smart Growth organically. There is another project in Midtown that is a great example of Smart Growth. The project at 2500 R Street will be "first Net Zero Energy community in Sacramento's midtown district." Mr. Angelides' project makes little effort to offer any innovations to off-set the car-centric nature of this project.

Our neighborhood is walkable, transit is nearby, and we are near the employment centers. Midtown itself is also an employment center because of the mixed use opportunities that exist in our community. People who choose to live in Midtown do so to be close to jobs and within walking distance of entertainment options such as the Sacramento Community Center, B Street Theatre, and a host of music venues of all sizes. Therefore, Midtown Sacramento residents are keenly aware of the true benefits of smart growth and "walk the walk and talk the talk" so to speak.

Over the past 25 years, a number of developers have turned their attention to the "Lanatt site" with the hope of developing this 48-acre sliver of land located in East Sacramento. The continuing fundamental flaw in this sliver of land is access to the land. The "Lanatt site" has no freeway access and no direct access to the surrounding community other than a small concrete bridge over Business 80 into Midtown. It is sliver of land on the freeway but with no freeway access.

Simply put, McKinley Village, in its current iteration, is not a shining example of "Smart Growth." There are no commercial businesses within the project so the residents of McKinley Village will get in their cars for every gallon of milk, every cup of coffee, or trip to school. This is a very car-centric development that offers no ready access to transit services either.

It is with this keen awareness, MSNE offers the following comments regarding Phil Angelides and Riverview Capital Investments' McKinley Village.

Environmental Areas of Study

Swainson's Hawks and other Birds Foraging on Project Site

There are numerous eyewitness accounts of Swainson's Hawks foraging on the McKinley Village site. The construction of these homes will mean the loss of approximately 48 acres of Swainson's Hawk foraging area. How will the developer off-set this loss?

It is also possible these other species may be on the project site: the Burrowing Owl, White Tailed Kite, Red Shouldered Hawk, Red Tailed Hawk, American Kestrel and Osprey. Please study the impact of this project on these species as well.

There are also eyewitness accounts of a Swainson's Hawk nest near the proposed 40th Street entrance. How will the construction noise impact the nest? What measures will be taken to protect and preserve this nest?

Will a buffer zone be created within the project so that some foraging ground can be preserved? What effort will be made to preserve the nest? Will offsetting mitigation land be permanently protected nearby, and incorporated into Sutter's Landing Park?

Project construction will disturb nearby nesting sites for Swainson's Hawk and other raptors for several years. How will the project buffer construction impacts on nearby nesting activities? What mitigation will be provided for disturbed nesting?

Vernal Pools

Longtime residents report vernal pools exist on the project site. Study if this is accurate and develop appropriate measure to protect and preserve existing pools. It also appears there has been grading of the site in the past few months. Has that activity distributed vernal pools at the project?

Sutter's Landing Park

The proposed A Street access will run parallel to "The Mound" that is a part of Sutter's Landing Park. The increased noise, light, traffic congestion, and auto emissions will disturb the Swainson's Hawks from foraging on the area called "The Mound." What will be done to address this impact?

There are also concerns about how increased traffic congestion and noise will impact the Burrowing Owl, White Tailed Kite, Red Shouldered Hawk, Red Tailed Hawk, and American Kestrel. Osprey may also be affected by the project. Other known users of the area include coyote. Consider the potential impacts to these species and other unknown species. Also, there is a Swainson's Hawk nest at Sutter's Landing Park. ***Please* require extensive biological surveys *as a part of project planning and not after project approval.***

The addition of McKinley Village residents' vehicle traffic will impact the ability of Midtown residents to use Sutter's Landing Park. There are no sidewalks along 28th Street so pedestrian users of the park from Midtown must walk in the street to gain access to the park. There are also no designated bike lanes. How will be increase in auto traffic impact the pedestrian users of the Sutter's Landing Park?

McKinley Village residents will also use Sutter's Landing Park. Study how increased user-ship will impact Sutter's Landing Park and the American River Parkway?

It appears that the access via A Street would be on land zoned and in the General Plan as Park land. It is on land under regulation by the State as a closed landfill. What landfill closure regulations apply to the A Street access? Is such access consistent with the City's permit for the landfill closure?

There needs to be complete disclosure of what lies beneath the surface of the proposed A Street access and adjacent land. Is it even feasible to construct the expected roadway (how many lanes including vehicles, bike and pedestrian) in this location? What will be the impact of landfill settling over time on the proposed transportation facility?

According to the Sutter's Landing Park Background report dated October 2008 (Ex. 4), a portion of the McKinley Village project is actually Park land (where the detention basis will be located). What compensation will the developer provide for taking public park land for this access road

and detention basis? What impact will traffic on A Street have on the foraging values of the grassy mound for wildlife and on wildlife movement and safety? What mitigation can compensate for these impacts?

This project will take several years to complete. Please have the developer provide an implement plan that controls noise, dust, and auto pollution to have the least possible impact on the Swainson's Hawk nests at Sutter's Landing Park.

American River Parkway

The project site is obviously an important area for wildlife in the narrow restricted American River corridor, which is surrounded by urbanization. The urbanization of the project site will have significant impacts on wildlife survival in the city. The EIR should address the impact and appropriate mitigation in the American River corridor to offset the impact on wildlife, including raptors, to less than significant.

Traffic/Access/Circulation Issues

According to the City of Sacramento Notice of Intent to Establish a Quiet Zone dated March 1, 2012, there were 1777 cars traveling across the 28th and B Street rail crossing. If no reduction of traffic is addressed before the project commences then traffic volume could double across the 28th Street rail crossing.

The traffic increases from the project will have a far reaching impact on the northeastern corner of Midtown. To properly evaluate those impacts, the traffic study should be expanded to include the following areas: **20th Street to 29th Street and C Street to I Streets**. We expect to see a very thorough and "accessible" traffic study that explains its assumptions and conclusions in language that residents can easily understand.

Please study the following access proposals:

Alhambra Blvd.

A western vehicle entrance to the project should include Alhambra Blvd. Alhambra Blvd. is a commercial corridor and access would alleviate some traffic concerns for 28th Street and 40th Street.

If Mr. Angelides and Riverview Capital Investment, argues that this alternative is infeasible and impractical, please provide detailed information from Union Pacific Railroad regarding the challenges of this access so that the community can make an informed decision regarding this access.

If a vehicle tunnel is not feasible, consider a vehicle over-grade access at Alhambra instead.

Study the viability of a third one-way vehicle access at Alhambra Blvd. With an average of 43 trains a day at the 28th Street rail crossing, McKinley Village residents need an additional entry point for emergency vehicles.

29th Street

Study vehicle access at 29th Street as an alternative to Alhambra Blvd. Currently 29th Street is a one-way street with synchronized traffic signals that provides freeway access and access to commercial corridor with limited impact to the residential neighborhood to the west.

If a tunnel is not feasible, consider a vehicle over-grade crossing at 29th Street instead.

28th Street

How will the increased traffic volume impact the safety of drivers, pedestrian, bicyclists, and the trains at the at-grade crossing at 28th Street?

> Study employing traffic calming measures to alleviate traffic on 28th Street from the McKinley Village project by doing the following:
>
> 1) Make improvements at B Street in order to add a half street closure at B Street and direct southbound traffic to 29th Street. Currently 29th Street is a one-way street with synchronized traffic signals that provide freeway access and access to commercial corridor with limited impact to the residential neighborhood to the west.
>
> Evaluate the benefit of Developer or City to assisting Bell Marine in relocating the business to offset traffic and provide mitigation for loss of Swainson's Hawk foraging territory at McKinley Village project site. In addition, the City should relocate the City Corp yard to further minimize traffic impacts.
>
> 2) De-designate C Street as a truck route.

Additional traffic calming measures such as stop signs and pedestrian islands should be employed along C Street and 28th Street to ensure the safety of pedestrians, Midtown residents, and Sutter's Landing Park users.

Study how much money is needed for traffic mitigation (calming, routing, signs, crosswalks, lights).

With an average of 43 trains per day at the 28th and B Street rail crossing, what are the potential traffic congestion impacts on 28th Street, into Sutter's Landing Park and leaving the McKinley Village project?

With an average of 43 trains per day at the 28th and B Street rail crossing, what are the potential air quality, biological, and parks and recreational impacts of stalled vehicles on 28th Street, into Sutter's Landing Park and leaving the McKinley Village project?

How will access to emergency services be impacted by an average of 43 trains a day crossing at 28th Street and B Street?

With limited access from 28th Street due to train traffic, how will the 40th Street access point be impacted? The 50/50 traffic allocation of 2008 traffic study is not realistic.

Consider additional traffic implications of the opening of the Sutter General Hospital facility at 28th and K Streets, the new Downtown Arena, relocation of the B Street theatre to 27th and Capitol Avenue, and the Sacramento Natural Food Co-Op (to 28th and S Streets) and how traffic will increase. Please combine the results of these traffic increases to give true picture of traffic overall in the next five years (with these developments).

Are there other vehicle access scenarios that could be considered? For instance, the Business 80 on and off-ramps were included in the previous project proposal for this site.

The proposed 28th Street access point is unrealistic, unsafe, and unduly burdensome on the Midtown community. The City must require the developer to conduct a thorough alternative analysis that explores other options. This is an East Sacramento project, and project-generated traffic should be routed through East Sacramento. Midtown residents should not be required to absorb the problems of the project without obtaining any of the benefits.

We expect that, if the 28th Street access proposal is accepted as the *preferred project alternative*, an expanded traffic management program within this area of Midtown will be required, particularly along C Street and 28th Street, which was not included in the traffic management program installed here in the '90s.

C Street

According to the Central City Community Plan that is a part of the General Plan 2030, C Street is designed as a "C Street Central City Housing." Is the increased traffic from McKinley Village in line with the General Plan's goals for new housing opportunities on C Street?

Land Use

The proposed three-car garages are not a sustainability feature and should be eliminated. This project is car-centric enough without encouraging additional automobile trips with three-car garages. One-car garages for some of the units should be considered and analyzed from a trip generation perspective.

In addition, a one-car garage is reflective of the surrounding communities of East Sacramento and Midtown. Is it possible that the same number of units be placed on half the land with a higher density design that reduced impacts?

A Street Bridge

It should be thoroughly evaluated by a qualified bridge engineering firm for safe load rating, seismic safety and remaining service life.

What measures are being taken to ensure the A Street Bridge is *Americans with Disabilities Act* ("ADA") compliant?

This bridge will be heavily used by automobiles, bicycles, and pedestrians especially in rush hour. The bridge should be widened to safely accommodate all three in both directions. The bridge will also be heavily used by 70,000 lbs. Fire Trucks and other emergency vehicles. The bridge should be evaluated by a qualified bridge engineering firm for safe load rating, seismic safety and remaining service life to accommodate emergency vehicles.

The traffic study needs to display traffic delays and the resulting shortcuts through neighborhoods that will happen at 28th St., C St., F St.) and the Elvas / 40th area.

40th Street Tunnel Access

What measures are being taken to ensure the 40th Street tunnel is *Americans with Disabilities Act* ("ADA") compliant?

Proposed access needs to be safe for public use. The bike tunnel at 14th and C Streets has been closed for a number of years due to criminal activity. The existing tunnel at 16th and C Streets is widely perceived as unclean and unsafe for pedestrians. What measures will be taken to ensure the safety of residents using this proposed tunnel access?

Evaluate the need for an East Sacramento Transportation Management District that would help to calm traffic throughout East Sacramento and provide funding for onsite and connecting transit service. Also, study the benefits of creating a median along Elvas from McKinley to C Street to slow traffic.

Are there other access scenarios that could be considered?

Proposed Alhambra Blvd. Bike/Pedestrian Tunnel Access

What measures are being taken to ensure the Alhambra Blvd. tunnel is *Americans with Disabilities Act* ("ADA") compliant?

Proposed access needs to be safe for public use. The bike tunnel at 14th and C Streets has been closed for a number of years due to criminal activity. The existing tunnel at 16th and C Streets is widely perceived as unclean and unsafe for pedestrians. What measures will be taken to ensure the safety of residents using this proposed access?

If built, the bike and pedestrian tunnel should be a part of phase 1 of the project not the final phase. If residents don't have access to the tunnel at the beginning of the project, it will only reinforce use of vehicles to access nearby schools and retail services. Study the negative impacts of making the tunnel part of the later phase of construction.

Business 80 - Proposed E Street ramp closure

What are the impacts of the proposed closure of the E Street on-ramp with the addition of this project?

If the California Department of Transportation closes the E Street on-ramp, what will be in the impact to the surface street adjacent to the freeway (i.e., E Street, McKinley Blvd., 28th Street, 29th Street, and 30th Street)? The traffic study should include an alternative that closes the E Street on ramp.

What will be the traffic impacts to the H Street on and off-ramps?

What will be the traffic impacts to the J Street on-ramp?

California High Speed Rail

Study the impacts of improvements on the Union Pacific rail line to accommodate the proposed high speed rail project proposed from the State of California.

Due to the close proximity of the houses to the Union Pacific rail line, will the residents be adversely impacted by noise and vibration associated with this rail line?

Regional Transit/Other Transportation

There is no proposed access to Regional Transit (RT) to McKinley Village. Study how many car trips could be reduced by including RT access to McKinley Village.

Will the street size of the project be sufficient to accommodate a full sized bus or shuttle bus? What is the expense of running a shuttle bus and bus lines to J Street? Require transit funding district?

Is there a Regional Transit Master Plan for East Sacramento and Midtown routes?

What is the cost of a freeway on/off ramp serving the McKinley Village site?

Storm and Sewer Runoff

Study effects on current sewer system.

Study storm scenarios considering current projections re: climate change.

Study ground water and water table pollution.

Study upgrades needed and effect on East Sacramento system.

Study soil for pollution due to proximity to rail line and freeway.

Study funding needed by project to protect East Sacramento from costs when the storm system fails and McKinley Village is identified as a contributor to the flooding.

Flood Threats

Study response, alarms, openings and closings of existing flood gates.

Study how the developer can dialogue with FEMA about plans and development. Request an analysis from both FEMA and the Sacramento Area Flood Control Agency ("SAFCA") regarding the safety of constructing the project in front of the railroad levees, the impact of constructing at least one new flood gate beneath the railroad grade, and the policy implications of allowing development in this area of Sacramento.

Study and define emergency plan needed for completed development.

Study developer insurance needs against litigation in the event of flooding or, other possible structural issues and failures.

Inclusionary Housing

City Staff should review the proposed project for consistency with policies relating to mix of housing types and densities and providing housing for low income residents. The developer has chosen to link this project with Midtown by using 28th Street as a primary access point. Midtown offers a wide variety of housing at various price points.

While City staff indicated recently that the Inclusionary Ordinance does not apply here, totally ignoring affordable housing is not the approach that should be taken.

The developer has indicated that "granny flats" on top of garages could be considered low income housing. We agree, but only if they are actually built and actually dedicated "inclusionary housing." The project proponent used that rationale for his previous development, Laguna West. However, the "granny flats" on top of garages were an extra cost option which was seldom chosen. In order to provide affordable housing, a certain percentage of the units which can accommodate garage "granny flats" should be required to have them. In addition, the "granny flats" should be dedicated "inclusionary housing" for a period of 10 years from date of close of escrow in order to increase the stock of inclusionary housing in East Sacramento.

Cultural Resources

Confirm whether this area was historically a Native American site.

Health Risk Assessment

The proposed project is located between two major sources of diesel particulate emissions, the Capital City Freeway and the heavily utilized Union Pacific Railroad (UPRR) line. While a Health Risk Assessment (HRA) would normally be required, we believe actual on-site monitoring of these emissions is necessary for this project.

Typical Health Risk Assessments are based upon modeling which in this case may not provide accurate information. Trains traversing this area have as many as five locomotives, which in all likelihood would not be reflected in typical HRA modeling. Also, relying on Union Pacific to provide information on the number and type of trains / locomotives could lead to further controversy, since the community does not trust the accuracy of information originating from Union Pacific.

The Capital City Freeway is also a unique source. The Capital City Freeway is very congested adjacent to this proposed project, exacerbating the impact of these emissions on the project site. These congested, often parking lot like, conditions would also not be addressed accurately in typical HRA modeling. The Health Risk Assessment to include **all the potential health risks of particulate pollution exposure** at this location, not just cancer risk and not just diesel exhaust.

The Air Resources Board handbook recommends 500 foot setback from roadways/rail. (Table 1.1 "Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.")

Noise

The project proposes landscape buffers, earth berms and sound walls for noise attenuation. The analysis of this project must contain a comprehensive on-site noise study which fully documents current as well as projected freeway and railroad traffic noise, both inside, as well as outside, project structures. The noise level reductions provided by the proposed setbacks, earth berms and sound walls must be fully documented. Nighttime disruptive train whistle noise impact on adjacent residential uses must also be addressed. Construction of the project should be conditioned on the City obtaining the "quiet zone" train horn permit.

In addition, City Staff needs to consider the impact of construction noise will impact the businesses and residents in the area adjacent to the project site.

Please study noise wall buffers and the cumulative impact on wildlife in the area.

Vibration

Vibration from the railroad is an issue for current residents as much as a block or more south of the railroad alignment. The proposed Courtyard units are separated from the UPRR right-of-way by an eight foot landscaped buffer. These units will undoubtedly experience excessive levels of vibration. An on-site vibration study must be undertaken with full disclosure of what construction measures are necessary to reduce vibration to a level that does not impact the structural integrity of the units or damage personal possessions.

Connectivity with the Community and Community Benefit

Please also include a description of how the proposed open spaces provide for community connectivity. Will Midtown and East Sacramento residents have access to the open spaces that are part of the plan?

The Off-Site Improvements portion of the NOP provides little detail as to how the existing neighborhoods of Midtown and East Sacramento are going to experience benefits from the construction of this development. Please also include any analysis and off-site improvements currently planned for the adjoining neighborhood. Note that it is the desire of the existing neighborhood that a larger, meaningful discussion occurs to explore Off-Site Improvements in detail.

Conclusion

The McKinley Village Project has not been thoroughly vetted for environmental, health and traffic impacts. The Marshall School/New Era Park Neighborhood Association appreciates the opportunity to comment on this development and if you need additional information you can reach us at marshall.newera@gmail.com. Also, we would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and we look forward to contributing to further discussions on this matter.

July 6, 2013

Dana Allen
Associate Planner
City of Sacramento,
Community Development Department
300 Richards Blvd., Third Floor
Sacramento, CA 95811

Hi Dana,
My name is Tina Cerruti. I have talked with you several times on the phone and we met at the McKinley Elvas Neighborhood Association presentation at the Clunie Clubhouse in McKinley Park. As you know, I am very interested in every aspect of the proposed McKinley Village Development Project. I am requesting that you ensure that my e-mail (tinabethcerruti@yahoo.com) and my mailing address 440 San Miguel Way, Sacramento CA 95819 is added to the project mailing list. I would like to receive all materials regarding the proposal, including all documents related to compliance with the California Environmental Quality Act.

After studying all available information, I expect that the most significant impacts from the project will come from the fact that the development is proposed at a higher density than the adjacent East Sacramento neighborhood. The impact on schools, traffic, overall safety, livability and existing environment of East Sacramento is put at risk by the potential impact of this high density, car centric proposed development. If the developer is claiming that alternatives of a lower density would not be economically feasible, the City is required to include in the record economic information supporting this and has a duty to do an independent analysis of the developer's economic claims of infeasibility. This information would need to include "break even" information related to the developer's investment backed interests and expected rate of return on the development. I would like to receive a copy of this report.

TRAFFIC
Most importantly, I would like to see the traffic analysis that takes into consideration the potential impacts to all existing streets in the neighborhood between C Street and H Street, and between Elvas Avenue and 27th Street, including but not limited to:

- 40th Street between C Street and H Street,
- Tivoli Way between C Street and McKinley Boulevard,
- Meister Way between C Street and Aiken
- 28th Street between the project access road and J Street,
- 29th Street between E Street and J Street,
- 30th Street between H Street and C Street.

- C Street between Elvas Avenue and Alhambra Boulevard and again between 29th Street and 15th Street,
- Alhambra Boulevard between C Street and J Street.

The traffic study should also include the cumulative impact to traffic on the local roads and freeways including on and off ramps as a result of this project in conjunction with the other projects currently proposed, approved or under construction. This would include Sutter Memorial Hospital in-fill project, the Mercy Hospital expansion, the Sutter General Hospital expansion and the downtown arena plan. Studied freeway on and off ramps should include but not be limited to:

- the northbound E Street and J Street on-ramps to Business I-80,
- the southbound H Street on-ramp to Business I-80,
- the northbound N Street and H Street off-ramps from Business I-80, and
- the southbound E Street and J Street off-ramps from Business I-80.

Levels of service evaluations typically evaluate the transportation experience of the driver. What this lacks is the experience of the existing neighborhood. With the proposed increase in traffic for this area and for the streets listed above, what increased levels of service can be expected for the existing neighborhood? Please include in your analysis how the increase in traffic will impact the quality of life for current East Sacramento residents, particularly those residing on the neighborhood streets listed above.

The EIR should also consider alternative access to the development from:

- The Capital City Freeway, adding an off ramp specific for the development
- A direct access point from Alhambra Blvd.

Other alternatives should be considered that would reduce the impact from traffic generated by this proposed development. Specifically, reduced density and alternatives to the currently proposed access points and a design that is less car centric.

SCHOOLS

The EIR must also analyze the impact the development will have on the Theodore Judah Elementary School and Sutter Middle School. Theodore Judah is currently at capacity in terms of class size and based on current budgeting is not expected to expand. I am requesting that the study include the impact additional children from the proposed development on these two schools including but not limited to:

- Necessity for transport/bussing of children in the proposed enrollment area as a result of the additional students this development will generate.
- All impacts from construction and post-project air, noise, and traffic on these two school sites
- Impact the addition of more children from the proposed car centric development will create on traffic congestion.

Although California law may limit the amount of mitigation required for the developer related to impacts to schools, the City has an obligation to discuss all potential

mitigation for this impact and discussions should be made with the proponent to identify additional mitigation that go beyond the bare legal minimum. This should include the development paying for facility upgrades at the school (e.g., improved/modernization of buildings/classrooms, additional classroom buildings, additional teachers, additional educational programs). This should also include consideration of alternatives at a lower density.

NOISE

I also understand that the EIR will be required to include a detailed noise analysis to compare baseline existing conditions to both the proposed project's construction noise as well as post-project projected noise levels. I expect that this noise analysis would be expansive and include the neighborhood of east Sacramento, at many different noise receptor sites, including specific current noise levels and project impacts at:

- Theodore Judah school
- Residences in the area from C Street to H Street and Alhambra Blve to Elvas Ave.
- McKinley Park
- Bertha Henschel Park
- Mercy General Hospital and
- Sutter Middle School

The proposed wall/sound barrier needs to be studied to determine if the structure will actually reduce the impact to less than significant levels. If not, alternative designs of the project, including reduced density should be considered to address the significant noise impact.

I appreciate your consideration of my requests and concerns,

Tina Cerruti
440 San Miguel Way
Sacramento, CA 95819

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report for the McKinley Village Project. The following recommendations are requested to be included in the EIR:

Traffic and Circulation

I have lived in various locations within East Sacramento during the past two decades. In 2009 I purchased the home I hope to reside in for decades to come. I live at 78 Taylor Way, Sac 95819. During my daily activities I encounter traffic at many locations. Whether it's during drop off at Theodore Judah, entering or exiting Elvas Avenue, driving past St. Francis High School, or heading to the freeway on ramp at E street I seem to encounter more and more traffic.

I respectfully request that you study the impact of traffic related to this project at a minimum for the following locations.

- Elvas Avenue at Meister
- Elvas Avenue at Tivoli
- Elvas Avenue at 40th
- Elvas Avenue at McKinley Blvd
- McKinley Blvd as a thorough fare
- The stop sign at C street and 35th.

My concern is on the impact of new and existing drivers and the potential to add thousands of additional car trips via this development.

- I would also like to request an evaluation of traffic on the midtown area. Including the Business 80 on ramp at E street.
- 28th street and C, D, and E streets

Environmental Impact to Water, Soil Quality, and Wildlife

It's my understanding one of the drainage solutions is a large cistern that will hold drain water and perhaps sewer water to be pumped at times when the main system is under utilized. Achieving this goal and the development as a whole will require extensive Excavation to connect utilities, provide proper foundations, install the cistern etc.

Please address the potential for breaching existing underground leaching, drainage, and/or unforeseen impacts associated with the city dump located on the other side of Business 80.

Will you study the potential for disturbing underground contaminants or will mitigation occur to ensure such a disturbance doesn't occur.

Please evaluate the impact on Wildlife who currently consider this property home. Including rodents, snakes, birds including the Swainson Hawk and others raptors known to frequent this location.

Air Quality and Noise

This is a 4-year proposed project with phases that will require heavy machinery and construction and then once the construction is completed, the addition of 328 homes and accompanying vehicles. Please address the cumulative effect on air quality and greenhouse gases as a result of this project and in conjunction with the planned Sutter Park project, the Mercy Hospital expansion, the Sutter General Hospital expansion, the downtown arena and the proximity of this project site to Business I-80 and the Union Pacific Railroad. Please also include an analysis of mitigation measures to accommodate the existing neighborhood both during and after construction.

With the increase in traffic due to construction, what measures are going to be taken to minimize emissions and particulates generated by driving in and out of an undeveloped area? What minimization measures will be taken to avoid spillover of dust and dirt onto existing streets and homes during site preparation and construction? Please consider this as part of the air quality and greenhouse gases analysis.

Aesthetics

Please include a description of how the proposed project incorporates the aesthetic qualities of the surrounding East Sacramento and McKinley Park neighborhoods. Analysis should address the following but not be limited to:

- The proposed housing density does not correspond to existing East Sacramento and McKinley Park neighborhoods;
- The proposed architectural style of the housing does not correspond to existing East Sacramento and McKinley Park neighborhoods;
- The large garage, suburban-style housing does not correspond to existing East Sacramento and McKinley Park neighborhoods, where houses typically have one-car garages.

Please also include a description of how the proposed open spaces provide for community connectivity.

The Off-Site Improvements portion of the NOP is very limited in its description of how the existing neighborhoods are going to experience benefits from the construction of this development. Please also include any analysis and off-site improvements currently planned for the adjoining neighborhood. Note that it is the desire of the existing neighborhood that a larger, meaningful discussion occurs to explore Off-Site Improvements in detail.

Public Services

Given the scope of recent budget cuts that have reduced the number of police officers and firefighters in Sacramento, please include an analysis of how this development will affect fire and police response times both in the proposed development area as well as in existing neighborhoods of East Sacramento and McKinley Park, and a mitigation plan to ensure that services are not further reduced.

Please also study the environmental impact of any public transportation (buses, light rail) that will serve the proposed project area.

In the Project Objectives portion of the NOP it is emphasized that this project "Make efficient the criteria that are being used to define this site for "infill development" and how this proposed development impacts the environment including improving air quality, reducing greenhouse gases, reducing noise, improving the efficiency of traffic circulation and providing for improved public services and public utilities. A "like" project that has already been completed in a similar setting and which has been able to meet all of the stated objectives would be very useful with explaining how potential environmental effects to the existing environment will be considered attainable with mitigation measures.

I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

Matt Johnson 7-9-13

Matt Johnson

78 Taylor Way
Sacramento, CA 95819
mjohnson@lyleco.com

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date: July 2, 2013

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: ____Paul Noble_____

Email: _____noblep5@comcast.net_____

Address: _____1021 42nd Street, Sacramento, CA 95819_____

Organization: _____East Sacramento Improvement Association_____

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

The board of directors of the East Sacramento Improvement Association would like to see the following areas thoroughly investigated during preparation of the Draft EIR for the McKinley Village Project:

> The traffic study should be as exhaustive as possible, and analyze not only traffic impacts on the streets of East Sacramento and Midtown, but also on Business 80 between Highway 50 and Exposition Boulevard. Serious consideration should also be given in both the traffic study and Draft EIR to the need for widening that section of Business 80, given existing low levels of service. (This request is not intended to imply that project proponents should be responsible for the widening, but that a right-of-way easement could be reserved for possible widening in the future.) The traffic study and Draft EIR should also specifically analyze the new intersection proposed at C Street between 40th Street and Tivoli Way.
>
> Evaluation of the cumulative traffic impacts should include the effects of all known and proposed projects in the vicinity, including but not limited to the new downtown arena, the replacement housing for Sutter Memorial Hospital and the "road diet" for sections of J Street and Folsom Boulevard.
>
> Access into and out of the project area is especially important. The bridge over Business 80 from A Street should be thoroughly evaluated to determine if it is structurally strong enough to accommodate the level of motor vehicle traffic resulting from the project. The possibility of expanding the proposed pedestrian/bicycle access from Alhambra Boulevard to accommodate motor vehicles should also be investigated, since three all-purpose access routes should better disperse traffic into surrounding areas than just two. If only two vehicular access routes are

deemed necessary, a careful evaluation should be done to recommend which two of the three should accommodate motor vehicles and which should be limited to pedestrians and bicycles.

A thorough investigation should be performed concerning access to public transportation by residents of the project area.

The impacts of the project on the sewer/storm drainage systems should be thoroughly analyzed. These systems in the immediate vicinity of the project are already heavily stressed during storm events, so some form of mitigation (e. g., a reservoir for surges in storm water runoff) should be incorporated into the project.

Even though the railroad levee is not officially classified as intended for flood control, the utility of floodgates for new openings through this levee should be examined. Such floodgates should be designed to allow for immediate deployment should the need arise. Also, is the project in compliance with the 200-year flood protection standard being proposed by FEMA?

In the wake of the most recent round of school closures in the Sacramento City Unified School District, at least two of the schools in the vicinity of the project (Theodore Judah and Sutter Middle School) are at or close to capacity. Since the project proponents are seeking to transfer McKinley Village from the Twin Rivers Unified School District to the SCUSD, the Draft EIR should analyze whether mitigation measures will be needed to offset the impacts that could result from the increased enrollment at these SCUSD schools.

Dana Allen

From: Raeanne Garcia <raeanneg@gmail.com>
Sent: Friday, July 05, 2013 1:10 PM
To: Dana Allen
Subject: RE: McKinley Village EIR Notice - Comment Form

Comment Form

Name: Raeanne Sarti

Email: raeanneg@gmail.com

Address: 311 39th Street, Sacramento 95816

Organization: Extremely Concerned Homeowner

1. My husband and I live on the corner of 39th and 36th Streets. What will be the estimated number of cars projected to go down 39th Street if McKinley Village is put in?

2. How will traffic be controlled on Elvas Avenue? Are there proposed stoplights or stop signs at each of the "main" streets, such as at 40th Street?

3. What will be the estimated number of cars projected during busy school hours for drop-off and pick-up at Theodore Judah Elementary School?

4.

5. What do studies show about air pollution from additional cars in the 39th Street area? For McKinley Village residents, since they will be much closer to Highway 80?

6.

Dana Allen

From: Deborah Tamannaie <dtamannaie@gmail.com>
Sent: Sunday, July 07, 2013 7:53 PM
To: Dana Allen
Subject: McKinley Village Comments

I live on 25th St between F and G Sts. Due to the traffic calming project my block receives a lot of traffic, and it has been increasing as the years have gone by. If the McKinley village project goes through, i can see that the traffic with accompanied noise and dust will only get worse. Whether the traffic comes from the east or from 28th St it will turn down F St to get downtown, which will force drivers to turn at 25th St. I vote for blocking this project!

Thanks,
Deborah Tamannaie

Dana Allen

From: J Yoshihara <jkyosh@sbcglobal.net>
Sent: Sunday, July 07, 2013 2:50 PM
To: Dana Allen
Subject: McKinley Village

Ms Allen,

I have a few comments re: Mckinley Village project. I am not against infill projects,however I feel the project needs to be appropriate to the site. This site is visually surrounded by railroad tracks and a major freeway forming a total ring which in itself is not ideal for housing.

1. Is it appropriate to place housing near a freeway and railroad, two major contributors of environmental pollutants? What are the health impacts given UC Davis studies correlated living near a freeway contributes to increase in autism. Is it responsible planning to change the zoning to residential near such obvious pollution generating structures?

2. The site appears to have drainage issues during the heavy rainfall year and spring snowmelt. During the such a year, there is a huge pond in the western corner that is visible from the freeway. With 397 housing units and paved roads, it would generate more runoff to an already saturated soil. I noticed a "metered" system to retain stormwater overflows in the project plans. Given the numerous failures during Hurricane Sandy of backup systems, what measures will be taken to operate in the case of a failure? What data will be used for the calculations to determine the capacity of the overflow storage tank?

3. Will the proposed stormwater and sewer overflow be sufficient to prevent further flooding to the residents along 3 sides surrounding the McKinley Garden Center park? Currently, during heavy rains, basements are flooded with the combined storm and sewage water. Currently, the city is not addressing this ongoing problem. How is it going to deal with the additional sewer and stormwater from 397 houses when there is a failure in the meter or insufficient underground tank capacity for the overflow?

4. Also, deodar cedar requires a huge amount of space to grow. When it is squeezed in and the lower branches removed, they topple especially in saturated soil. Coastal redwoods are not appropriate for this climate where it requires inordinate amount of water otherwise they are subject to tip dieback.

Thank you for the opportunity to address these concerns.

Julie Yoshihara

Dana Allen

From: guitared@comcast.net
Sent: Sunday, July 07, 2013 7:38 PM
To: Dana Allen
Subject: NOP FOR EIR FOR MCKINLEY VILLAGE

The purpose of this email is to indicate that I support the position taken by the Marshall School/New Era Park Neighborhood Association re McKinley Village project. My main concern is the increase in traffic through our community.
Sincerely,

Eleanor Andrade
903 28th Street
Sacramento, CA 95816

Dana Allen

From: Kathy Kayner <kathy.kayner@gmail.com>
Sent: Monday, July 08, 2013 3:06 PM
To: Dana Allen
Cc: Steve Hansen
Subject: McKinley Village revised Notice of Preparation

Dear Ms. Allen,

I reside on 24th and C Street. I would like to point out that there are two, possibly three Swainsons Hawks nests very close to the proposed McKinley Village. Two nests have one chick. I mention this for two reasons. 1. Swainsons Hawks are a threatened species and 2. These hawks regularly hunt where the proposed Village and A Street (which is connected to Sutter's Landing Park) are located. Swainsons Hawks have an extensive migratory pattern which takes them as far as South America to winter and back to Northern California to breed and raise their young. I am very aware that the recent discing of the proposed site brought in more than 20-40 raptors - many of which were Swainsons Hawks. Please note that one of the breeding pairs has been returning to their nest for the past three years.

I feel it is important to point out the proposed McKinley Village would seriously impact the breeding cycle of these and other raptors that hunt in this and the Sutter's Landing Park area.

I am hopeful someone will look into how this will impact a threatened species.

Ms. Allen, thank you in advance to your kind attention to this email.

Kathy Kayner

Dana Allen

From: Melanie Vaira <mushs23@hotmail.com>
Sent: Tuesday, July 09, 2013 12:37 PM
To: Dana Allen
Subject: McKinley Village

I would like to voice my objection to the McKinley Village Development Plan as a current resident of the McKinley Park area. While I admit to only a layperson's understanding of the world of suburban development, it seems strongly evident that a Project of this magnitude is poorly suited for the area planned and would indeed serve as a detriment to the existing residents and attraction of the McKinley Park area. I understand the appeal to expanding what is considered an attractive and lucrative real estate setting, however, I believe that such an undertaking would ironically serve to diminish the value and draw to this area. As it is, in the five years we have owned our home here, we have weathered frequent power outages, flooding, increases in traffic resulting in the installment of 'speed bumps' as well as multiple broken water mains. On our street alone (35th St., between C St. and McKinley) there are at least 8 children under 10 years of age that play in their front yards and walk to the park, a park at which I personally have seen multiple near misses as pedestrians attempt to cross street during high traffic hours (recall the orange flags placed at the intersection of J St. and 33rd St.)

Please give additional consideration against this project in considering not only it's environmental impact but also it's impact on an area considered so desirable because of it's current character and current size.

Thank you,

Melanie Vaira
Laynne Cooley

410 35th St.
Sacramento, CA 95816

Dana Allen

From: Richard Borgquist <rborgquist@me.com>
Sent: Sunday, July 07, 2013 2:52 PM
To: Dana Allen
Subject: McKinley Village

Have developers given an explanation why west exit isn't planned in east sac - 30th street or Alhambra etc - rather than 28th street?

Rich Borgquist
Rborgquist@me.com

Sent from my iPad

July 3, 2013

Dana Allen, Associate Planner
City of Sacramento,
Community Development Department
300 Richards Blvd., 3rd floor
Sac., CA 95811

Dear Ms. Allen,

As a resident of the Meister Tract north and east of the McKinley Park neighborhood, I am writing to express my concerns about the proposed development of the land adjacent to the freeway and north and west of Elvas/C Street. I live about a block from Elvas and am concerned that it already is a heavily used street to have on the edge of the neighborhood. The noise and air quality problems associated with that traffic as well as the railroad tracks and trains already negatively affect the quality of life in this area, and I am concerned that the addition of 328 residential units and significant additional traffic would greatly aggravate the problems, affecting many of the lesser side streets as well. These are mostly narrow streets with numerous vehicles parked along them, NOT well-suited to heavy traffic at any time of day.

In addition, my understanding is that this development would require the building of access roads through the railroad levee, which would increase flood risks in this part of Sacramento, a quite unwelcome idea.

The city's antiquated and overloaded stormwater/sewer system is an additional concern. Developing the land with all of the attendant structures and cement or asphalt covering the ground would lead to much greater runoff as less rainfall could soak in. This combined with the added sewage is a bad idea, as it could only add to the flooding of streets and perhaps houses in the area when there is significant rain.

I would like to request that this development not take place, as it seems basically impossible that the city will be able to adequately mitigate these concerns.

Thank you for your attention to community input!

Sincerely,

Susan Titus
80 Taylor Way
Sacramento 95819

July 5th, 2013

Dana Allen, Associate Planner
City of Sacramento, Community Development Department
300 Richards Blvd. Third Floor, Sacramento, California 95811

Subject: MCKINLEY VILLAGE PROJECT

I am writing to you as a neighbor who has lived here over 45 years and who will be impacted by the proposed development of MCKINLEY VILLAGE PROJECT. I understand that there has been issued a Notice of the Preparation of an EIR for the project and I wish to have an input. The area comprising this Project is contiguous to our East Sacramento Neighborhood fronting 35th Street between Elvis Ave and McKinley Blvd in Sacramento. Ordinarily this would not be problem, however, the project will have only one main exit when a right of way is constructed under the existing railroad tracks and all of the traffic from the project will be funneled onto Elvis Ave. greatly increasing traffic on this street. Since the only through street toward downtown or the Capital City Freeway is McKinley Blvd. traffic will utilize the adjacent streets including 35th Street. This will affect the air quality of our area along with increasing the traffic on our street that is already busy because of commercial establishments (Orphan Restaurant and Comptroller's Office) in our area. This is only one of the problems I have regarding this project although it is a major one.

Before I outline other areas of concern, I want to make clear that I understand the owner of the property encompassing the project wants to develop it. However, this property has a long history of other developers who wanted to also develop the property but were faced with obstacles that still exist and must be overcome before moving forward with this project. I believe it is premature to move forward with the EIR or any other project approvals until the problems are resolved.

The other areas to of concern are as follows:

1. Since the project has only one entrance under the railroad track all vehicles used in the development, including trucks and construction equipment, will have to use Elvis creating additional traffic and noise problems.
2. Our area now has problems relating to the disposal of run- off from excessive rain. Just last December 2012, our house was completely isolated with water accumulated on Elvis, McKinley Blvd and 35th Street. In fact the water was so deep on 35th Street the neighbors used a rubber pontoon to assist each other. The McKinley Project utilizes an area where the southern portion becomes a lake in heavy rain storms. This has happened on several occasions. The Project as proposed utilizes this area as a water storage but without any pumps to drain excessive water. Further if pumps are added, it will only cause further problems in our neighborhood's antiquated storm water/sewer system.
3. The project is isolated by being adjacent to the Railroad levee and the Capital City Freeway. Our neighborhood has an entrance to the Freeway off McKinley Blvd (E Street). While not yet funded, Caltrans has plans to change this entrance and widen the Capital City Freeway adjacent to the McKinley Village Project. It appears to me that these proposals must also be taken into consideration before rendering an approval of the McKinley Village Project.

I appreciated the opportunity to comment upon the McKinley Village Project and trust that the problems facing this new development will be solved before it goes forward.

Loraine Cutting / Richard L. Cutting

Loraine Cutting and Richard L. Cutting
3500 D Street Sacramento, Ca. 95816-3412
cuttg@att.net

Dana Allen

From: Cynthia McKeith <Cynthia.McKeith@pacfield.com>
Sent: Tuesday, July 09, 2013 5:11 PM
To: Dana Allen
Subject: McKinley Village

To Whom It May Concern,

As a resident of East Sacramento, and more specifically as resident of 39th Street which is already a major north-south artery within the area, I am highly opposed to the McKinley Village project for multiple reasons. There will be an increase in traffic, most likely major, on our already-congested streets. 39th Street currently has speed bumps/humps, but there are continuous incidents related to excessive speed and congestion, including parked cars being side-swiped and pets being run down, which would only be exacerbated by an increase in the number of vehicles passing through. Mercy Hospital and Sacred Heart School, being likely destinations for the residents of McKinley Village of a "fairly typical auto-oriented suburban subdivision", would be an additional draw for traffic through our streets which would also contribute to the emissions and noise issues. Furthermore, as pointed out by the ECOS NOP, the development, as planned, is not considered to be a sustainable development. There is no public park space planned, no public transportation, no amenities and no indication that any mode of transportation other than the automobile would be a likely choice of residents. The construction of this project does not appear to be of any benefit to anyone other than the developers, and I am completely opposed to its approval.

Thank you,

Cynthia McKeith
Pacific Field Service, Inc.
1111 Howe Avenue, Suite 445 | Sacramento, CA 95825
Direct: 916.437.7802 | Fax: 916.239.4394 | Cynthia.McKeith@PacField.com

Nationwide Inspection Services
www.PacField.com

Dana Allen

From: rose king <rking2@surewest.net>
Sent: Tuesday, July 09, 2013 5:00 PM
To: Dana Allen
Subject: McKinley Village (P08-086)

Attn: Dana Allen, Associate Planner, City of Sacramento , Community Development Department, 300 Richards Blvd, Third Floor, Sacramento Ca 95811

This is to request a Notice of Availability of the Draft EIR and to document the author of comments received.
MY NAME: Rosemarie King
rking1@surewest.net 187-41st Street, Sacramento,CA 95819
ORGANIZATION: Self and family

This is to comment on the preparation of the EIR for development of the properties known as "MCKINLEY VILLAGE." My home and that of my neighbors on 41st Street will become a thoroughfare we believe--as our street is direct access to H. Street traffic headed to freeway onramp at 29th and H. STreets or headed toward Elvis Ave access at 57th and Sac State campus beyond that. As I am sure you know H. STreet and J. Street are both traffic-packed and backed up from early am until after 9:00 pm when some of restaturants close. We already have the routine and emergency traffic to Mercy Hospital between J and H STreets, planned to accelerate as soon as possible.

We have many, many walkers, bicyclists, children returning or going to school, and bus traffic that presents considerable safety problems to all of us. A great deal of caution is required now -- by the walkers and bicyclists and by the automobile drivers attempting to safely navigate these streets. 41st is about the only straight shot , no speed bumps, and wider than many ofther streets, probably why it is selected to be so near to the development exit.

Safety, traffic, and drainage are among the problems to consider. Everyone in this area and around McKinley Partk know well the annual routine necessity to clean the street drains every winter because of inadequate city systems and flooded streets. Thank you , Rose KIng

Dana Allen

From: Mary Clark <Mary.Clark@pacfield.com>
Sent: Tuesday, July 09, 2013 3:42 PM
To: Dana Allen
Subject: Comment for P08-086 McKinley Village EIR - NOP

Dana,

This email is in response to the McKinley Village P08-086 Environmental impact report notice of preparation. We live on 39th Street (between H and McKinley Blvd.) in East Sacramento, and have for over 20 years.

The proposed McKinley Village project, which includes 328 new homes would bear a significant impact on our streets. It is my understanding, as proposed, that there would be two ingress/egress points for the McKinley Village neighborhood. Our neighborhood, which was established 60 - 80 years ago, is not designed to accommodate such an addition. Despite what the developer might be trying to push in order to make their profit, the residents of the new neighborhood would be adding significant congestion to our already bursting artery streets. Those new residents would be utilizing thoroughfares such as McKinley Blvd, Alhambra, Elvas, C Street, E Street, 39thStreet and H Street (as well as various other streets to cut through) to filter out to where they need to. The volume and speed of cars currently is very frustrating to the residents of this neighborhood we call home. This project will only make the matter much worse. I do not know the number of cars that this would add to our streets, but I imagine it would average possibly two per household, which would be over 600 cars daily times however many trips they make per day. This becomes a major safety issue.

Furthermore, it is my understanding that there are not even schools to accommodate these homes, which would require they ship out to schools up to several miles away.

We implore that the city consider the impact of this project. The only beneficiary will be the developer who will eventually move on to his next project, never having to consider the impact we residents will face on a daily basis. Although you might not receive emails from all of the residents, I assure you there are many, many residents that are seriously disappointed in the possibility of this project. We are still facing construction workers and hospital employees parking on our streets daily after years of construction at Mercy Hospital, and all we can do is watch them park and walk by every day. Mercy assured us that this would not be an issue when they were attempting to convince the neighborhood how much their project would benefit all. No matter what a developer does to try and sell the city on how wonderful their project is, please remember that it is us neighbors that are left here to live with what remains. I do appreciate your consideration.

Thank you,

Mary Clark
Pacific Field Service, Inc.
1111 Howe Avenue, Suite 445 | Sacramento, CA 95825
Direct: 916.437.7850 | Fax: 916.239.4394 | Mary.Clark@PacField.com

Nationwide Inspection Services
www.PacField.com

Dana Allen

From: Rita Phillips <rphillips316@comcast.net>
Sent: Wednesday, July 10, 2013 12:00 AM
To: Dana Allen
Subject: Oppose McKInley Village

To
City of Sacramento
Community Development Department
Attn: Dana Allen, Associate Planner
Dallen@cityofsacramento.org

From
J Bolton Phillips
Coordinator
Citizens For City Services

Recommend disapproval of Project

Citizens For City Services is an Ad Hoc Sacramento citizen action group. Our concern is to protect and improve Sacramento Livability and affordability. Our goal is to receive a dollars value for every dollar we pay in taxes and fees to support Sacramento City and County government.
We demand and expect our money's worth for our financial investments in our local government.

We strongly recommend that your department deny approval on the McKinley Village proposal. The highest and best use is clearly to keep this 49 acres as open space and to join it by public purchase or by gift as part of the Sutter's Landing Park.

The proposed McKinley Village site location is ill suited for residential or commercial development. The project area is landlocked by levees, bracketed 24/7 by trains and major freeway traffic. Freeway and train noise is continuous and at times very loud. Location at major river crossing on a Interstate Highway and facing the 28th St Landfill.

Huge expenses would be needed to create access and egress to the site. Traffic would be added at the point of existing freeway bottlenecks

Major items of concern, include;
Landfill gas escaping from the 28th St Landfill.
A toxic plume of leachate was first identified in the 1980's by the death of numerous trees just across the freeway near the landfill berm. If that Plume crossed the freeway into the proposed site the City's Liability would be enormous. This is just one of the major proplems with this proposal.

Keifer Landfill, the main landfill for Sacramento County has had to buy private properties to eliminate liability due to toxic plume movement off site.

Dana Allen

From: patlynch@surewest.net
Sent: Monday, July 08, 2013 7:44 PM
To: Dana Allen
Subject: McKinley Village (P08-086) ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

Please add these study areas to the EIR. Thank you.
Pat Lynch
926 43rd Street
Sacramento, CA 95819

1. Study and identify the shortcomings of previous developments undertaken by the developer.
2. Study and indentify and define SMART GROWTH.
3. Study how well the proposed development matches the tenets of smart growth.
4. Study how the developer met the tenets of SMART GROWTH in past developments.
5. Study and reveal all meetings the developer has taken with city council members, the mayor, and city employees in the last three years.
6. Study and reveal the estimated profit the developer will make.

Dana Allen

From: Raeanne Garcia <raeanneg@gmail.com>
Sent: Friday, July 05, 2013 1:10 PM
To: Dana Allen
Subject: RE: McKinley Village EIR Notice - Comment Form

Comment Form

Name: Raeanne Sarti

Email: raeanneg@gmail.com

Address: 311 39th Street, Sacramento 95816

Organization: Extremely Concerned Homeowner

1. My husband and I live on the corner of 39th and 36th Streets. What will be the estimated number of cars projected to go down 39th Street if McKinley Village is put in?

2. How will traffic be controlled on Elvas Avenue? Are there proposed stoplights or stop signs at each of the "main" streets, such as at 40th Street?

3. What will be the estimated number of cars projected during busy school hours for drop-off and pick-up at Theodore Judah Elementary School?

4.

5. What do studies show about air pollution from additional cars in the 39th Street area? For McKinley Village residents, since they will be much closer to Highway 80?

6.

By U.S. and electronic mail

July 4, 2013

John Salvini

420 35th Street
Sacramento CA 95816
Phone: 916-443-5542

Dana Allen, Associate Planner

City of Sacramento, Community Development Department
300 Richards Blvd., Third Floor
Sacramento California 95811

Dear Ms. Allen

I write to express my deep concern and objection to the McKinley Village Project as currently planned. I am particularly concerned that the proposed 328 houses in the project will be completely land-locked except for two points of egress through established residential neighborhoods. As planned, the project will significantly increase traffic and noise in the McKinley Park neighborhood where we live. Our neighborhood is noteworthy because it is pleasant and safe for biking, walking, and spending time with neighbors outside. The significant increase in traffic and associated noise and pollution from the project will adversely impact the quality and safety of our neighborhood for pedestrians, bikes, and families living in our neighborhood.

I am also very concerned about the negative impacts on the city's antiquated storm water/sewer system and the secondary flood protection levees. The existing sewer/storm water system is of great concern. In December 2012, our entire street was flooded after a heavy rainstorm because the storm water / sewer system backed up. Water reached across the lawns of several houses, and was within a few inches of the living spaces of the homes on the lowest part of 35th Street. Adding additional homes to this overburdened system could be disastrous. Moreover, Sacramento is already at risk of flooding. Why compromise the levy system that protects our community for the profit of a few developers and other financially interested parties?

For these reasons, I strongly object to the McKinley Village Project. I respectfully request that the project be prohibited.

Thank you for your time and consideration.

John Salvini

Homeowner

Dana Allen

From: Joel <stealthx013@comcast.net>
Sent: Tuesday, July 02, 2013 10:12 AM
To: Dana Allen
Cc: ellencochrane@hotmail.com
Subject: McKinley Village concers & EIR report

Dana:

Here are a list of my concerns. They are general points, but yet I'd expect that many have already aired these issues.

1. Traffic 2. Property Values 3.Storm Runoff & Sewer

4. Access (What streets would be effected) 5. Flood Threats - to our existing property. 6. Frequency of rail traffic (of all railroads using those tracks i.e., Union Pacific, Burlington Northern Santa Fe, Amtrak California, and Amtrak [nationally]).
What is the projected traffic increase into the future of all these railroads.

7. Effect of ground water, air quality from the city dump site across the freeway from the McKinley Village proposed site.

Thank you, Joel Harrison
4127 - McKinley Blvd.
Sacramento, CA 95819-2034

July 4th 2013

Please listen,

There is so many "Great" reasons we live in East Sacramento for over than 60 years. It was orginally my parents house. When they both passed,, we moved right in or rax in. We knew what a wonderful neighborhood it was...

Do Not take this away from us... Would you want to this if you or your family lived here??

Biel Sandy Bouff
147-46th St
Sacramento, CA
95819

July 6, 2013

City of Sacramento
Community Development Dept.

To whom it may concern:

Just the very thought of a "village with 328 homes" nearby makes me want to cry.

As a Sacramento native for eighty years, I'd absolutely call such a move a travesty.

Since I live across the street from a school (Theodore Judah), I already have an inordinate amount of traffic when the school is in session. When I moved to this home in 1965, the children walked to school. Now they are all chauffered at the opening of the school day, then when kindergarten exits at 11:30 A.M., they leave by car with their parents or a school bus — or a YMCA shuttle. Then at 2:00 P.M., it's exit time again with the parade of cars.

What I'm trying to say is that this problem would only be magnified or multiplied.

There are always plenty of homes for sale in this area if that's what the prospective buyers are looking for.

Obviously Angelo Tsakopoulos is out to make a fortune since this is such a desirable neighborhood.

(over)

Just let Angelo go the same way as Jim Lennane — away
Dont let him ruin it for all of us ancient residents. PLEASE!

Sincerely,
Carolyn Murphy
(Mrs Thomas E.)

City of
SACRAMENTO

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date:

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: Douglas Thompson

Email: olivebranch2@sbcglobal.net

Address: 529 40th Street, Sacramento CA 95819

Organization:

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

Alternatives should include a scenario with public transit service within the proposed development.

Any improvements to adjacent traffic corridors should include Class 2 bicycle paths and sidewalks.

The traffic study should include 40th Street south to H Street.

The development should include parks available to surrounding neighborhoods, including a dog park.

The developer should provide funding for a bicycle and pedestrian crossing of the American River along or near Business 80, to allow residents of the development and adjacent neighborhoods direct access to the Jedediah Smith multi-use trail on the north side of the river. Alternatives should include this, as a traffic mitigation/or environmental enhancement feature

An alternative should examine Lonatt Street as a point of access instead of 40th Street.

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date:

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: MaryLou T. Allen

Email:

Address: 540 - 46th Street, Sacramento, CA 95819

Organization: East Sacramento Preservation, Inc (ESP)

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

See attached document

Traffic Issues

1. Study how much money is needed for traffic mitigation (calming, routing, signs, crosswalks, lights)?
2. Study what percentage of the developer's budget is needed for traffic calming?
3. Study the feasibility of three well-designed car traffic access points.
4. Study placement a vehicle passage on Alhambra Street.
5. Study the 28th street train frequency as relates to a development exit.
6. Study if a lack of Alhambra exit causes cars to exit on Lannat due to train hold ups at 28th.
7. The Traffic Study needs to study trips on streets, not just drive idling time.
8. Measure pedestrian and bicycle safety with the traffic study.
9. Study Stonebridge, McKinley Village, I Street Senior Housing, Alhambra Townhouses, Cannery and any other East Sacramento developments that will increase traffic. Combine the results of these traffic increases to give true picture of traffic overall in the next five years (with these developments).
10. Study safety and traffic, pedestrian use and parking around McKinley Park.

Flood Threats

1. Study response, alarms, openings and closings of existing flood gates.
2. Study how the developer can dialogue with FEMA about plans and development.
3. Study and define emergency plan needed for completed development.
4. Study developer insurance needs against litigation in the event of flooding or, other possible structural issues and failures.

Storm and Sewer Runoff –

1. Study effects on current sewer system.
2. Study storm scenarios.
3. Study ground water and water table pollution.
4. Study upgrades needed and effect on East Sac system.
5. Study soil for pollution.
6. Study funding needed by project to protect East Sacramento from costs when the storm system fails and McKinley village is identified as a contributor to the flooding.

Access Issues

1. Study expense of shuttle between the site and RT bus lines on J Street.
2. Study street size needed in development for RT access.
3. Study current RT 34 route sufficiency and forecast the need through 20-years.
4. Study and include RT master planning regarding East Sac routes.
5. Study bringing Light Rail to the site.
6. Study cost of freeway on/off ramp serving the site.
7. Study possible overpasses to the site, as opposed to punching through the train beds on 28th and Lannat.

Scale/Livability

1. Study architecture for matching styles that the current eclectic architecture of East Sacramento/Midtown.
2. Study use of McKinley Village as the name of the project—geographically, esthetically, historically accurate?
3. Study the use of multiple East Sacramento/Midtown builders to complete the project.
4. Study the use of East Sacramento/Midtown vendors for subcontracting/support positions.
5. Study the impact of a $500 yearly city tax on development homes. Funds to go to maintain McKinley Park and Sutter's Landing.
6. Study and indentify two other projects in the US that most closely match this project and separate out the merits and shortcomings.
7. Study the effect of freeway and train air pollution on the area.
8. Study and reveal the cargo carried by the trains on the UPRR.
9. Study flood insurance requirements for project.
10. Study flood insurance requirements of adjacent area if UPRR is breached.
11. Study bond requirements for development if UPRR is breached.
12. Study the need for small retail, convenience store, in the development.
13. Study the need for an East Sacramento Transportation Management District that would help to calm traffic throughout East Sacramento.

Schools

1. Study impact of additional students on SCUSD, including impact on Theodore Judah and Sutter Middle school, include cost, new school needs, over population and safety of children walking to school. Extend study to twenty year forecast.

Natural Habitat

2. Study riparian use of area, specifically how the Swainson's Hawk feeds and nests in the area.
3. Study the area as a transit/migration area for native animals to the river.
4. Study the area for native California wildlife.
5. Study the vernal pools that have been bulldozed by the developer (northwest side).
6. Study the developer's landscaping plan. Does it match historical East Sacramento/Midtown planting?
7. Study the historical use of the area for farming history.

Developer's Model for Dealing with Concerns

1. Study developer's model of communication with the neighbors and identify a process that will truly incorporate the neighborhood's suggestions and ideas.

EIR-MLA

Air Quality and related Health Concerns.

After reading the research done by the EPA, the California Air Resources Board and the Southern California Particle Center and Supersite (SCPCS) on the detrimental health effects to those living near a freeway, I have many concerns. They are as follows:

A. Respiratory problems – asthma, chronic bronchitis, decreased lung function and increased hospital visits for people with respiratory disease. This study also notes increased absenteeism from work and school, increased morbidity (illnesses) and mortality (deaths) associated with particulate matter from vehicle emissions (Pope).
B. Long term exposure to particulate matter has been linked to cardiovascular disease (Johnson).
C. Low birth weight and premature births for mothers living near major roadways (Ritz).
D. In the past decade a growing volume of research has provided evidence that air pollution is harmful to the brain, including associations with clinical depression, stroke and the early phases of the disease process that may lead to Alzheimer's Disease and the formation of brain tumors.
E. Autism – A recent study by UCLA's Department of Epidemiology (2012) found higher rates of autism among children living near freeways (Becerra, Wilhelm, Olsen, Cockburn, Ritz 2012). Becerra et al found that babies exposed to air pollution in the womb are more likely to have autism than those whose mothers spend their pregnancy in areas of clean air.

   In the largest study of its kind, the researchers compared levels of air pollutants, related to vehicle traffic, during pregnancy gestation of 7,603 children with autism and 75,635 children without autism, born from 1995 to 2006 in Los Angeles. Ozone and fine particulates had the strongest association with autism.

   "These findings are of concern, since traffic-related air pollution is ubiquitous," said Dr. Beatrice Ritz, chair of UCLA's Department of Epidemiology.

   Using government air monitoring stations, researchers estimated average exposures during pregnancy to carbon monoxide, nitrogen dioxide, nitric oxide, ozone and particulate matter. The study adjusted to factors such as maternal age, birthplace, race and education. Using birth certificates, researchers compared control children with non-control children who had matching birth year, sex and gestational age at birth.

   Autism is a spectrum of disorders ranging from profound inability to communicate and concurrent learning disabilities to milder symptoms as seen in Asperger's Syndrome. The Centers for Disease Control and Prevention estimate that autism affects <u>one in every 88 children</u> born in the U.S, a 25% increase from 2006.

Common sense says that living near a freeway means the air you breathe is going to contain pollutants. It turns out that many things affect air pollution levels: proximity to the freeway, wind speed and direction, traffic volume, the day of the week and the season of the year. The highest concentration of pollutants tend to be found during winter weekday mornings.

Why winter? A Community Assessment of Freeway Exposure and Health (CAFEH) study found that on cold mornings a car's catalytic converter has not had a chance to warm up, so it doesn't work as efficiently to convert the pollutants in the exhaust. Also, on early mornings the atmospheric conditions are relatively stable meaning pollutants are less likely to be diluted by the wind. Thus, the combination of higher than average emissions rates and low mixing results in higher concentrations of pollutants.

MKV developers for their own professional integrity should be aware of if not all at least most of the major research that has been done and allow for this in their disclosure statements to prospective homebuyers. There are some modifications that should be considered as a matter of policy by these developers:

1. Placement of the home – Is it upwind or downwind of the freeway? That is, does the wind blow pollutants from vehicles toward the property and its homeowner?
2. Construction/Design of the home – use of allergen-free, green energy materials; good insulation between walls, second storiess and in attics.
3. Type of air filtration system- HEPA (High Efficient Particulate Air) filters remove significant amounts of particulate matter from the air.
4. Installation of energy efficient lighting and appliances using solar energy where appropriate.
5. Public transportation, carpools or vanpools, bicycle lanes that are conveniently located to help cut down on driving.

In conclusion, there may be some who think air pollution is merely a regional problem as recent research has taken place in Southern California. However, a 2013 study by the American Lung Association ranks Sacramento 6th of the 25 most ozone polluted cities in the U.S. Statistics indicate there are 43,295 cases of pediatric asthma (those under age 18); 158,254 cases of adult asthma(those over age 18); 88,544 cases of adult COPD (Chronic Obstructive Pulmonary Disease); and 586, 151 cases of adult cardiovascular disease reported in Sacramento County in 2013. (These numbers are based on 2013 National Ambient Air Quality Standards) (NAAQS).

Of course none of these seriously damaging health hazards would need to be addressed by the MKV project if there were serious consideration given to other uses of this land than a housing development. Alternatives such as:

1. A community park and/or sports field with a picnic area
2. A natural habitat that takes in the riparian environment including native plant, animal and bird species
3. A nature walking/hiking area with plant and tree identification guides
4. A return to the original use of the land as agriculture with orchards, a community garden using natural pest control plants and insects
5. A "Soil Born Farms" model using urban agriculture and educational projects

References:

Pope CA III (1995) Health Effects of Particulate Air Pollution: Time for Reassessment? Environmental Health Perspectives, 103 (5).

Johnson, RL. (2004) Relative Effects of Air Pollution on Lungs and Hearts. Circulation, 109:5-7.

Ritz, B. in collaboration with UCLA study on Ambient Air pollution and Autism in Los Angeles County, California.

Becerra, Tracy Ann; Wilhelm, Michelle; Olsen, Jorn; Cockburn, Myles; Ritz, Beate. Dept. of Epidemiology, Fielding School of Public Health, University of California, Los Angeles, California, USA; Dept. of Preventative Medicine, Keck School of Medicine, University of Southern California, Los Angeles, California, USA.

Dana Allen

From:	Ken Bogdan <kenneth.bogdan@gmail.com>
Sent:	Tuesday, July 02, 2013 11:42 AM
To:	Dana Allen
Cc:	Wendy Bogdan
Subject:	McKinley Village Development Project Supplemental Scoping Comment

Ken Bogdan <kenneth.bogdan@gmail.com> July 2, 2013

To: dallen@cityofsacramento.org
CC: kwenbogdan@comcast.net

Hi Dana,

As a reminder, my name is Ken Bogdan and I live at 585 34th Street and I sent a comment letter on June 7, 2013, responding to the NOP for the proposed McKinley Village Development Project. I attended the scoping meeting on June 12 and have several additional comments that I would like to submit as part of my comments on the scope of the EIR for the proposed project.

We discussed the consultants that might be hired to assist in preparing the EIR and related environmental studies and I am following up to confirm whether the project proponent has identified their list of consultants and sub-consultants for preparing the EIR and supporting environmental analysis. Can you please send me the list of contractors (and their sub-contractors) that the City and Developer are planning to use in supporting the environmental review of the development?

Regarding the scope of the EIR for this project:

Project Objectives: to supplement my comments from June 7, the project objectives for the proposed project should not be those of the developer's alone. I am quite concerned that this project is being characterized as "in-fill" as part of the objective for developing this site. To borrow CEQA's characterization of in-fill development, the project would need to be:

- Consistent with applicable general plan designation and applicable general plan policies as well as with applicable zoning designations (as the project site is currently zoned industrial, it certainly does not meet this requirement)
- Adequately served by all required utilities and public services (the project site currently has no connection to any City services, as evidenced in part by it being walled off by a highway and rail levees for a large part of the area)

Because this project is in "new territory" for development, it is NOT in-fill and alternatives should be proposed with much lower densities, at least to be consistent with the neighboring McKinley Park/east Sacramento area. It is my understanding that the proposed densities within the proposed project are some 35 percent higher than densities in the surrounding neighborhood and it appears that this density is proposed in part to meet the developer's stated objective of being "in-fill" development.

Traffic (and Noise and Air): I appreciate your transmitting the graphic of the proposed intersections for study in the traffic analysis that is expected to be part of the draft EIR. I expect the EIR to include a rigorous analysis of the traffic impacts and I expect many significant impact conclusions based on the density proposed for the project, current access points, and existing significant impacts in the neighborhood for traffic. Therefore I expect the City to meet CEQA's standard of a meaningful

evaluation of reasonable range of alternatives that certainly appear to be feasible and meet the project objectives: lower density of development (at a minimum consistent with neighboring East Sacramento and possibly even lower densities to address significant impacts); different access from the north through possible addition of a freeway on/off-ramp (and eliminating the automobile access point from C Street); different access from the north through possible addition of access directly from Elvas (and eliminating the automobile access point from C Street).

To build upon my June 7 comment letter, there are several intersections that also require study because I expect they will be greatly affected by the proposed project. As a resident who lives literally in the middle of what is expected to be the major thoroughfares for this proposed project, I am very familiar with the current traffic patterns. There are several intersections and roadways that get high use during commute times and there are several "choke points" where there is an existing significant impact for the level of service that will go unstudied with the limited analysis that is currently being proposed.

As you know, car travel is somewhat determined by the "path of least resistance" and many who live and drive in the area take "short cuts" through certain streets that avoid traffic lights or more obvious paths to get to either the highway entrance/exits, toward downtown (heading west) or toward Fair Oaks Boulevard (heading east). I have experienced high wait times on many streets in the neighborhood and I can only imagine the current LOS is unacceptable during commute times on H Street. Based on this experience, the City must study the following roadways/intersections in order to adequately represent the current environmental setting and complete an appropriate traffic analysis as required by CEQA to determine how the proposed project will increase the impact already experienced in these areas:

H Street "corridor" (especially with 35th and 39th as the southern/northern access routes for the proposed project): If the proposed development gets built, it is obvious, based on current traffic patterns, that H Street will be used as an alternate thoroughfare for drivers to access the site. With the amount of stop signs and existing slow points on McKinley Boulevard and C Street and Elvas, drivers already use H Street as an alternate route. The City needs to analyze:

- intersection at H/33rd;
- left turn wait onto 34th (heading east on H) and left turn wait from 34th onto H;
- intersection at H/35th through to C Street including Parkway/35th and McKinley/35th;
- left turn wait onto Santa Ynez, 36th, 37th, and 38th (heading east on H) and left turn wait from Santa Ynez, 36th, 37th, and 38th onto H;
- intersection at H/39th through to C Street including D/39th and D/McKinley (these two intersections are currently the most dangerous intersections in the neighborhood, especially during drop off hours for Theodore Judah School), and 39th/36th Way; and
- 39th between J Street and H (this road has received a high traffic impact from the entrance/exits of the developing hospital and recently relocated Sacred Heart School)

36th Way "corridor:" this street is expected to be another alternate route from McKinley Boulevard up to 40th/Tivoli/Meister (depending on final location of ingress to the proposed project from C Street) and, therefore, all intersections between McKinley Boulevard and Meister should be analyzed, including intersections of these roads and C Street. This is currently a highly trafficked roadway during drop off times for Theodore Judah School.

McKinley Boulevard: is expected to receive higher traffic as an alternate access to the proposed project. In addition to the intersections the City is already proposing to be studied AND the additional ones I mentioned above, the intersections of McKinley and San Antonio Way, 40th,

Tivoli, and Meister need to be analyzed. This is currently a highly trafficked roadway during drop off times for Theodore Judah School.

Capital City Freeway: it does not appear from the current study area map that the traffic ON the freeway will be analyzed. The map identifies the on/off ramps for the freeway but there is no identification that the traffic study will assess the additional impact to this part of the freeway once the additional cars from the proposed project cars are on it. This part of the freeway has major slow-downs/stoppages during commute times as well as on weekends (and when Cal Expo is hosting events). The traffic analysis will have to address the contribution of the proposed project that certainly will be considerable to this existing cumulatively impacted section of the Freeway.

City Sewer/Drainage: the McKinley Park neighborhood has an existing problem with the City's street sewers and drainage during high rain events. My street (at 34th and Parkway) for example commonly floods during high rain events on an annual basis. Although this is sometimes attributable to vegetation blockage, even when vegetation is removed (typically by concerned neighbors) there are still flooding problems as the current system does not appear to be sized adequately to accommodate the current drainage that occurs during high rainfall. Stated another way, there is an existing cumulative impact to City Street flooding in the McKinley Park neighborhood causing impacts to water quality and traffic (to say nothing of damage to homes and vehicles) and the addition of the proposed project will add to that impact causing greater effects in the neighborhood. This issue needs to be analyzed in detail and I would expect the City will need to require the proponent to address significant impacts of the proposed project as well as pay for his fair share of the contribution to addressing the cumulative effect.

I appreciate your consideration of my requests and comments,

Ken Bogdan
585 34th Street
Sacramento, CA 95816

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Hi Dana,

My name is Rob Ferrera and I live at 80 Coloma Way off of Elvas Avenue. Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report for the McKinley Village Project. I would like to make the following recommendations to be included as part of the analysis for the EIR.

Traffic and noise studies are already considered as a part of an EIR but in order for all impacts to the environment to be considered for this project, a traffic and noise study that takes into consideration the impacts to existing streets in the neighborhood, for example, and not limited to, 40th Street, Tivoli Street, Meister Way, San Antonio Way, San Miguel Way, 39th Street, Elvas Avenue, Lanatt Street, McKinley Blvd, H Street, J Street, Alhambra Blvd, 29th Street, and 28th Street.

Levels of service evaluations typically evaluate the transportation experience of the driver. What this lacks is the experience of the existing neighborhood. With the proposed increase in traffic for this area and for the streets listed above, what increased levels of service can be expected for the existing neighborhood? Please consider making this a part of the transportation and noise study. At this point the intention of the project to provide adequate access points for vehicular traffic is potentially problematic given the current proposed outlet point on 40th street and could have an impact on quality of life for the existing neighborhoods.

This is a 4 year proposed project with phases that will require heavy machinery and construction and then once the construction is completed, the addition of 328 homes and accompanying vehicles. With all of this traffic and noise occurring at the proposed 40th street underpass, what mitigation measures will be put into place to accommodate the existing neighborhood? As part of the alternatives analysis, equal studies need to occur at the north end of Alhambra Blvd and Lanatt Street. The NOP does not mention either of these as an option to be considered as part of "Off-Site Improvements".

With the increase in traffic due to construction, what measures are going to be taken to minimize emissions and particulates generated by driving in and out of an undeveloped area? What minimization measures will be taken to avoid spillover of dust and dirt onto existing streets and homes? Please consider this as part of the air quality and green house gases analysis.

The Off-Site Improvements portion of the NOP is very limited in its description of how the existing neighborhoods are going to experience benefits from the construction of this development. From a traffic perspective, it speaks only to the A Street bridge improvements and the extension of 40th Street to C Street. It is the desire of the existing neighborhood that a larger discussion occurs to explore further Off-Site Improvements. There is no mention of the impacts that the neighborhood schools will incur. Theodore

Judah and Sutter Elementary schools already burdened and are in dire need of substantial improvements. These schools have seen considerable growth due to a commitment shown by the families who send their children to these schools. My daughter attends Theodore Judah and they are already bursting at the seams. Not only do we have the project planned for Sutter Memorial and the closure of Washington but now this. What additional "Off-Site Improvements" are going to help instill confidence in the neighborhoods from the developer but also from the city and the school district that these issues are being taken into consideration? Mitigation requirements may be limited, but a good faith effort to show the community that our schools can benefit from this would project would serve well.

In the Project Objectives portion of the NOP it is emphasized that this project "Make efficient use of an opportunity for infill development." Please include in your analysis what criteria are being used for "infill development" and how this qualifies as efficient. While the use of "green technologies" in housing developments is considered "efficient" from an energy saving/conservation perspective, this cannot surely be the only feature of this development that qualifies as efficient. This is property has not been developed for housing in the past and is not suited well to a development of this type now. Not without serious considerations made to the existing neighborhood. For a like project that has already been completed in a similar setting that has been able to meet all of the stated objectives would be very useful with explaining how potential environmental effects to the existing environment will be considered attainable with mitigation measures.

McKinley Village is going to be an East Sacramento neighborhood, not a midtown neighborhood, but during the public scoping meeting held at the Clunie Center a representative from Riverview mentioned that the density number that was identified is around 11 homes per acre, which falls between the 14 homes per acre in Midtown and the 7 homes per acre found in East Sac. Riverview said they wanted to find something between Midtown and East Sac. Please include as part of the analysis all three densities.

I would like to receive any environmental documents and public meeting notices concerning the McKinley Village project as they relate to compliance with CEQA as well as any materials regarding the proposal. Please add my email robferrera@icloud.com and mailing address (80 Coloma Way, Sacramento, CA 95819) to the project mailing list.

I look forward to contributing to further discussions on this project.

Sincerely,

Rob Ferrera
80 Coloma Way
Sacramento, CA 95819

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date:

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: Yvonne Berdan

Email: berdany@aol.com

Address: 2814 I Street, Sacramento, CA. 95816

Organization: Marshall School New Era Assoc
Private Citizen.

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

Please see attached.

McKinley Village (PO-086)

EIR Notice of Preparation Comment Form

My concerns are traffic, access in/out of the village, expanding traffic count area, half street closure on B Street, health concerns for the Village residents, no services provided, and school district.

TRAFFIC: When will Midtown surface streets reach critical mass? Because the City takes each project on its own, never looking beyond the "trees to see the forest", traffic is a major concern. Perhaps the village will only have "x" amount of vehicles, but added with the new Sutter Hospital expansion, B Street Theater (2700 Capitol Ave), and the downtown arena , Midtown surface streets will be beyond the critical mass. Yes, the arena is several years down the road, but attendees will soon learn that exiting off of Capitol freeway using E Street, J Street, and H Street exits, using surface street, will get attendees to the arena. I Street is a clear shot to the new arena.

EXPANDING TRAFFIC COUNT AREA: Expand the traffic count area to include more than just the required area, to include Marshall School New Era Neighborhood. By including this neighborhood the City and the project would get a more accurate count.

ACCESS IN/OUT OF THE VILLAGE: The village project is already planning to punch a bike/ped tunnel access. This access should also include vehicles. This would provide residents and safety personnel an additional access to the area and would reduce traffic into Midtown area. At a meeting in the McKinley Clunie Community Center, the developers stated it was not engineeringly possible. I believe it is possible but it becomes a matter of dollars and cents to the developers and reduces their profit margin. Without vehicles, the bike/ped access tunnel will become another area for the homeless to congregate which will force its closure just like the tunnel access to the American Bike Trail around 14th and C (not sure of the exact location).

Would the EIR consider a possible exit from the Capital freeway into the area? Cost??? Big dollars and just another reason the developer wouldn't consider. Cuts directly into the profit margin.

HALF STREET CLOSURE ON 28TH SOUTH BOUND AND B STREET EAST BOUND By placing a half street closure at this location would direct the village residents, trucks, and users of the Sutter Landing Park to exit onto B Street and then onto 29th Street. Improvement would be necessary on B Street but he developers should bear the cost.

This project does nothing for the Midtown neighborhoods, but certainly enriches the developers' coffers and provides revenue for the City. Dumping traffic from the Village, a higher income area, onto 28th Street, a med to lower income area, is discriminatory

HEALTH CONCERNS FOR RESIDENTS Placing a housing development in an area known to flood and bordered by a major freeway and railroad tracks seems to invite health issues. Surely based on EIR

history, placing a housing development next to this particular freeway seems ludicrous. Capital City freeway east bound begins to back up around 2-3 o'clock P.M. until around 6 o'clock P.M. every day. Does the emission from the vehicles meet EIR health standards?

Does noise pollution from the vehicles and trains meet EIR health standards? At the McKinley Clunie Community Center meeting, developers informed the audience that no sound walls will be built because the placement of the homes would be adequate barriers. Again it is a dollar and cent issue and reduces the developers' profit margin.

Has the City been placated about the flooding/water issues because the developer, at their own expense, will provided some type of holding area for excess water?

SCHOOL DISTRICT Because this project falls into the Twin Rivers School District, residents will have to drive several miles for the nearest school. Will the EIR address vehicle distance to the nearest schools in Twin Rivers School District?

NO SERVICES PROVIDED Does the EIR take into consideration that no bus service will be provided to the area? Does the EIR take into consideration that for any services, if the residents do not walk or bike, the residents must drive?

Final comment: This project fails on so many levels as outlined. Not sure what is the appropriate use of this island of land but placing a housing project between a major freeway and the railroad is definitely not the correct project. Who in their sane mind would pay up to $600,000 for a home in this location and if they did pay would they remain there? Could this turn into abandoned homes or unsold homes? Could this turn into an "expensive urban slum?"

Yvonne Berdan berdany@aol.com2814 I Street, Sacramento, Ca.

Member of Marshall School New Era Homeowners Assoc.

Ellen Trescott
2014 C Street
Sacramento, CA 95811
eltrescott@hotmail.com

June 28, 2013

VIA E-MAIL

Evan Compton, Associate Planner
City of Sacramento, Community Development Department
ecompton@cityofsacramento.org

RE: Comments on project application for the McKinley Village Project

Mr. Compton,

Please accept these comments on the planning permit application for the McKinley Village project ("Project"). I understand that the CEQA scoping comment period has been extended for another few weeks, and I request that the City consider all scoping comments as they are relevant to processing the requested permits and project approvals for the Project.

Flood Control

Generally, I consider it very poor policy to allow residential development, or any development, on the river-ward side of the railroad levee in Sacramento. This levee provides significant flood protection to north midtown and east Sacramento, including operative flood gates, and it is irresponsible for the City to consider siting homes outside of this protective levee. The City's Parks and Recreation department recently rejected a proposal to study the relocation of Land Park Zoo to the Sutter's Landing Park area, primarily based on flood control concerns. The proposed Project site is in an overland flood setback zone and retention area, and for the safety and security of all residents of the City this entire area should be dedicated to parks and habitat, and nothing more.

With the increasing burden on local governments, including the City and the Sacramento Area Flood Control Agency ("SAFCA"), to pay for the costs of providing flood control for residents, the Project represents a potential liability for the City, both in terms of future financial requirements, levee maintenance and repairs, and liability for potential property damage after a flood. The City and SAFCA should study what effects this Project might have on the City's potential flood liability, including what changes may be needed to the City's flood control plan, under the general principles articulated in the well-known *Paterno v. State of California* case.

The increased maintenance and operations costs of the Project, including the maintenance of a new flood gate in east Sacramento, should be paid for by the residents of the Project, through special fees or assessments. Furthermore, the City should assure that an accurate and up-to-date FEMA floodplain designation is in place for the Project site, and that the Flood Insurance Rate Maps ("FIRMs") for the Project site are updated and accurate. Close consultation with SAFCA is essential.

Vehicle Access

The current proposal to route the Project's traffic along A Street to 28th Street is a slap in the face to midtown residents. Essentially, the Project will provide benefits to east Sacramento, such as school fees, pedestrian upgrades, stormwater retention, etc., while north midtown will receive nothing more but a snake of traffic and car exhaust. This is an east Sacramento project and both the benefits *and the burdens* of the Project should remain there.

I support the comments of the Marshall and New Era Park Neighborhood Associations, which have requested a full, complete, and "accessible to the public" traffic study and Project alternatives analysis that considers (1) the potential impacts (including cumulative impacts) on local traffic, air quality, biological resources, pedestrian and bicycle safety, and recreation in north midtown; (2) the feasibility and desireability of a Project alternative with vehicle access to and from Alhambra Boulevard, whether under the railroad tracks or over the railroad tracks, instead of A Street; (3) a Project alternative that includes new freeway on- and off-ramps, such as those proposed for the previous version of the Project; (4) if A Street is the only feasible access point, routing traffic to 29th Street instead of 28th Street, whether by routing traffic along B street or by installing a new railroad underpass or overpass; (5) expansion of the traffic management program in north midtown, particularly to include C Street, and the installation of stop signs and other traffic calming measures; and (6) consideration of other traffic (and other impact) reduction measures for north midtown, such as relocating the City corp. yard at Sutter's Landing, and the potential transition of the Bel Marine facility to a habitat mitigation bank or parkland.

I regularly visit Sutter's Landing and Stanford Parks, and witness the significant car, train, and pedestrian traffic that uses the streets at and around B and 28th Streets. In particular, when there is a play at the B Street Theater, a sports game or practice session at Stanford Park, a skate event at the skate park, a hot day when river access is at a premium, or during peak rush-hour traffic times when many people take their dogs to the dog park, this area is frequently congested with people and cars. For a prime example, visit there on the 4th of July. There are no sidewalks along 28th Street in this location. There is not much parking south of B Street. I along with others are very concerned about the potential safety issues of routing thousands of cars through this intersection daily.

Moreover, the hostility and/or erratic behavior of drivers who have to wait for a passing freight train should not be underestimated. I live near the intersection of 20th and C Streets, and I am very familiar with the trains that travel through Sacramento, including the east-west Union Pacific line that separates the Project site from the rest of Sacramento. These are not always "passing" trains. For various reasons, including train traffic backups along the line, trains frequently stop at or near the 20th and 28th Street crossings, and the signal arms are down for 20 to 30 minutes. It is an unavoidable fact that train crossings will force Project residents to turn their cars around, whether leaving or entering the Project site, and will also cause significant traffic backups, probably ten times daily. It is my observation that the Union Pacific rail line is used by trains much more frequently than the BNSF rail line that runs north to south through Sacramento.

It just doesn't make sense, from a City planning perspective, to allow Project site access from A Street.

Biological Resources

The Swainson's Hawk is a precious and beautiful species of concern, and we are lucky to have these hawks residing and foraging on the Project site and in nearby Sutter's Landing Park and the surrounding area. It is well know that the Project site provides crucial foraging habitat, if not nesting habitat, for these birds. The Project should not be developed on this site and eliminate this large open area for protected species' foraging. If the Project is developed, the City should work with the developer to create a habitat mitigation plan that completely and conservatively offsets the loss of this habitat. Because of the detriment and disturbance caused by removing the habitat, and the presumed quality of the habitat, the City, in consultation with the California Department of Fish and Wildlife and the Friends of the Swainson's Hawk, should require habitat mitigation of 2 new acres preserved for every 1 acre destroyed. The least disruptive mitigation plan would be for this new habitat to adjoin the current habitat area in Sutter's Landing Park. There is plenty of land now occupied by Bel Marine, PG&E, Union Pacific, Blue Diamond, and others that could be concurrently used for permanent foraging habitat protection. Habitat mitigation must lead to the permanent protection of currently non-protected property.

The proposed access point at A Street will create adverse impacts to Swainson's Hawk and potentially other species of concern. These hawks regularly forage on the former landfill adjacent to A Street, and they nest nearby. The streetlights, headlights, car and truck noise, and exhaust will degrade the adjacent habitat and deter the hawks from using this area. These impacts must be considered when analyzing the potential alternatives for project access routes.

Public Service Impacts, including parks and recreation impacts

The Project applicant must be required to study and offset the impacts of the project on nearby parks, as well as public services such as water, sewer, and stormwater infrastructure. The applicant should be required to pay adequate park impact fees for the three public parks located very close to the Project site, and/or install park improvements to offset the increased visitor use and traffic impacts that the Project will have on these parks.

Economic Viability and Project Site Plans

The size of the proposed houses, as well as the proposed price point, and the refusal of the applicant to incorporate affordable housing, is somewhat alarming. I encourage the City to require an economic feasibility study for the Project, that takes into consideration the awkward location of the Project (next to a freeway and train tracks, and not walkable to midtown restaurants and shopping), and the marketability of similar new housing stock in the area. The applicant has represented that the houses will sell for somewhere around $700,000. A recently constructed new home on 20th Street between C and D, at the same price point, has been on the market for months and has not sold. The "Sutter Brownstones" project has had similar problems reaching completion and selling many of its units. Despite the rebounding housing market, I am skeptical that the Project will be as viable as the applicant believes.

The City should explain how the proposed Project will conform to the planning objectives of SB 375, to encourage transit-oriented urban infill developments. The Project does not appear to meet the goals of this new important law, and it will not contribute to the type of infill housing projects that are needed in Sacramento in order to curb California's contribution to global climate change.

Finally, the landscape plan for the Project should require trees in the same proportion as neighboring east Sacramento and midtown neighborhoods. Tree-lined streets are an important component of energy savings. As required by the Subdivision Map Act, City staff should carefully consider this and other Project design options that will incorporate all feasible passive and natural heating and cooling opportunities.

Thank you for considering my comments and forthcoming CEQA scoping comments.

Sincerely,

Ellen Trescott

Ellen Trescott

City of
SACRAMENTO

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date: July 4, 2013

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: John Joseph

Email: jjsacto@surewest.net

Address: 145 40th Street, Sacramento, CA 95819

Organization:

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

This is a specific objection to the McKinley Village Development Plan based on the so-called 40th Street extension. For the environmental review, the City of Sacramento needs to focus on the entrance and exit points to the development. The Village Development extension of 40th Street directly impacts the environment of both 40th Street and Tivoli Way. Both residential streets are targeted for cut-through use to reach McKinley Blvd. and Compton's Market and as an exit to the freeway and downtown Sacramento. A driver exiting the "Village" will have a decision to use C Street/Elvas or the closest streets to cut-through to McKinley Blvd. The closest streets to this proposed intersection are Tivoli and 40th Street.

Currently the traffic on C Street/Elvas is increasing because of the population growth of the Cannery project from 1000 to 1250 persons. Increased traffic on this through-way would automatically invite traffic diversion down residential streets to McKinley Blvd.

The impact on residential use together with a reduction in property values is evident. It is the duty of the Community Development Department to determine the extent of proposed cut-through use onto residential streets. From the developer's plans and a visit to the site location, the exit from McKinley Village to C Street/Elvas will be at the abandoned electrical substation. This intrusion would appear between 40th Street and Tivoli Way.

Previous attempts to develop the infill property have planned a tunnel beneath the elevated railroad berm to exit via Lanatt Street. The current project rejects the Lanatt exit to avoid street widening and financial mitigation to commercial and residential interests. Lanatt Street is commercial and exits toward an auto repair location and a rehabilitation facility together with residential property facing Elvas Avenue. The intersection of Lanatt and Elvas would allow more efficient traffic light control. Use of this exit would avoid cut-through issues impacting on solely residential streets.

The increased traffic of the 40th Street cut-through to McKinley Blvd. is a serious project flaw made entirely on cost estimate with little thought to the impact on residential use. This will adversely affect peaceful enjoyment of property, including from time to time my five grandchildren on the sidewalks, and constitutes a very negative environmental impact.

Respectfully submitted,

John Joseph
145 40th Street,
Sacramento 95819

City of
SACRAMENTO

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date:

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: John Allen

Email: allenje@arc.losrios.edu

Address: 540 - 46th St., Sacramento, CA 95819

Organization: East Sacramento Preservation

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
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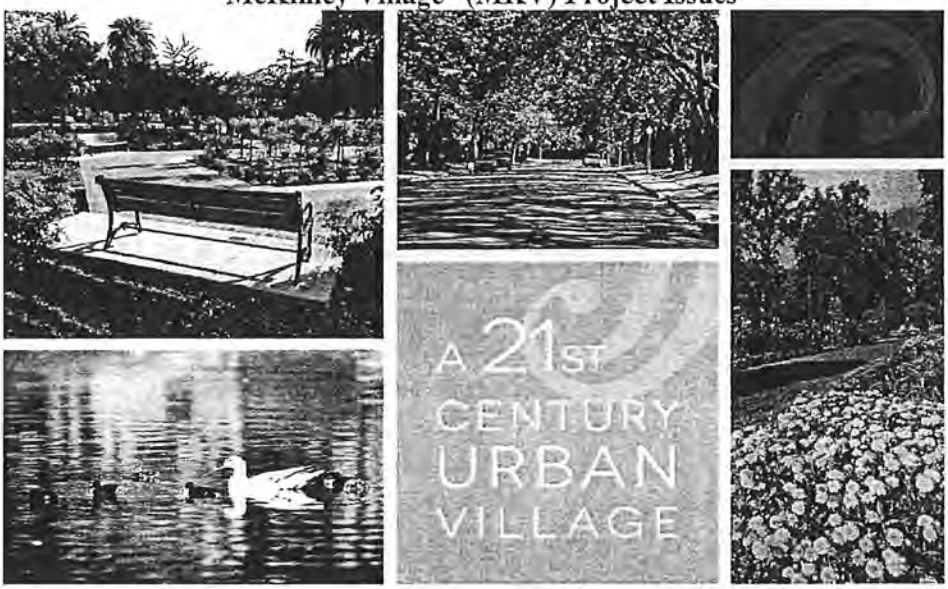
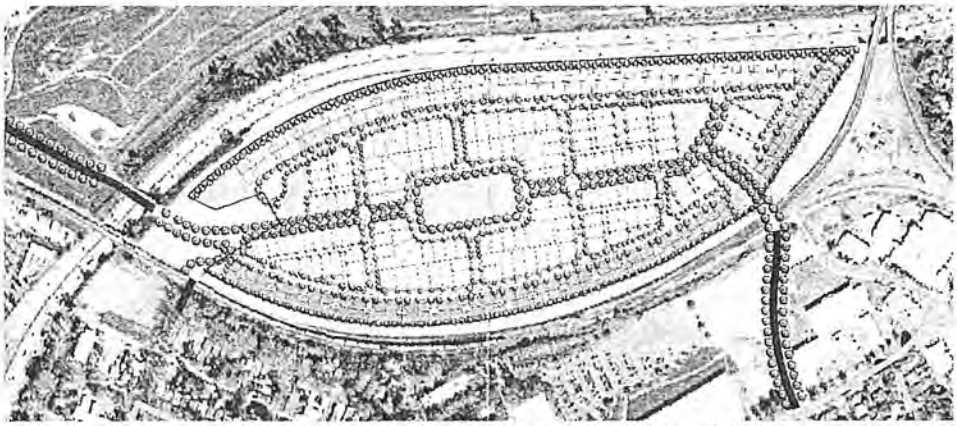
You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

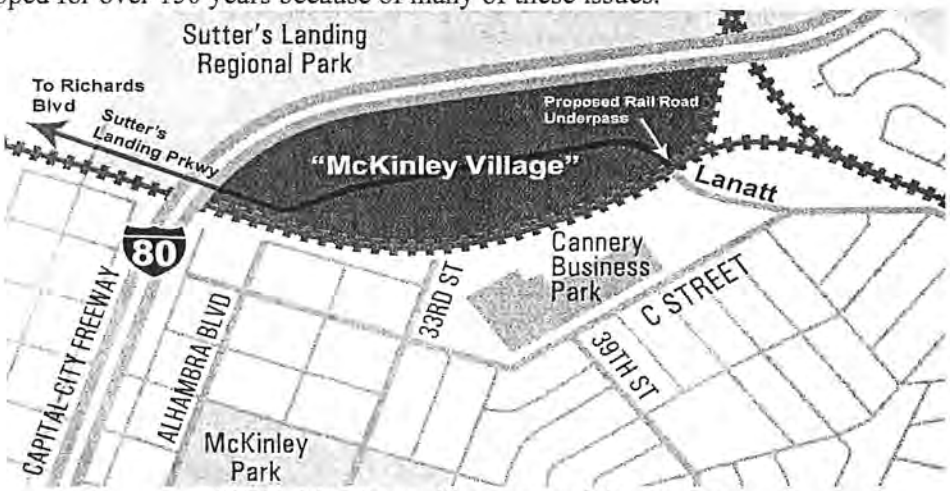
(see attached document)

"McKinley Village" (MKV) Project Issues



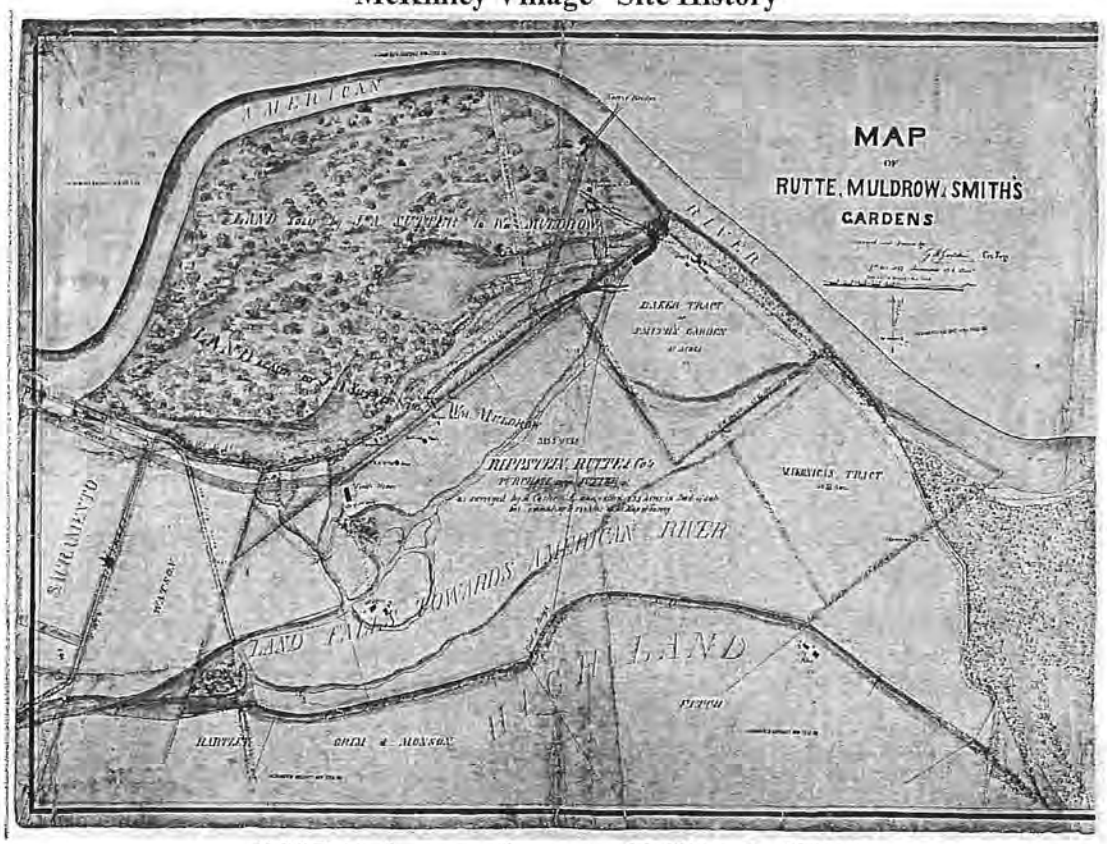


MKV project raises a whole series of concerns for East Sacramento, Midtown and Sacramento in general. It is only the latest of 12 proposals for developing the site. Yet this site has remained undeveloped for over 150 years because of many of these issues.



2007(?) Map for earlier proposed development

"McKinley Village" Site History



(1857) Early map of proposed MKV site (CSA)

MKV Site History

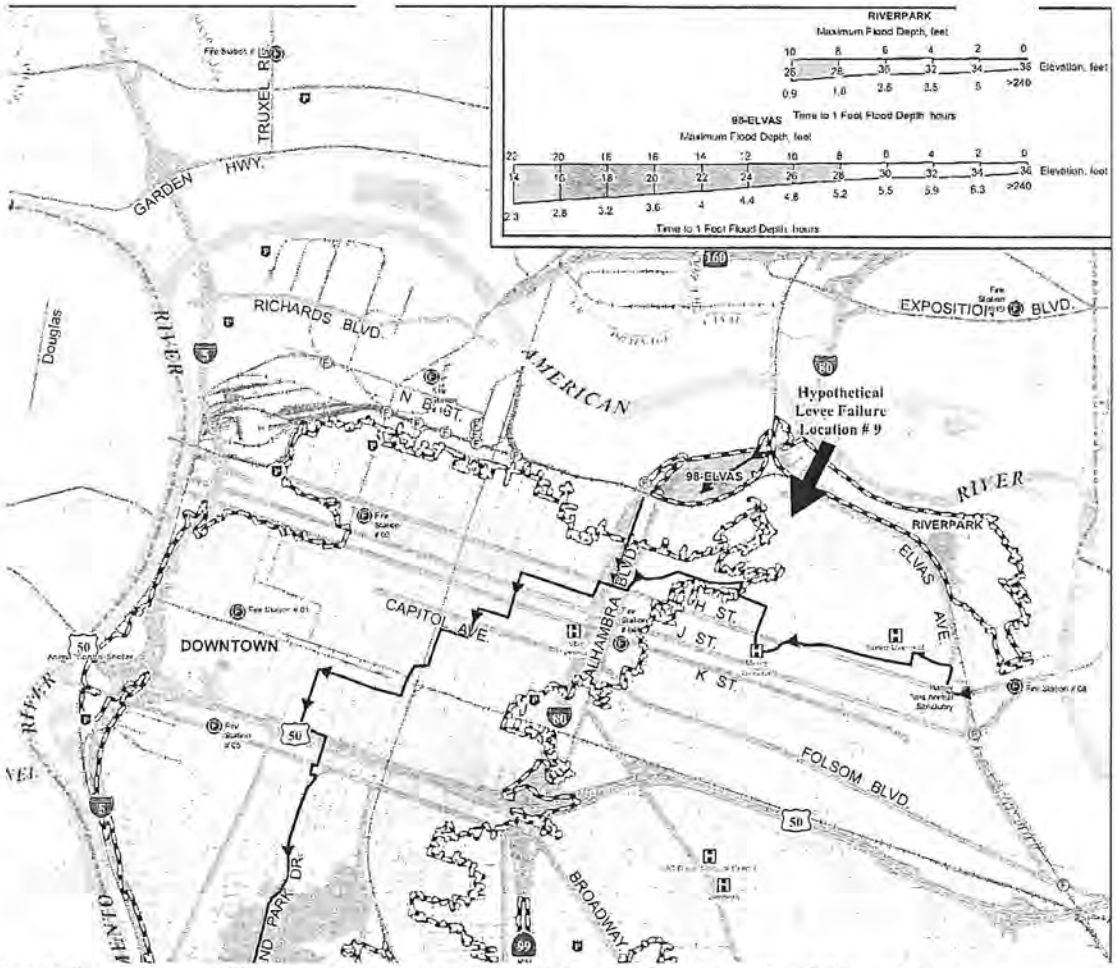
The site of the current proposed McKinley Village (MKV) project – the most recent of the many proposals for the location – has never been developed. There are some very good reasons for why this location has not been developed.

Over 150 years ago, city founders avoided including the location within first levee systems due to low elevation, swamps, quicksand, sloughs, <u>and</u> even a lake! Three of the four breaks that led to worst flood in Sacramento's history in 1861-2, took place adjacent to this site – e.g. B and 28th Sts, Alhambra and C St. When the transcontinental railroad was being built in 1863, the builders bypassed the area because of its flood prone nature. Given the location's lengthy troubled history, is it any wonder that the area has been seen for what it really is – river bottom land? More than a century ago, Sacramentans deemed the land only suitable for agricultural purposes – e.g. "Smith's Gardens" and "Muldrow's Gardens." The area was only incorporated into the city limits in 1964, to further the expansion of the city dump and, had the freeway been routed differently, the area might have become an "infill" site with trash from the old city dump.

The current Union Pacific RR (formerly SPRR) levee embankment has been built up and widened over the last 150 years, and during that time, has provided the city with its primary or secondary line of defense against flooding. Even as late as 1928, the city was saved from a major flood by the railroad embankment after the levee along the American River failed – North Sacramento was not so fortunate.

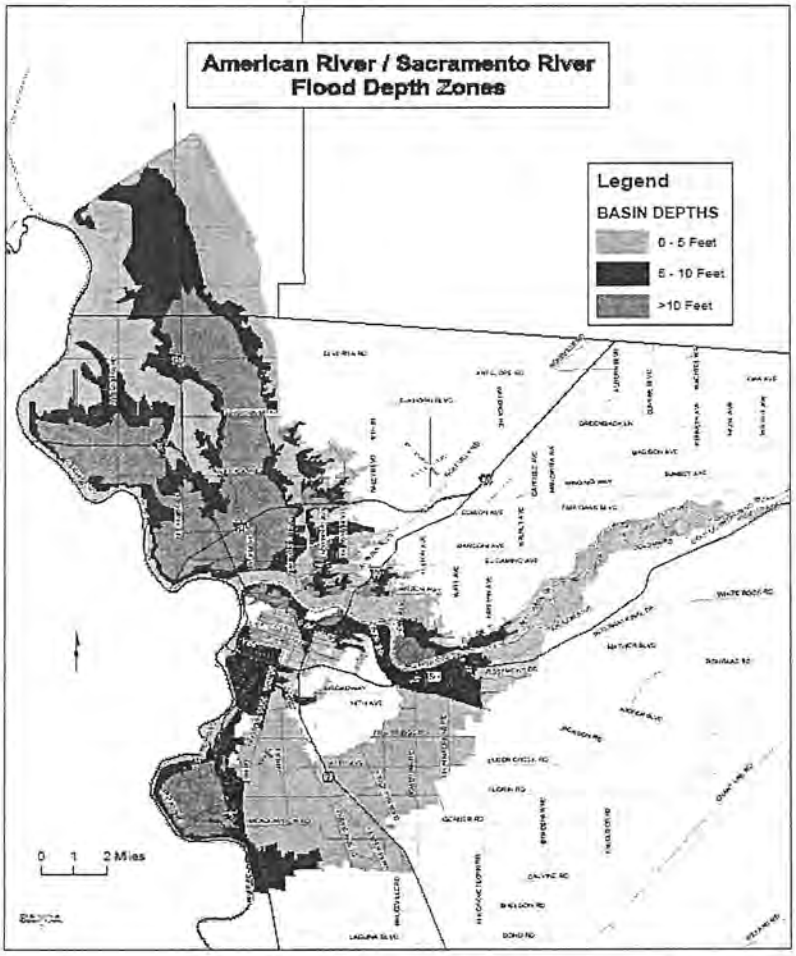
Current Sacramento Area Flood Control Agency (SAFCA) studies still recognize its vital role in offering Midtown and East Sacramento districts, the city in general and the capitol of California with a further line of flood protection. The proposed plan to puncture it with two (?) new underpass accesses (Alhambra Blvd., 40th St.) will increase by 20% the number of openings, making it even more likely that there could be a major failure because of antiquated flood gate equipment, missing parts or not even enough personnel to carry out the closure of the floodgates in time.
Even if developed, the area could suffer a major catastrophic flood with much loss of life and property. According to a 2005 regional flood scenario study, the site could be covered in up to 25 feet of water within two hours or less – turning it from an evacuation site to a rescue site!

- After more than a century, the issue of whether this is a location suited for any development needs to be addressed once and for all.



▪From Locations of Hypothetical Levee/Dike Failures. City/County of Sacramento Comprehensive Flood Management Plan Rescue and Evacuation Mapping Evaluation. 2005

Flooding



- The single most important threat to city and people of Sacramento for past 160 years, with the potential of turning the city into "Katrinamento" or "Sandymento"

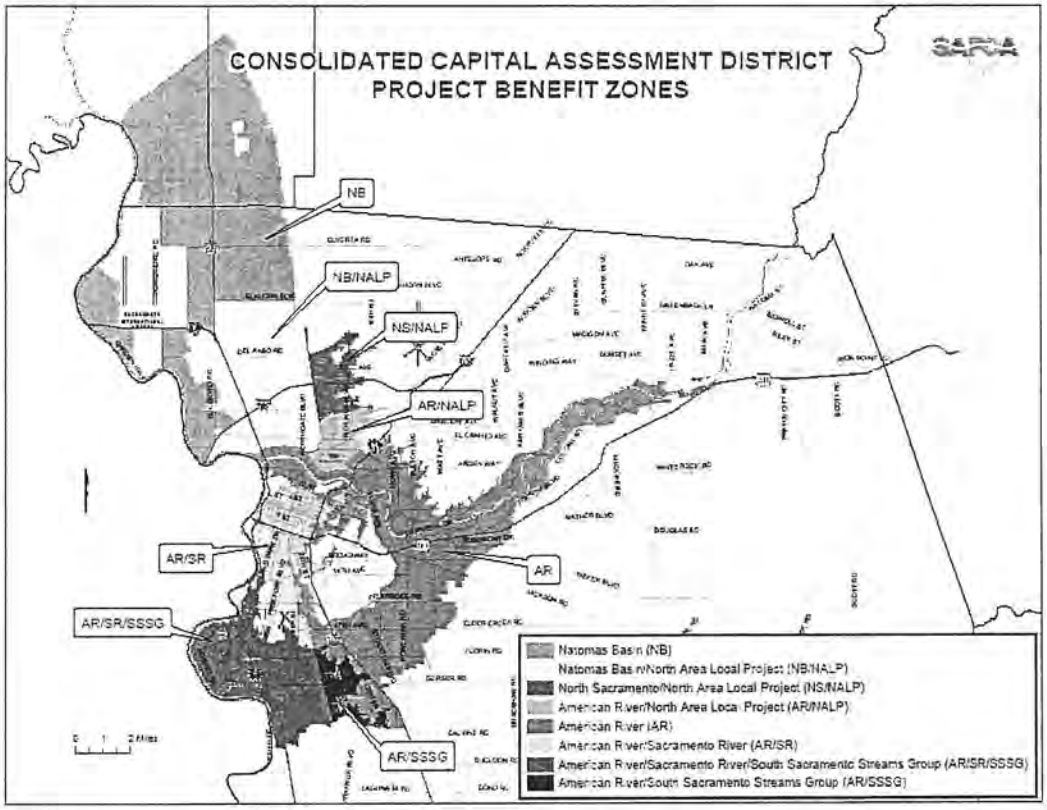
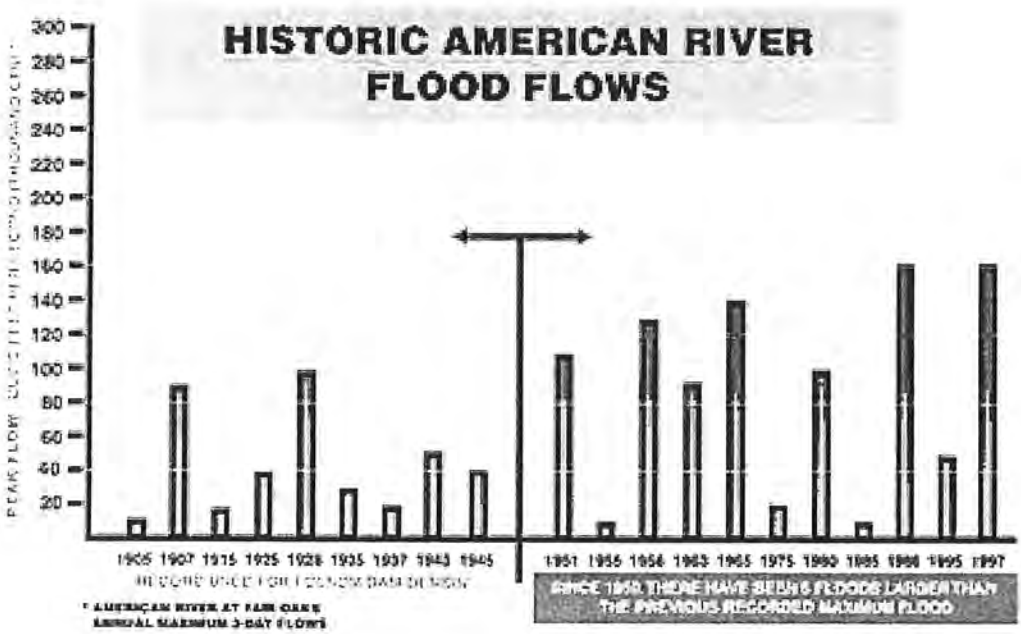


TABLE 44. TWENTY LARGEST FLOODS ON AMERICAN RIVER
Measured by United States Geological Survey at Fairoaks Gaging Station

Number	Date of flood	Maximum mean daily flow		Seasonal precipitation at United States Weather Bureau station at Folsom City, up to day before the flood	
		Second-feet	Inches depth on watershed in 24 hours	Inches	Per cent of normal to same date
1	March 25, 1928	120,000	2.33	15.68	77
2	March 19, 1907	105,000	2.03	31.26	159
3	January 14, 1909	98,000	1.90	10.66	102
4	February 2, 1907	80,800	1.57	21.12	159
5	January 31, 1911	69,100	1.34	25.37	194
6	February 6, 1925	68,200	1.32	14.19	101
7	January 21, 1909	62,500	1.21	16.18	132
8	January 1, 1914	57,700	1.12	9.99	116
9	January 26, 1914	52,600	1.02	20.74	167
10	February 21, 1927	48,200	.93	21.75	184
11	December 2, 1909	47,000	.91	5.20	124
12	February 11, 1919	45,000	.87	13.37	[illegible]
13	January 19, 1906	44,500	.86	11.24	[illegible]
14	February 21, 1914	42,600	.83	24.54	151
15	May 12, 1915	41,800	.81	29.02	[illegible]
16	November 21, 1909	40,800	.79	3.28	[illegible]
17	March 7, 1911	39,800	.77	33.54	[illegible]
18	February 25, 1917	37,600	.73	16.49	[illegible]
19	January 22, 1914	36,500	.71	17.91	[illegible]
20	March 24, 1906	34,000	.66	23.88	[illegible]

(1929) Chart detailing floods up until that time



Railroad Embankment

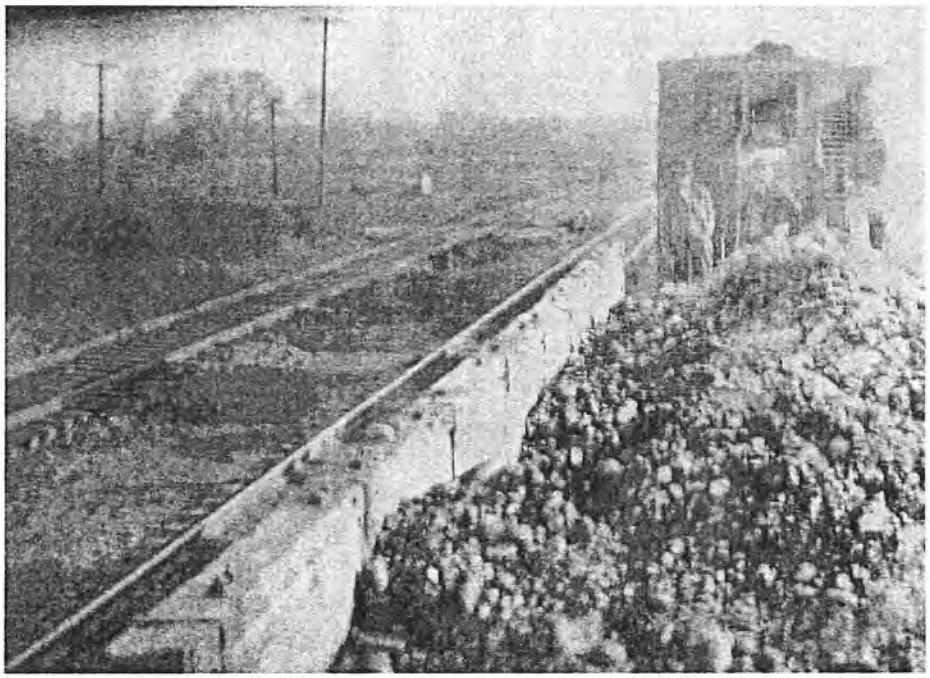
(1865) Photo of Central Pacific bridge over the American river looking north (CSL)

The limit of the grid system of streets in the city of Sacramento is bounded by a railroad embankment to the north running along B St. It was constructed as part of the famous trans-continental railroad in 1863. The embankment was built on the original levee system from the 1850s. Later, over the years, the Southern Pacific double-tracked and widened, elevated and strengthened the original embankment. Though never designed to today's rigorous standards for levee construction, the embankment has continued to stand firm in the face of many floods. It, like all man-made structures, could possibly fail in a catastrophic flood event. Yet even given this possibility, it still provides the city with a much needed second line of defense in case of such an awful event taking place.

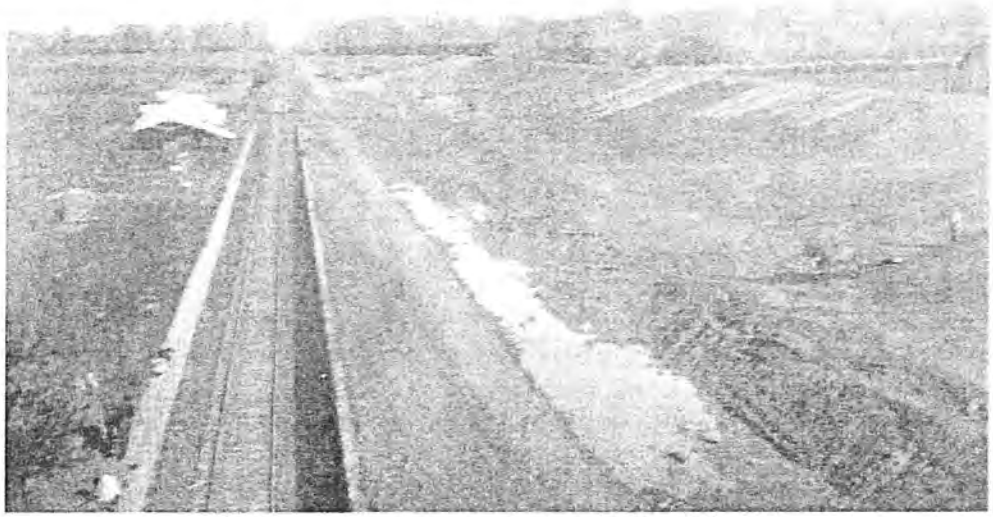
- Given the embankment's lengthy and significant role in the Sacramento's history, it should be subject to a historical investigation and an archaeological study as defined under CEQA – especially considering that it is part of the original 1863

transcontinental railroad line. Also, in the event of any excavations for underpasses taking place, soil and engineer studies need to be conducted in order to ascertain the unknown stratigraphy and soil conditions inside the embankment.

- Furthermore, issues concerning the widening of the roadbed for planned high speed rail in the future and new set backs, not to mention the possibility of houses in the development having to be removed for right-of-way. This and the strengthening of the embankment to handle the increased use and vibrations from the line should also be addressed.

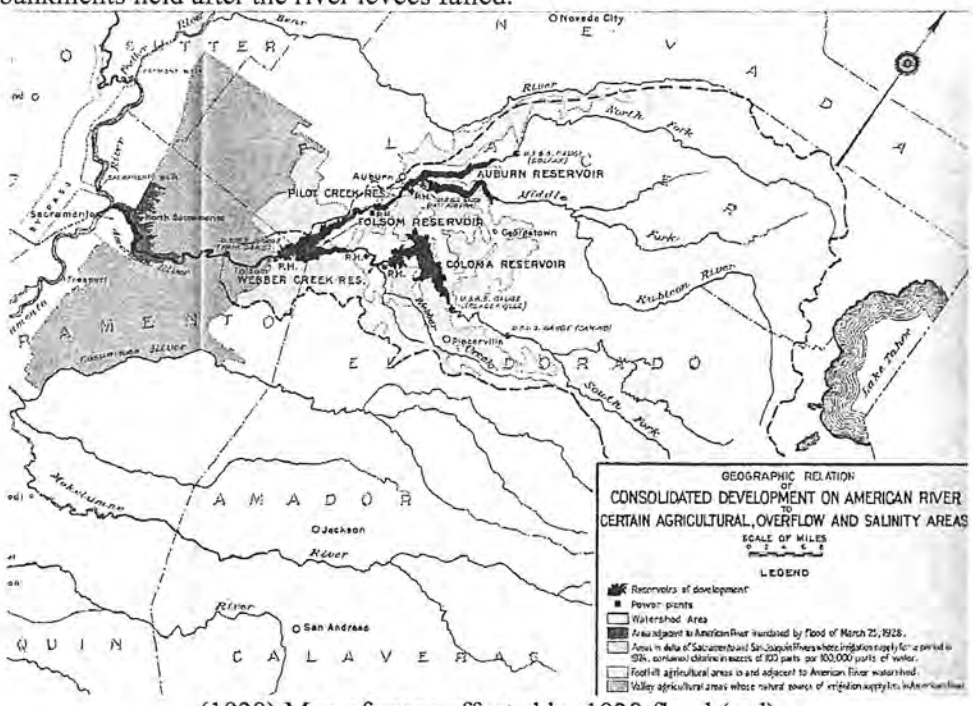


(c.1912) SPRR embankment construction (CSH)

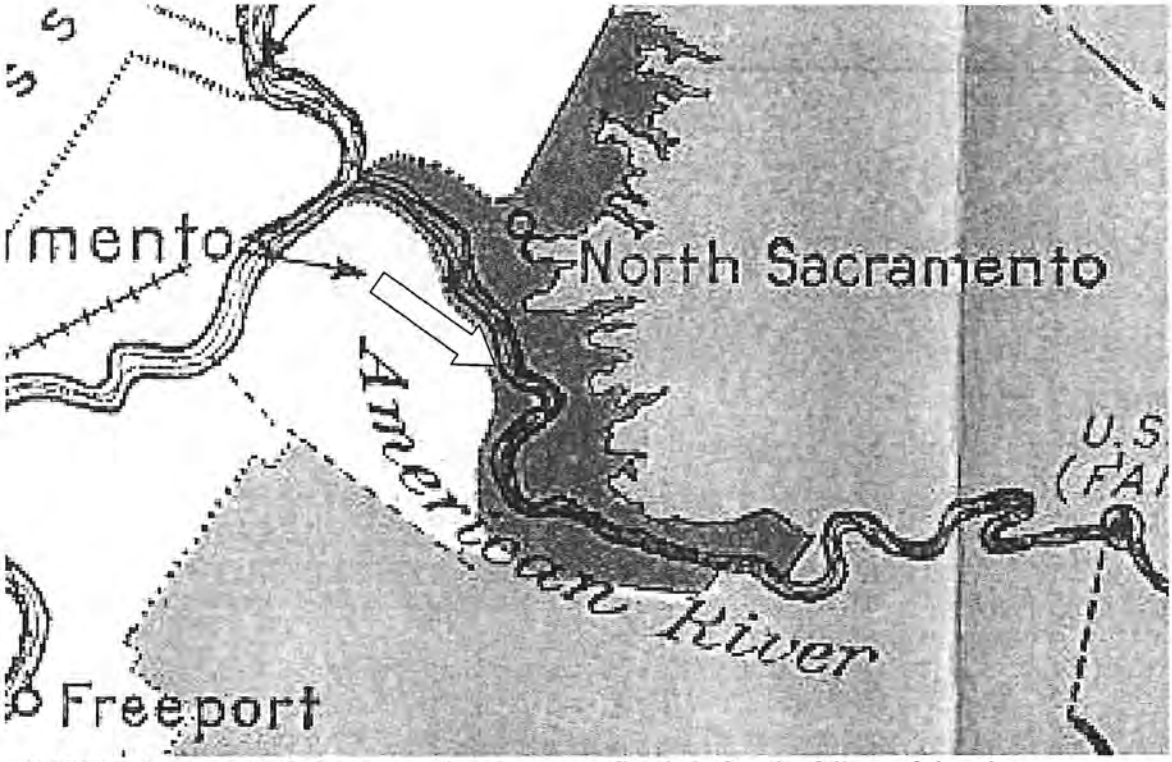


SPRR embankment construction (c.1912) (CSH)

- Since 1863, the UPRR embankment has either directly withstood floods, or provided crucial secondary backup protection – e.g. 1867, 1871, 1875, 1878, 1892-3, 1906, 1907, 1909, 1911, 1914, 1915, 1917, 1927, 1928, 1930, 1935, 1937, 1938, 1940, 1950, 1955, 1962, 1964, 1973, 1983, 1986, 1997... (I have probably missed some years here)? Though many state that the RR embankments were never designed as flood levees, they have stood the test of time and have saved the city on numerous occasions from catastrophic flooding – the latest example being the 1928 flood which inundated North Sacramento but spared the city because the RR embankments held after the river levees failed.



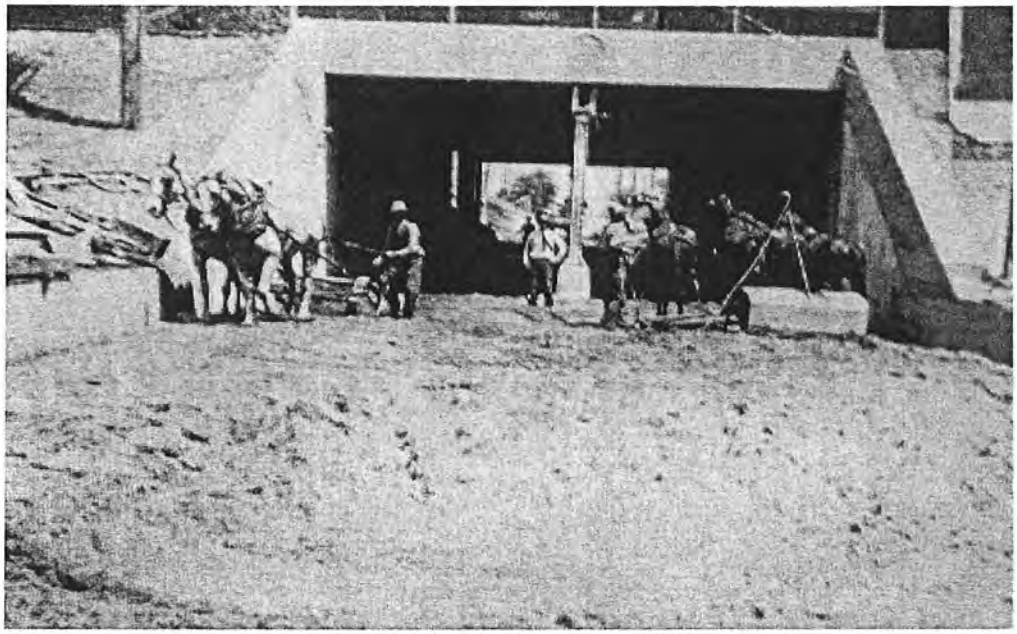
(1929) Map of areas affected by 1928 flood (red)



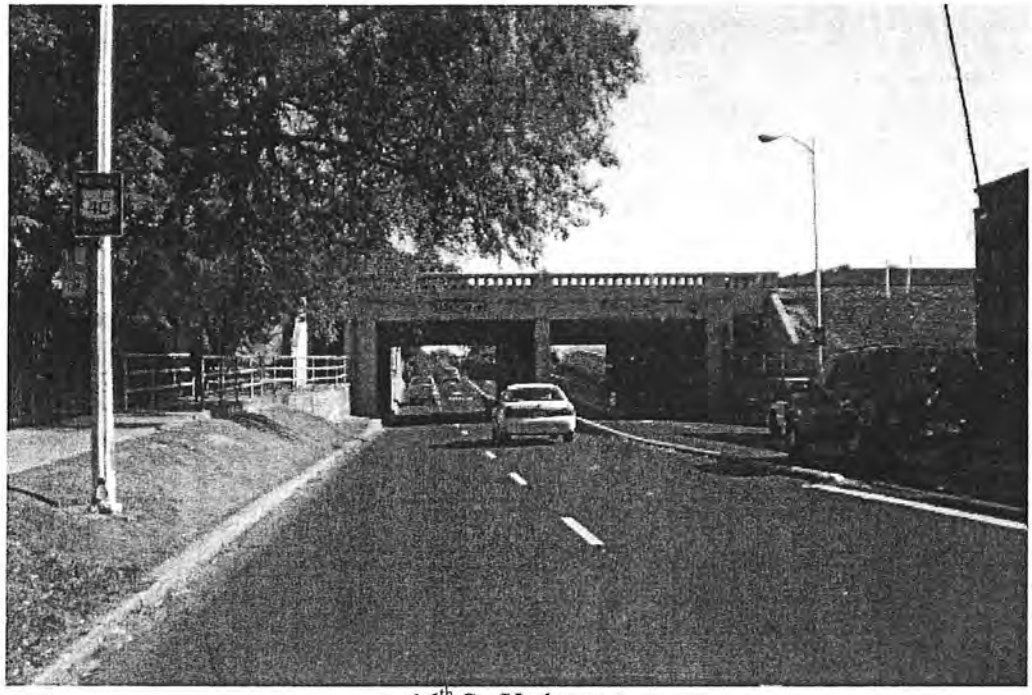
(1929) Enlargement of above map showing areas flooded after the failure of river levee system (in red) – including MKV site and River Park (yellow arrow)

(1928) Del Paso Blvd., North Sacramento, looking south towards Sacramento, which remains dry due to the RR embankment still holding (CSH)

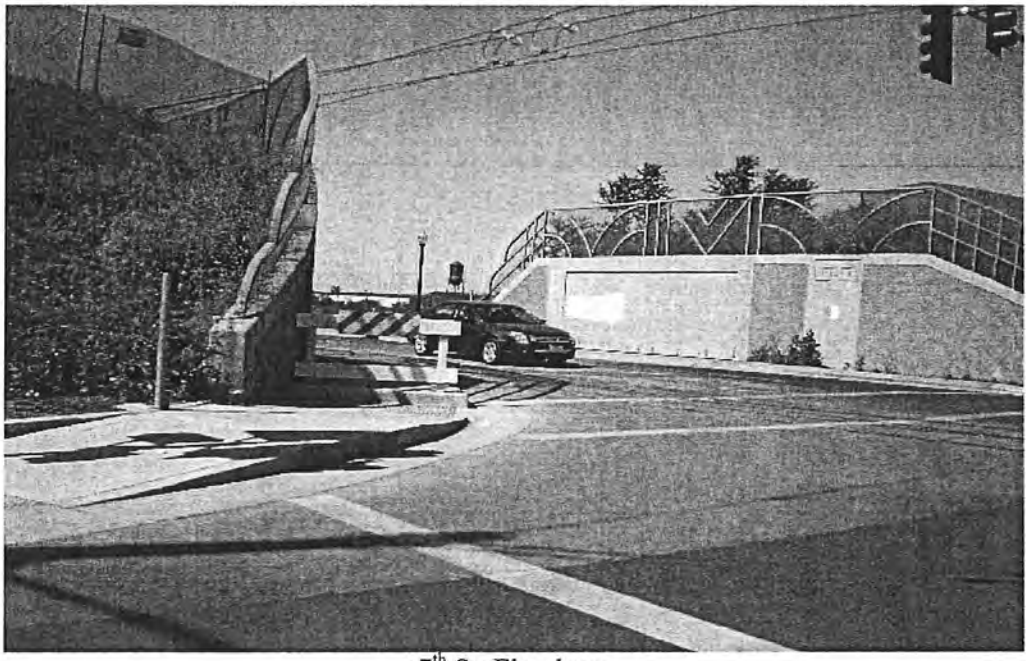
Floodgate Issues



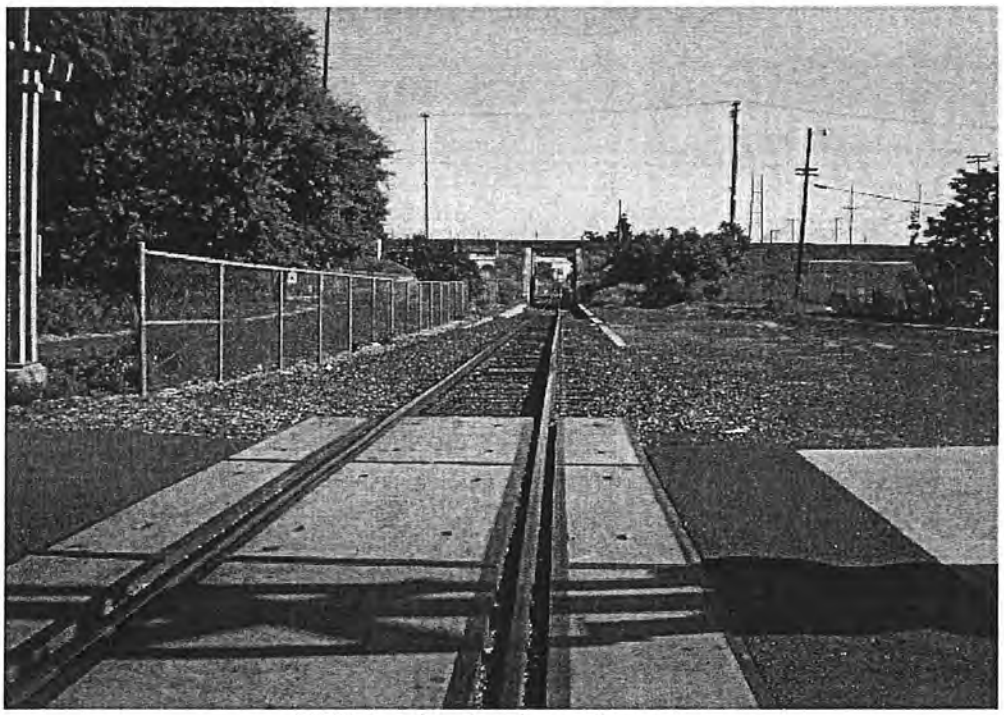
(c.1912) 12th St. Underpass (CSH)



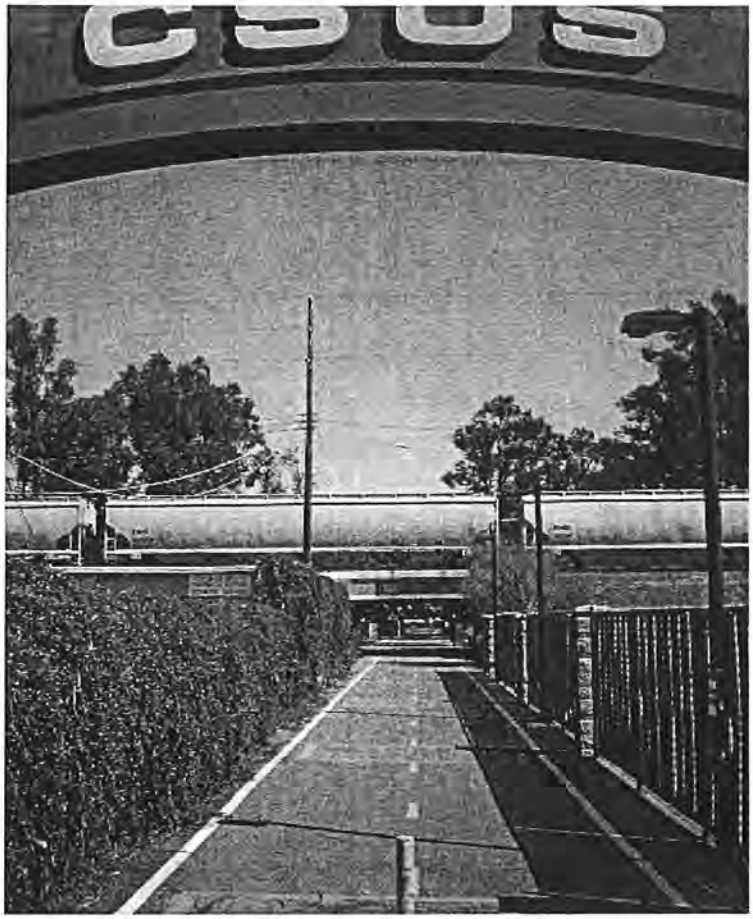
16th St. Underpass



7th St. Floodgate

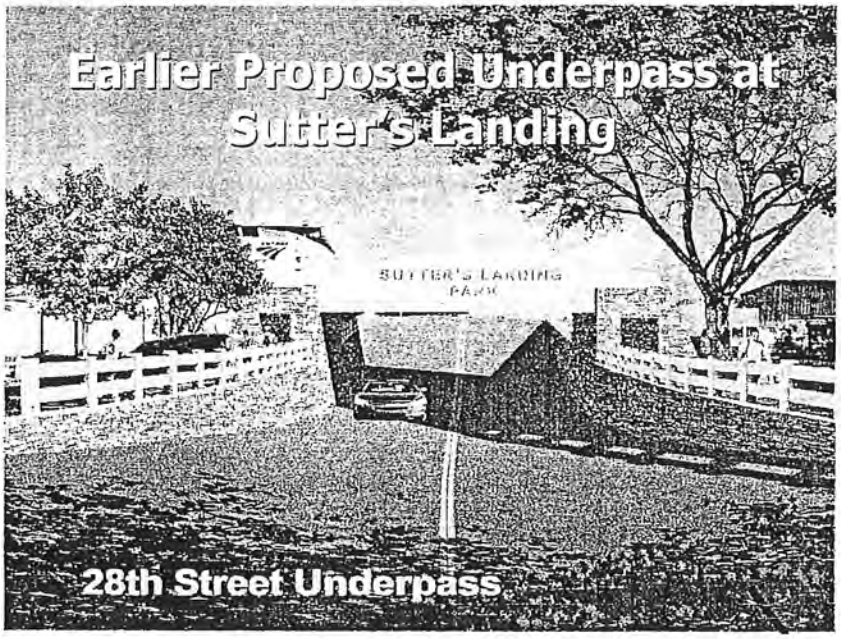


UPRR and pedestrian underpasses

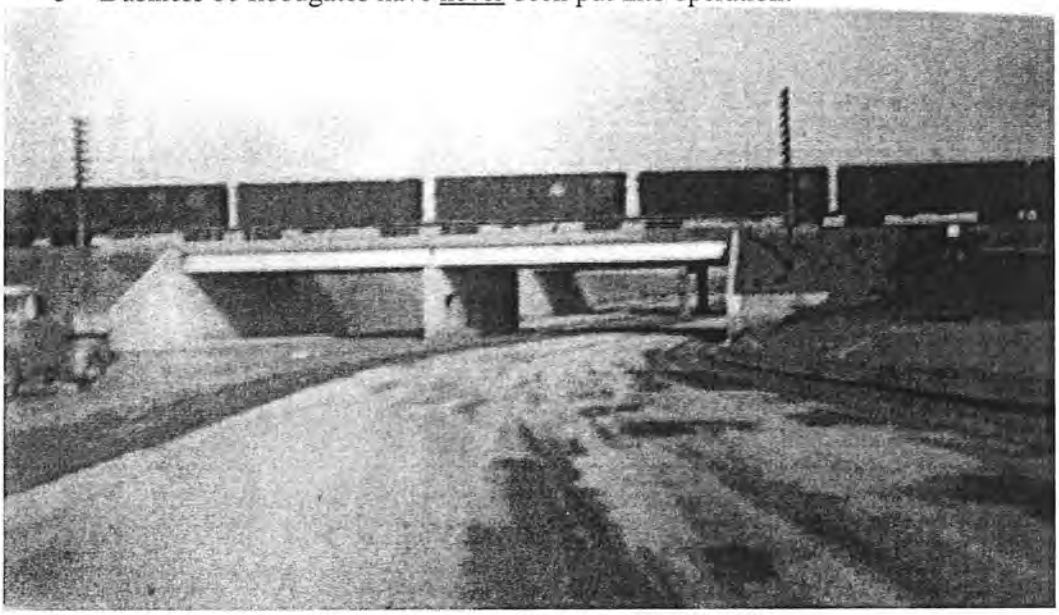


CSUS Pedestrian underpass

Added Threat from New Underpasses



- Adding an underpass (40th) and pedestrian access (Alhambra) to a system of 9 openings on the south side of the American River could over burden the whole system – adding further chinks in its armor and basically turning the whole UPRR levee into sieve.
- Floodgate issues and concerns:
    - Antiquated equipment, damaged or missing parts, poor coordination, slow response times, and inexperienced crews – e.g. lengthy response time to shut off pumps during Dec., 2012 over flow in E Sac
    - Not enough crews to manually assembly floodgates or reach them in time?
    - Parts for floodgates stored off site – preventing delivery to site in time
    - Few practice drills
    - Flooded underpasses preventing access to stored equipment for closing of floodgates
    - Business 80 floodgates have <u>never</u> been put into operation!



(1960s) Business 80 underpass (CSH))

(1930s?) North Sacramento flood gate in operation

- The proposed UPRR underpass openings at 40th Street and Alhambra and B Street, pose a serious threat to this second and last line of defense for Sacramento.
    - How will the increased number of RR embankment openings (not including Richards, 8th, 12th, 16, UPRR and pedestrian access, Business 80, H, J, CSUS pedestrian access and 65th Streets floodgates) be affected by new additions?
    - Increasing their number, only increases the risk for Downtown, Midtown and East Sacramento in particular, the whole city in general and by extension the Capitol, state government and the governance and economy of the State of California! How will these issues be addressed?

(1983) Flooded underpass (CSH)

    - How will city workers tasked to manual close the floodgates carry out their duties in timely fashion – especially if they themselves are blocked from reaching each location by internal flooding? What about storage offsite of parts, equipment, etc?

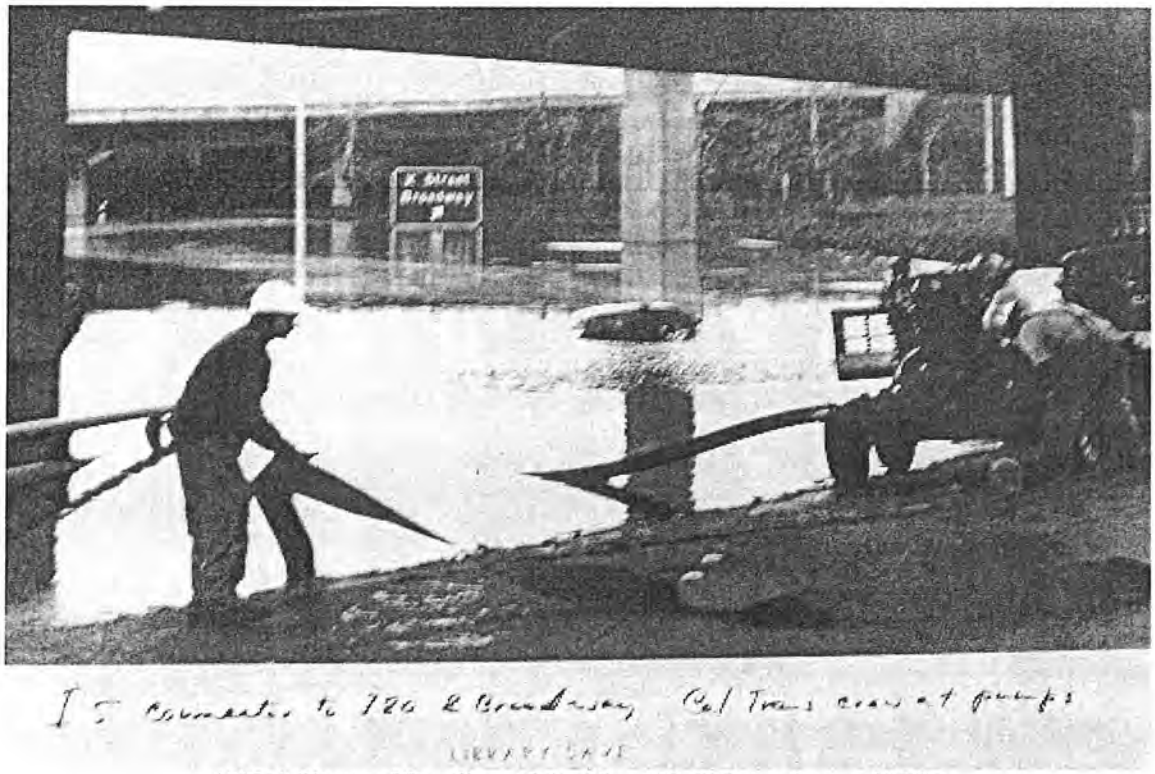
City workers test a floodgate on H Street in east Sacramento in 2004. Sacramento's network of 15 floodgates is designed to keep the city dry when its rivers rise by sealing off the roadway openings in levees. But closing the gates also limits evacuation routes for those fleeing the flooding.

- Flooding through any breaches in the UPRR embankment would pose a threat to city and Capitol and a more immediate threat in East Sac and Midtown areas:

  3 Hospitals – Mercy, Sutter and possibly even the UCD Med Center
  2 (?) Fire stations
  California National Guard Armory and C Street facility
  SMUD headquarters
  Caltrans facilities and State government offices – e.g., etc.
  Former city dump and city facilities, water storage facilities
  California State University, Sacramento
  7 (?) Schools (need census count)
  10 (?) Daycare centers and pre-schools (need census count)
  6 (?) Elder care facilities (need census count)
  15 (?) Churches (possible evacuation centers?)
  Clunie Community Center and Library (possible evacuation center?)
  1 Animal hospital and 1 animal shelter

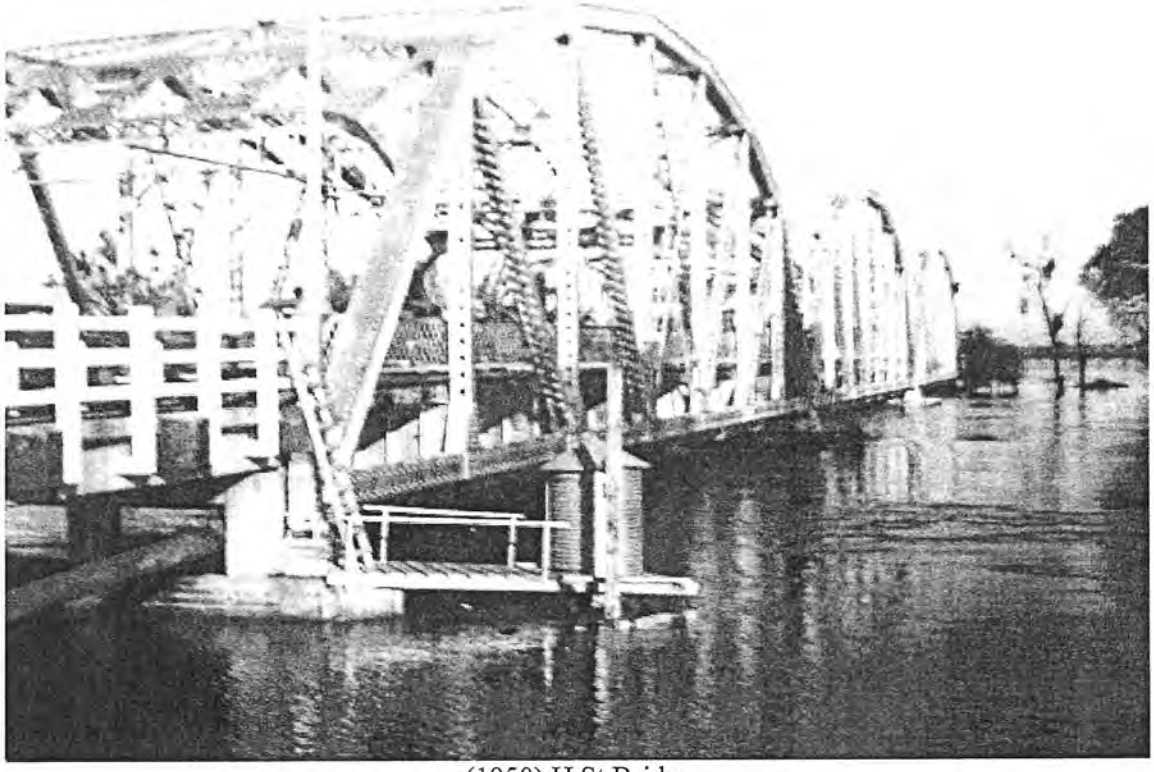
(1930) H St Bridge (CSH)

- Flooding from the American River could cut off evacuation along Hwy 80, Hwy 50, H Street Bridge, Light Rail corridors, etc. – making for dangerous conditions that could see hundreds of thousands being trapped in the central Sacramento area.

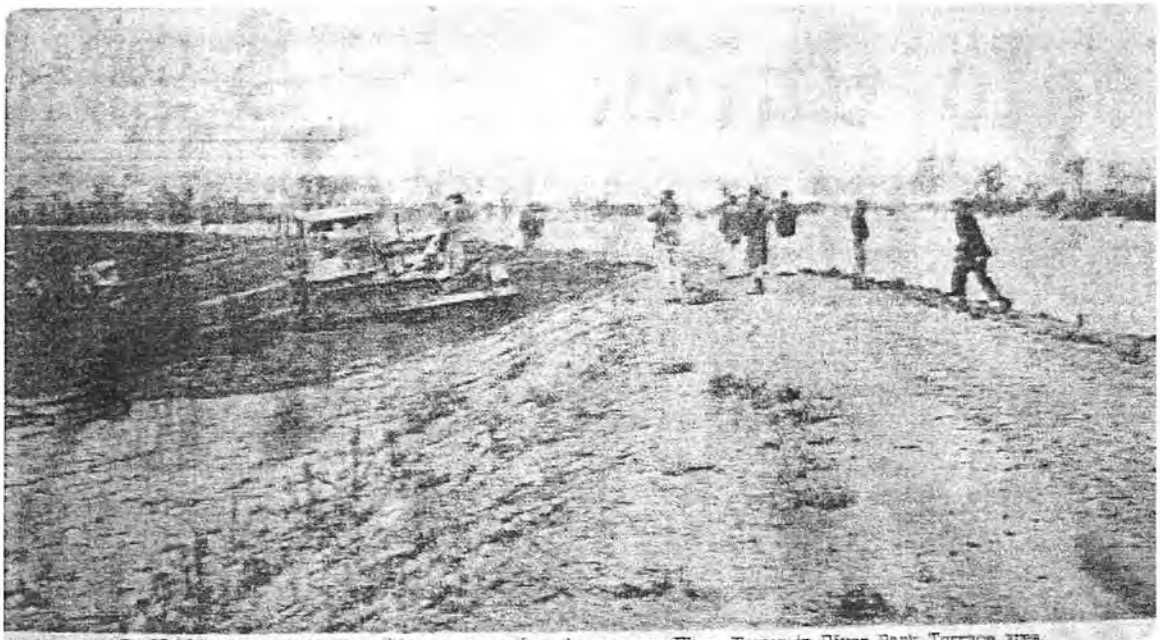


(1983) Photo of flooding of the Hwy 50-80 interchange (CSH)

- How will these issues be addressed? What new/revised contingency plans will be put in place to address these issues?
- Will local, state and federal agencies – e.g. SAFCA, American River Flood Control, FEMA, Army Corps of Engineers, etc. – be consulted and make recommendations regarding the increased threat and old plans be either revised or draw up new ones?
- MKV project also raises a much larger issue concerning areas that are especially prone to serious flooding which lie behind the river levees that are supposed to be protected from a 100 year flood. Will all those concerned finally address the unique issues concerning these grey zones – Township 7, MKV, River Park – that exist for this particular area in-between the river levee system and the RR embankment?



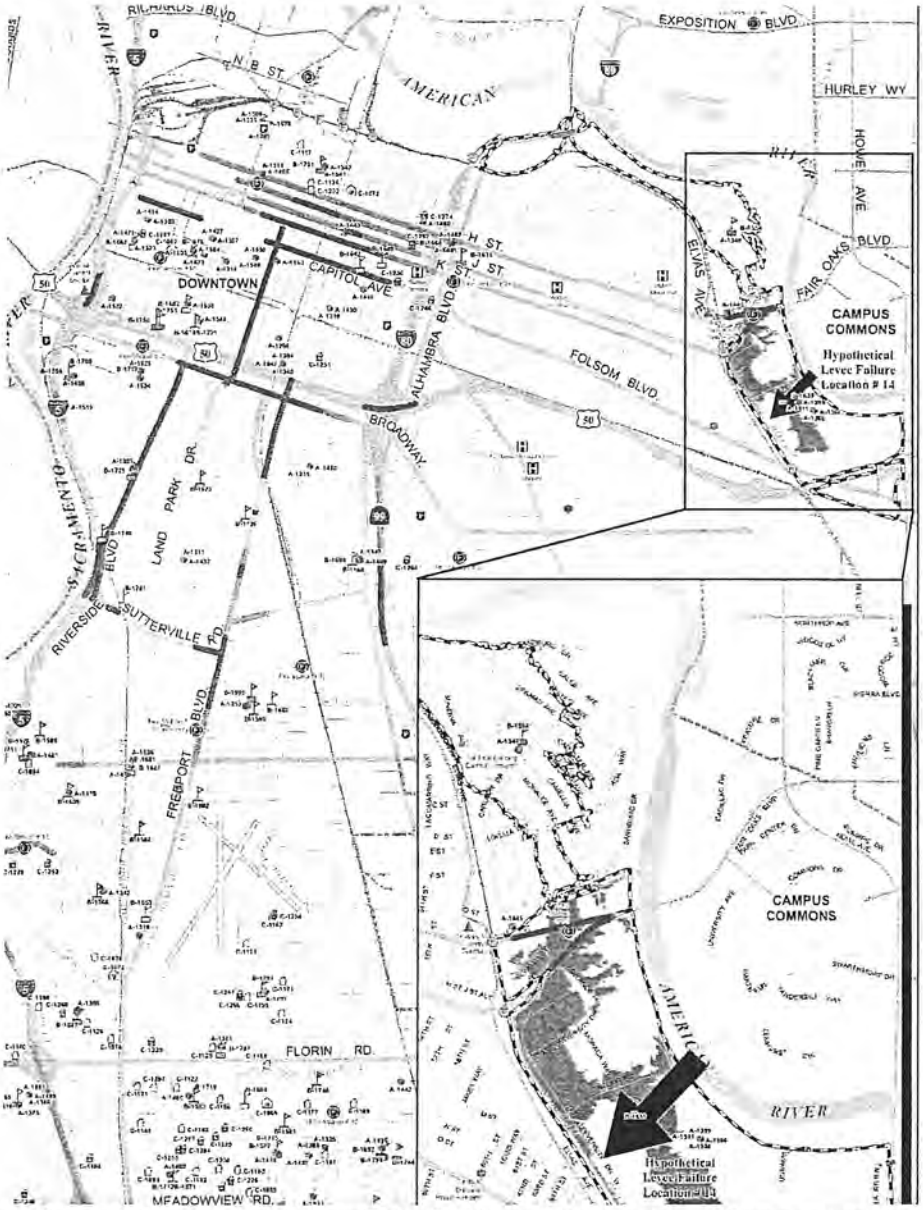
(1950) H St Bridge



SACRAMENTO COUNTY bulldozers strengthen levee near Elvas Tower in River Park Terrace area.

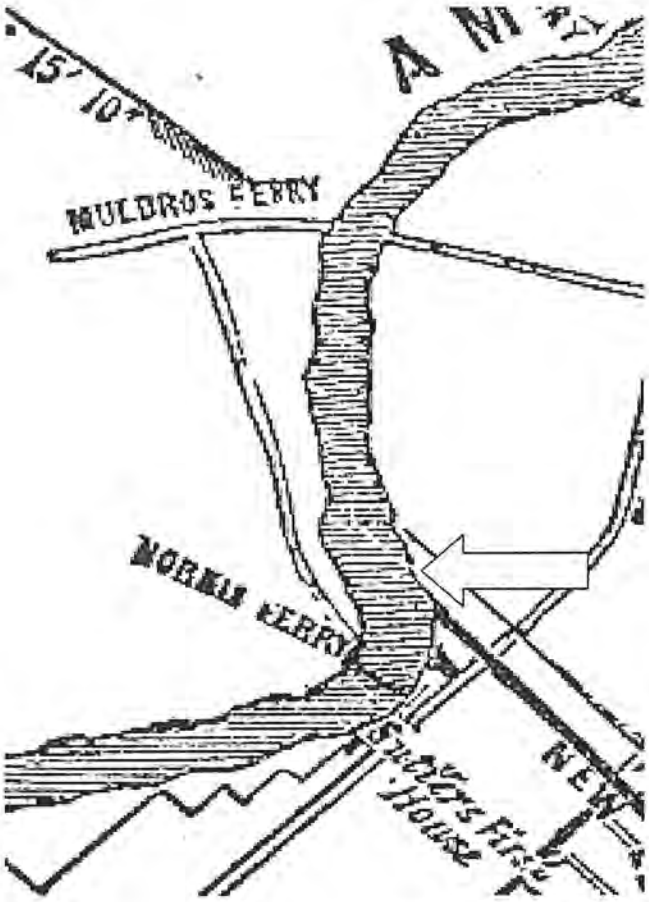
About 10 bulldozers were brought in from Manteca the night before for this job. The highwater of November 1950, washed out about ½ mile of the levee, the tractors got there just in time...North of the H street bridge about ½ mile.

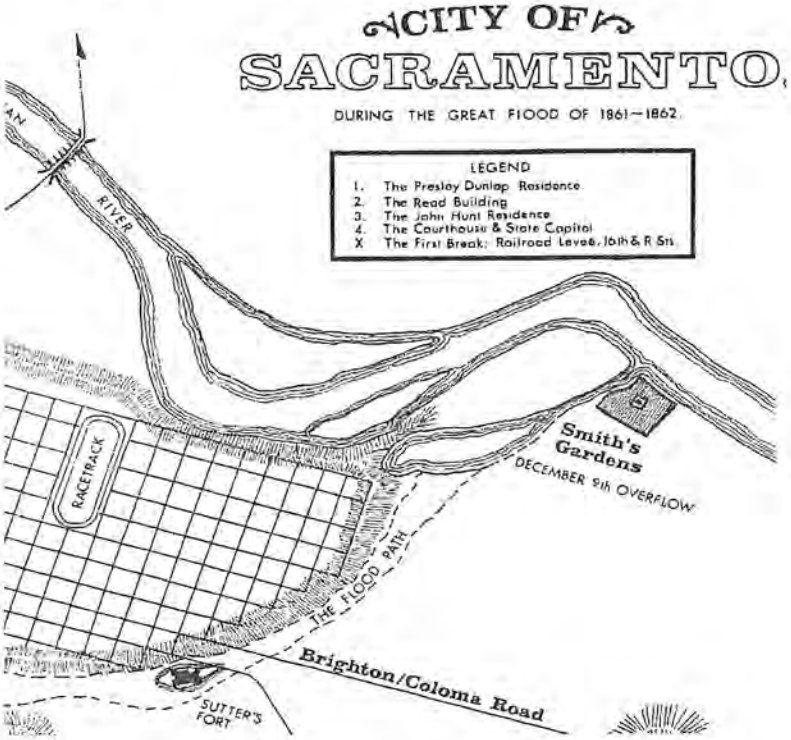
(1950) Bee clipping (CSL)



▪From Locations of Hypothetical Levee/Dike Failures. City/County of Sacramento Comprehensive Flood Management Plan Rescue and Evacuation Mapping Evaluation. 2005

Rabel's Bend

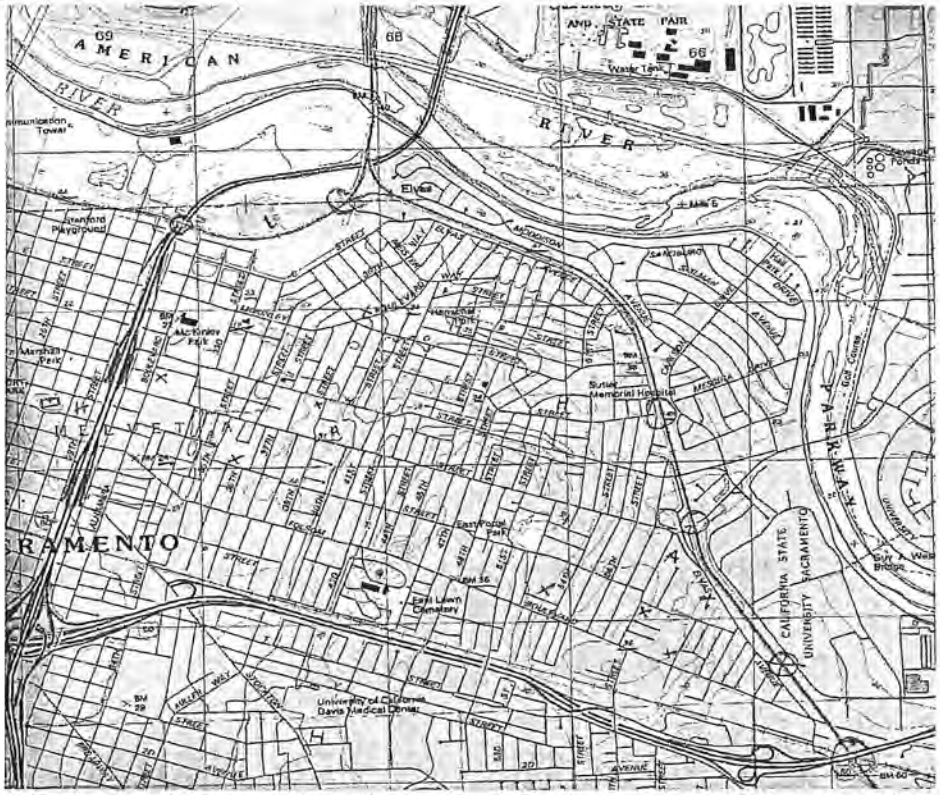

MULDROS FERRY
NORRIS FERRY
NEW


CITY OF
SACRAMENTO
DURING THE GREAT FLOOD OF 1861—1862.
LEGEND
1. The Presley Dunlap Residence
2. The Read Building
3. The John Hunt Residence
4. The Courthouse & State Capitol
X The First Break: Railroad Levee, 16th & R Sts.
RIVER
RACETRACK
Smith's Gardens
DECEMBER 9th OVERFLOW
THE FLOOD PATH
Brighton/Coloma Road
SUTTER'S FORT

- The former American River bed was filled in the late 1860s when the river was straightened to relieve flood pressure on RR embankment – e.g. continued ponding of water in old river bed and former sloughs <u>and</u> a lake (on 1857 and 1906 maps), along with quicksand, debris, silt deposits and land fill, all making for unstable soil conditions. How will these issues of high water tables, liquidification, and ground subsidence/settlement be addressed and mitigated?

It's All Down Hill

- MKV site is the lowest point (circa 14 feet elevation in places) along the south side of the American River – compare this with a 1937 flood level recorded at 37.6 feet along river levee.



1992 U. S. G. S. map showing various elevations in East Sacramento ranging from 14 to 56 feet in height – a difference of 32 feet

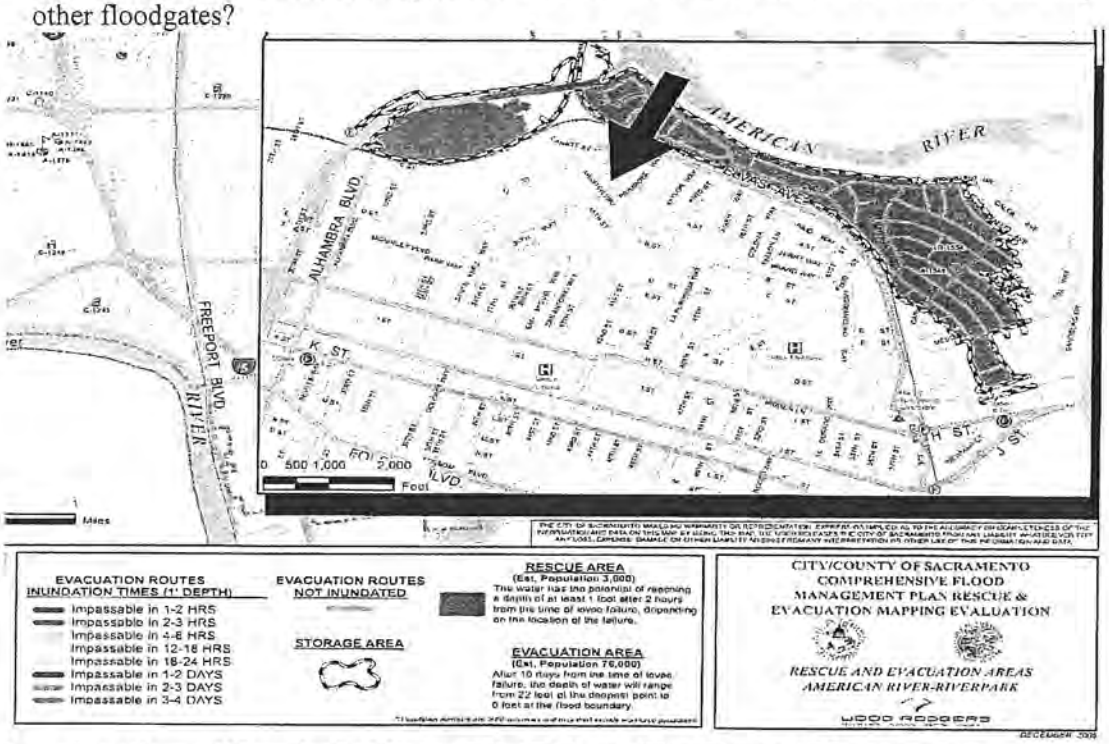
EAST LAWN CEMETERY, SACRAMENTO, CAL. ELEVATION 56 FEET ABOVE RIVER.

Hodsna, Foto.

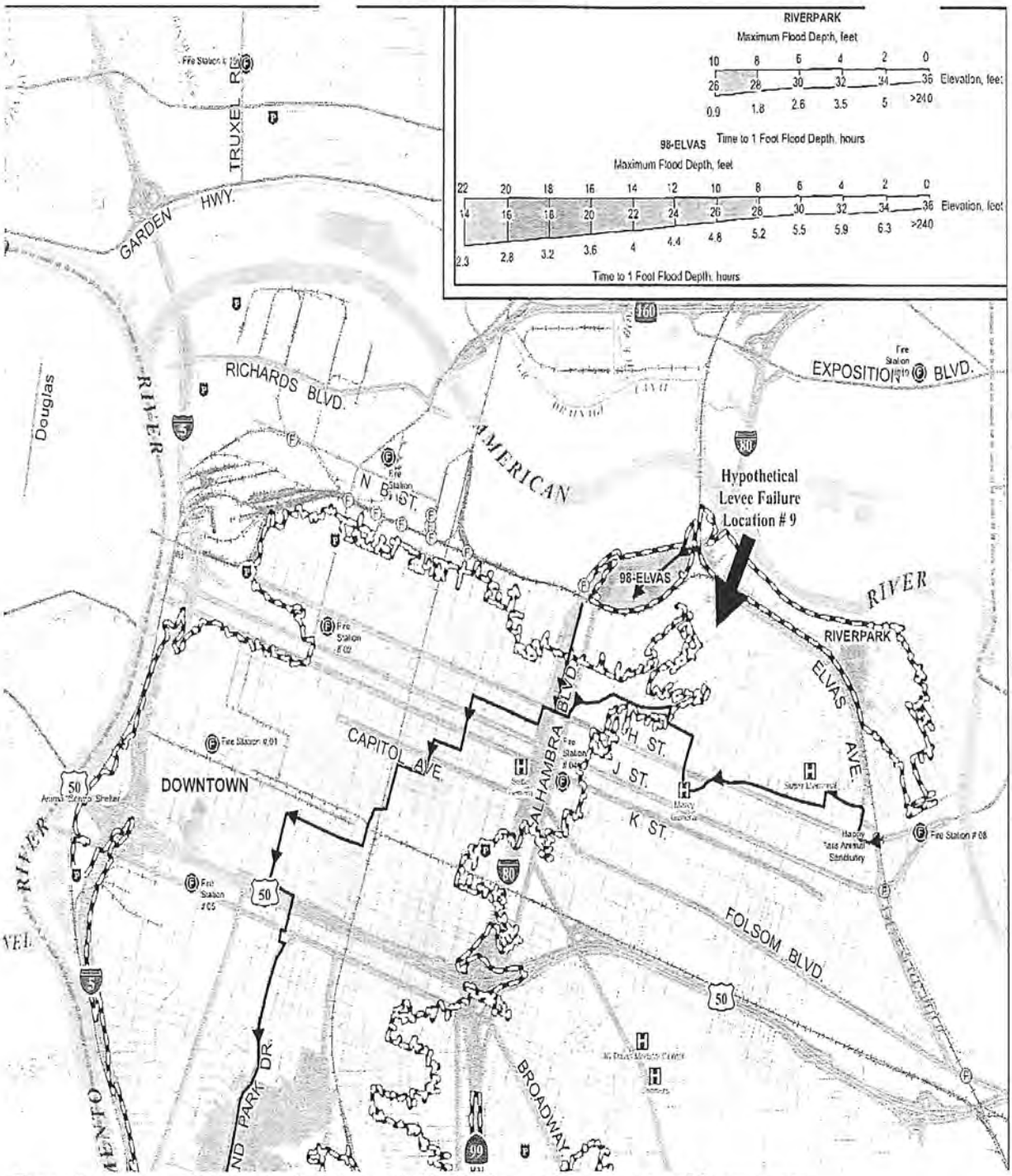
(c. 1910) Postcard

Ironically, the only probable safe place in all of East Sacramento during a flood might be East Lawn Cemetery!

- According to one flood scenario in a 2005 study, the MKV site would be covered in water in <u>less</u> than 2 hours, making it, <u>not</u> an evacuation site, <u>but a rescue site</u>! What emergency plans will be established and evacuation/rescue protocols for closure of the new floodgates at Alhambra and 40th Street be adopted and what will their affect be on the closure of the city's other floodgates?



▪From <u>Locations of Hypothetical Levee/Dike Failures. City/County of Sacramento Comprehensive Flood Management Plan Rescue and Evacuation Mapping Evaluation</u>. 2005



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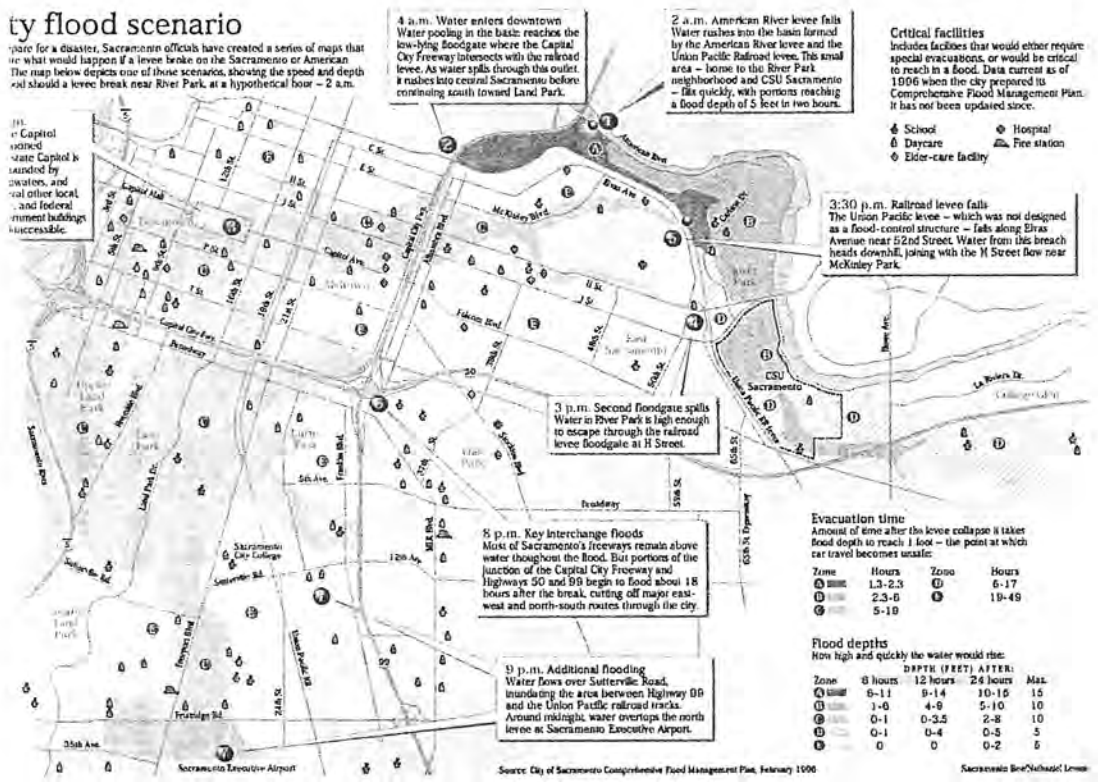
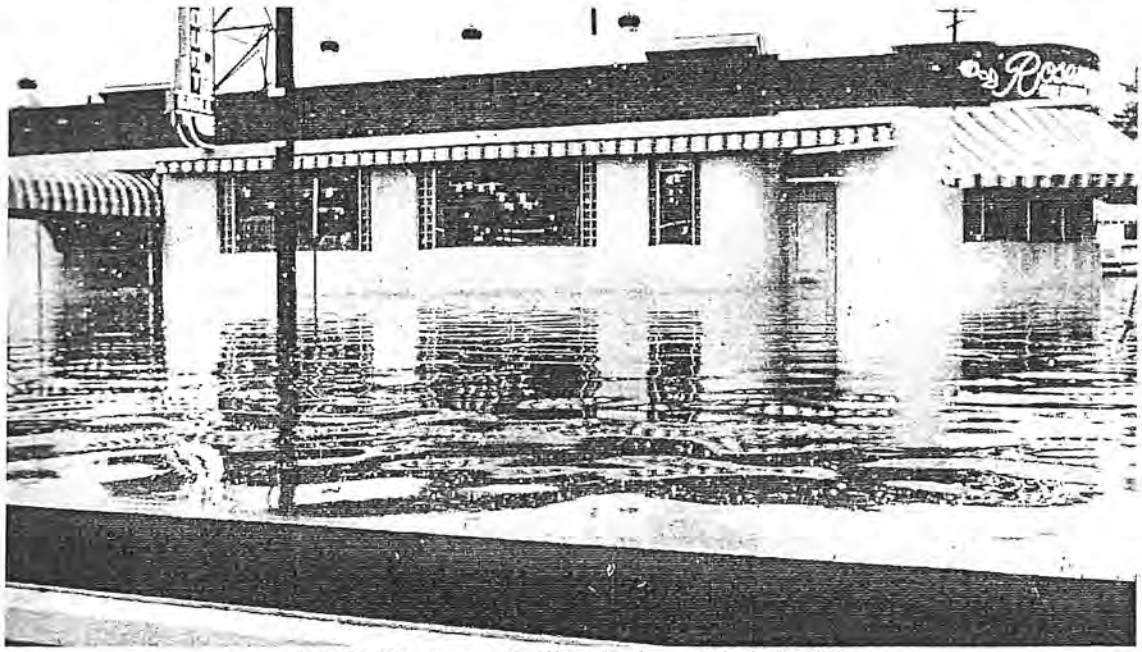


Sacramento Bee

Internal Flooding Threats



(1973) Rosemont Grill on Folsom Blvd. (CSH)

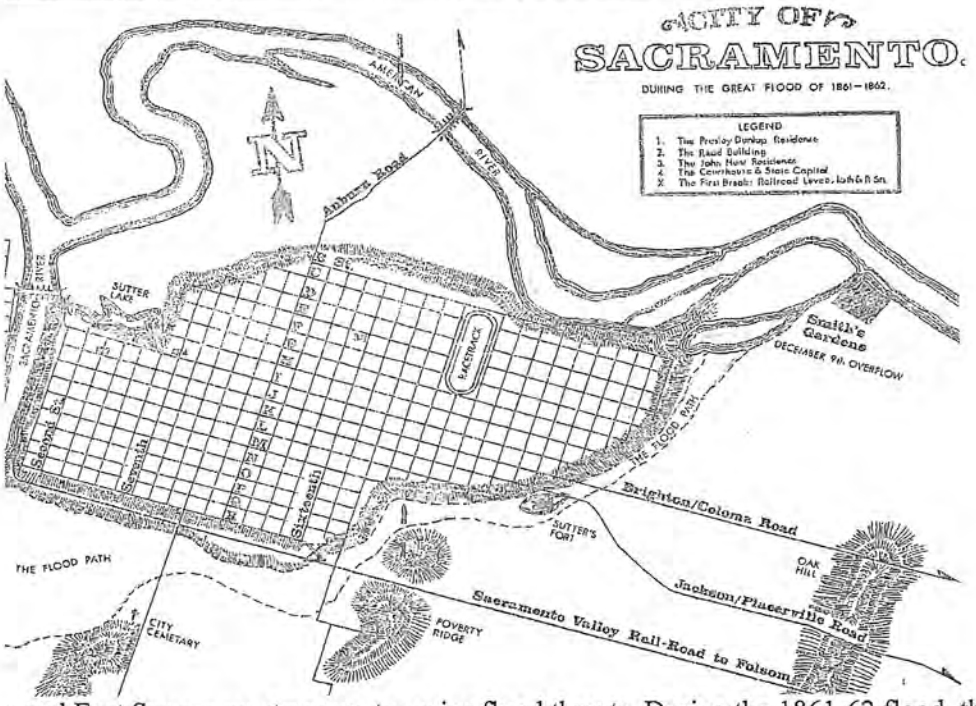
- Internal flooding within E Sac/Midtown could further add to the chaos and block evacuation with overburdened storm drains adding to further local flooding – e.g. Dec. 2, 2013. What plans are in place to address this contingency as well as the further possibility that it block the closure of these two East Sac floodgates?

(1940s) Pico Way -- Sacramento Bee

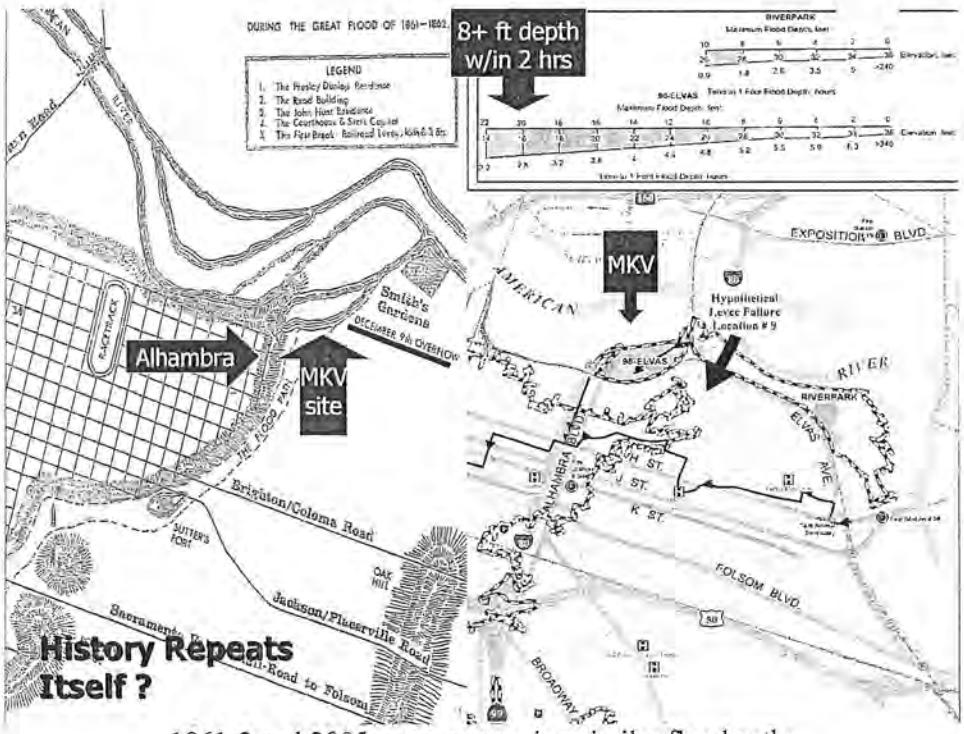
(1983) H and 53rd Sts (CSA)

(1983) Midtown (CSH)

Will History Repeat Itself?



Midtown and East Sac are no strangers to major flood threats. During the 1861-62 flood, three of the four breaks in the levee system took place in the northeast corner of Midtown and East Sacramento area.

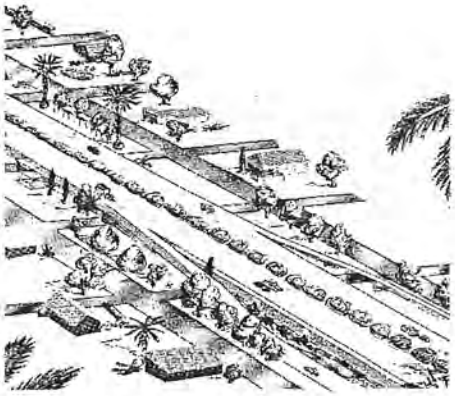


1861-2 and 2005 maps comparing similar flood paths

Will history repeat itself? The EIR study needs to address this possibility.

Traffic Issues

A
COMING
ATTRACTION



ABOUT THE 29TH AND 30TH FREEWAY
****FIRST SECTION****

LIMITS AND LENGTH: P Street to A Street 1.3 Mile
CONSTRUCTION COST: $6.3 Million
CONTRACT AWARD DATE: March 1964
ESTIMATED COMPLETION DATE: Early in 1966
CONTRACTOR: Peter Kiewit Sons' Company
Wes Thomas, Project Superintendent
Phone 452-5511
RESIDENT ENGINEERS: District—F. M. Gau, Phone 445-9568
Bridge—J. D. Norberg, Phone 445-9910

****SECOND SECTION****

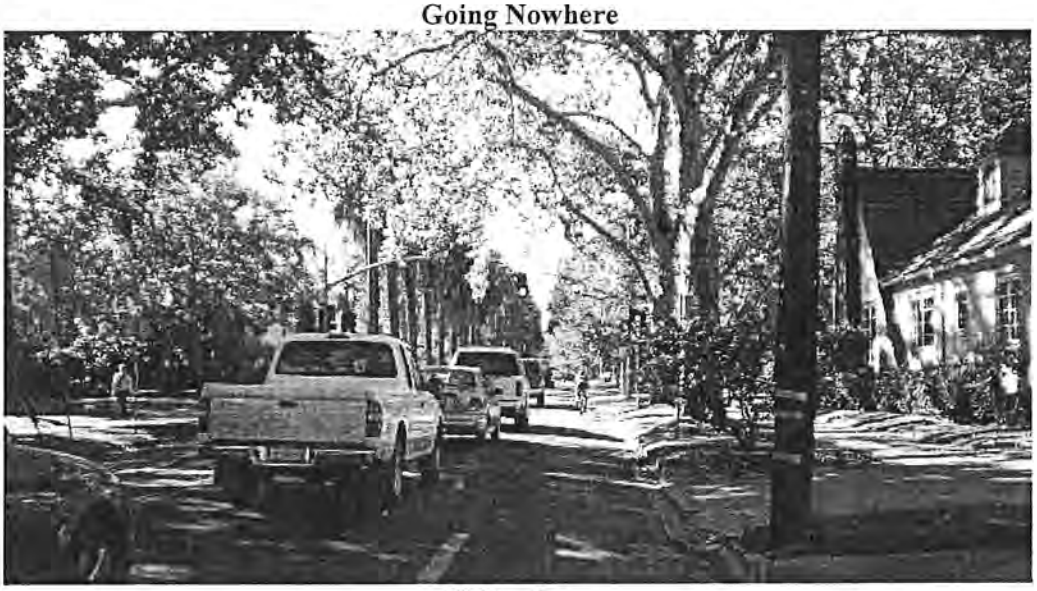
LIMITS AND LENGTH: 5th Ave. to P Street 1.3 Mile
CONSTRUCTION COST: $4.8 Million
CONTRACT AWARD DATE: October 1964
ESTIMATED COMPLETION DATE: Late in 1966
CONTRACTOR: Peter Kiewit Sons' Company
Wes Thomas, Project Superintendent
Phone 452-5511
RESIDENT ENGINEERS: District—G. N. Labrie, Phone 445-7678
Bridge—R. N. Brink Phone 445-8854

DIVISION OF HIGHWAYS DISTRICT III
SACRAMENTO CONSTRUCTION OFFICE
2021-28TH STREET
Senior Resident Engineer—Ray Miller, Phone 445-7335

(1960s) Flyer announcing the construction of Business 80 Freeway

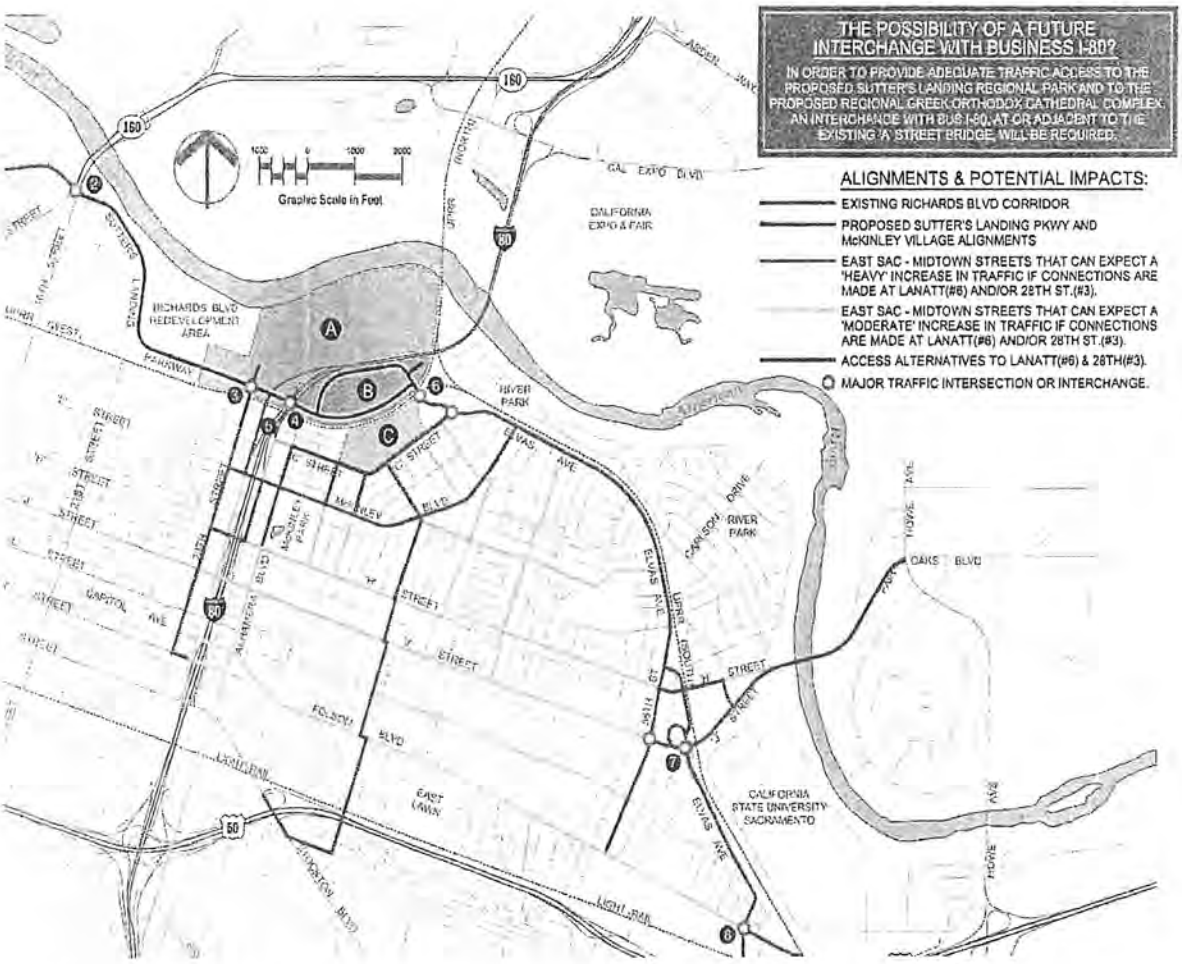
- Increased traffic congestion on Hwy 80 corridor and 29/30th and E street ramps would turn the area even more into a "parking lot."
- Hwy 80 corridor could be heavily impacted in delays for emergency responders trying to reach major health services infrastructure center at Sutter Hospital.
-
- Hundreds of more cars added to the "Capital City Freeway" will only increase traffic congestion on the Hwy 80 corridor helping to turn it into a "parking lot"
- Hwy 80 corridor would be heavily impacted in delays for emergency responders trying to reach major health services infrastructure center at Sutter Hospital and other area hospitals
- Safety Issues over limited access – 40th, E St. on-ramp and exit, A Street, fire and EMT response time? Also the impact from proposed closure of E Street by Cal Trans and the increase in traffic from the downtown arena?

Going Nowhere



H St – 4 pm

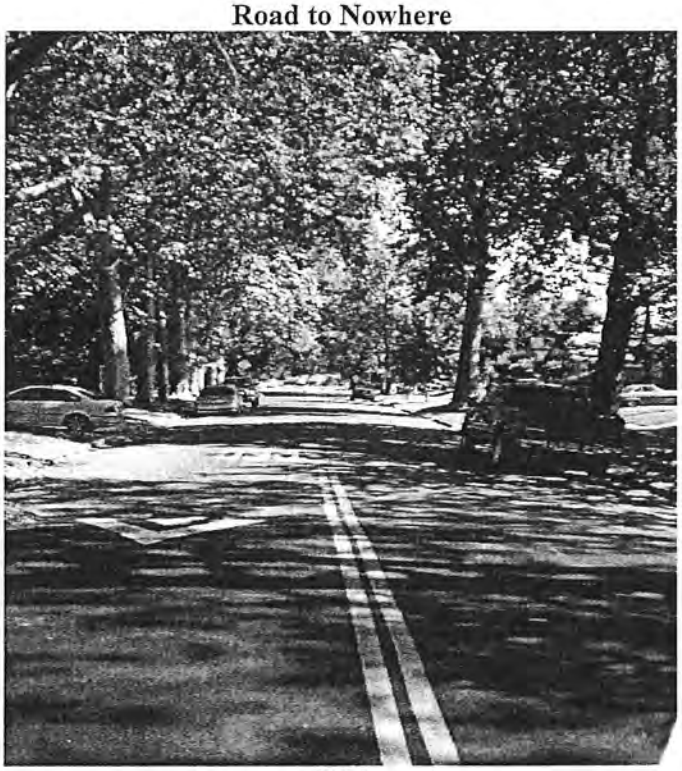
- More traffic throughout most adjoining neighborhoods in East Sac and Midtown.
- Adding over 3,100 vehicle trips onto an already over loaded residential street system not equipped to handle the increased volume – e.g. 28th St., C St., 56th St.
- Safety concerns – speeding, pollution, noise, increased risk for fatalities, more accidents, increased risk for children, seniors, handicapped, bicyclists and pedestrians and pets – e.g. no more white bikes!
- Increased congestion and use of other streets as alternative routes to get around traffic increases on streets such as D, 30th, 33rd, 36th, 39th, 40th, 45th Streets.
- Access issues – Elvas Ave. and 40th St., E St. on ramp, 28/29th Sts, A St. widening, fire and EMT response time, etc.?



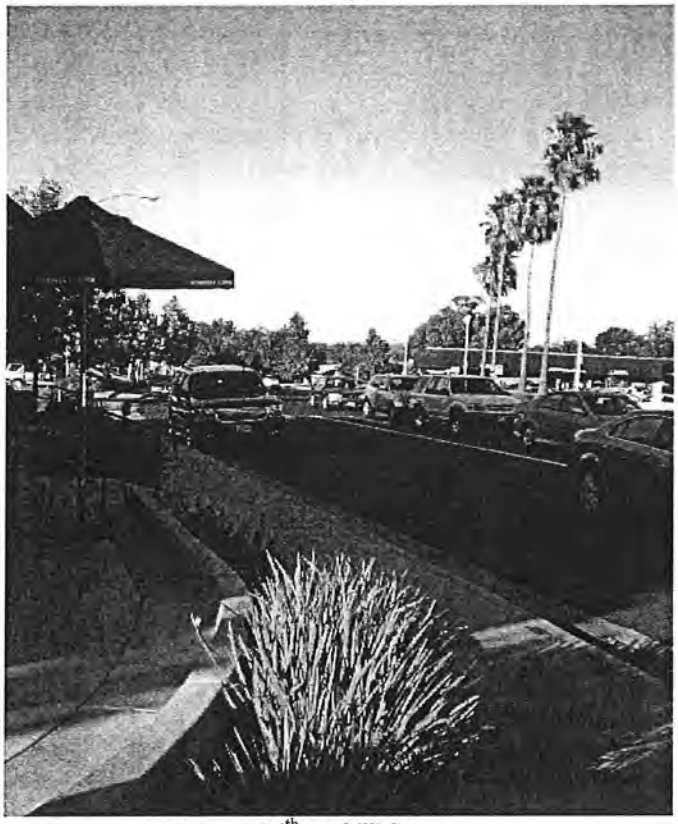
- ► Evacuation and rescue of 1500+ residents from MVK in case of emergency?
- ► Major increase in traffic and congestion throughout the adjoining neighborhoods throughout East Sacramento and Midtown
- ► Could possibly led to the creation of a major interconnector running through the middle of East Sacramento
- ► Safety and health concerns
  - **Speeding, running stop signs, property damage, etc.**
  - **Threat to children, seniors, handicapped, bicyclists and pedestrian**
  - **More automobile pollution**

- Pollution from freeway traffic and locomotives – e.g. COP, asthma, autism, etc. What will be the increased affects to children and the elderly.
- Evacuation of 1,500+ residents from MV in case of emergency – who will close the gates?
- MKV could be cut off completely in the event of a major UPRR derailment or hazardous spill – hazardous spills, explosions, fire, property damage. How will people be evacuated?

Road to Nowhere



C St

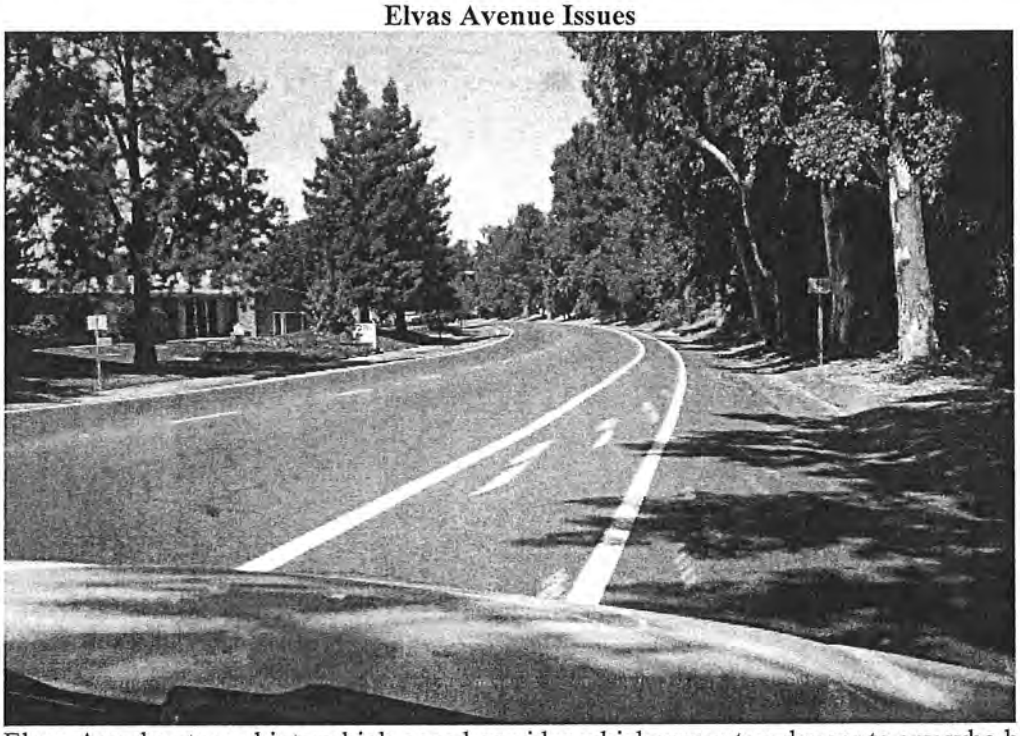


56th and H Sts

Except for H St., C St. -Elvas Ave. also does not connect up with any major through fares, but instead narrows down at both ends to feed into two narrow streets, C and 56th Sts.

- The city needs to address the increase of traffic onto these streets and possibly closing theme off to vehicle access
- It also needs to address the possibility of these intersections becoming dangerous "crash corners"

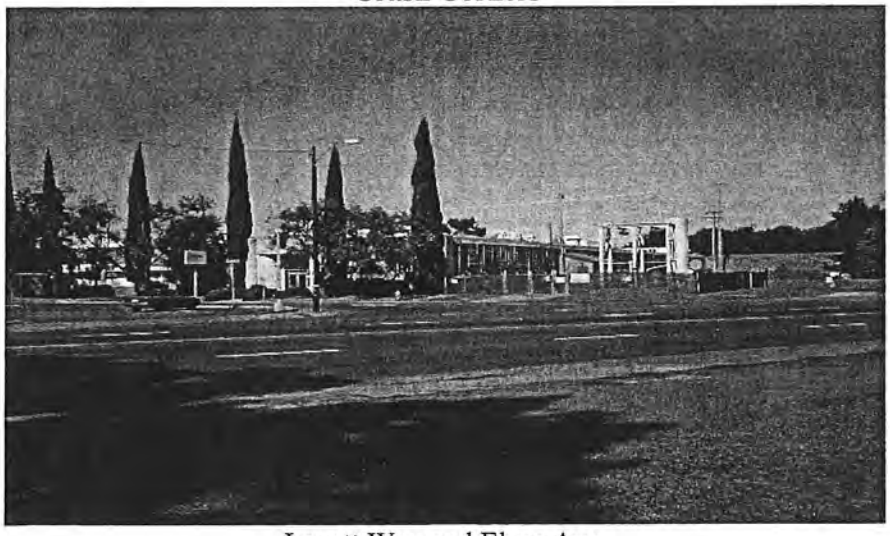
Elvas Avenue Issues



C St.-Elvas Ave. has turned into a high-speed corridor which presents a danger to any who bike or walk along it. It lacks any stop lights, stop signs, cross walks, medians, etc.

- Given the increase in the volume of traffic that MKV will add onto this already busy corridor, the city needs to address the safety issues of those who live nearby and walk or bike, by developing a plan for traffic calming – e.g. stop lights, stop signs, cross walks, medians, etc.

Crash Corners



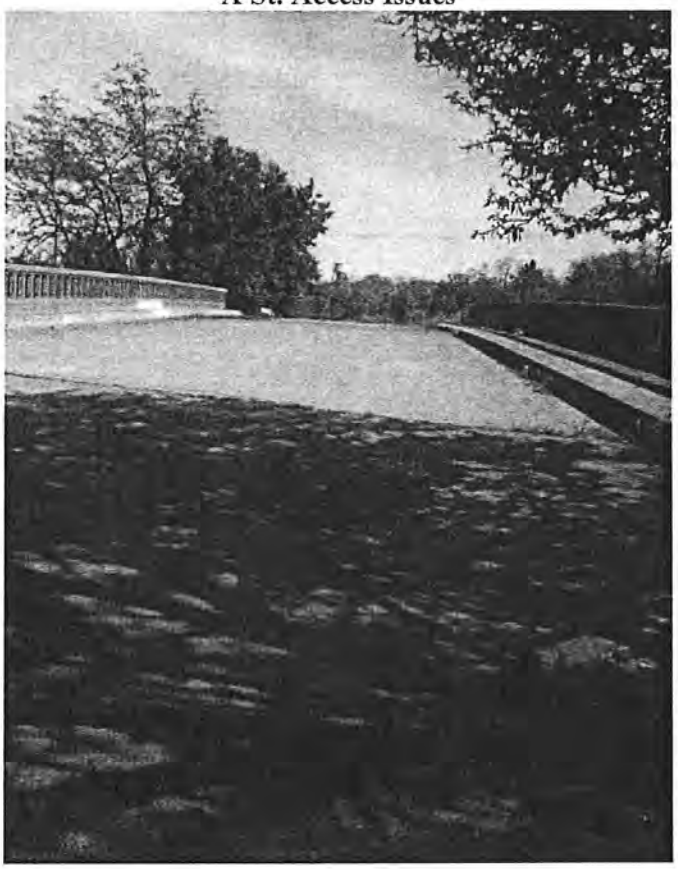
Lanatt Way and Elvas Ave.

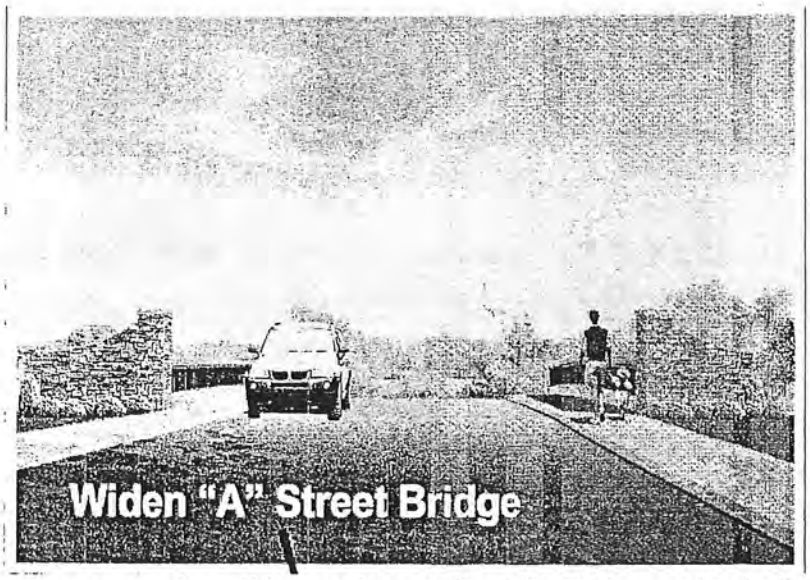
With the increased traffic from MKV, Elvas and adjacent streets will see the potential of the further risk of accidents and possible fatalities.

Public Transportation

With the planned closure of Sutter Memorial Hospital in 2014, Regional Transit will most likely discontinue bus line through East Sacramento and Midtown. Route 34 is the oldest bus line in Sacramento, and its absence will force more people to use their automobiles. Also, this will force MKV residents to be completely depended on their autos, thus further increasing vehicular traffic on neighboring streets and the risk of accidents. How is the city prepared to deal with eventuality?

A St. Access Issues

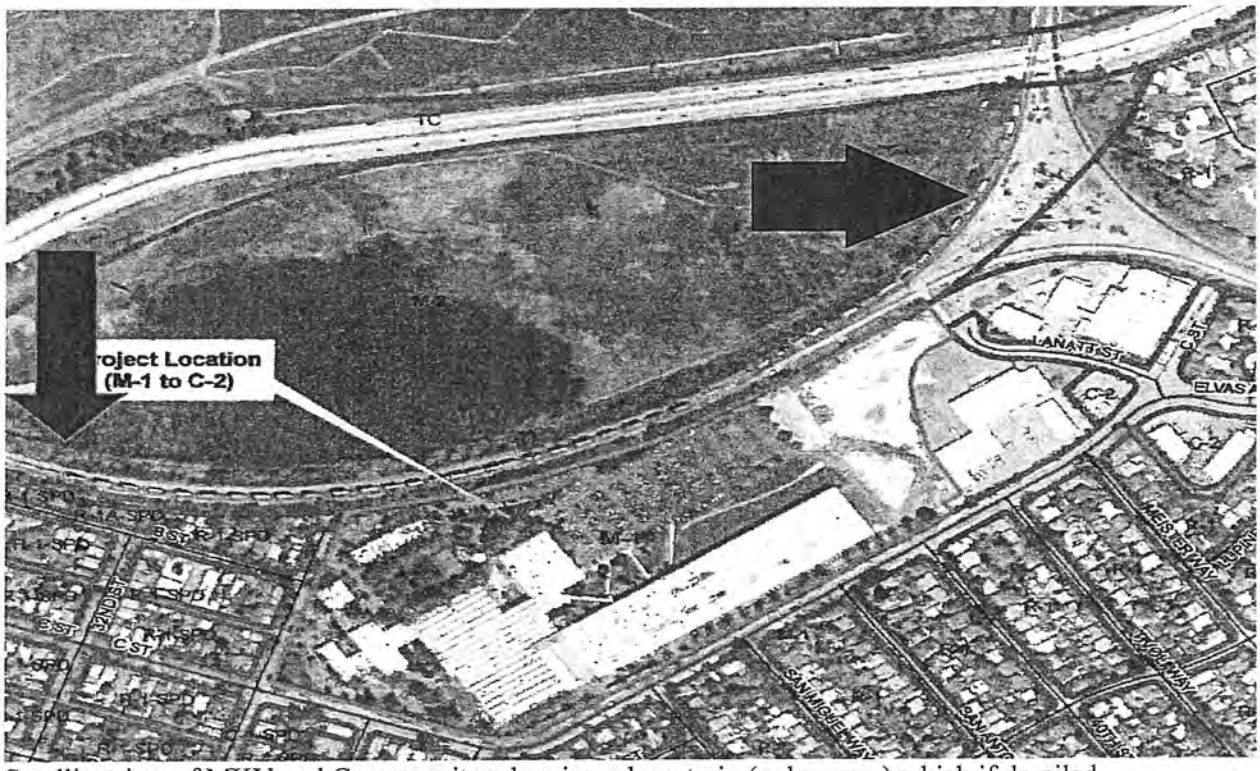




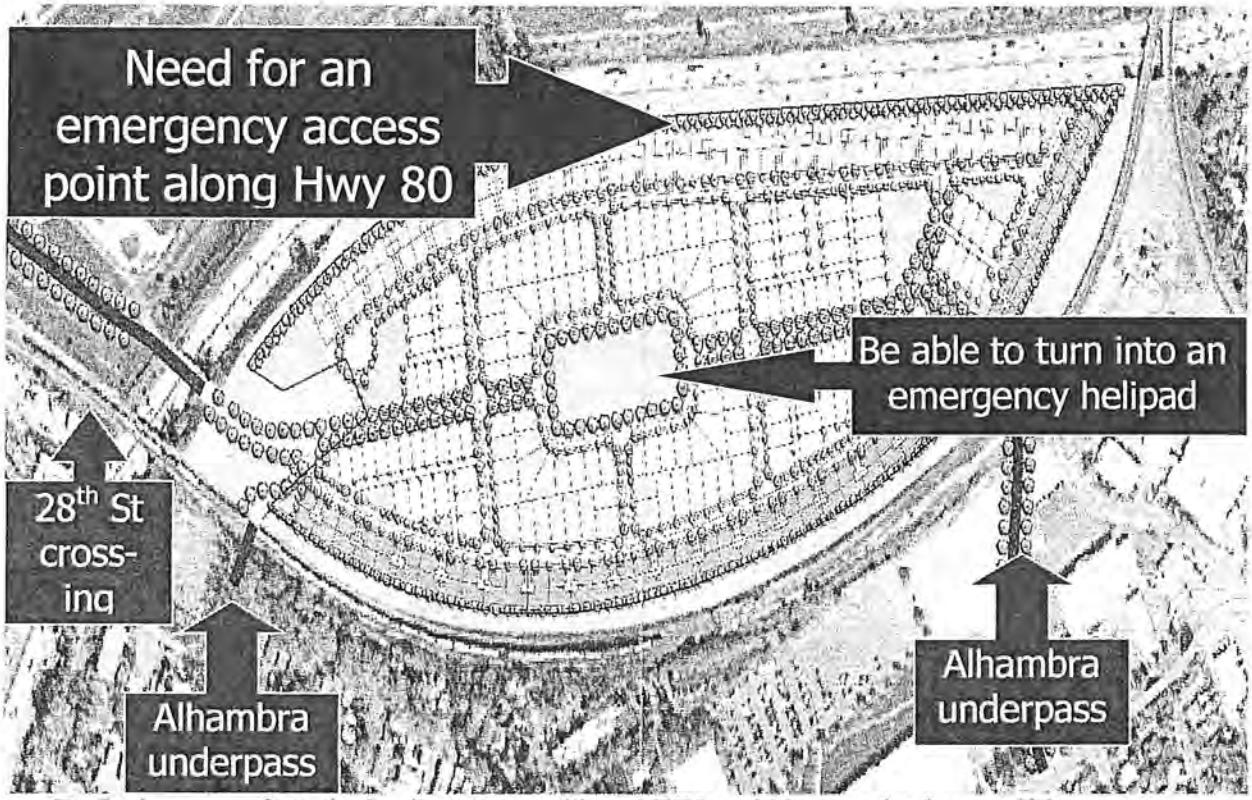
- The structural conditions and age of the A St. Bridge need to be fully taken into account – e.g. integrity, EMT access, later removal for freeway expansion, etc.?
- Impact on Hwy 80 traffic?
- Any future plans for widening the freeway or adding new ramps?
- Access issues with "Sutter's Landing" and 28th and C Sts.?
- Possible lengthy delays from trains blocking the railroad crossing?

Public Safety Issues

- MKV is basically a bath tub without a drain and could be subject to severe internal flooding as well as being cut off to outside access.

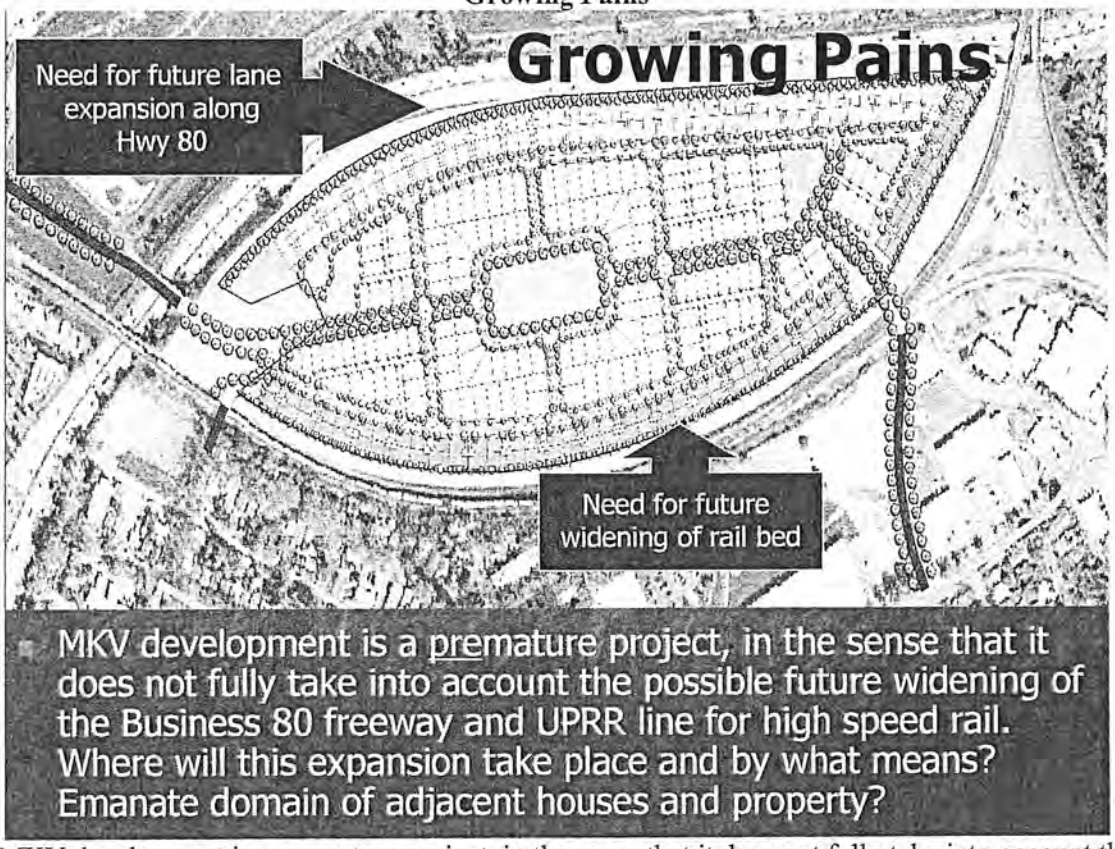


Satellite view of MKV and Cannery sites showing a long train (red arrows) which if derailed could completely cut off MKV from the outside.



- In the event of a train derailment or accident, MKV could be completely cut off from rescue and first responders. A mile to two mile long derailed train could prevent any evacuation from 28th and 40th Sts and the Alhambra pedestrian undercrossing (blue arrows) in such an emergency situation. This would leave residents stranded and unable to escape a toxic or hazardous spill or rescuers reaching the scene. What alternative plans (red arrows) will be drawn in case of just such a disaster?

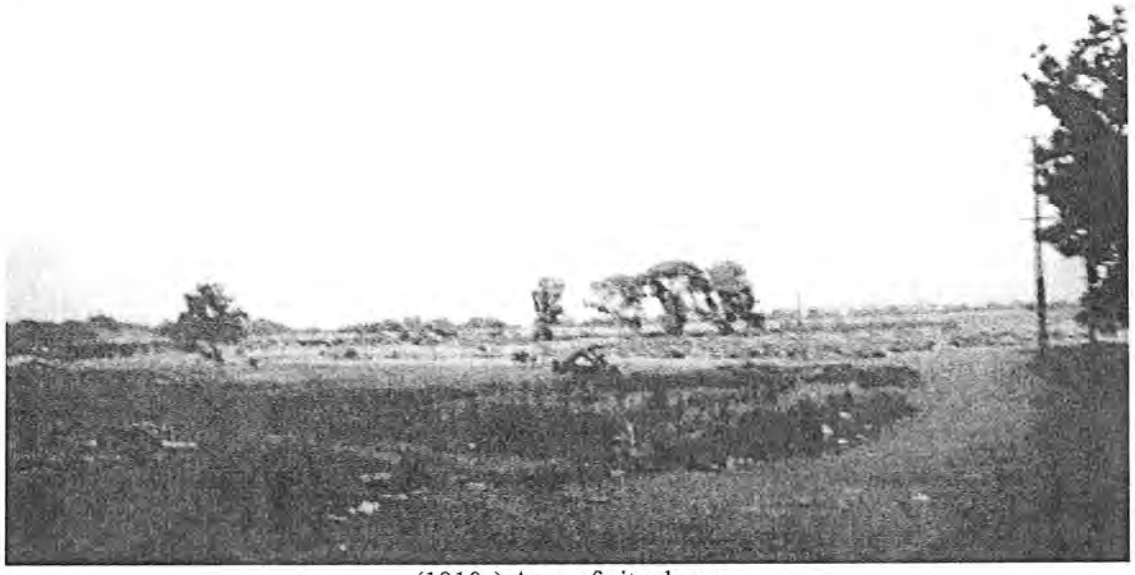
Growing Pains



▪MKV development is a premature project, in the sense that it does not fully take into account the possible future widening of the Business 80 freeway and UPRR line for high speed rail. Where will this expansion take place and by what means? Emanate domain of adjacent houses and property?

Soil Issues

The following are serious soil issues that should to be fully examined by the EIR in relation to part of the area being the former river bed of the American; former land use patterns; and the close proximity of the city dumb.

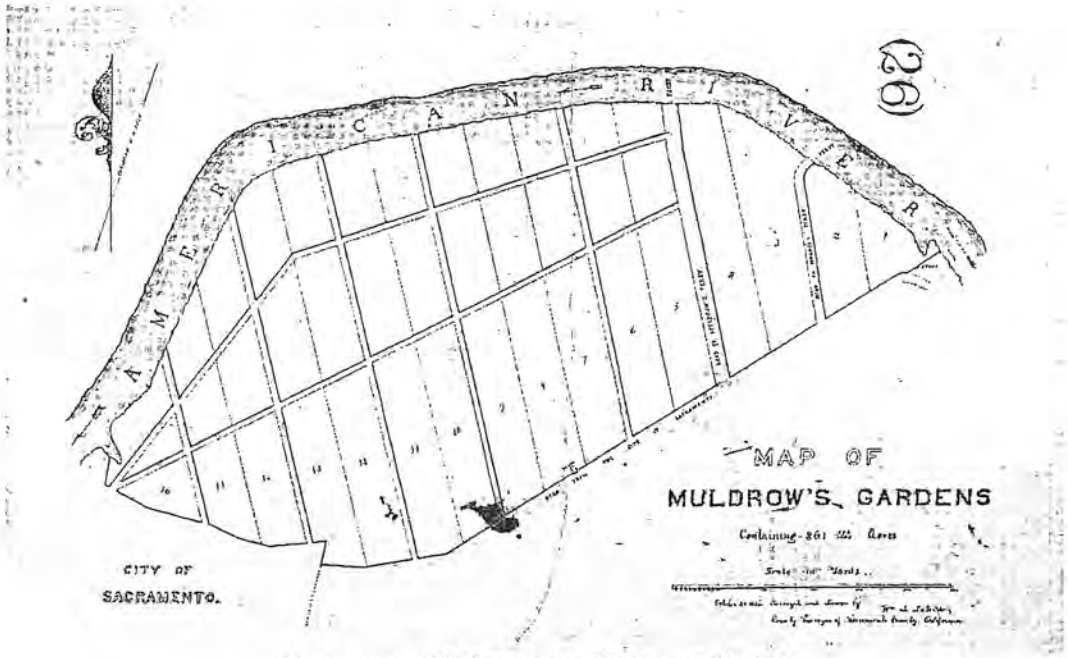


(1910s) Area of city dump

- Spreading garage plum from former (unlined) city dump site underneath the MKV site.
- Possible illegal dumping on site.

(1907) Detail from US Army Corps Debris Commission map (CSH)

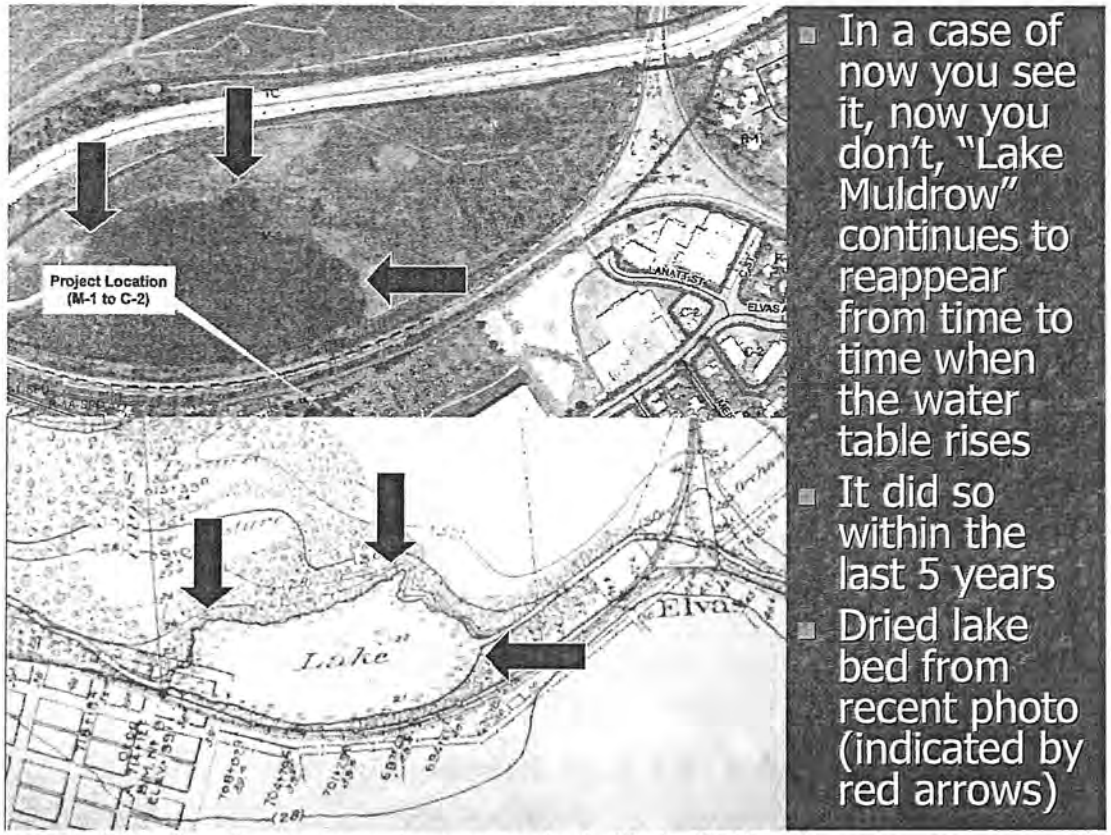
- Contaminated high water table – c. 15 feet depth.
- Toxic waste residue from former lake bed.



Early map of "Muldrow's Gardens" (CSH)

- Over a century as an agricultural site – e.g. pesticides such as DDT.

"Lake Muldrow"

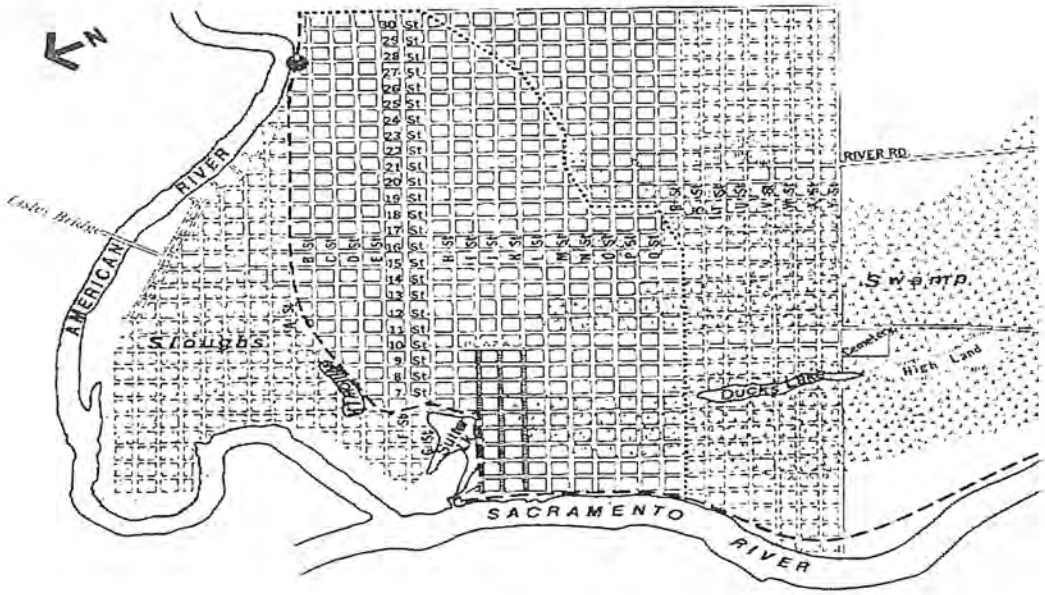


- In a case of now you see it, now you don't, "Lake Muldrow" continues to reappear from time to time when the water table rises
- It did so within the last 5 years
- Dried lake bed from recent photo (indicated by red arrows)

Slough Land

(1857) Map of MKV site and McKinley Park area (CSL)

SACRAMENTO, circa 1860



Rabel's Tannery
American–Sacramento Levees
The New Levee
Business District Street Raising

(c1910) Postcard of Keisel Lake in McKinley Park – part of the original Burn's Slough

East Sac has been home to numerous sloughs over the centuries. Some of these lower lying areas still flood at times. Increased storm runoff from MKV will only put these areas under increased threat of more serious flooding.

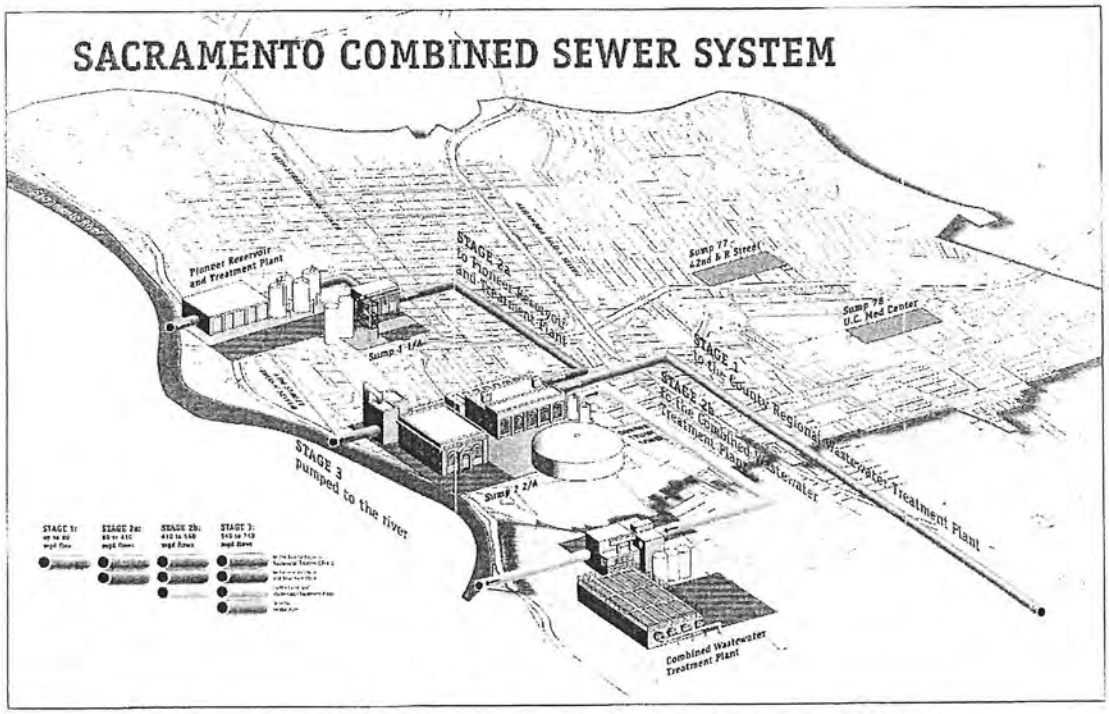
Sewer and Storm Water Issues

Sacramentans voted for the bonds to create a new sewer system in 1927. A city worker stands inside the nine foot diameter concrete pipe for contrast.

SACRAMENTO ARCHIVES & MUSEUM COLLECTION CENTER

City of Sacramento Collection

1999/020/0003



Most urban water uses are often out of public view. Water is delivered to the sink, sewage is whisked away and electric power is delivery through a wire. Flood control is a little more visible. This map of the Sacramento Combined Sewer System shows the complexity of treating wastewater. In the year 2000, the sewer system served 110,000 people throughout a 7,000-acre area.

SACRAMENTO ARCHIVES & MUSEUM COLLECTION CENTER

City of Sacramento Collection

2002/095/0002

(1920s?) Map of Elvas triangle (CSH)

- MKV site is basically a bath tub without a drain, and by opening up a "drain" into E Sac, it will bring in 48 acres of storm run off (48 acre feet or 15 million gallons per one foot of water) and sewage overflow – adding 3-5,000 lbs of solid waste each day! – to an already overburdened and antiquated 60-100 year old, joint sewer-storm drain system
- Need for detention basin and surge tank and system to reroute overflow outside of area.
- Further how will metering this increased volume of water and effluent in the city system be handled – especially consider it could quickly overburden the original system cause sever blowouts and sewer failures?

Other Important Issues to be Addressed

- Larger regional planning issues concerning further possible development in more immediate area – e.g. Cannery, "Sutter's Landing," Business 80, Alhambra and Elvas Ave. corridors, Richards Blvd. connector (?), River Park, Cal Expo, etc.
- Impact for E Sac of "in-fill" overkill– e.g. Sutter Memorial, 65th St and other projects.
- Construction impact – e.g. trucks hauling dirt for construction and land fill, dust, noise, pollution, road wear and tear. How will East Sac be affected by this and other construction projects taking place simultaneously over the rest of the decade impact the few routes that will be used – e.g. Elvas Ave.?
- Toxic waste clean up? – e.g. leakage from city dump, illegal dumping, ground water and soil contamination, soil removal, dust, etc.?
- Need to study possibility of the threat of Coccidioidomycosis fungi spores ("Valley Fever") being released into the air by disturbing the soil during 4 year construction phase

- The proposed Alhambra pedestrian access tunnel could present possible public safety issues and problems for neighbors – e.g. homelessness, drugs, prostitution, assaults, rapes, etc.
- Because MKV is not a part of Sacramento City Unified School District, but Twin Rivers District – this may then involve bus and increased traffic.

Wetter Times

(1940) Bee cartoon

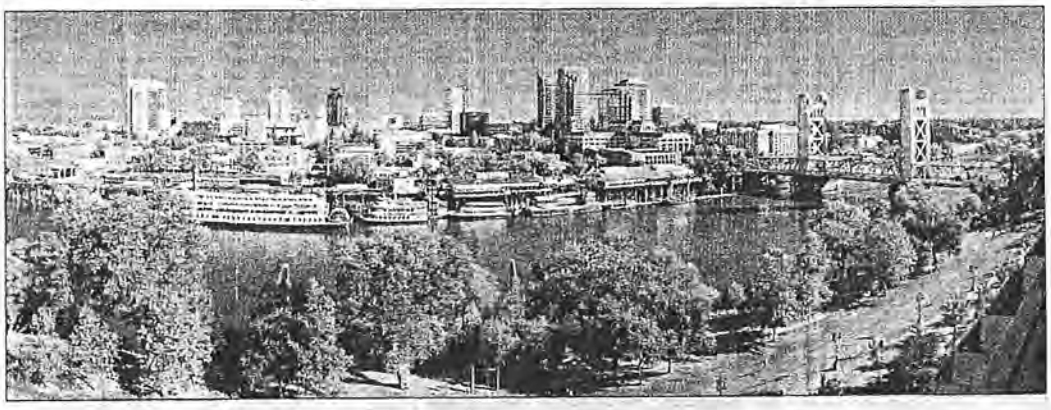
- California started construction on many of its levees and dams during the first half of the 20th century
- This was an abnormally drier period in the state's history and, as a result, many of these structures were not designed for the much wetter periods that followed.

Clear and Present (and Future) Danger

EMERGENCY PREPAREDNESS

BEE 11-18-12 "Long Article But Worth Reading."

What if a superstorm strikes Sacramento?



Sacramento's downtown skyline is shown in a composite photo taken last month. Sacramento has the second-highest flood risk of any major U.S. urban area. If a levee breaks, some residents could have as little as 20 minutes to flee before rising waters prevent driving.

Paul Kitagaki Jr.
pkitagaki@sacbee.com

Flooding danger puts the capital at risk of a disaster worse than Sandy

By Matt Weiser
and Phillip Reese
mweiser@sacbee.com

Superstorm Sandy made one thing clear to millions in the New York metro area: Despite modern transportation and communication systems, and extensive water and electricity services, nature is still in control.

The same is true in Sacramento.

California's capital city is unlikely to experience a devastating hurricane, and it doesn't rely on subway systems to keep its economy moving the way New York does.

But, aside from New Orleans, Sacramento has the greatest flood risk of any major urban area in America. A levee breach in Sacramento could cause many deaths and cripple the economy for 1.4 million people in the metro area who depend to some degree on the city of Sacramento staying dry.

How such a disaster would unfold depends on many variables. Where will the levee break occur? What time of year? On a weekday or a weekend? Which river?

None of these variables can be controlled, and in some ways, a Sacramento flood could be much worse than a New York hurricane.

Rick Martinez, chief of emergency services for the city and county of Sacramento, noted that experts can plot a hurricane's speed, intensity, destination and arrival time with fairly high accuracy. A levee break can be difficult to predict with precision.

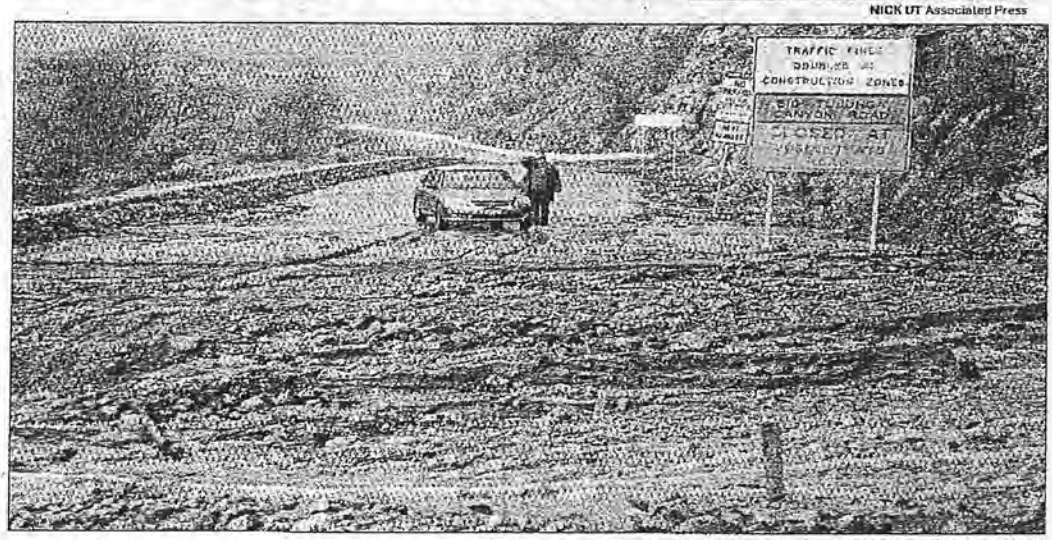
If it happens, residents of some neighborhoods could have as little as 20 min-

PREPARED | Back page, A22

What if the state got 8 feet of rain in 3 weeks? Experts are creating a model of such a deluge. They call it ...

'FRANKENSTORM'

NICK UT Associated Press



REED SAXON Associated Press

A weeklong series of storms in Southern California last week pounded the coast with waves, top, and created mudslides on hillsides stripped of vegetation by wildfires, above. But such storms would be a drop in the bucket compared to a "Frankenstorm."

SCIENTISTS SEEK TO ESTIMATE MAGNITUDE OF DAMAGE

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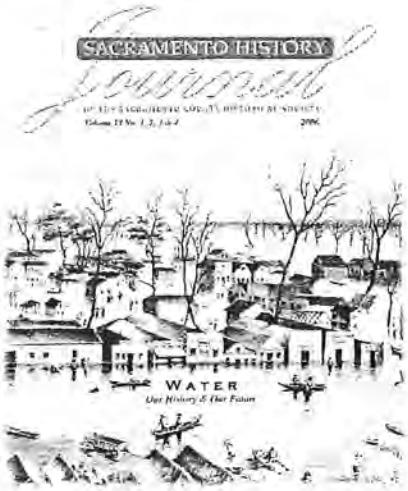

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California State Archives (CSA)
California State Library (CSL)
Center for Sacramento History (CSH)

Dana Allen

From: Nancy Cornelius <ncornel@surewest.net>
Sent: Sunday, July 07, 2013 10:31 AM
To: Dana Allen
Subject: P08-086 McKinley Village Notice of Preparation

Dana Allen, Associate Planner
City of Sacramento, Community Development Department
300 Richards Blvd, Third Floor, Sacramento, CA 95811

Dear Ms. Allen:

I have been a resident of East Sacramento since 1975. I am also a member of all 3 neighborhood associations: East Sacramento Improvement Association, East Sac Preservation, and McKinley East Sac Neighborhood Association. I live at 67 Primrose Way, Sacramento 95819. Although I live some distance from the railroad and the site, we are impacted on a daily basis regarding noise, vibration, fumes etc. Our house vibrates when trains travel nearby and the high speed rail that is forecast will contribute to more vibration and noise etc.

There are many livability and sustainability issues with the development. I believe these issues needs to be addressed in the Draft Environmental Impact Report. Adequate mitigation needs to address these issues:

Traffic
Study the feasibility of 3 well designed car access points including Alhambra Boulevard.
Study the 28th Street train frequency as it relates to the development ingress and egress at B Street
Study how this development will affect 40th Street access
Study how livability is affected to residential streets NOT JUST "Level of Service"
Study all development projects i.e. Stonebridge, McKinley Village, I Street Senior Housing, Alhambra Townhouses, Cannery developments etc. and know the cumulative effect of these development on existing residents.
Study the existing shuttles from the hospitals to relieve congestion
Include study of E Street Ramp Closures
Study the use of multiple car garages as "sustainable development" and whether a reduction in the number of garage spaces will result in a reduction in vehicular trips

Schools
Study the impact of additional students on SCUSD including impact on Theodore Judah and Sutter Middle Schools including costs, new school needs, over population and safety of children walking and riding bikes.

Flood Threats
Study response times, alarms and closings of the proposed and existing East Sacramento flood gates including those adjacent to the project on Business 80.
Study whether additional flood insurance will be imposed on residents of East Sacramento

Storm and Sewer Runoff
Study existing soil, ground water and water table pollution due to proximity to the former landfill, the former use of the land for agriculture and the proximity to two rail lines.
Study storm water and sewer upgrades needed
Study alternatives when storm system fails and there is flooding especially when McKinley Village is a contributor to the flooding

Access Issues

Study the feasibility of a shuttle between the site and RT bus lines on J Street
Study street size needed in development of future RT access
Study current route RT 34 line which is forecast to close when Sutter Memorial is torn down and the site developed
Study the feasibility of a freeway on and off ramp for the McKinley Village site

Scale/Livability

Study the effect of freeway and train air pollution, particularly diesel particulates on the project. Do not rely on prevailing winds to clean this pollution from the site.
Study the impact of a railroad accident involving cargo near this site
Study traffic mitigation provided by small retail such as a convenience store etc.
Study need for a transportation management district to be required of all homebuyers at McKinley Village that would help calm traffic, provide transit etc.
Study impact of livability with the proposed project due to highway noise and railway noise and vibration

Natural Habitat

Study riparian species using the McKinley Village site and how the Swanson's Hawk feed and nest in the project site. Study whether increased traffic will impact the riparian species in this area.
Study the area for a transit/mitigation area for native animals traveling to the river
Study the area for native California wildlife
Study the area for vernal pools that have been bulldozed by the developer
Study the plowing, leveling and other preparation activities and how this is negatively impacting the native habitat and hawks.

Christine Cross (916) 452-0402
910 Santa Inez Way
Sac. CA 95816

Date: June 26, 2013

To: Dana Allen
associate Planner
City of Sacramento
Community Development Department
300 Richards Blvd. Third Floor
Sacramento, CA 95811
(916) 808-2762

RE: (P08-086)
Code Name = Urban-infill Dumps
328 Homes needs to be Canned (69)

Where has this guy been? Certainly, not on Business 80 at 3:30 p.m. If he lived in East Sac. and was going down J Street or H Street better yet, speak of the devil, in his little SMART car heading down McKinley Blvd. waiting for his Turn to enter the freeway to get past Cal Expo - Good-LUCK Mr. Wise Guy.

What's he thinking? GREED or Better get another catch fraze, Town Center/Village, give me a break what a joke. LAUGH-LAUGH who does he think we are joined at his hip packet. (WHALE)

GOD FORBID. Speaking of GOD I went to ~~the~~ school at the old Sacred Heart School - how ugly was that all those years. I do give 100% heads up on the out come of the NEW Sacred Heart School.

Off course what was the finale millions of dollars they received to move across the Street. Thank God the Luther family held out and didn't SELL out. I had been in most of those homes that were Torndown to make all that happen. I must SAY the New Sacreat Heart School is beautiful, then again anything would have been better looking then what was there (Cyclon fencing and asphalt). I can speak from the Heart. I went to school Here K thru 5th grade. I transfered over to David Lubin for 6th grade and was glad to leave Sacreat Heart. What a beautiful School David Lubin was way back Then just like SAC High. Until they had to Bull Doze David Lubin School and move on Trailers and more Trailers or as there called (Portables). Boy, I VOTE FOR THAT! NOT!!! What an awlful planned develment that was from what it looked like before.

Or does Phil even know what David Lubin School use to look like?

Good Question!

SO, back to the 48 acre Wedge. I loved it when it was the fruit orchard. What's Phil's price I'll buy the Wedge and bring back the orchards without the billboards — Who's Idear was that HIS? My relatives had a fruit orchard off Garden Highway years ago (CHRISTOPHEL) look what has gone on out there FLOOD PLANE - STUPID PEOPLE MORONS

Maybe some of that money went towards the Reitz Sex Abuse Cases.

FLOOD PLAIN WHO'S BRIGHT IDEA
WAS THAT — PEOPLE WHO THINK
OF ONLY THEMSELVES. GRAB FOR
THIS AND GRAB FOR THAT-
PLEASE STOP BEING IDIOTS...

I'm sounding more like my parents
I remember when! I am back living
in my childhood home at

910 Santa Inez Way
Sac. CA 95816

Between 35th Street & 36th Street
H Street & J Street

Plus I still have the old phone on the wall
old number GL-65276 New phone # Hi-76390

How's that for a memory? No, I just didn't
get up and go look at it I did it from memory!
My parents purchased this home close too
60 years ago and paid it off within years.

They didn't get a High Interest loan, loan
modification, foreclosure, or Short Sell those
things weren't heard of. My parents were
Native SAC-of-Tomatoes, same here.

REPEAT AFTER ME WHERE ARE ALL THE CARS GOING TO BE PARKED.

OR if Phil wants to park on my Street Santa Ynez Way in East Sac. please make sure he gets an early Start in the morning because many Mercy Hospital Employee's Park all FREAKING DAY - all days on my Street.

The Streets are lined by Mercy Hospital

Employee's Cars. Sounds like a Title to a NEW Movie, Song or Science Fiction Book.

Has Phil even gave thought to all the CANS?

The Streets are lined by cars and Cans on Wed & Thus come take a look for yourself.

GREEN WASTE, City of Sac. / Yard Waste Program,
BLUE CAN (Now every other week (A or B) schedule
Recyclable only, City of Sac.
Dept. of Utilities, and the GREEN garbage can.

Not to mention the extra Green Waste Can because there is no more Street yard waste pick up until in the FALL!
WHAT'S NEXT (THIS 328 HOMES needs TO BE CANNED!)

Speaking of Cans is there going to be

984 Cans in the Wedge

or just Huge Dumpsters?

GET REAL - where does this Phil Angelides live?

I'll be SURE TO MOVE ALL THE TRAFFIC AND PARKED CARS ALONG WITH THE CANS AND EXTRA CANS TO HIS HOME OR DOES HE PLAN TO LIVE OR JUST VISIT THE VILLAGE with all the

CANS, TRAFFIC, TRAINS, FLOODS GARBAGE DUMP INFILL, not to mention all lighted UP WITH BILLBOARDS with a BACK DROP SOUND OF NON STOP FREEWAY BUZZ

COME TO THINK OF IT I could use some more BUZZZZZ Sounds from that direction.

STOP THE GREED = Unless PHIL ANGELIDES wants to bring back the ALHAMBRA THEATER - leave the Wedge alone better yet plant flowers and take down the BILLBOARDS.

STOP the DEAL - KILL THE DEAL - GO AWAY

WHO NEEDS A JOINT
GET HIGH ON FREEWAY BUZZZZ THE NEW APPROVED DRUG.

FREEWAY BUZZZZZ SUCKS

Christine Cross

Christine CROSS
910 Santa Inez Way
Sacramento, CA 95816

(916) 452-0402

What do I really think
I'm sick and tired of all of it!

Did he come up with Blocking Traffic down K Street – that was another BRITE IDEA!

or all this crap in the Street for TRAFFIC CALMING
THAT'S A BUNCH OF CRAP
ALL THAT SHIT IN THE STREET
POT HOLE CITY

Year round FAIR – Who grabbed all the land at the old Fairgrounds – the condo's at Cal Expo – people in Palatines – in a tee deal.

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date: July 8, 2013

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: Michael Murphy

Email: michaelmmurphy4@gmail.com

Address: 2731 G Street, Sacramento, CA 95816

Organization: Marshall School/New Era Park N.A. member and resident

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

I am a resident of the Marshall School neighborhood and provide comments for the scope of the EIR. The McKinley Village project is claimed by the developer, Phil Angelides, as an "East Sacramento" project. This "East Sacramento" project, however, will have a detrimental impact in the northeastern part of Midtown called "Marshall School/New Era Park" due to the proposed access point at 28th and A Streets.

Areas of Study

Vernal Pools

Longtime residents report vernal pools exist on the project site. Study if this is accurate and develop appropriate measure to protect and preserve existing pools. It also appears there has been grading of the site in the past few months. Has that activity distributed vernal pools at the project?

Swainson's Hawks and other Birds Foraging on Project Site

There are numerous eyewitness accounts of Swainson's Hawks foraging on the McKinley Village site. The construction of these homes will mean the loss of approximately 48 acres of Swainson's Hawk foraging area. How will the developer off-set this loss?

It is also possible these other species may be on the project site: the Burrowing Owl, White Tailed Kite, Red Shouldered Hawk, Red Tailed Hawk, American Kestrel and Osprey. Please study the impact of this project on these species as well.

There are also eyewitness accounts of a Swainson's Hawk nest near the proposed 40th Street entrance. How will the construction noise impact the nest? What measures will be taken to protect and preserve this nest?

Will a buffer zone be created within the project so that some foraging ground can be preserved? What effort will be made to preserve the nest? Will offsetting mitigation land be permanently protected nearby, and incorporated into Sutter's Landing Park?

Project construction will disturb nearby nesting sites for Swainson's Hawk and other raptors for several years. How will the project buffer construction impacts on nearby nesting activities? What mitigation will be provided for disturbed nesting?

Sutter's Landing Park

The proposed A Street access will run parallel to "The Mound" that is a part of Sutter's Landing Park. The increased noise, light, traffic congestion, and auto emissions will disturb the Swainson's Hawks from foraging on the area called "The Mound." What will be done to address this impact?

There are also concerns about how increased traffic congestion and noise will impact the Burrowing Owl, White Tailed Kite, Red Shouldered Hawk, Red Tailed Hawk, and American Kestrel. Osprey may also be affected by the project. Other known users of the area include coyote. Consider the potential impacts to these species and other unknown species. Also, there is a Swainson's Hawk nest at Sutter's Landing Park. ***Please* require extensive biological surveys *as a part of project planning and not after project approval.***

The addition of McKinley Village residents' vehicle traffic will impact the ability of Midtown residents to use Sutter's Landing Park. There are no sidewalks along 28th Street so pedestrian users of the park from Midtown must walk in the street to gain access to the park. There are also no designated bike lanes. How will be increase in auto traffic impact the pedestrian users of the Sutter's Landing Park?

McKinley Village residents will also use Sutter's Landing Park. Study how increased user-ship will impact Sutter's Landing Park and the American River Parkway?

It appears that the access via A Street would be on land zoned and in the General Plan as Park land. It is on land under regulation by the State as a closed landfill. What landfill closure regulations apply to the A Street access? Is such access consistent with the City's permit for the landfill closure?

There needs to be complete disclosure of what lies beneath the surface of the proposed A Street access and adjacent land. Is it even feasible to construct the expected roadway (how many lanes including vehicles, bike and pedestrian) in this location? What will be the impact of landfill settling over time on the proposed transportation facility?

According to the Sutter's Landing Park Background report dated October 2008 (Ex. 4), a portion of the McKinley Village project is actually Park land (where the detention basis will be located). What compensation will the developer provide for taking public park land for this access road and detention basis? What impact will traffic on A Street have on the foraging values of the grassy mound for wildlife and on wildlife movement and safety? What mitigation can compensate for these impacts?

This project will take several years to complete. Please have the developer provide an implement plan that controls noise, dust, and auto pollution to have the least possible impact on the Swainson's Hawk nests at Sutter's Landing Park.

American River Parkway

The project site is obviously an important area for wildlife in the narrow restricted American River corridor, which is surrounded by urbanization. The urbanization of the project site will have significant impacts on wildlife survival in the city. The EIR should address the impact and appropriate mitigation in the American River corridor to offset the impact on wildlife, including raptors, to less than significant.

Homeless

There is a homeless encampment in the trees by the Capital City Freeway. Some of the homeless people claim that they have lived there for more than seven years. This would allow them "squatter's rights" under the law. How will the issues relating to the homeless residents at the project site be addressed, especially for those people who have lived there seven years? Do they have a right to occupancy?

Traffic/Access/Circulation Issues

According to the City of Sacramento Notice of Intent to Establish a Quiet Zone dated March 1, 2012, there were 1777 cars traveling across the 28th and B Street rail crossing. If no reduction of traffic is addressed before the project commences then traffic volume could double across the 28th Street rail crossing.

The traffic increases from the project will have a far reaching impact on the northeastern corner of Midtown. To properly evaluate those impacts, the traffic study should be expanded to include the following areas: 20th Street to 29th Street and C Street to I Streets. We expect to see a very thorough and "accessible" traffic study that explains its assumptions and conclusions in language that residents can easily understand.

Please study the following access proposals:

Alhambra Blvd.

A western vehicle entrance to the project should include Alhambra Blvd. Alhambra Blvd. is a commercial corridor and access would alleviate some traffic concerns for 28th Street and 40th Street.

If Mr. Angelides and Riverview Capital Investment, argues that this alternative is infeasible and impractical, please provide detailed information from Union Pacific Railroad regarding the challenges of this access so that the community can make an informed decision regarding this access.

If a vehicle tunnel is not feasible, consider a vehicle over-grade access at Alhambra instead.

Study the viability of a third one-way vehicle access at Alhambra Blvd. With an average of 43 trains a day at the 28th Street rail crossing, McKinley Village residents need an additional entry point for emergency vehicles.

29th Street

Study vehicle access at 29th Street as an alternative to Alhambra Blvd. Currently 29th Street is a one-way street with synchronized traffic signals that provides freeway access and access to commercial corridor with limited impact to the residential neighborhood to the west.

If a vehicle tunnel is not feasible, consider a vehicle over-grade crossing at 29th Street instead.

28th Street

How will the increased traffic volume impact the safety of drivers, pedestrian, bicyclists, and the trains at the at-grade crossing at 28th Street?

> Study employing traffic calming measures to alleviate traffic on 28th Street from the McKinley Village project by doing the following:
>
> 1) Make improvements at B Street in order to add a half street closure at B Street and direct southbound traffic to 29th Street. Currently 29th Street is a one-way street with synchronized traffic signals that provide freeway access and access to commercial corridor with limited impact to the residential neighborhood to the west.

Evaluate the benefit of Developer or City to assisting Bell Marine in relocating the business to offset traffic and provide mitigation for loss of Swainson's Hawk foraging territory at McKinley Village project site. In addition, the City should relocate the City Corp yard to further minimize traffic impacts.

2) De-designate C Street as a truck route.

Additional traffic calming measures such as stop signs and pedestrian islands should be employed along C Street and 28th Street to ensure the safety of pedestrians, Midtown residents, and Sutter's Landing Park users.

Study how much money is needed for traffic mitigation (calming, routing, signs, crosswalks, lights). With an average of 43 trains per day at the 28th and B Street rail crossing, what are the potential traffic congestion and air quality impacts on 28th Street, into Sutter's Landing Park and leaving the McKinley Village project?

With an average of 43 trains per day at the 28th and B Street rail crossing, what are the potential air quality, biological, and parks and recreational impacts of stalled vehicles on 28th Street, into Sutter's Landing Park and leaving the McKinley Village project?

How will access to emergency services be impacted by an average of 43 trains a day crossing at 28th Street and B Street?

With limited access from 28th Street due to train traffic, how will the 40th Street access point be impacted? The 50/50 traffic allocation of 2008 traffic study is not realistic.

Consider additional traffic implications of the opening of the Sutter General Hospital facility at 28th and K Streets, the new Downtown Arena, relocation of the B Street theatre to 27th and Capitol Avenue, and the Sacramento Natural Food Co-Op (to 28th and S Streets) and how traffic will increase. Please combine the results of these traffic increases to give true picture of traffic overall in the next five years (with these developments).

Are there other vehicle access scenarios that could be considered? For instance, the Business 80 on and off-ramps were included in the previous project proposal for this site.

The proposed 28th Street access point is unrealistic, unsafe, and unduly burdensome on the Midtown community. The City must require the developer to conduct a thorough alternative analysis that explores other options. This is an East Sacramento project, and project-generated traffic should be routed through East Sacramento. Midtown residents should not be required to absorb the problems of the project without obtaining any of the benefits.

We expect that, if the 28th Street access proposal is accepted as the *preferred project alternative*, an expanded traffic management program within this area of Midtown will be required, particularly along C Street and 28th Street, which was not included in the traffic management program installed here in the '90s.

C Street

According to the Central City Community Plan that is a part of the General Plan 2030, C Street is designed as a "C Street Central City Housing." Is the increased traffic from McKinley Village in line with the General Plan's goals for new housing opportunities on C Street?

Levels of Service - Roadways

Levels of service evaluations in environmental studies typically evaluate the transportation experience of the driver, not from the perspective of the existing residential neighborhood.

With the proposed increase in traffic for the northeastern corner of Midtown, what increased levels of service can be expected for the northeastern portion of Midtown?

The traffic plan must look at more than just the impacts on the number of vehicles. It should also evaluate air quality to the parks, residents, and pedestrians; effects on pedestrians and bicyclists; and noise, safety, wear and tear on streets.

Please include in your analysis how the increase in traffic will impact the quality of life for current northeastern Midtown residents and East Sacramento residents.

Flood Threats

Study response, alarms, openings and closings of existing flood gates.

Study how the developer can dialogue with FEMA about plans and development. Request an analysis from both FEMA and the Sacramento Area Flood Control Agency ("SAFCA") regarding the safety of constructing the project in front of the railroad levees, the impact of constructing at least one new flood gate beneath the railroad grade, and the policy implications of allowing development in this area of Sacramento.

Study developer insurance needs against litigation in the event of flooding or, other possible structural issues and failures.

What is the evacuation plan should a flood event occur? Residents at McKinley Village should be aware of how little evacuation time they will have in the event of a flood if the flood gates are closed.

Once the floor gates close, the only evacuation route will be across the A Street bridge. Please make sure that buyers are aware that once the flood gates are closed their only exit would be the A Street bridge.

Regional Transit/Other Transportation

There is no proposed access to Regional Transit (RT) to McKinley Village. Study how many car trips could be reduced by including RT access to McKinley Village.

Will the street size of the project be sufficient to accommodate a full sized bus or shuttle bus? What is the expense of running a shuttle bus and bus lines to J Street? Require transit funding district?

Is there a Regional Transit Master Plan for East Sacramento and Midtown routes?

What is the cost of a freeway on/off ramp serving the McKinley Village site?

Aesthetics

Three-car garages aren't indicative of Midtown or East Sacramento neighborhoods. I would ask that the developer not receive a waiver to narrow the streets and increase on street parking with wider streets similar to East Sacrament and Midtown. On street parking encourages alternative means of transportation like biking and walking. Study the impact of one-car garages vs. three-car garages regarding trip generation from the project.

Conclusion

I'm very disappointed in Phil Angelides and Riverview Capital Investment. Their inability and unwillingness to work with the neighborhoods has been a great disappointment for those of us involved in this project. Mr. Angelides and Riverview Capital Investment have not made one substantive change to the plan based on community input.

Mr. Angelides is known for projects like "Laguna West". Infill projects are challenging in established neighborhoods and Midtown residents have experienced our fair share of them. I'm disappointed that Phil Angelides won't allow neighbors to help provide input to his plan so it will be complementary to our existing neighborhoods prior to submitting the application to the City. It is unfortunate that Mr. Angelides has not adopted any of the protocols employed by Stonebridge Properties to handle community outreach. Stonebridge Properties is a model that city planners should recommend to other developers for future projects in older, well established neighborhoods.

My greatest concerns are for Sutter's Landing Park and the American River Parkway. If Mr. Angelides and Riverview Capital Investments had met with residents prior to submitting their plans, then perhaps some of these issues could have been addressed. Proactive behavior on their part might have saved them some money and time. Now it is up to Mr. Angelides to do right by this community. It is my hope that he'll see the value of the neighborhoods communities that surround his project and Sutter's Landing Park and not harm these neighborhoods as he proceeds with the plans for McKinley Village.

Date: July 8, 2013

To: Dana Allen, Associate Planner
City of Sacramento, Community Development Department

Response to Notice of Preparation of an Environmental Impact Report for the McKinley Village Project (P08-086) (SCH No. 2008082049)
Please address the following comments in the EIR:

Traffic concerns:

There needs to be a current traffic study conducted once school is back in session. Based on the information noted in the NOP, 328 residences will be built. Since normally families have two cars, we can assume at least 600 additional vehicles traveling the East Sacramento streets after construction takes place.

Recreational/Open spaces:
There is no mention in the NOP whether the planned swimming pool will be a City pool open to the public. This issue needs clarification, since a public pool will also increase local traffic.

Partial Mitigation: Construct an entrance/exit from highway 80. SR 51, Transportation concept Report, Cal-Trans, discusses planned work to widen the bottle-neck area by the UP railroad crossings and beyond. This is an ideal time to speed up this needed project to include an exit to McKinley Village.

Flooding:
Access to McKinley Village includes plans to cut through the secondary levee system (UP railroad tracks). This issue needs to be fully researched. The McKinley Park area is within the 100 year flood plain and residents are not required to purchase flood insurance. Would cutting through this secondary levee cause changes in the flood plain evaluation?

The McKinley Village developer has indicated in the NOP that he will install flood gates. In the event of a flood, who would make the call to allow McKinley Village to flood in order to preserve East Sacramento?

The Environmental Impact Report must include a study of the problems of frequent flooding in the project area. The water table has been recorded to be as shallow as 6 feet below the surface.

The McKinley Park streets suffered last winter from flooding . This has happened many times previously due to the antiquated storm drain system. The residents have asked repeatedly for relief (see photo).
Mitigation:
Any system built for McKinley Village needs to include the broader needs for improved storm drains in East Sacramento.
Off-site improvements:

Those off-site improvements reported as planned in the NOP fail to demonstrate that the City of Sacramento is taking into account the plans of other agencies such as Cal-Trans . The SR51 Transportation Concept and Cal-Trans plans as reported in the Sacramento Bee on July 5, 2013 discuss issues that must be addressed by the EIR. The Bee article reported potential sites identified by Cal-Trans for a new railyard.

Overcrowding of Theodore Judah Elementary School:

Overcrowding of Theodore Judah due to the closing of Washington School and additional children from the McKinley Village is a major problem. This is a premiere school, recognized for its innovative projects.

Mitigation:

1. Reconsider assigning the McKinley Village children to the Twin Rivers District.

If not, there must be additional classroom space and teachers planned to accommodate the expected increase of children without losing space for children to play, garden and conduct outside science experiments.

Kathleen M. McLean
440 35th Street
Sacramento, CA 95816
916-442-5216
cc: Steve Cohn, City Council member
enclosures: SR 51; photo.

Environmental Management Department
Val F. Siebal, Director

County of Sacramento

Divisions
Environmental Compliance
Environmental Health

June 25, 2013

Dana Allen
City of Sacramento Community Development Department
Environmental Planning Services
300 Richards Blvd. 3rd Floor
Sacramento, CA 95811

Dear Ms. Allen:

SUBJECT: LEA COMMENTS RE: MCKINLEY VILLAGE PROJECT NOTICE OF PREPARATION OF EIR (P08-086)

The Sacramento County Environmental Management Department (EMD) has reviewed the Notice of Preparation (NOP) of an EIR for the McKinley Village project. EMD acts as the Local Enforcement Agency (LEA) for the California Department of Resources, Recycling, and Recovery (CalRecycle) in Sacramento County. As such, EMD has authority and responsibility for regulatory oversight of solid waste handling and disposal sites in the City and County of Sacramento. This project which would include development of a 328-unit residential neighborhood would be located just to the south of the City's 28th Street Sanitary Landfill, separated only by the Capital City Freeway.

The LEA appreciates the opportunity to review the NOP and provides the following comments regarding the proximity of the project to the 28th Street Sanitary Landfill:

1) The 28th Street Sanitary Landfill is a closed landfill that received municipal solid waste during its operation. The landfill was certified closed in 1998. Although the facility no longer receives waste, it does still generate landfill gas which is controlled by a landfill gas extraction and flare system. It should be noted that there is currently no backup generator system in place to power the gas extraction system, in the event of an extended power failure. Landfill gases are flammable and potentially explosive and there is the potential for landfill gas migration from the site, especially in the event that the extraction system is off line for an extended period of time.

   Because of the possibility of gas migration from the facility, the LEA recommends that no structures be built within 1000' of waste. If, however, structures associated with this project are to be built within 1000' of waste, the LEA recommends that continuous gas monitoring of the structure be provided and that they be built in a manner that would reduce the likelihood of gas accumulation within the structures, such as with a protective foundation membrane layer, or other protective measures as described in 27CCR, section 20939(C). Potential buyers should also be notified of the possibility of gas migration and the associated dangers.

2) As noted in the NOP, there are two landfill groundwater monitoring wells and six soil gas probes located within the proposed project area. These devices help landfill staff to determine if landfill gases or pollutants are migrating from the facility boundary. Landfill staff must be ensured continued unimpeded access to the wells/probes in order to monitor and maintain them. There is also at least one water supply well located in the project area. It should be noted that it is a violation of Sacramento County's Well Ordinance (Code section 6.28) for an abandoned well to exist on a property. If the well is not to be used, it should be destroyed in compliance with the requirements of the Well Ordinance. Susan Williams with EMD's Well Program may be contacted at (916) 875-8452 for more information.

3) According to the NOP, access to the project site would be provided from A Street and 28th Street, as well as from 40th Street. Apparently the A/28th Street access would be routed through the 28th Street Landfill. Currently, the road through the landfill that connects 28th Street to the A Street Bridge has locked gates at both ends for site security purposes. Site security for landfills is required by 27CCR, sections 20530 and 21135. As such:

   - The applicant should demonstrate how access to the project site through the landfill would be accomplished without compromising landfill site security or impeding landfill maintenance and operations.
   - The applicant should also demonstrate how traffic would be routed through the landfill in a manner that ensures the safety of the drivers and their occupants. If pedestrian traffic is also intended, pedestrian safety should also be demonstrated.

4) Landfill staff state that they have never received odor complaints from neighbors since the facility closed but given that landfill gases are extracted and combusted on-site it is assumed that odors are possible in the event of flare malfunction or some other unforeseen condition. It should be noted that 14CCR 17867(a)(2) requires facilities to minimize nuisances, such as odors, dust, noise, and vectors but there is no requirement to reduce the potential for odors or nuisances to zero. The LEA recommends that at a minimum, potential home buyers be notified of the potential for odors and other nuisances from the landfill.

Sincerely,

John Lewis
Environmental Specialist III
Environmental Management Department
Solid Waste Program

JL:LT:ea

c: Nevin Yeates, CalRecycle
John Moody, RWQCB
Steve Harriman, City of Sacramento

UNION PACIFIC RAILROAD
1400 Douglas Street, Stop 1580
Omaha, Nebraska 68179

P 402 544 5761
F 402 997 3603
prmcgill@up.com

Patrick R. McGill/UPC Senior Counsel-Real Estate, Law Dept.

June 24, 2013

VIA EMAIL ONLY

dallen@cityofsacramento.org

City of Sacramento
Attn. Dana Allen, Associate Planner
Community Development Department
300 Richards Blvd., Third Floor
Sacramento, CA 95811

Re: Comments to Notice of Preparation of Draft Environmental Impact Report for McKinley Village Project
Case Nos.: P08-086 ("Project")

To Whom It May Concern:

Thank you for allowing Union Pacific Railroad Company ("UP") the opportunity to submit the following comments in response to the City's Notice of Preparation of an Environmental Impact Report ("EIR") for the Sacramento McKinley Village Project.

UP is a Delaware corporation that owns and operates a common carrier railroad network in the western half of the United States, including the State of California. Specifically, UP owns and operates rail main lines connecting the San Francisco Bay Area to Sacramento and points east and north, and to Los Angeles and points east and southeast. UP is the largest rail carrier in California in terms of both mileage and train operations. UP's rail network in the Sacramento Area is vital to the economic health of California and the nation as a whole and its rail service to customers in the Sacramento Area is crucial to the future success and growth of those customers.

The Project property is surrounded by UP's main line tracks along the southerly and easterly portions of the property. Additionally, it appears there is only one road crossing

over the tracks in place to provide access for the entire property. UP anticipates that the train volume near the Project area may increase in the near future. UP requests that the City and the Project developers keep in mind that this is a vital and growing rail corridor and nearby land uses should be compatible with this continuing rail use.

Increased Traffic Impact

Rail crossing safety is critical to the public and to UP. Any increase in traffic from the Project may render inadequate the current safety devices in place on the nearby at-grade crossings. Additionally, an increase of pedestrian and vehicular traffic may conflict with train operations causing trains to proceed more slowly through the City, and/or make more frequent emergency stops, which would make rail service less effective and efficient. Additionally, train cars may be forced to block at-grade roadway intersections, causing traffic disruptions.

It is my understanding that UP and the City are in discussions about grade-separated access to the Project property. Notwithstanding these discussions, UP requests that the EIR examine any increase in pedestrian and vehicular traffic and the impacts on any nearby at-grade road crossings to see if any mitigation measures should be included in the Project. Traffic models should be developed to simulate traffics flows both with and without the grade-separated access. UP suggests that the City assess whether any additional grade-separations or crossings closures can be incorporated into the Project's development plans. UP cannot support the Project unless its approval is conditioned upon grade separation of the road crossing at 40th Street.

Trespassing

Any increase in pedestrian traffic will increase the likelihood of trespassing onto the railroad right-of-way. UP requests that the City examine the Project impacts associated with the increased likelihood of trespassing and set forth appropriate mitigation measures. In particular, the City should consider requiring the developer to install barrier walls or block fences, pavement markings, and/or "no trespassing" signs designed to prevent individuals from trespassing onto the railroad tracks. Buffers and setbacks should also be required adjacent to the right-of -way.

Noise and Vibration Impact

UP's 24-hour rail operations generate the noise and vibration one would expect from an active railway. UP requests that, as a mitigation measure, the City should require future developers to disclose to the general public the daytime and nighttime noise levels naturally occurring with UP's long-standing freight rail service, as well as the pre-existing and predictably-occurring vibration. These disclosures should note UP's anticipation that train volume will increase in the future. The Project's development plans should also include appropriate mitigation measures, such as construction of sound barrier walls or landscape

buffers, and/or use of sound-proofing materials and techniques.

UP appreciates the City giving due consideration to the above concerns, as this proposed Project may result in significant impacts to land use and public safety.

Please give notice to UP of all future hearings and other matters with respect to the Project as follows:

Austin Fearnow
Assistant Manager, Real Estate
Union Pacific Railroad Company
1400 Douglas Street - STOP 1690
Omaha, NE 68179

Please do not hesitate to contact the undersigned if you have any questions or concerns.

Sincerely,

Patrick R. McGill
Senior Counsel – Real Estate
Union Pacific Railroad Company

cc: Austin Fearnow

Municipal Services Agency

Department of Transportation
Michael Penrose, Director

County of Sacramento

Terry Schutten, County Executive
Paul J. Hahn, Agency Administrator

August 20, 2008

Ms. Mellanie Marshall
City of Sacramento
Development Services Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

City of Sacto

SUBJECT: COMMENTS ON THE NOTICE OF PREPARATION (NOP) FOR A DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086).

Dear Ms. Marshall:

The Sacramento County Department of Transportation has reviewed the NOP for a DEIR for the McKinley Village Project, dated August 11, 2008. We appreciate the opportunity to the review this NOP and have the following comments at this time:

1. Traffic generated from this project has the possibility of distributing from Elvas Avenue onto Fair Oaks Boulevard in the County of Sacramento. We would request that the traffic study for this project address the distribution of this traffic and identify an significant impacts at County roadway segments and intersections.

Should you have any questions, please feel free to contact me at (916) 874-7052.

Sincerely,

Matthew G. Darrow
Senior Transportation Engineer
Department of Transportation

MGD:mgd

cc: Dean Blank, DOT
Steve Hong, IFS

Municipal Services
Robert B. Leonard
Chief Deputy County Executive

Department of Transportation
Michael J. Penrose, Director

County of Sacramento

County Executive
Bradley J. Hudson

June 10, 2013

Dana Allen
City of Sacramento
Community Development Department
300 Richards Blvd., Third Floor
Sacramento, CA 95811

SUBJECT: COMMENTS ON THE NOTICE OF PREPARATION (NOP) OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT.

Dear Ms. Allen:

The Sacramento County Department of Transportation has reviewed the NOP for an EIR for the McKinley Village Project, dated June 3, 2013. We appreciate the opportunity to review this NOP and we reiterate our comment that we made on August 20, 2008. A copy of the comment is attached with this letter:

Should you have any questions, please contact me at (916) 875-2844.

Sincerely,

Kamal Atawal

Kamal Atawal, P.E.
Associate Transportation Engineer
Department of Transportation

KA/mp

Enclosure or Attachments:
Copy of Comment Letter.

Cc: Dean Blank, DOT
Matt Darrow, DOT
Mellissa Wright, DOT
Tricia Stevens, Community Planning and Development Department

SACRAMENTO-YOLO
MOSQUITO
& VECTOR
CONTROL
DISTRICT

MAILING ADDRESS
SACRAMENTO COUNTY
8631 BOND ROAD
ELK GROVE, CA 95624

YOLO COUNTY
[illegible]
WOODLAND, CA 95695

1 800 429 1022
FIGHTtheBITE.net

City of Sacramento
Community Development Department
300 Richards Blvd. 3rd Floor
Sacramento, Ca. 95811

ATTN: Dana Allen

Re: **McKinley Village Notice of Preparation**

The Sacramento-Yolo Mosquito and Vector Control District (District) appreciates the opportunity to review and comment on the Notice of Preparation (NOP) of the Environmental Impact Report (EIR) for the McKinley Village Project. The District is providing the following general comments.

Please include in the Environmental Impact Review Process (EIR) for the McKinley Village Project and any subsequent mitigation measures any impacts in regards to mosquito and vector control and public health from vector borne diseases.

Any policy or practice for aquatic sites must explicitly recognize the obligations imposed on land-owners and managers by the California Health and Safety Code (sec. 2000 et. seq.) to avoid creating public health threats through the establishment or maintenance of mosquito and other vector breeding habitats that can impact public health and welfare.

The District requires that any proposed project or mitigation must consider and use all reasonable and practical measures to avoid and minimize impacts to mosquito control activities in regards to public health and welfare. To the extent that the management of any private, state, or federal lands may produce mosquitoes, the responsible party must recognize and comply with its obligations under state law to not develop or keep mosquito breeding sources on its property.

The District has developed and adopted a Mosquito Reducing Best Management Practices (BMP) Manual which can be downloaded from the District's website at: http://www.fightthebite.net/download/ecomanagement/SYMVCD_BMP_Manual.pdf. Please review and implement the District's BMPs for design and maintenance guidelines of all proposed projects to reduce or prevent the breeding of mosquitoes that can carry diseases such as West Nile virus (WNV), Malaria, Western Equine Encephalitis (WEE) and St. Louis Encephalitis (SLE) etc.

The District is facing new challenges with shrinking revenues, coupled with the costs of National Pollutant Discharge Elimination System (NPDES) permits, Endangered Species Act (ESA), and other environmental compliancy and regulatory issues.

If not properly constructed, managed or maintained, poorly designed and maintained facilities and systems may breed mosquitoes which can have an adverse effect on public health and welfare and may have a direct impact to local economies.

Failure to address these issues and potential mosquito breeding sources during the planning and construction process may result in enforcement actions to the landowner after the project has been completed. The District has the authority to abate a public nuisance as defined in the California Health and Safety Code (HSC) Section § 2010 and may pursue enforcement actions pursuant to Sections § 2060 of the (HSC) which can involve civil fines of up to $1000/per day.

Should you have any questions or concerns please feel free to contact me at (916) 405-2093.

Sincerely,

Kevin Combo
Ecological Management Department
Sacramento Yolo Mosquito and Vector Control District
kcombo@FightTheBite.net

Main Office
10060 Goethe Road
Sacramento, CA 95827-3553
Tel: [916] 876-6000
Fax: [916] 876-6100

Sacramento Regional Wastewater
Treatment Plant
8521 Laguna Station Road
Elk Grove, CA 95758-9550
Tel: [916] 875-9000
Fax: [916] 875-9068

Board of Directors
Representing:

County of Sacramento

County of Yolo

City of Citrus Heights

City of Elk Grove

City of Folsom

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City of Sacramento

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District Engineer

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Director of Operations

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Karen Stoyanowski
Director of Internal Services

Joseph Maestretti
Chief Financial Officer

Claudia Goss
Public Affairs Manager

May 29, 2013

Ms. Dana Allen
City of Sacramento - Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

Subject: Notice of Preparation of an Environmental Impact Report for the McKinley Village Project

Dear Ms. Allen:

Sacramento Regional County Sanitation District (SRCSD) has reviewed the subject document and has the following comments.

The proposed project consists of development of 328 residential units, a neighborhood recreation center, parks, and other public spaces on an approximately 48-acre site located in the City of Sacramento.

Local sewer service for the proposed project site will be provided by the City of Sacramento's local sewer collection system. Ultimate conveyance to the Sacramento Regional Wastewater Treatment Plant (SRWTP) will be provided via the City Interceptor. Cumulative impacts of the proposed development will need to be quantified by the developer to ensure adequate wet weather and dry weather capacity within the City Interceptor.

In March 2013, the SRCSD Board of Directors adopted the Wastewater Operating Agreement between the SRCSD and the City of Sacramento (City).

Section 3.H. Combined Wastewater Control System (CWCS) ALLOWABLE FLOW ALLOCATIONS of the Wastewater Operating Agreement states:

SRCSD agrees to operate SRCSD facilities as necessary to accept flows via the CITY Interceptor from CITY service areas up to the maximum instantaneous flow rates indicated in the table below:

Service Area	Maximum Flow Rate
Sump 2 and 2A	60 MGD
Sump 2, 2A, 21, 55, and 119	98 MGD
Total combined flows to City Interceptor from Sumps 2, 2A, 21, 55, 119, and five (5) trunk connections	108.5 MGD

Total flow to the City Interceptor from the five trunk connections may exceed 10.5 MGD so long as the City does not exceed the 108.5 total flow limitations set forth in the Wastewater Operating Agreement. The City and SRCSD will monitor flow conditions and will coordinate operations of their respective facilities, to the extent feasible for each party, to prevent or reduce the risk of SSOs in their respective facilities.

Total flow to the City Interceptor from the five trunk connections may exceed 10.5 MGD so long as the City does not exceed the 108.5 total flow limitations set forth in the Wastewater Operating Agreement. The City and SRCSD will monitor flow conditions and will coordinate operations of their respective facilities, to the extent feasible for each party, to prevent or reduce the risk of SSOs in their respective facilities.

The SRCSD Board of Directors adopted the Interceptor Sequencing Study (ISS) in February 2013. The ISS updated the SRCSD Master Plan 2000 and can be found on the SRCSD website at http://www.srcsd.com/interceptor-study.php.

SRCSD is not a land-use authority. SRCSD sewer systems are designed using predicted wastewater flows that are dependent on land use information provided by each land use authority. Projects identified within SRCSD planning documents are based on growth projections provided by land-use authorities. Sewer studies, including points of connection and phasing information will need to be completed to fully assess the impacts of any project that has the potential to increase existing or future flow demands. Onsite and offsite impacts associated with constructing sanitary sewers facilities to provide service to the subject project must be included in environmental impact reports.

The SRWTP provides secondary treatment using an activated sludge process. Incoming wastewater flows through mechanical bar screens through a primary sedimentation process. This allows most of the heavy organic solids to settle to the bottom of the tanks. These solids are later delivered to the digesters. Next, oxygen is added to the wastewater to grow naturally occurring microscopic organisms, which consume the organic particles in the wastewater. These organisms eventually settle on the bottom of the secondary clarifiers. Clean water pours off the top of these clarifiers and is chlorinated, removing any pathogens or other harmful organisms that may still exist. Chlorine disinfection occurs while the wastewater travels through a two mile "outfall" pipeline to the Sacramento River, near the town of Freeport, California. Before entering the river, sulfur dioxide is added to neutralize the chlorine. The design of the SRWTP and collection system was balanced to have SRWTP facilities accommodate some of the wet weather flows while minimizing idle SRWTP facilities during dry weather. The SRWTP was designed to accommodate some wet weather flows while the storage basins and interceptors were designed to accommodate the remaining wet weather flows.

A new NPDES Discharge Permit was issued to Sacramento Regional County Sanitation District (SRCSD) by the Central Valley Regional Water Quality Control Board (Water Board) in December 2010. In adopting the new Discharge Permit, the Water Board required SRCSD to meet significantly more restrictive treatment levels over its current levels. SRCSD believes that many of these new conditions go beyond what is reasonable and necessary to protect the environment, and has appealed the permit decision to the State Water Resources Control Board. A decision on that appeal has not yet occurred. In the meantime, SRCSD is required to begin the necessary activities, studies and projects to meet the new permit conditions. All new treatment facilities must be completed by 2020.

Customers receiving service from SRCSD are responsible for rates and fees outlined within the latest SRCSD ordinance. Fees for connecting to the sewer system are set up to recover the capital investment of sewer and treatment facilities that serves new customers. The SRCSD ordinance is located on the SRCSD website at http://www.srcsd.com/ordinances.php.

If you have any questions regarding this letter, please feel free to contact me at (916) 876-6104 or by e-mail at armstrongro@sacsewer.com.

Sincerely,

Robb Armstrong
Sacramento Regional County Sanitation District

RA: ra(ra)

United States Department of the Interior

BUREAU OF RECLAMATION
Mid-Pacific Region
Central California Area Office
7794 Folsom Dam Road
Folsom, CA 95630-1799

IN REPLY REFER TO:
CC-407
ENV-6.00

JUN 0 6 2013

Ms. Dana Allen
City of Sacramento
Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811

Subject: Notice of Preparation (NOP) on the McKinley Village Project (P08-086) (Proposed Project) Dated May 24, 2013

Dear Ms. Allen:

We appreciate the opportunity to review the NOP on the Environmental Impact Report (EIR) for the Proposed Project. As per the NOP the Proposed Project is located in the northeast area of downtown Sacramento on an approximately 48-acre site. The project proposes to construct residential lots, three parks, a recreation center/pool, and to upgrade a freeway overpass to roadway standards. The referenced NOP is enclosed for your reference.

Our review concludes that the project site is in a fully urbanized portion of the city of Sacramento and that there are no Bureau of Reclamation lands/facilities being impacted by this development plan/project. Reclamation's main interest is maintaining the American River water quality through the construction and continued maintenance of the proposed stormwater basin (north side of A Street). This will help ensure that water quality standards are maintained.

If you have any questions, please contact Ms. Bonnie Van Pelt, Natural Resources Specialist, at 916-989-7127 or e-mail bvanpelt@usbr.gov.

Sincerely,

Drew F. Lessard
Area Manager

Enclosure

Dana Allen

From: Coral Henning <coralhenning@gmail.com>
Sent: Friday, June 07, 2013 1:34 PM
To: Dana Allen
Subject: Comments RE: McKinley Village Project

I am writing to voice my concerns about the proposed McKinley Village Development. I live at 221 20th St. Unit A, eight blocks from one of two proposed egresses from this development. Presently, there are many vehicles exiting 28th St to "C" because this is an active City site and an active commercial site. There is also a wonderful park that is frequented by residents who want to utilize the American River Parkway. I oppose this Development's plans to add to the traffic at this location.

I strongly suggest that the Developer revise the plans to have residents egress onto Alhambra, a street that is much better designed for the amount of traffic associated with the development. In meeting with the Developer it appears that their objection is solely based on cost and without any consideration for the surrounding established neighborhoods.

The current plan also includes very little or no mixed use, therefore all of the residents will have to drive to get a cup of coffee, a bite to eat, etc. Although the plan has a pedestrian/bike tunnel, we all know how those tunnels get used over time! Take a look at the locked tunnel by 14th and "C" which was a magnet for homeless and drug use.

I am not a NIMBY resident, but I do want the project to adhere to smart growth principles. As a 2002 alumni of the City's Planning Academy, we learned that mixed use was the way to develop our city into a vibrant community.

I look forward to the City's leadership to continue to move in the right direction and not desecrate the existing neighborhoods for development sake.

Coral Henning, 221 20th St. Unit A, 95811 916-425-2251

City of
SACRAMENTO

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date:

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: David Baumgartner

Email: guycomet@gmail.com

Address: 1916 44th St Sacramento CA 95819

Organization: various - Native Plants, entomology, birds etc.

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

Try networking w Cornell Univ for Bird counts / watching I.D.

Xerces Society etc. for Butterflies moths.

Westmont College for Alumni Volunteers
U.C.S.B. " "
Foothill College Los Altos Hills " "
via facebook.
U.C. Davis for TOXIC Plants info.

City of
SACRAMENTO

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date: 6/15/13

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: DAVID EDWARDS

Email: daverave@pacbell.net

Address: 532 39TH ST.

Organization:

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

THE CITY HAS PLANS FOR A SUTTER'S LANDING PARKWAY (SLP) THAT WILL TIE INTO BUS. 80 NEAR THIS PROJECT AT AN INTERCHANGE THAT CALTRANS HAS IDENTIFIED AS A POSSIBLE PROJECT TO HELP ALLEVIATE TRAFFIC CONGESTION ON THAT PORTION OF THE HIGHWAY. CALTRANS IS ALSO CONSIDERING CLOSING THE E STREET ON / OFF RAMPS.

PLEASE HAVE THE EIR STUDY THE POTENTIAL IMPACTS OF BOTH OF THESE

POTENTIAL PROJECTS ON NEIGHBORHOOD TRAFFIC AND WHETHER THE PROJECT APPLICANT SHOULD REVISE THEIR INGRESS / EGRESS TO REFLECT THESE CHANGES TO BUSINESS 80. PERHAPS AN INTERCHANGE ACCESS FROM MCVILLAGE TO THE HIGHWAY WOULD ELIMINATE THE NEED FOR ONE OF THE PROPOSED MCVILLAGE ACCESS POINTS (28TH OR 40TH ST.)

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date:

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR to document the author of comments received. Thank you.

Name: Dina Cataldo

Email: dinacataldo@gmail.com

Address: 224 San Miguel Way, Sacramento 95819

Organization: —

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sen

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separal Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be conside in preparation of the document.

Please see attachment.

Attachment for McKinley Village

ENVIRONMENTAL IMPACT REPORT NOTICE OF PREPARATION

From: Dina Cataldo, dinacataldo@gmail.com, San Miguel Way resident

Dated: June 18, 2013

I have reviewed the proposed areas listed for the traffic study and do not believe it adequately addresses other streets which will be heavily impacted by traffic coming out of the proposed project at or near 40th Street. Specifically, the traffic study should also address the following streets that go between Elvas/C and McKinley:

- San Miguel Way
- 39th Street
- 36th Street
- San Antonio Way
- 40th Street
- Tivoli
- Meister

These streets are already highly impacted because of the school and school traffic. I live one block from the elementary school on San Miguel Way and have experienced parents speeding in their SUVs on small streets endangering the children walking and biking to the same school. **Any traffic study must be performed during the school year to take into account peak traffic conditions.** Any development that is planned will have parents who want to take their children to the same schools because those are the closest to the new development. This must be accounted for.

Additionally, it has come to my attention that CalTrans is attempting to close the E Street freeway onramp in anticipation of the McKinley Village development. Clearly, CalTrans does not believe that this stretch of Business 80 can support more traffic from our area and, therefore, is looking at modifications including the closure of the on ramp. If CalTrans is anticipating a drastic increase in traffic, then more studies need to be done to anticipate where the problems will be and how best to avoid them.

An alternative route that would not affect residents as much would to be make a route straight onto Alhambra, thus avoiding the additional impacts on and safety risks to residents in the East Sac neighborhood. Additionally, placing a freeway onramp that goes directly from the new development onto the freeway would be worth looking into.

Don Anderson
2619 F Street
Sacramento, CA 95816

Dana Allen
Associate Planner
City of Sacramento
Community Development Department
300 Ricahrds Blvd, 3rd floor
Sacramento, CA 95811

Dear Dana:

I am writing about the McKinley Village Project (P08-086). My wife was an economic developer within the Denver area and in Western Colorado. We have discussed this project and have some definite concerns. While we know that Cities like development for new tax base revenue, they must be mindful of the impact – I know I'm preaching to the choir here.

The number one issue that drew companies to Colorado was quality of life. Getting away from many regulations, and higher cost of housing certainly played some role. But paramount in their considerations was traffic impact on the quality of life. It is with that concern that we write. Many mornings it is very difficult to get onto the business loop freeway north entering on E Street. Too much traffic. - only 1 car at a time, after waiting through traffic. Entering the 80 business loop heading south is one of the more treacherous events in the morning, because of the number of cars trying to go west onto 80 for San Francisco (or other points East). Adding additional vehicles to Midtown and East Sac will not increase quality of life for those already residing in these areas.

Add to this, that there is no bus schedule, no services planned for the area and you've created an island for a new development who will have to constantly utilize ingress and egress points.

I recognize that the McKinley Village land owners' goal is to make money, and that is the mantra for developers. There is no higher or loftier goal for the developer, but to make money. And that is ok. But if the cost of their making money falls upon those who will be bearing the negative brunt of traffic and congestion in their quiet little neighborhoods, we'd suggest that the City should protect us from this particular development.

We are not basketball fans, but we are truly excited that the Kings will remain and that the downtown may be developed further. We know we will be impacted during special events and yet, we are not against this development. Bottom line, there are good, positive developments the City of Sacramento is undertaking, and there are others which the City should say no to. Hoping the powers that be, will recognize the difference here and take a pass on the McKinley Village Project.

Sincerely,

Don & Jill Anderson

Don and Jill Anderson

Dana Allen

From: Donna Paul <dp10001@hotmail.com>
Sent: Saturday, June 08, 2013 11:38 AM
To: Dana Allen
Cc: Donna Paul
Subject: Comments on proposed McKinley Village Project (P08-086)

Dear City of Sacramento Planning Department,

Please accept these comments regarding the proposed McKinley Village Project.

I am a resident of Midtown Sacramento and have concerns about the 1) impact of traffic into Midtown neighborhoods and 2) impact on the Sutter Landings Park and wildlife there.

While I am happy to see an in-fill project, the high number of residences in one location is a big concern. The impact of traffic on surrounding neighborhoods is very concerning.

Please consider reducing the number of residences and developing a traffic plan that directs traffic onto non-residential streets such as 29th, 30th and Alhambra. I ask you to spare as much of the precious wild space at Sutters Landing as possible. The wisdom of past city planner to preserve the American River Parkway and surrounding environment should be acknowledged and these areas preserved.

The past traffic calming efforts in Midtown will be for naught if a high volume of traffic is directed onto 28th St. and C Street. Please preserve the liveability of this neighborhood.

Sincerely,
Donna Paul
328 22nd St.
Sacramento
916-837-5074
dp10001@hotmail.com

ECOS
ENVIRONMENTAL
+ COUNCIL +
OF SACRAMENTO

Post Office Box 1526 • Sacramento, CA • 95812 • (916) 444-0022

June 17, 2013

Dana Allen, Associate Planner
City of Sacramento, Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
Email: dallen@cityofsacramento.org

Re: Comments on the McKinley Village Project (P08-086) Notice of Preparation

Dear Ms. Allen,

The Environmental Council of Sacramento (ECOS) supports infill development. However, certain livability and sustainability issues must be addressed in the environmental document to demonstrate that this property is appropriate for the proposed use.

Carcinogenic Diesel Particulate Emissions.

The proposed project lies between two major sources of diesel particulate emissions, the Capital City Freeway and the heavily utilized Union Pacific Railroad (UPRR) line. While a Health Risk Assessment (HRA) would normally be required, we believe actual on-site monitoring of these emissions is necessary in this case.

Typical Health Risk Assessments are based upon modeling which in this case may not provide accurate information. Trains traversing this area have as many as five locomotives, which in all likelihood would not be reflected in typical HRA modeling. Also, relying on Union Pacific to provide information on the number and type of trains / locomotives could lead to further controversy, since the community does not trust the accuracy of information originating from Union Pacific.

The Capital City Freeway is also a unique source. The Capital City Freeway is very congested adjacent to this proposed project, exacerbating the impact of these emissions on the project site. These congested, often parking lot like, conditions would also not be addressed accurately in typical HRA modeling.

Noise

The project proposes landscape buffers, earth berms and sound walls for noise attenuation. Again, we believe the environmental document must contain a comprehensive on-site noise study which fully documents current as well as projected freeway and railroad traffic noise, both inside, as well as outside, project structures. The noise level reductions provided by the proposed setbacks, earth berms and sound walls must be fully documented. Nighttime disruptive train whistle noise impact on adjacent residential uses must also be addressed.

Vibration

As with the two previous livability issues, vibration impacts are a concern. Vibration from the railroad is an issue for current residents as much as a block or more south of the railroad alignment. The proposed Courtyard units are separated from the UPRR right-of-way by an eight foot landscaped buffer. These units will undoubtedly experience excessive levels of vibration. An on-site vibration study must be included in the environmental document, with full disclosure of what construction measures are necessary to reduce vibration to a level that does not impact the structural integrity of the units or damage personal possessions.

Land Use

The environmental document should review the proposed project for consistency with policies relating to mix of housing types and densities and providing housing for low income residents. While City staff indicated recently that the Inclusionary Ordinance does not apply here, totally ignoring affordable housing is not the approach that should be taken.

The project proponent has indicated that "granny flats" on top of garages could be considered low income housing. We agree, but only if they are actually built. The project proponent used that rationale for his previous development, Laguna West. However, the "granny flats" on top of garages were an extra cost option which was seldom chosen. In order to provide affordable housing, a certain percentage of the units which can accommodate garage "granny flats" should be required to have them.

Three car garages are not a sustainability feature and should be eliminated. This project is auto-oriented enough without encouraging additional automobile trips with three-car garages. One car garages for some of the units should be considered and analyzed from a trip generation perspective.

Transportation and Circulation

As proposed, McKinley Village is a fairly typical auto-oriented suburban subdivision. While some sustainability features may have been incorporated into the units themselves, the overall development, as proposed, cannot be considered a sustainable development. Except for some private park space and less public park space, there are no amenities or ancillary uses within the development. As proposed, the personal automobile would be used almost exclusively for all trips.

A pedestrian / bicycle tunnel is proposed to connect to Alhambra Boulevard, but is not scheduled to be constructed until the final phase of project construction. This delay in construction needs to be fully analyzed and considered given the habits established by new residents of a community. If the tunnel is not available for use by initial residents, it is likely to be underutilized once driving habits are established. We believe it would be beneficial to the sustainability of the project if the tunnel were built in the initial phase of development.

Transit service is not available to this development. Current infrequent transit service is not within acceptable walking distance of this project. Transit service is an important indicator of the sustainability of a project. As has been recommended for previous iterations of this project, we recommend the establishment of a Transportation Services District, or other similar funding mechanism, which can provide frequent reliable transit services, as well as other trip reduction measures.

Conclusion

The above comments are provided given ECOS's desire to see this development become a livable and sustainable community. We believe that these issues must be addressed in the Draft Environmental Impact Report and adequate mitigation proposed to address these issues. If we can provide further clarification, do not hesitate to contact us.

Sincerely,

Ron Maertz
Land Use Committee Chair

I have reviewed the proposed areas listed for the traffic study and I am disappointed in our city and fearful for what is being proposed in our beautiful neighborhood. While I do support the development of the proposed site, I do not appreciate the idea of cramming as many homes into a tiny little area as possible. If we wanted to live like that we would move to Natomas. East Sacramento is great (and valuable) because we don't have junk development like this in our neighborhood.
Furthermore, I do not believe the traffic study adequately addresses other streets which will be heavily impacted by traffic coming out of the proposed project at or near 40th Street. Specifically, the traffic study should also address the following streets that go between Elvas/C and McKinley:
39th, San Miguel, San Antonio, 40th, Tivoli, and Meister.
These streets intersect 36th and, with the exception of two, do not have controlled intersections. What will be the impact of additional traffic in these uncontrolled areas? In addition, what will be the impact of 300+ homes in this area. Lets start with that!
This area is already highly impacted because of the school and school traffic. Any traffic study must be performed during the school year to take into account peak traffic conditions.
Similarly, Meister is a main route to the neighborhood grocery, Compton's. The traffic study should address the impacts to Meister, 40th, 36th and McKinley as residents from the proposed project will use these routes to get to the store.
The traffic plan must look at more than just impacts on the number of vehicles. It should also evaluate air quality to the school, residents and pedestrians; effects on pedestrians and bicyclists; and noise, safety, wear and tear on streets.

I would like the City to consider an additional alternative that has two exits from the proposed project: one as currently shown downtown, and the second going straight onto Alhambra, thus avoiding the additional traffic, safety, etc. impacts on and risks to the East Sac neighborhood. These streets are already heavily impacted. In particular, Elvas/C between the Cannery and Alhambra are already difficult to pass through if there are two cars going opposite directions and a bike on the street. The idea of attempting to funnel more traffic through that area is dangerous to resident who park on the street and bikers. Moving the proposed 40th Street exit from the proposed project to Alhambra is safer, provides direct access to a major artery, is closer to freeway access and downtown. The result would be similar to River Park, which has two exits close together on H Street.

Another alternative that should be considered is an exit/on-ramp directly onto Bus-80.

Erica Rau Mon, Jun 17, 2013 2:41 PM

rau916@me.com

Dana Allen

From: Jan Adams <janadamscox@surewest.net>
Sent: Wednesday, June 12, 2013 6:47 PM
To: Dana Allen
Subject: McKinley Village

Ms. Allen,

I want to express my displeasure at the naming of this project. I live on McKinley Boulevard. This project is separate and shouldn't take the name of an existing neighborhood. I recommend the name be changed.

Actually, I recommend that the project not be completed. The impact on traffic in East Sacramento will be negative. The impact on the aged sewer and water systems in East Sac will also be negative.

Thank you.

Jan Adams
3940 McKinley Blvd.
Sacramento, CA 95819

janadamscox@surewest.ne

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date: June 12, 2013

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: Jane P. Smith

Email:

Address: 117 40th St.

Organization:

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

I believe this project will have a huge impact on the schools in this area. My request is for a detailed study that shows the impact of additional students on SCUSD; including the impact on Theodore Judah Elem. School and Sutter Middle School. This should include costs; new school needs; over population; and safety of the children who walk to school from this affected neighborhood. Extend this study to a twenty year forecast.

* An alternative to this proposed development could be a recreation area for the neighborhood which could include: basketball courts; batting cages; rock climbing walls; skate board areas or roller skate areas; a rink to be flooded in winter for ice skating; trails for bikes that may lead to the riverway trails; jungle gyms & climbing apparatus; in short anything that children of all ages could use to get them outside and active away from computers & Ipads!!

Thank you for your time.

City of
SACRAMENTO

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date:

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: JOELLE CALTON

Email: AVAKAIS@YAHOO.COM

Address: 2830 I ST, SAC 95816

Organization: φ

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

TRAFFIC STUDY – The traffic study was done on Elvas, but not done on the city streets – 39th, 40th, 36th way, etc., surrounding Theodore Judah school. – In the morning when kids are being dropped off, parents are going to be ~~used to~~ ~~using~~ using these very small streets, to continue commuting to go to work. We already have to pull over to allow cars →

to pass @ all hours of the day. Allowing cars into these very small streets, will prevent kids already enrolled in Theodore Judah to walk to school, it will prevent easy traffic flow & put undue stress on infrastructure

City of
SACRAMENTO

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date:

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: _____

Email: already filled out

Address: _____

Organization: _____

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

Theodore Judah is already compacted!

The school, the streets, the teachers + the neighborhood can not handle upwards to 350 cars + kids flooding this school! This is so irresponsible.

City of
SACRAMENTO

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date:

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: _____

Email: already billed out

Address: me

Organization: _____

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

40th, 38th, 38th Streets + 56th Way, Santa Cruz, Tivoli + Meisler are already too small for two cars to drive on at the same time. Expand your traffic study to include these streets + other streets around Theodore Judah - during the school year!

City of
SACRAMENTO

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date: June 12, 2013

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: JoEllen Arnold

Email: joellenarnold@mac.com

Address: 2210 C Street

Organization: Marshall School/New Era Park and Boulevard Park Neighborhood Association, Friends of the Riverbanks

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

As a resident @ 2210 C Street, I already see a great deal of traffic on my street, including huge trucks, although as part of the traffic calming agreement, C St. was not to have been a truck route. If this project is developed, far more traffic would travel on C St, since it is the first right turn off 28th heading toward downtown. Sending so much extra traffic through our neighborhood when other streets are closed off to through traffic is just not right.

An additional concern is for Sutter's Landing Park —

routing traffic through the park and over an already annoying RR crossing ~~not~~ just doesn't make sense — breaking through into the Alhambra corridor is a far better idea and would protect both the park and our Midtown neighborhood.

I live very close ~~two~~ to the UP RR tracks on the south side of C Street. I did not realize when I bought my house 4 years ago how disruptive the train would be. Conversation has to stop, the house shakes and the air is dirty beyond what is kicked up by the wind and road traffic. I just cannot imagine living any closer to a RR line, much less a major freeway. The amount of air and ~~sou~~ sound pollution the residents of McKinley Village would be subjected to is unconscionable — I fear that if the project is allowed, the city will be allowing the construction of a ghetto for the future: as the housing ages there, the only people who will want to live there will be those who cannot afford a healthier neighborhood. The location is appropriate for light industrial, or warehouses — not children and their families.

Dana Allen

From: Joy Smiley <smileyinca@gmail.com>
Sent: Friday, June 14, 2013 4:22 PM
To: Dana Allen
Subject: EIR Comments on Project: "McKinley" "Village" Proejct

1. The project indicated underground water at 6 feet in some place. Won't a tunnel under the railroad tracks exacerbate seepage and erosion around such gates in event of flood? In other words, by placing yet another tunnel under that railroad berm with such high groundwater levels in the area increase the risk of breach of that railroad berm? That railroad berm provides extra protection the railroad tracks gives to East Sac, midtown and downtown?
    a. SAFCA, FEMA, and other flood control agencies should be included in the analysis of this project.
2. What impact on the wildlife near the planned midtown exit? (I have seen coyotes on multiple occasions in that area; I understand there are burrowing owls, and other protected species in the area.
3. The traffic exiting onto C Street/Elvas will lead to more traffic lights, thus more pollutants on Elvas and 35th/McKinley where traffic is already so difficult. Currently, drivers can wait on 35th street for multiple minutes trying to make a left in either direction onto McKinley during rush hour traffic as cannery traffic cuts through on 35th, 36th and 39th streets. Studies have shown increased health risk for people living right near freeways, what about with the extra pollutants caused by increased traffic waiting to make left turns or idling at lights?
4. Traffic exiting at 40th and C St/Elvas, with the resulting traffic on Elvas (where cars madly rush by each other at the Meister "curve" or near Tupelos when the frustration increases again with traffic) will increase the cut-through traffic that will erode the safety of children walking to Theodore Judah and Sacred Heart.
5. The traffic pollutant and safety issues coupled with the flood issues make the 40th street exit undoable. Why can't the city demand an onramp/offramp onto the freeway. I think perhaps CalTrans should also be invited for input. Such a proposal makes more sense in that:
    A) This proposed village is not connected to East Sac and McKinley with the tracks and the Cannery and other businesses effectively cutting that village off from East Sac
    B) Such a freeway entrance and exit would take away the flood, traffic safety and vagrancy problem that the current proposal brings.
6. My research into documents on the US Army Corp of Engineers, SAFCA and other flood control websites show that the levees in this area are not up to Army Corp of Engineer standards. This proposed site, like Sutter Landing, should remain undeveloped so that the wildlife can thrive and the citizens of the communities of East Sac, midtown and downtown have a little more time to evacuate to safety thanks to the railroad berm. Any tunnel through it increases seepage and erosion issues right at the tunnel, thereby placing at risk hundreds of thousands of lives. I hope that the City Planning Commission doesn't overlook all the relevant agencies on flood risk, as I will be the first of many to raise this issue in the event of flood.
7. In the event of flood, who or what agency would control closing the proposed gate at this new proposed village? In other words, who will close the gates that will doom McKinley Village in order to protect East Sac, Midtown and Downtown?

Thank you,

Joy Smiley
450 35th Street
Sacramento, CA 95816

Dana Allen

From:	Ken Bogdan <kenneth.bogdan@gmail.com>
Sent:	Friday, June 07, 2013 12:41 PM
To:	Dana Allen
Cc:	Wendy Bogdan; Ken Bogdan
Subject:	McKinley Village scoping

Hi Dana,

My name is Ken Bogdan and I live at 585 34th Street and am very interested in the proposed McKinley Village Development Project. Please add my e-mail (Kenneth.Bogdan@gmail.com) and my physical mailing address (585 34th Street, Sacramento CA 95816) to the project mailing list. I would like to receive all materials regarding the proposal, including all documents related to compliance with the California Environmental Quality Act.

Regarding the CEQA noticing, I was surprised to learn today that the NOP had already been issued as well as the notice of the scoping meeting (and its NEXT WEEK). I would have expected the City to send this notice to each property owner and residence that could be affected by the proposed project (including my residence and additional property I own at 3518 D Street). It appears that this was not done by the City and it is disappointing as I believe there are many residents who would be interested in attending the scoping meeting to give input on the scope of the City's environmental review in compliance with CEQA. As I am sure you appreciate, it is difficult to arrange for baby sitters, etc. on short notice and giving more timely notice for such important meetings is certainly appropriate. Although I will try and attend the meeting next week, the City should hold an additional scoping meeting for the residents who remain uninformed of the scoping meeting and send notice of this meeting to all residences/property owners that could be affected by the proposed project.

I did not see in the NOP whether the City has hired consultants to assist in preparing the EIR and related environmental studies. Can you please send me the current list of contractors (and their sub-contractors) that the City and Developer are planning to use in supporting the environmental review of the development?

Regarding the scope of the EIR for this project:

Project Objectives: as you know, CEQA requires that the City identify the project objectives for the proposed project in the EIR. The NOP lists the proponent's objectives in detail. It appears that the City will be using those with one additional one as EIR Objectives for the project. This of course, will necessarily affect the range of alternatives for the EIR. Using the project proponent's stated objectives would be too limiting for this purpose and would not be consistent with the requirements of CEQA. Because the project site is currently zoned industrial, it may make sense to add an objective that would not artificially constrain the alternatives to residential housing (something along the lines of "appropriate and best use of the project site to be consistent with the City's zoning and neighboring land uses").

Noise: Of course the EIR will be required to include a detailed noise analysis to compare baseline existing conditions to both the proposed project's construction noise as well as post-project projected noise levels. I expect that this noise analysis would be expansive and include the neighborhood of east Sacramento, at many different noise receptor sites, including specific current noise levels and project impacts at the Theodore Judah school, residences on both sides of McKinley Boulevard,

Dana Allen

From: JR Flanders <jrflanders@gmail.com>
Sent: Monday, June 03, 2013 10:51 AM
To: Dana Allen
Subject: Re: McKinley Village revised Notice of Preparation

Dana,

I was wondering if I can submit a revised question; it just makes the question clearer:

McKinley Village is a proposed residential development located between Business 80 and the Union Pacific Railroad (UPRR) embankment in east Sacramento. Part of this development is the installation of flood gates and tunnels through the UPRR embankment to connect to east Sacramento. I'm a resident of midtown Sacramento and very concerned about the effect that the proposed McKinley village development could have on flooding.

According to flood map 14a*, simulations of a levee failure on the left (or south) bank of the American River indicate that this parcel would have one foot of water within 3 hours and a maximum water height of 26 feet. Although the UPRR embankment is not an engineered levee, it could theoretically prevent or delay flooding in east sac, midtown, and downtown - as the developer, Bret Hogge of River West Investments said in our meeting on May 29, the parcel is "a bath tub."

However, in the event of a levee failure, development of McKinley Village would render this protection moot and present the City of Sacramento with a difficult decision: close the floodgates and inundate McKinley Village, likely destroying the homes there, or open the gates and flood east Sac, midtown, the Capitol, and so on. Although such breeches are low frequency events, levees do fail. The improper maintenance of levees on the the left bank of the American River (e.g., allowing tree growth and stairways to be built) should make us proceed with caution.

The question I feel needs to be addressed is: How will the City decide what to do in the event of a flood event like the one I describe above? Will it close the gate and flood McKinley Village or leave the gates open and flood east Sacramento?

JR Flanders
Sacramento, CA

On Mon, Jun 3, 2013 at 10:09 AM, Dana Allen <DAllen@cityofsacramento.org> wrote:

Please see the revised Notice of Preparation. The comment period has been extended to July 9.

Thank you,

Dana L. Allen, Associate Planner

Environmental Planning Services

Community Development Department

City of
SACRAMENTO

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date:

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: Laurilyn Evieci

Email: le@xemaps.com

Address: 324 34TH ST

Organization: KZUB Productions / Online Publication & neighbor

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

1. RE: Flood Insurance

We currently ARE NOT required to purchase flood insurance.

With the flood gates proposed by McKinley Village project on 40TH street entrance and bike trail entrance, is there any possibility that we would be required to purchase flood insurance by the City, County, State or Federal entities?

2. See over

McKinley Village (P08-086)
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Date:

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: Kim Squaglia

Email: kimsquaglia@gmail.com

Address: 121 40th St. Sacto. Ca 95819

Organization:

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My primary concern is for the existing families that live near the access points, and how this high volume of traffic will effect the way of life they have come to know here in East Sac.
I would like a study to be made regarding three access points rather than two. I believe there should be a study regarding pedestrian and bicycle safty near the access points.
I live on 40th St, 3 houses from C st very near one of the access points. My young children play outside daily. Will my street become a busy through way to "McKinley Village" and become a dangerous place for them to play? Where will all these kids go to High School? I request an extensive study regarding SCUSD, specifically high school.

585 34th Street
Sacramento, CA 95816

McKinley Park, Bertha Henshel, the Hospital, and residences on both sides of H Street) I am skeptical that the proposed project design noise feature of a wall/sound barrier will actually reduce the impact to less than significant levels and therefore, alternative designs of the project (including designs that would not cram as much development in and also would not back right onto the edge of the property) should be considered to address the significant noise impact.

Traffic: I am concerned that the current access/circulation plan will create significant and unavoidable impacts to the east Sacramento community and road system. For both construction related traffic as well as post-project traffic conditions, I would like to see the traffic analysis address every intersection from the cross section of Alhambra up McKinley Boulevard to where it intersects with Elvas and separately up H Street from Alhambra to where H crosses Elvas/56th Street and then up to Carlson. I would like the EIR to consider alternative access to the development from: the Highway (and adding an off ramp specific for the development), River Park, directly to C/Elvas instead of Tivoli, as well as a direct access point from Alhambra. Also, alternatives should be considered that would reduce the amount of traffic generated by the proposed project (less than the current 11 units per acre).

Schools: The EIR will necessarily need to analyze the impact it will have on the Theodore Judah school. Certainly this includes all impacts from construction and post-project air, noise, and traffic, but importantly also the addition of more children from the proposed development. As a parent of a student at TJ, I believe that Theodore Judah is over its limits in terms of class size, and based on current budgeting, is not expected to expand. Although California law may limit the amount of mitigation required for the developer related to impacts to schools, the City has an obligation to discuss all potential mitigation for this impact and discussions should be made with the proponent to identify additional mitigation that go beyond the bare legal minimum. This should include the development paying for facility upgrades at the school (e.g., improved/modernization of buildings/classrooms, additional classroom buildings, additional teachers, additional educational programs). This should also include consideration of alternatives at a lower density.

Biological Resources: I would expect a USACE formal delineation be performed for the project to identify waters of the United States as well as a delineation of state waters because of the proximity of the site to the American River. As listed in the NOP, the required permits do not yet appear to include a permit under Section 404 of the Clean Water Act as well as certification and waste discharge requirements from the Regional Water Board. In addition I would expect that this site is potential habitat to many sensitive species either protected under CESA (e.g., Swainson's Hawk) or the ESA (e.g., Valley Elderberry Longhorn Beetle) and would require a detailed biological resources survey as well as appropriate mitigation for impacts to the species. I would expect the EIR to mention the permitting that will be required to comply with both CESA and ESA.

Alternative densities: It is expected that the biggest significant impacts from the project will come from the fact that the development is proposed at a high density (impacts related to traffic, air, noise, schools) . If the developer is claiming any alternatives of a density less than 11 units per acre would not be economically feasible, the City is required to include in the record economic information supporting this and has a duty to do an independent analysis of the developer's economic claims of infeasibility. This information would necessarily need to include "break even" information related to the developer's investment backed interests (including carrying costs of the current property) and expected rate of return on the development.

I appreciate your consideration of my requests and comments,

Ken Bogdan

2. ~~Has~~ Has Folsom Dam Operation weighed in on possible flood impact through these expenses?

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Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: Luis J. Salazar

Email: luisjsalazar@comcast.net

Address: 2415 G. Street Apt #3

Organization: _____

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McKinley Village (P08-086)
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COMMENT FORM

Date: June 12, 2013

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: Mark Berry

Email: mb@deltacpm.com

Address: 1015 27th Street, Sacramento, CA 95816

Organization: Homeowner on 35th Street

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There is already too much traffic and noise in the neighborhood currently. Numerous people already speed on the neighborhood streets. The McKinley Village should have their own freeway access.

The green space in the lot presently is an asset to the community. This should be enhanced and with a park or otherwise, and not just paved over.

Dana Allen

From: Mark White <Mark@pwcg.net>
Sent: Wednesday, June 05, 2013 3:52 PM
To: Dana Allen
Cc: megan@riverviewci.com
Subject: McKinley Village

Follow Up Flag: FollowUp
Flag Status: Flagged

Good afternoon,

I attended the meeting in the Clunie Community Center last night to discuss the McKinley Village project with the neighborhood. Mr. Ritter mentioned that you were the City's Project Manager and also mentioned that the City would conduct a Scoping Session on June 12th. I plan to attend the Scoping Session and have a couple of items I would like you to consider adding to the agenda. I realize that both items are outside the normal CEQA requirement, but the developers have expressed a desire to minimize impacts. So, while my suggestions are not required by the CEQA Guidelines, they will offer the neighborhood additional confidence that the Developer is taking their concerns seriously.

I feel that the proposed project is good for this site, but the traffic impacts do need extra attention. I have two granddaughters living in the McKinley neighborhood and would not want to see the increase in traffic change their pleasant lifestyle or result in traffic hazards for them.

At the same time I think that many people are not conversant with the analysis that is done for the traffic impact section of the EIR and are baffled by the technical nature of this important evaluation. Describing it in lay terms and clearly identifying the important parameters will help with our understanding.

1. The CEQA Guidelines categorize a traffic impact as significant if the additional traffic results in a reduced LOS on the street. This approach will likely cause the McKinley and Mid-Town residents some problems as the LOS may not decrease, but the expected impacts of the added traffic will be clear to them. For example, a street with say 500 trips per day would not see a change in LOS with the addition of 40 or 50 trips. The neighborhood would see a significant impact if those trips occur after work when people are going from MV to Comptons. Rather than decreased LOS, I suggest the City and Developer work with the traffic consultant to identify measures that do reflect the community impact of the additional traffic and offer mitigations that will reduce the impacts.
2. It would be helpful if the traffic consultant could identify where the traffic counts were taken and the daily distribution of the traffic. The neighborhood residents would appreciate the transparency of the data.
3. I suggest that the City and Developer form a citizens' committee to review the ADEIR. The Committee would need to have a limited time for its review to avoid compromising the project schedule. But having such a committee would add to the project's transparency and may even result in some supporters willing to comment at the public hearings. I offer my services to be on the Committee. [FYI, I am a County representative on the Sacramento Environmental Commission.]

Mark White
Pacific Waste Consulting Group
8410 Mediterranean Way
Sacramento, CA 95826-1648
Office 916/387-9777
Cell 916/996-9777

City of
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McKinley Village (P08-086)
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Date:

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: Martin Palomar

Email: martinpalomar@yahoo.com

Address: 425 San Miguel Way, Sacto, CA 95819

Organization: ESP-

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- Please consider the alternative option to NOT ALLOW THE PROJECT TO BE BUILT AT THIS LOCATION -
PLEASE CONSIDER AN
- ALTERNATIVE OPTION TO BUILD A COMMERCIAL BUILDING AND ACCESS ENTRANCE FROM THE FREEWAY

- PLEASE CONSIDER STUDYING THE NOISE AND SOUND AT THIS LOCATION - SURROUNDED BY FREEWAY & RAILROAD TRACKS - STUDY-

AT DIFFERENT TIMES OF THE DAY &
WHEN TRAIN IS PASSING BY.

IF THIS PROJECT IS DEVELOPED WHERE
WILL CHILDREN ATTEND SCHOOL?
BOTH NEAREST SCHOOLS & DISTRICTS
ARE ALREADY FULL - AND NOT
ACCEPTING NEW STUDENTS. PLEASE
CONSIDER THIS ISSUE AND INFORM
DEVELOPER OR RESIDENTS MUST BE
INFORMED BEFORE PURCHASING LAND
AT THIS SITE.

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Name: Martin Palomar

Email: martinpalomar@yahoo.com

Address: 425 San Miguel Way, Sacto. CA 95819

Organization: ESP

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- I live on San Miguel Way and the last year we had two floodings on each side of the street. I'm very concerned about the existing water structure and old Water lines and how these will be affected by the water system for the McKinley Village Development Project.

- I'm also concerned and would like to City to study the soil, given the fact that the Development will be enclosed by the railroad track and its contaminations to the soil, when →

Disturbing soil to create openings at 40th & C and 28th and A Streets.

— Finally, could the City please study health & the safety and well being in terms of Fire Dept. Access & Police services to the new Development area. According to the developer there are only two points of access to the site. In the event of a FIRE, how quickly will the Fire Dept access the site??

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Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: Matthew + Laura Legrand

Email: LLLegrand @ sbcglobal.net

Address: 2730 F St. Sacramento CA 95816

Organization: Resident

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We have significant concerns about the access to this project, as we will be directly impacted by the increased vehicular traffic on 28th Street.

We are curious about whether there are any other neighborhoods/developments with Sacramento (or anywhere in this state!) where the primary access requires residents to utilize a freeway overpass to get in and out. Is this a first for Sacramento?!

At earlier meetings, we have been told that the developers cannot make a vehicle access from McKinley Village directly onto Alhambra Blvd. Why not? This is the most logical and intuitive access →

point for the new development.

Assuming the plan goes through as proposed, and vehicle access is onto 28th Street, we have an alternative proposal: Have the traffic cross the Freeway overpass, then have it come down onto 29th Street in midtown Sacramento. 29th Street is a more suitable option because (1) there are 3 available lanes of traffic, (2) right alongside the Freeway, and (3) (especially!) there are only 6 residential properties on 29th Street between B and F Streets. In contrast, there are 35 residential properties on 28th Street between B and F Streets, 2 lanes of traffic; it is heavily utilized and has heavy parking.

We support the idea of urban infill development and we even seem to like the idea of this project! However, the access issue does need to be carefully evaluated.

Dana Allen

From: Walt Seifert <bikeguy@surewest.net>
Sent: Wednesday, June 12, 2013 1:09 PM
To: Dana Allen
Subject: NOP for McKinley Village

Ms. Allen,

Thanks for the opportunity to comment on the Notice of Preparation.

I suggest that the project environmental impact report consider a more direct access to the American River Parkway as mitigation for the project's traffic and air quality impacts. I believe the project should include provisions for a bike/pedestrian path at its eastern end that would connect to the American River Parkway.

In the past, the city has proposed a bike/pedestrian crossing of the Capital City Freeway near a proposed American River bike/pedestrian bridge. The McKinley Village project, and the entire east Sacramento neighborhood, would be enhanced if project plans included a link to this crossing and, perhaps, a contribution to crossing construction costs.

At the joint MENA/ESIA meeting held June 4, it appeared the project proponents were suggesting that the A Street Bridge would be the access to Sutter's Landing Regional Park and the American River Parkway. If this were to be the only access, it would mean that McKinley Village residents, especially those on the eastern side of the project, would have to take a very circuitous route to reach the parkway, a proposed bike/ped bridge over the American River and a proposed bike path along the river that would connect to the River Park neighborhood. The extra distance and travel time required by a circuitous A Street route would make bike and pedestrian transportation trips less convenient and less likely. That would be especially true for pedestrian trips. Any east Sacramento residents accessing the project and wanting to travel across the American River and to go east would also have to travel farther and for a longer time.

In addition, while this may not be an environmental issue, a less direct route would make Sutter's Landing Regional Park and the American River Parkway less accessible for recreational use as well as transportation trips and diminish the value of these high value amenities to potential McKinley Village residents.

Walt Seifert

I am using the Free version of SPAMfighter.
SPAMfighter has removed 1535 of my spam emails to date.

Do you have a slow PC? Try a free scan!

I have reviewed the proposed areas listed for the traffic study and do not believe it adequately addresses other streets which will be heavily impacted by traffic coming out of the proposed project at or near 40th Street. Specifically, the traffic study should also address the following streets that go between Elvas/C and McKinley:
39th, San Miguel, San Antonio, 40th, Tivoli, and Meister.
These streets intersect 36th and, with the exception of two, do not have controlled intersections. What will be the impact of additional traffice in these uncontrolled areas?
This area is already highly impacted because of the school and school traffic. Any traffic study must be performed during the school year to take into account peak traffic conditions.
Similarly, Meister is a main route to the neighborhood grocery, Compton's. The traffic study should address the impacts to Meister, 40th, 36th and McKinley as residents from the proposed project will use these routes to get to the store.
The traffic plan must look at more than just impacts on the number of vehicles. It should also evaluate air quality to the school, residents and pedestrians; effects on pedestrians and bicyclists; and noise, safety, wear and tear on streets.

I would like the City to consider an additional alternative that has two exits from the proposed project: one as currently shown downtown, and the second going straight onto Alhambra, thus avoiding the additional traffic, safety, etc. impacts on and risks to the East Sac neighborhood. I ride my bike down Elvas/C or McKinley to Alhambra almost every morning on the way to work. These streets are already heavily impacted. In particular, Elvas/C between the Cannery and Alhambra are already difficult to pass through if there are two cars going opposite directions and a bike on the street. The idea of attempting to funnel more traffic through that area is dangerous to resident who park on the street and bikers. Moving the proposed 40th Street exit from the proposed project to Alhambra is safer, provides direct access to a major artery, is closer to freeway access and downtown. The result would be similar to River Park, which has two exits close together on H Street.

I am a property owner on San Miguel Way which is very near the access point for this project. Because I live and travel daily in this immediate area, I am very familiar with the current traffic situation and am extremely concerned about the negative and dangerous impact of adding additional traffic to our neighborhood. I urge you to consider my request and to consider the safety of our community.

Theresa Bracco Sat, Jun 15, 2013 3:04 PM

t.bracco@gmail.com

I have reviewed the proposed areas listed for the traffic study and do not believe it adequately addresses other streets which will be heavily impacted by traffic coming out of the proposed project at or near 40th Street. Specifically, the traffic study should also address the following streets that go between Elvas/C and McKinley:
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Thank you for your consideration of these comments. Please add me to your list of interested persons.

Tamarin Austin Fri, Jun 14, 2013 1:08 PM

lizzypod@hotmail.com

The current traffic within East Sac neighborhoods does not seem represented properly in the traffic report. It often takes 2+ minutes to get through the tiny intersection of McKinley, D and 39th Street in the mornings. It can take 10 minutes to drive down H street or McKinley to get to the freeway. If the project provided a more diverse build (addition of small retail, office, school, etc.) it could increase the desirability. As it stands, its land-locked and everyone in the new neighborhood will need to come to (or through) East Sac and downtown for EVERYTHING. Parks, food, entertainment, work, school. That is not a healthy neighborhood. Period. If there were fewer than 10 units, all residential would be acceptable. Anything more needs diversity and the city should accept nothing less.

Tamara Engel Fri, Jun 14, 2013 3:46 PM

tengel@surewest.net

June 14, 2013

Tom Buford, Senior Planner
Community Development Department
City of Sacramento
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

Dear Mr. Buford:

This letter regards our phone conversation today concerning the June 12, 2013 "Open House/Scoping Session" the City held on the McKinley Village project.

As I noted, over the years I have participated in at least 40 EIR scoping sessions as either a part of my work or in my role as a former member of the executive board of the East Sacramento Improvement Association. By far, the June 12 format was the strangest I have ever witnessed and certainly did not meet CEQA requirements as I understand them. I have heard from many neighbors how disappointed they were with the format. Even those who have never attended a scoping session before realized that something was very wrong with this June 12 event. People were expecting a meeting format where they could share with City staff their issues and concerns. Everything about the "Open House" conspired against that. Upon entering, attendees were met with a jumble of confusing displays ringing the room. No one told them what to do, where to go first, nor how to proceed. City staff were not introduced so attendees didn't know if they were talking to a staff member or a representative of the developer.

Not only were people not allowed to sit down (there were only a handful of chairs scattered around the room), they were denied the opportunity to come together, to hear each others comments, and to hear, as a group, the responses of City staff. Further, it was a very warm late afternoon and oddly the air conditioning was not on at the Clunie Center. Many neighbors said they did not have an opportunity to talk with staff as they had to leave early because the facility was so warm.

There is already great concern among East Sacramento residents about this development. The City needs to do everything possible to assure residents a transparent process in which their voices will be heard. Unfortunately, the June 12 event did nothing to further those goals. I hope the City will hold a more typical scoping session for this project where residents can sit down in an air conditioned facility to discuss the scope of the EIR with City staff.

Sincerely,

Susie Williams

4) IMPACTS ALREADY OVERBURDENED SCHOOLS

5) ~~OVER~~ WILL TAX OUR ALREADY ILL EQUIPPED SEWER & WATER RESOURCES + ~~[illegible]~~ EXISTING SYSTEMS IN NEED OF REPLACEMENT + UPGRADES

6) TOO MANY PEOPLE ~~CRAMMED~~ ~~[illegible]~~ CRAMMED INTO SMALL PLACES - EVER HEAR OF RATS IN A MAZE - EVENTUALLY THEY EAT EACH OTHER

YOU CAN PUT LIPSTICK ON A PIG, BUT ITS STILL A PIG.

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COMMENT FORM

Date:

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: SUSAN WELLS

Email: rhoda@cwo.com

Address: 146 COLOMA WAY SACTO 95819 RESIDENT SINCE 1998 - WORK IN AREA

Organization: BELONG TO ESP, MENA, ESIA

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1) TRAFFIC - ALREADY TOO MUCH. WILL ONLY BE EXACERABATED BY THIS ADDITIONAL DEVELOPMENT.
2) AIR QUALITY WILL BE AFFECTED BY MORE TRAFFIC
3) SECONDARY LEVEE - WHO IN THEIR RIGHT MIND WOULD THINK IT'S A GOOD IDEA TO PUNCH A HOLE IN IT TO ACCESS THIS PROPERTY??? AT THE LAST "MEETING" SOMEONE MADE A GREAT COMMENT AFTER WE WERE TOLD THE NEW FLOOD GATES WOULD BE WONDERFUL AND MODERN - THEY SAID "WHO WOULD BE RESPONSIBLE FOR CLOSING THE FLOOD GATES ON THE PEOPLE IN THIS AREA?" EXCELLENT POINT →

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Date:

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: shelly Lusk

Email: shelly.lusk@sbcglobal.net

Address: 2502 D ST, 95816

Organization: Midtown home owner

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① NEED TO ALTER SIGNALIZATION @ 30th & E No Protected (L) @ this time
② Coordination w/ Caltrans re metering @ E St. ON RAMP
③ Computer Modeling of traffic through adjoining neighborhoods to determine actual impact, street by street.
④ ~~Fo~~ ~~Fo~~ SAFETY OF Pedestrians on 28th between A + B.

- Aquic Xerofluvent soils are "subject to frequent flooding" with groundwater "as shallow as 6 feet below the surface" in some areas of the project. Commuters on Business 80 have all seen this entire parcel submerged by floodwaters lasting several weeks. What has been the duration and frequency of flooding on this site since the construction of Business 80?
- How is it possible to build subterranean floodwater basins with groundwater so shallow?

Noise

- How will noise from the railroad be mitigated for residents of the houses closest to the tracks? This needs to specifically include noise of the train horns.
- How will noise from the freeway be mitigated for project residents?

Pollution

- The EIR must include studies of the health of residents in residential projects adjacent to major freeways that carry the same daily load as Business 80. The studies need to take into account heat over 100 degrees and summertime sunlight conditions on air pollution. How will the project mitigate the impact of air pollution on the health of the residents?

- Mentioned are groundwater monitoring and soil gas probes being relocated. Why were they sited where they are currently and will relocation still guarantee adequate monitoring?
- Is there methane gas on the project site from the landfill, as there is in Sutter's Landing Park? If so, what measures will be taken to monitor and mitigate?

Grading and Construction

- During the 4 year construction period, what route will construction traffic and heavy machinery take to access the site? What impacts will construction traffic have on 28th, 29th, and C Streets?

Off-Site Improvements

- Mentioned "potential improvements to the at-grade railroad crossing at 28th and B": this crossing is north of B Street, between A and B. Be specific about improvements.
- This part of the railroad track is used in conjunction with switching functions at the switching yard, often blocking 28th Street for up to 10 minutes at a time with trains fully stopped. The EIR must address this access problem. Staff must monitor trains to determine how many minutes per day this crossing is used and 28th Street in blocked. What is the frequency and duration of all train stoppages? What will be the plan for emergency vehicle access during times when the train is stopped on the tracks? (also noted under Access and Circulation)

Project Objectives

- There is no mass transit plan for this project. The EIR must address this important oversight.
- There is no low-income housing in this project, yet the objectives state that the project will "enhance the City's supply of housing that provides a range of housing opportunities available to residents from a wide range of economic levels." This statement appears to be false.

Agricultural/Forest Land Resources

- Mention is made of "a small orchard that was removed a number of years ago." This lovely and large peach orchard and family-run farm and produce stand served midtown and East Sacramento for many years. Please include the history of this farming activity.
- Developers tore out the trees and the acreage of elderberry bushes so that these two concerns would be moot. Was this legal?
- The endangered elderberry beetle was a significant concern in earlier proposals to develop this land. The EIR must address what happened to the beetles and whether their eradication was legal.
- How will the project impact the riparian environment of Sutter's Landing Park, including habitat for hawks?

Geology /Soils

McKinley Village (P08-086)
Environmental Impact Report Notice of Preparation
Comments
Submitted by S. Travis Silcox
silcoxt@scc.losrios.edu
2220 C Street
Sacramento, CA 95816
(916) 443-2960

Recreation and Open Space

- The project contains a neighborhood recreation center and pool. Will the public have access to these facilities?
- What effects will the project have on Sutter's Landing Park? Address traffic, park use increase, dog park use increase, bicycle paths extended into the project site? Pedestrian access from the project to Sutter's Landing Park? Access along the riverbank levee gravel road? None of this is mentioned.
- How will the project interact with significant homeless use and encampments along the American River between Sutter's Landing Park and the project site?
- The project eliminates significant visual open space from Business 80. How will this elimination of urban open space be mitigated?

Access and Circulation

- Mentioned is a "levee failure." Also the EIR must include levee overtopping.
- Address the question of closing the floodgates on 300 families and leaving their homes to be inundated in order to save midtown and East Sac from flooding: what will be the protocol and who will make those decisions?
- The EIR must address the traffic impacts on 28th Street, 29th Street, and C Street.
- The EIR must address the impact on the midtown traffic calming plan.
- Any street closures and half closure proposed as mitigations must be examined for their impacts on the entire midtown traffic grid.
- Need to address the impact on Business 80 during reconfiguration and improvements to the A Street bridge.
- Address the effects on City of Sacramento Corporation Yard traffic, especially at rush hour and start of city staff work day.
- Mentioned are improvements to the railroad crossing at 28th between A and B Streets. The railroad crossing poses a significant obstacle to access and circulation This part of the railroad track is used in conjunction with switching functions at the switching yard, often blocking 28th Street for up to 10 minutes at a time with trains fully stopped. The EIR must address this access problem. Staff must monitor trains to determine how many minutes per day this crossing is used and 28th Street in blocked. What is the frequency and duration of all train stoppages? What will be the plan for emergency vehicle access during times when the train is stopped on the tracks?

Utilities and Energy Features

spending years redesigning a housing project on that site, explore a more effective use.

City of
SACRAMENTO

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date:

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: RHODA McKNIGHT

Email: rhoda@cwo.com

Address: 1416 Colombe WAY 95819

Organization: Member, ESIA, MENA, ESP

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

I live between H St + Elvas @ about 50th. I've been in the same house for over 25 years. It's almost impossible to get onto H St now and near impossible to get onto Elvas. If McKinley Village is approved and built, the traffic will be a nightmare throughout the area between Elvas and H — Alhambra and 57th. This project negatively impacts our quality of life, our safety and health due to air quality issues. I strongly oppose the proposed use of this parcel. Instead of →

car pass by.

City of
SACRAMENTO

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date:

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: Phyllis Hunnel

Email: catladee@att.net

Address: 714 38th ST.

Organization: resident ESIA

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document. I lived here since 1975

I live between H ST. + McKinley and find it already difficult to navigate onto H ST at anytime. That can only worsen.
If Theodore Judah school is utilized by McKinley Village, that will significantly multiply the traffic on McKinley Street. I already avoid school hours there because many parents drop off and pick up children. Although Elvas is wide, our neighborhood streets will not allow 2 cars to pass if cars are parked. Drivers have to find a space + pull over to let the other

over

Questions:

How far out into the community does the environmental impact zone cover? Half mile? A mile? Two miles?

What traffic flow do you envision for your plan and how do you account for alternatives to existing streets to accommodate the flow of traffic?

Safety issues: We are a small community where kids walk and ride bikes to school. 40th street is a cross street use for getting to school. How do you plan to protect children and the school community with increased traffic in the area?

How did you notify people of this public meeting and how should we expect to get feedback in terms of the progress of the project?

How will you quantitatively measure quality of life issues in regard to noise, traffic patterns, foot traffic, storm water, privacy, and security.

Why is 40th street selected as an access street? It is one of the most narrow streets north of H street. With excessive parking from Mercy employees, there is hardly any room for one car to get past street parking let alone two cars.

Why wasn't Lanatt street considered for the access entrance instead of 40th and Tivoli streets? The immediate area surrounding Lanatt street is commercial property not residential?

Will the H street exit on 28th be included in the environment study? During peak hours, this exit is backed up because J street cannot accommodate the traffic. At times there is gridlock. What impact will additional traffic have on this area?

Will the developers consider building a new freeway entrance and exit into the proposed McKinley Village?

Submitted by,

Pamela A. milchrist

680 40th Street

milchrist@surewest.net

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date:

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: PAMELA Milchrist

Email: Milchrist@surewest.net

Address: 680 40th St.

Organization: Home owner on 680 40th St

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

Please see attached

City of
SACRAMENTO

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date:

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: MICHAEL GREENE

Email: CDSCONSULTING@SUREWEST.NET

Address: 3701 McKINLEY BLVD

Organization: MENA, ESIA, ESP

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

I THINK THIS PROPOSAL SHOULD BE DEEMED PREMATURE DUE TO ITS LACK OF ACCESS TO I-80 AND/OR ALHAMBRA BLVD. AS PROPOSED, THE DEVELOPER SEEMS TO THINK THAT EXISTING NEIGHBORHOODS IN E.SAC + MID-TOWN SHOULD BEAR THE COSTS OF ENVIRONMENTAL DAMAGES CAUSED BY THE TRAFFIC IT GENERATES IN THE NEIGHBORHOODS BECAUSE THERE IS NO ACCESS TO I-80 + ALHAMBRA.

If the project is not approved by the City, would the owners consider donating or selling the land to the city for an expansion of Sutters Park

Have MENA or ESIA taken a position on the project? No, both Associations stated this at the meeting.

How do the surrounding neighborhoods(Mid Town and East Sac) benefit from this development?

Where will these buyers kids go to school? Existing public local schools are at capacity.

Who will maintain the projects parks? Homeowners association of the project

How will freeway noise and railroad noise be mitigated for new homeowners in the project? Construction design and landscaping will be utilized

How will old growth trees be planned for and planted on the site? The developer discussed use of local trees and larger tree planting. Tree growth will still need 10-15 years to reach ideal growth levels.

How will the developer mitigate the increased usage of the project on McKinley Park and Sutters Landing Park?

What are the standards to be considered on infill projects?

Can you(developer) name one thing about this development that is positive for East Sacramento? The improvement of east sac storm water retention because of the projects was discussed.

How will this project help the environment?

What provisions will be made for supplying police and fire service?

Has SCUDS been contacted concerning availability of public schools for students at this project? Theodore Judah is near capacity, has that issue been addressed by you(developer)?

Could a high school be put on this site instead of housing?

What opportunities will neighbors have to influence this project? Greg Bitter, City Planning, the NOP hearing next week provides neighbor comment on this phase of the project.

Have other proposed projects been analyzed to determine the full impact of this project on the community?

Is there anything being done to ensure the protection of habitat for the sensitive species Swainstons hawk?

Will local east sac and midtown vendors be used in this project?

Will local neighbors be compensated for noise and access limitations to Elvas because of increased traffic from this project.

Storm Water Retention/Sewer/Flood Prevention

Can you clearly explain your(developer)flood safety plans/mitigation? Developer addressed city required flood protection for the project.

Don't public health studies indicate that adverse health effects occur to persons living adjacent to congested freeways? Developer indicated statewide studies do not support this concern.

The site is a lake/slough and could flood. Why is the development being allowed by the City when it puts hundred of persons at risk?

Will the developer pay for the floodgates needed for the development project? Yes

Will flood risk and/or flood insurance requirements for East sac be impacted by the developments opening of the secondary levee?

Infrastructure

Would you consider creating a fund for neighborhood improvements(Sutter Park), bike trail extension etc.?

What is the access to Sutters Landing Park and the American River Parkway from the project? A Street

Will local storm flooding in East Sacramento be improved because of this project and the inclusion of a city water retention basin? Yes, the City and developer discussed the proposal.

Will new storm and sewer lines be tied into existing east sac lines? Yes Will upgrades to infrastructure be done by the developer?

General

How much are you(developers) asking our City budget to encumber?

What "enticements" are offered to neighbors of the project?

Project Site

Who will maintain the trees? Is this project consistent with the City's sustainability plan(no on site shopping)?

Housing on Site

Why is there no senior housing/apartments/multifamily or commercial on the site?

Have you(developer)conducted a market analysis to determine the demand for housing in this location? Will a percentage of pre-sales occur before construction?

Will there be a specific plan to vary the housing design within the various "villages"?

Why no low income housing?
The City has a mandate to increase low income housing in new development. Will you(developer) honor this?
How many low income housing units are you(developer) building?
According to the City of Sac NOP released 5/24/2013, the City expects low income hsg to be included in this project. How do you intend to incorporate such housing into this project?
Would you consider incorporating less expensive for-sale homes or affordable apartements into your(developer)project? (income of $30-60K)

Why would a home buyer pay $300K to $600K for houses adjacent to Bus 80 and the railroad lines? How will noise and shaking from both sources be mitigated?

How will this project and 328 new homes impact the values of existing homes in the east sac/McKinley Park area?

How many homes will have the option for a "granny cottage" above the garage?

What are the densities per acre of housing compared to River Park, East Sac etc of the project?

Construction

Will construction equipment and materials come through the new 40th Street entry. How will parking with Cannery employees be managed?

Will construction noise from the project be noticeable to nearby residences?

Has a 29th Street access point been investigated(demolition of a commercial building would be required) by the developer?
Doesn't Caltrans need this site to decrease traffic congestion on Bus 80?

Can an auto entry be made onto the Bus 80 (northbound) lanes for this project?
Developer indicated Cal Trans has said it is not an option.
Prior development proposals for the site have included a freeway interchange, is that possible? Cal Trans has indicated it is not an option.

Is the addition of 500 vehicles from this project per day on local streets going to create significant additional congestion in East Sacramento?

What additional public transit/bicycle access (other than Alhambra Blvd) are proposed for the project?

When will the traffic study be available to the public?

Is there another way to redesign the A Street/28th Street exit so that 28th Street is not heavily impacted?

Will 40th Street become a freeway endangering local children in the neighborhood?

What speed control will be considered for impacted neighborhood street?

Why the need for a variance on the street radius?(Elvas?)

Will the project proceed only if all points of access are ok'd?

How many vehicles per day in and out of the project are predicted?

Please descibe in greater detail the access to the site and where that occurs?
Developer addressed this question utilizing site maps.

How much research did you(developer) do on creating vehicle access at Alhambra?
Can it be used if another access point is not available?

Energy efficiency/Leed certification

Why hasn't this development been designed as a net zero(solar) user?

McKinley Village Questions 6/4/13

Transportation

Would you(developer)consider placing a ½ street closure at 28th and B, directing traffic coming out on A Street exit to 29th to reduce traffic through Midtown?

What is the geographic extent of the traffic study? Will traffic counts be taken or old ones used? What traffic mitigation(on adjacent neighborhoods) has the city required for other residential projects? How will neighborhood comments be reflected in the EIR?

Will this project significantly increase traffic on neighborhood streets?

Whats going to happen to the turn abouts to control traffic on the west side of Bus 80?

How are you going to mitigate impacts of auto traffic on Sutter's Landing Park?

How do you plan to mitigate traffic flow issues to residents of 40th St and Tivoli? What traffic is expected on 40th Street from this project?

Why 40th Street for an entry/exit and not Lanatt?

Why is midtown not included in the discussion of traffic impacts? ("at least 1300 cars a day")

Will light rail be accessible to this project?

Where is the proposed bus stop referenced by the developer? Is the route known?

Why not include vehicle access at Alhambra which is closer to stores/schools?

Has the railroad expressed concerns about 1700 current daily plus 1300 more cars from this project using the 28th Street overgrade crossing?

How will traffic impacts be mitigated on 28th Street and C Street? What other streets will be impacted and what mitigation including pedestrian safety has been discussed?

Freight trains are frequent at the 28th Street overcrossing and regularly block the roadway. What are your (developer) plans for addressing this bottleneck?

Dana Allen

From: Wendy Holman <wh1652@gmail.com>
Sent: Thursday, June 13, 2013 10:43 AM
To: Dana Allen
Subject: McKinley Village Project

Dear Dana & City of Sacramento

I attended the NOP meeting June 12th at the Clunie Community Center specifically to learn more about the proposed access routes to the McKinley Village.
my address is 360 40th Street and our street will be impacted by the extension of 40th into the project.
northbound Capital City freeway traffic will exit on "H" and use 40th Street to get to McKinley Village. it's the route I'd take if I lived there.

BUT I don't want more cars down our street or in our neighborhood!

while at the meeting last night, I heard conflicting information about the "A" Street overpass. one person said it would be rebuilt and someone else said the bridge is fine.

I heard:
"E" Street ON RAMP is scheduled for closure by CalTrans
Capital City Freeway will be widened under "A" Street & Railroad overpasses & abutments rebuilt
the 10' & 8' sound barriers have been reduced to only trees
eventually the railroad tracks will need to accommodate the Bullet Train

I'm not against redevelopment but in MHO this project will not benefit our area of East Sacramento.

thank you,

Wendy Holman

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date: 6/12/13.

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: Will Green, MD

Email: wgreen@surewest.net

Address: 425 San Miguel Way, Sacramento, CA 95819

Organization: East Sacramento Preservation

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

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As a retired physician I believe that a residential in-fill at this location is a mistake.
There are major health concerns - mostly respiratory for development near freeways. Most recently studies from UCLA + CA Air Resources state that neighborhoods up to 1 mile distance from CA freeways are impacted in a negative manner.

I believe this land needs to stay undeveloped or for light commercial development that reduces traffic in + out of established East Sac residential areas. Preferrably on + off ramps

See attached. 4 referenced studies re Air Quality
total 6 pages.

International: USA | France | India

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Vehicle Air Pollution Found Farther from Freeways than Expected

Tuesday, April 23, 2013

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Interstate 405 in Los Angeles (photo: Reed Saxon, Associated Press)

If you think that you are safe from freeway air pollution because you live more than 1,000 feet from the source, think again.

A new study published in the journal Atmospheric Environment, based on information gathered by the California Air Resources Board (CARB) and UCLA, extends the danger zone to more than a mile away.

Most pollution studies of freeways in the past were conducted during the day or evening, when weather conditions are more conducive to containing particulate matter from drifting downwind. But a 2009 study of the 10 Freeway through the heart of Los Angeles, conducted before sunrise, found air pollution much farther from the road, according to the *Los Angeles Times*.

So CARB cranked up its mobile monitoring equipment, Toyota RAV 4 Electric Vehicles, and hit the road with UCLA researchers in 2011 to take samples in neighborhoods surrounding four different freeways in Los Angeles County before dawn.

They found a lot more pollution. The culprits are surface inversions caused by evening cool air that trap concentrated pollutants near the ground, allowing the gunk to blow farther away.

The researchers speculated that the dispersed pollution means that one in four people living in the Los Angeles area might be exposed to hydrocarbons, nitric oxide and other particulate matter that can lead to asthma, heart disease and other ailments.

-Ken Broder

To Learn More:

A Quarter of Angelenos Breathe Noxious Freeway Pollutants Every Morning (by Alison Hewitt, UCLA Newsroom)

Freeway Air Pollution Travels Farther in Early Morning (by Bettina Boxall, Los Angeles Times)

Mobile Monitoring Research Project (California Air Resources Board)

Ultrafine Particle Size Distributions near Freeways: Effects of Differing Wind Directions on Exposure (Atmospheric Environment)

Leave a comment more

VOL 63. Dec 2012 pp250-260

"ultrafine particle size distributions near freeways: Effects of differing wind directions on exposure"

Kathleen A. Kozawa, Winerb, Fruinc

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AIR QUALITY RECOMMENDATIONS FOR LOCAL JURISDICTIONS

Development of new schools, housing, and other sensitive land-uses in proximity to freeways

Studies indicate that residing near sources of traffic pollution is associated with adverse health effects such as exacerbation of asthma, onset of childhood asthma, non-asthma respiratory symptoms, impaired lung function, reduced lung development during childhood, and cardiovascular morbidity and mortality.[1] These associations are diminished with distance from the pollution source.

Given the association between traffic pollution and health, the California Air Resources Board recommends that freeways be sited at least 500 feet from residences, schools, and other sensitive land uses.[2] Other reputable research entities such as the Health Effects Institute indicate that exposure to unhealthy traffic emissions may in fact occur up to 300 to 500 meters (984 to 1640 feet). The range reported by HEI reflects the variable influence of background pollution concentrations, meteorological conditions, and season.[3]

Based on this large body of scientific evidence, the Los Angeles County Department of Public Health strongly recommends:

- A buffer of at least 500 feet should be maintained between the development of new schools, housing or other sensitive land uses and freeways. Consideration should be given to extending this minimum buffer zone based on site-specific conditions, given the fact that unhealthy traffic emissions are often present at greater distances.* Exceptions to this recommended practice should be made only upon a finding by the decision-making body that the benefits of such development outweigh the public health risks.

- New schools, housing or other sensitive land uses built within 1500 feet of a freeway should adhere to current best-practice mitigation measures to reduce exposure to air pollution which may include: the use of air filtration to enhance heating, ventilation and air conditioning (HVAC) systems, and the orientation of site buildings and placement of outdoor facilities designed for moderate physical activity as far from the emission source as possible.[4]

Development of parks and active recreational facilities in proximity to freeways

Parks and recreational facilities provide great benefits to community residents including increased levels of physical activity, improved mental health, and opportunities to strengthen social ties with neighbors.[5,6,7] However, siting parks and active recreational facilities near freeways may increase public exposure to

* Conditions along a freeway and on different freeways are subject to considerable variation. Vehicle types on the roadway (diesel, gas, electric, or hybrid vehicles), average speeds, average daily traffic volumes and other factors all impact the levels of pollution generated by a freeway, and thus the necessary buffer zone to reduce health risks.

harmful pollutants, particularly while exercising. Studies show that heavy exercise near sources of traffic pollution may have adverse health effects.[8, 9, 10] However, there are also substantial health benefits associated with exercise.[11] Therefore, DPH recommends the following cautionary approach when siting parks and active recreational facilities near freeways:

- New parks with athletic fields, courts, and other outdoor facilities designed for moderate to vigorous physical activity, should be sited at least 500 feet from a freeway. Consideration should be given to extending this minimum buffer zone based on site-specific conditions given the fact that unhealthy traffic emissions are often present at greater distances. Exceptions to this recommended practice should be made only upon a finding by the decision-making body that the benefits of such development outweigh the public health risks.

- New parks built within 1500 feet of freeways should adhere to best-practice mitigation measures that minimize exposure to air pollution. These include the placement of athletic fields, courts, and other active outdoor facilities as far as possible from the air pollution source.

---

[1] Health Effects Institute. 2010. Traffic-Related Air Pollution: A Critical Review of the Literature on Emissions, Exposure, and Health Effects. HEI Special Report. p.1-11

[2] California Environmental Protection Agency. California Air Resources Board. Air Quality and Land Use Handbook: A Community Health Perspective. April 2005.

[3] Health Effects Institute. 2010. Traffic-Related Air Pollution: A Critical Review of the Literature on Emissions, Exposure, and Health Effects. HEI Special Report. p.1-11

[4] California Environmental Protection Agency. California Air Resources Board. Status of Research on Potential Mitigation Concepts to Reduce Exposure to Nearby Traffic Pollution. August 23, 2012.

[5] L. Frank et al. 2005. Linking Objectively Measured Physical Activity with Objectively Measured Urban Form: Findings From SMARTRAQ. American Journal of Preventive Medicine, at 117-1255.

[6] Tabbush R and E O'Brien. 2003. Health and Well-being: Trees, Woodlands, and Natural Spaces. Forestry Commission, Edinburgh.

[7] E. Kuo et al. 1998. Transforming Inner-City Neighborhoods: Trees, Sense of Safety, and Preference. Environmental Behavior. 30(1): 28-59.

[8] McConnell R, Berhane K, Gilliland F, London SJ, Islam T, Gauderman WJ, Avol E,Margolis HG, Peters JM. Asthma in exercising children exposed to ozone: a cohort study. Lancet. 2002 Feb 2;359(9304):386-91.

[9] Sharman JE, Cockcroft JR, and JS Coombes. Cardiovascular implications of exposure to traffic air pollution during exercise. Q J Med 2004; 97:637–643.

[10] Rundell KW, Caviston R, Hollenbach AM, and K Murphy. Vehicular Air Pollution, Playgrounds, and Youth Athletic Fields. 2006, Vol. 18, No. 8 , Pages 541-547.

[11] de Hartog JJ, Boogaard H, Nijland H, and G Hoek. Do the Health Benefits of Cycling Outweigh the Risks? Environmental Health Perspectives. 2010; 118(8): 1109-1116.

public health.lacounty.gov/ah/docs/AQ:NFreeways.pdf.

The ***Southern California Particle Center and Supersite*** (SCPCS) seeks to explore health and exposure issues related to mobile source pollution. With funding from the U.S. EPA and California Air Resources Board, investigators at the SCPCS work to better understand why airborne particulate matter emitted from cars and trucks causes adverse health outcomes. As part of our research, we have taken measurements on and near major freeways in Los Angeles in an effort to characterize the particles found there. These and other scientific studies have sparked media attention and community interest, generating many questions regarding where to buy property and whether health is affected by living in a particular location. It is impossible for us to answer individual questions about potential risks in specific locations. We can, however, offer some general guidance on what is currently known about exposure to pollution and the related health effects of living near busy roads and freeways.

Numerous studies have linked traffic-related air pollution with respiratory problems such as asthma and chronic bronchitis. Studies have found decreased lung function, increased hospital visits for people with respiratory diseases, increased absenteeism from work and school, and increased morbidity (illnesses) and mortality (deaths) associated with exposure to particulate matter. All of these effects were observed at levels common in many U.S. cities. (Pope)

New studies show that long-term exposure to particulate matter has also been linked to increased illness and death rates from cardiovascular (heart-related) disease, and that sudden increases in air pollution may even cause more heart-related illnesses and deaths than is seen from lung disease. (Pope; Johnson) Some particles in air pollution, given their tiny size, are able to pass through the cellular tissue in the lungs and enter the circulation system. Their presence in the lungs may also induce a series of events that ultimately affect the heart. (Utell)

Of growing concern to the general public is whether living near a freeway is detrimental to health. The closer people are to the source of traffic emissions, the higher their exposure is to many of the constituents of exhaust. Compelling evidence suggests that people living, working and going to school near roads with heavy traffic may have an increased risk of adverse health effects associated with exposure to mobile source pollution. These "traffic density" studies have observed development and increased aggravation of asthma (Montnémery), decreased lung function in children (Brunekreef), and low birth weight and premature births for mothers living near major roadways (Ritz).

Taking this research into consideration, it is easy to see why new homebuyers are concerned with how close property is to a busy road or freeway. Unfortunately scientists cannot say exactly how close is "too close" at this point. European studies have shown increased respiratory health problems in children who live or go to school within 100 meters (~330 feet) of a busy roadway, with the greatest risks appearing in the first 50 meters (~165 feet). Studies conducted by SCPCS investigators here in LA show that carbon monoxide and ultrafine particles – the smallest portion of particulate matter emissions and potentially the most toxic – are extremely high on or near the freeway, dropping to about half that concentration 50-90 meters (~165-295 feet) from the freeway. After about 300 meters (~990 feet) the concentration of particulate matter reaches the "ambient" level – the normal level in the air without the influence of any nearby sources. In 2003 the California state legislature enacted a law that new schools must be built at least 500 feet from very busy roadways.

Besides the actual distance from a roadway, there are a number of additional factors that influence exposure to mobile source pollution when at home:

- Weather - temperature, humidity, wind direction and speed all affect the concentration of pollution;
- Placement of the house - is it upwind or downwind of the major roadway? That is, does the wind blow pollutants from the cars and trucks toward the property?
- Construction/design of the house – older houses may have greater air exchange between indoors and outdoors with more outside air getting inside and therefore potentially increasing exposure to pollutants;
- Type of filtration system installed in the home - few homes have HEPA (High Efficiency Particulate Air) filters, but they have been shown to remove significant amounts of the particulate matter from the air.

There are also a number of personal factors to consider when determining what your personal exposure may be, such as:

- Will I be at home during peak traffic times?
- Will I spend much time outdoors during these times?
- Will I open my windows or will I use central heating and cooling?
- How much time do I spend on the freeway? [On-road studies are currently being conducted which may show that if you have a considerable commute, the exposure you receive during your time on the freeway may well overshadow your level of exposure at home.]

From www.scpcs.ucla.edu/news/FreeWAY.pdf

Other resources for questions on particle measurements and possible health effects:

South Coast Air Quality Management District
http://www.aqmd.gov/
General phone number – (800) CUT-SMOG (800-288-7664)

California Air Resources Board
http://www.arb.ca.gov/
Community Health / Environmental Justice Section – (866) 397-5462

Air Pollution and Respiratory Health, National Center for Environmental Health, CDC
http://www.cdc.gov/nceh/airpollution/default.htm

U.S. EPA – Air
http://www.epa.gov/ebtpages/air.html

For more detailed information about the topics presented above, please reference the following citations.

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Asthma – acute exacerbation and possible onset
Delfino RJ. (2003) Epidemiologic Evidence for Asthma and Exposure to Air Toxics: Linkages between Occupational, Indoor, and Community Air Pollution Research. Environmental Health Perspectives, 110 (Sup 4): 573-589.

McConnell R, Berhane K, Gilliland FD, London SJ, Vora H, Avol E. (1999) Air Pollution and Bronchitic Symptoms in Southern California Children with Asthma. Environmental Health Perspectives 107(9):757-760

Montnémery P, Bengtsson P, Elliot A, Lindholm L-H, Nyberg P, Lofdahl C-G. (2000) Prevalence of obstructive lung diseases and respiratory symptoms in relation to living environment and socio-economic group. Respiratory Medicine, 95: 744-752

Cardiovascular effects
Dockery, DW. (2001) Epidemiologic Evidence of Cardiovascular Effects of Particulate Air Pollution. Environmental Health Perspectives, 109(Suppl 4): 483-486.

Johnson, RL. (2004) Relative Effects of Air Pollution on Lungs and Hearts. Circulation, 109:5-7.

Pope CA III, Burnett RT, Thurston GD, Thun MJ, Calle EE, Krewski D, Godleski JJ. (2004) Cardiovascular Mortality and Long-Term Exposure to Particulate Air Pollution. Circulation, 109:71-77.

Utell MJ, Frampton MW. (2000) Acute Health Effects of Ambient Air Pollution: the Ultrafine Particle Hypothesis. Journal of Aerosol Medicine, 13(4): 355-59.

From
www.scpcs.ucla.edu/news/Freeway.pdf.

ENN: Environmental News Network -- Know Your Environment

From: Editor, ENN
Published April 19, 2013 11:11 AM

Freeway Air Pollution Travels Farther than Previously Thought

Los Angeles is known not only for its celebrity clientele, but also for its congested roadways and heavy traffic, which consequently has led to severely polluted air, and the title of the "smoggiest city" in the United States. While air quality has improved somewhat in LA, a joint study by UCLA and the California Air Resources Board suggests that nearly a quarter of Angelenos are exposed to noxious plumes of freeway fumes almost every morning, far more people than previously thought.

Researchers found that overnight atmospheric conditions concentrate freeway pollutants in a plume stretching 1.5 kilometers (approximately 0.93 miles) downwind. These pollutants can seep inside homes and buildings, and lingering as late as 10 a.m. Although closed windows can help block particles from entering homes, previous studies have shown that indoor pollution levels still reach 50 to 70 percent of outdoor levels, the researchers noted.

This study shows that the same effect would be expected downwind of any highway nationwide, the researchers said.

The 1.5 kilometer measurement is in striking contrast to earlier studies in the United States and Australia showing that daytime pollutant concentrations extended no more than about 300 meters (about 0.19 mile) downwind of major roadways, and confirms an earlier UCLA study that showed the same result at a single coastal location.

The research team measured pollutant concentrations upwind and downwind of four major LA freeways using a zero-emission vehicle equipped with specialized instruments to quantify the amount of ultrafine particles and other tailpipe pollutants such as nitrogen oxide and carbon monoxide. Researchers drove down streets perpendicular to the freeways and recorded the pollutant levels.

"This is happening around every freeway," said Professor Suzanne Paulson of UCLA's Department of Atmospheric and Oceanic Sciences and the Institute of the Environment and Sustainability, who headed the study. "It's clear that heavily trafficked roadways have a large impact on downwind populations, and a similar situation likely happens around the world in the early morning hours. The particles tend to end up indoors, so a lot of people are being exposed inside their homes and schools."

Freeway pollutants have been linked to many health issues including increases in asthma, heart attacks, strokes, and low birth weigh. To limit your exposure to this air, avoid outdoor early morning recreational activities near these freeways and close your windows during early morning hours.

For more information, visit the UCLA Newsroom.

Traffic image via Shutterstock.

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Dana Allen

From: Evan Compton
Sent: Monday, July 01, 2013 1:10 PM
To: Dana Allen
Cc: Anis Ghobril; Samar Hajeer
Subject: FW: Mc Kinley Village Traffic Access

FYI

-----Original Message-----
From: bethfoster@frys.com [mailto:bethfoster@frys.com]
Sent: Friday, June 28, 2013 11:05 AM
To: Evan Compton
Subject: Mc Kinley Village Traffic Access

Dear Mr. Compton, As a resident of midtown at 27th and C Streets I am not opposed to the general plan for housing at the McKinley Village site. I am concerned about the 28th Street access as one of two auto pathways into the project. I acknowledge the expense of an Alhambra Blvd tunnel but feel the bike access should be at the park entrance on 28th Street and the auto entrance at Alhambra--not the other way around. Merely saying that an idea is too expensive is not a valid reason to the community. This is a cost of the developer and needs to be viewed as a construction cost.
Thank you for considering this opinion. Sincerely, Beth Foster

Dana Allen

From: CONSTANCE M EARLEY <connieearley@sbcglobal.net>
Sent: Sunday, June 30, 2013 4:51 PM
To: Dana Allen
Subject: Fwd: EIR report for McKinley Village

Sent from my iPad

Begin forwarded message:

From: CONSTANCE M EARLEY <connieearley@sbcglobal.net>
Date: June 30, 2013, 7:48:01 AM PDT
To: "dallen@cityofasacramento.org" <dallen@cityofasacramento.org>
Subject: EIR report for McKinley Village

To: City of Sacramento. Community Development Department

Ms. Dana Allen,

I am a homeowner at 732 40th Street (cross street is H) for 29 years. I am formally requesting that all of 40th Street from C to H Streets be included in the proposed McKinley Village EIR. This is critical since 40th Street has been presented as an access street to East Sac from McKinley Village.

On a daily basis I am bombarded with Mercy Hosptial traffic and parking annoyances on my street. Our street is so narrow that two cars cannot pass each other without one car pulling over to the side to allow the other to pass. I am the "designated" turn around driveway for Mercy Hosptial visitors and employees who need to get free parking as close to the hospital as possible. Each day the cars turn around scrape my cement driveway, which I have already replaced out of my own pocket, to find a suitable parking spot. I mention this because we already have current problems with traffic and parking now, I am bewildered how 40th St. could even be considered as an access point for McKinley Village considering the current conditions?

Our street is so narrow that in the 80's I asked the City to evaluate entrance and exit onto 40th St. from H St. The City determined there was not adequate space for two cars to enter 40th St. without hitting each other if vehicles were parked on each side along the curb simultaneously. The City red zoned one side of 40th St. curb so

parking would not interfere with entrance on to the street. I mention all these things because I can't imagine how adding more traffic, a proposed 5000 more vehicles, would be safe on our street and would add to the East Sac quality of life. It often takes 5-10 minutes now to turn left on H Street. I rarely use H Street now for commuting due to how busy it is all day long and instead I prefer to travel to McKinley Blvd. for access to Cap City freeway.

Fortieth Street will be negatively impacted by the McKinley Village project as we already have been living with the constant building of Mercy Hospital additions, their housing project, Sacred Heart School, next Sutter Memorial Housing area, and now compound it with McKinley Village, too. Really! The access point on 40th street from McKinley Village is unrealistic and the proprosed Lanatt to Elvas Ave. should not have been abandoned. This project will have a negative impact on our neighborhood safety, property values, create environmental pollution and extend continous building, service trucks, shuttles, couriers from Mercy Hospital.

Why were we not included in the EIR study and overlooked? I am not in favor of the McKinley Village Project and traffic is on the top of my list for concerns amongst others such as environmental impact, freeway access on the already overburdened Capitol City Freeway, flooding, and vermin from an orchard/levy river area.

The City of Sacramento likes to use East Sac as show piece for urban living yet doesn't consider the negative impact this project will have on its quaint community especially selecting 40th Street as an access point.

Sincerely,

Constance Earley, Homeowner
732 40th Street
Sacto., CA 95819
916.451.3150

Dana Allen

From: Deniz Tuncer <deniztuncer@sbcglobal.net>
Sent: Friday, June 28, 2013 6:47 AM
To: Dana Allen
Subject: McKinley Village comments

Flood

Hello,
I am writing to comment on the proposed McKinley Village development. I am concerned about the transportation and flooding issues. I feel it is not a smart place for the City to approve new development, even though it is close to downtown.

Deniz Tuncer
2320 D Street
Sacramento, CA 95816

Dana Allen

From: Tom Buford
Sent: Monday, July 01, 2013 8:07 AM
To: Joanne Sales
Cc: Dana Allen
Subject: RE: McKinlely Village

Ms. Sales:

Thank you. Your comment will be considered and included in the Draft EIR.

Tom

From: Joanne Sales [mailto:joannevs@att.net]
Sent: Monday, July 01, 2013 8:06 AM
To: Tom Buford
Subject: McKinlely Village

Living between a freeway and a levee is not appealing to me. What I envision on this land is a huge area of green--maybe a lake for wildlife.....lots of wildlife.

Cutting through the levee for access to Elvas Avenue, etc. I am against. Residents should go in and out from the freeway. Keep the Village separate -- not a part of East Sacramento.

Dana Allen

From: Joel <stealthx013@comcast.net>
Sent: Tuesday, June 25, 2013 7:36 AM
To: Dana Allen
Cc: zJohn Scott; Nancy Cornelius; ellencochrane@hotmail.com
Subject: EIR for McKinley Village

Ms.Allen:

I am very concerned about the proposed development in my area. I have lived on McKinley Blvd. since 1986 and am very comfortable with the current situation of this neighborhood.
I am extremely AGAINST any development in the proposed area for "McKinley Village". Our area has been fortunate enough to remain a tranquil neighborhood and I want to keep it that way.
I believe that this project is self serving for the city and the developer and DOES NOT take into consideration the LONG time residents of our area.
I strongly OPPOSE to this project. May I go on record as such and any further developments be sent to me at my mailing address of: 4127 - McKinley Blvd., Sacramento, CA 95819-2034.

Thank you,

Joel Harrison

MARSHALL SCHOOL/NEW ERA PARK
NEIGHBORHOOD ASSOCIATION
P. O. Box 162271, Sacramento, CA 95819
916-919-6656
marshall.newera@gmail.com

June 28, 2013

VIA EMAIL AND FIRST CLASS MAIL

Evan Compton
Associate Planner
City of Sacramento
Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

Re: McKinley Village – File No P08-86

Dear Mr. Compton:

The Marshall School/New Era Park Neighborhood Association ("MSNE") offers the following comments regarding the McKinley Village project proposed by Phil Angelides and Riverview Capital Investments.

Midtown Sacramento has been a community transformed by infill development. As a community we have seen empty lots, such as the lot at 18th and L Streets transformed into the 1801 L Street complex, providing our neighborhood with buildings that resemble New York City brownstones and in keeping with the flavor of our community. The 1801 L Street project has housing with a mix of businesses that are supported by residents and visitors to the neighborhood. The 1801 L Street project has helped transform that block and Midtown as a whole. Vision took a lot at 27th and N Street and turned it into the Sutter Brownstone project. Both projects are within walking distance of employment centers, public transportation and walking distance of retail and restaurants.

Midtown Sacramento embodies the tenants of Smart Growth organically. Our neighborhood is walkable, transit is nearby, and we are near the employment centers. Midtown itself is also an employment center because of the mixed use opportunities that exist in our community. People who choose to live in Midtown do so to be close to jobs and within walking distance of entertainment options such as the Sacramento Community Center, B Street Theatre, and a host of music venues of all sizes. Therefore, Midtown Sacramento residents are keenly aware of the true benefits of smart growth and, and they "walk the walk and talk the talk" so to speak.

Over the past 25 years, a number of developers have turned their attention to the "Lanatt site" with the hope of developing this 48-acre sliver of land located in East

Sacramento. The continuing fundamental flaw in this sliver of land is access to the land. The "Lanatt site" has no freeway access and no direct access to the surrounding community other than a small concrete bridge over Business 80 into Midtown. It is sliver of land on the freeway but with no freeway access.

Simply put, McKinley Village, in its current iteration, is not a shining example of "Smart Growth." There are no commercial businesses within the project so the residents of McKinley Village will get in their cars for every gallon of milk, every cup of coffee, or trip to school. This is a very car-centric development that offers no ready access to transit services either.

It is with this keen awareness; we offer the following comments and questions regarding Phil Angelides and Riverview Capital Investments' McKinley Village project.

Traffic/Access/Circulation Issues

According to the City of Sacramento Notice of Intent to Establish a Quiet Zone dated March 1, 2012, there were 1777 cars traveling across the 28th and B Street rail crossing. If no reduction of traffic is addressed before the project commences then traffic volume could double across the 28th Street rail crossing.

The traffic increases from the project will have a far reaching impact on the northeastern corner of Midtown. To properly evaluate those impacts, the traffic study should be expanded to include the following areas: **20th Street to 29th Street and C Street to I Streets**. We expect to see a very thorough and "accessible" traffic study that explains its assumptions and conclusions in language that residents can easily understand.

Please consider the following access proposals:

Alhambra Blvd.

A western vehicle entrance to the project should include Alhambra Blvd. Alhambra Blvd. is a commercial corridor and access would alleviate some traffic concerns for 28th Street and 40th Street.

If Mr. Angelides and Riverview Capital Investment, argues that this alternative is infeasible and impractical, please provide detailed information from Union Pacific Railroad regarding the challenges of this access so that the community can make an informed decision regarding this access.

If a vehicle tunnel is not feasible, consider a vehicle over-grade access at Alhambra instead.

Study the viability of a third one-way vehicle access at Alhambra Blvd. With an average of 43 trains a day at the 28th Street rail crossing, McKinley Village residents need an additional entry point for emergency vehicles.

Will the developer be responsible for funding the necessary measures to offset increased traffic?

29th Street

Study vehicle access at 29th Street as an alternative to Alhambra Blvd. Currently 29th Street is a one-way street with synchronized traffic signals that provides freeway access and access to commercial corridor with limited impact to the residential neighborhood to the west.

If a tunnel is not feasible, consider a vehicle over-grade crossing at 29th Street instead.

28th Street

How will the increased traffic volume impact the safety of drivers, pedestrian, bicyclists, and the trains at the at-grade crossing at 28th Street?

Study employing traffic calming measures to alleviate traffic on 28th Street from the McKinley Village project by doing the following:

1) Make improvements at B Street in order to add a half street closure at B Street and direct southbound traffic to 29th Street. Currently 29th Street is a one-way street with synchronized traffic signals that provides freeway access and access to commercial corridor with limited impact to the residential neighborhood to the west.

Developer or City to assist Bell Marine to relocate the business to offset traffic and provide mitigation for loss of Swainson's Hawk foraging territory at McKinley Village project site. In addition, the City should relocate the City Corp yard to further minimize traffic impacts.

2) De-designate C Street as a truck route.

Additional traffic calming measures such as stop signs and pedestrian islands should be employed along C Street and 28th Street to ensure the safety of pedestrians, Midtown residents, and Sutter's Landing Park users.

Study how much money is needed for traffic mitigation (calming, routing, signs, crosswalks, lights).

With an average of 43 trains per day at the 28th and B Street rail crossing, what are the potential traffic congestion impacts on 28th Street, into Sutter's Landing Park and leaving the McKinley Village project?

With an average of 43 trains per day at the 28th and B Street rail crossing, what are the potential air quality, biological, and parks and recreational impacts of stalled vehicles on 28th Street, into Sutter's Landing Park and leaving the McKinley Village project?

How will access to emergency services be impacted by an average of 43 trains a day crossing at 28th Street and B Street?

With limited access from 28th Street due to train traffic, how will the 40th Street access point be impacted? The 50/50 traffic allocation of 2008 traffic study is not realistic.

Consider additional traffic implications of the opening of the Sutter General Hospital facility at 28th and K Streets, the new Downtown Arena, relocation of the B Street theatre to 27th and Capitol Avenue, and the Sacramento Natural Food Co-Op (to 28th and S Streets) and how traffic will increase. Please combine the results of these traffic increases to give true picture of traffic overall in the next five years (with these developments).

Are there other vehicle access scenarios that could be considered? For instance, the Business 80 on and off-ramps were included in the previous project proposal for this site

The proposed 28th Street access point is unrealistic, unsafe, and unduly burdensome on the Midtown community. The City must require the developer to conduct a thorough alternatives analysis that explores other options. This is an East Sacramento project, and project-generated traffic should be routed through East Sacramento. Midtown residents should not be required to absorb the problems of the project without obtaining any of the benefits.

We expect that, if the 28th Street access proposal is accepted as the *preferred project alternative*, an expanded traffic management program within this area of Midtown will be required, particularly along C Street and 28th Street, which was not included in the traffic management program installed here in the '90s.

Will the developer be responsible for funding the necessary measures to offset increased traffic?

C Street

According to the Central City Community Plan that is a part of the General Plan 2030, C Street is designed as a "C Street Central City Housing." Is the increased traffic from

McKinley Village in line with the General Plan's goals for new housing opportunities on C Street?

A Street Bridge

It should be thoroughly evaluated by a qualified bridge engineering firm for safe load rating, seismic safety and remaining service life.

Pub serv

What measures are being taken to ensure the A Street Bridge is *Americans with Disabilities Act* ("ADA") compliant?

This bridge will be heavily used by automobiles, bicycles, and pedestrians especially in rush hour. The bridge should be widened to safely accommodate all three in both directions.

This bridge will be heavily used by 70,000 lbs. Fire Trucks and other emergency vehicles. The bridge should be evaluated by a qualified bridge engineering firm for safe load rating, seismic safety and remaining service life to accommodate emergency vehicles.

The traffic study needs to display traffic delays and the resulting shortcuts through neighborhoods that will happen at 28th St (C St, F St) and the Elvas / 40th area.

40th Street Access

Pub serv

What measures are being taken to ensure the 40th Street tunnel is *Americans with Disabilities Act* ("ADA") compliant?

Proposed access needs to be safe for public use. The bike tunnel at 14th and C Streets has been closed for a number of years due to criminal activity. The existing tunnel at 16th and C Streets is widely perceived as unclean and unsafe for pedestrians. What measures will be taken to ensure the safety of residents using this proposed tunnel access?

Are there other access scenarios that could be considered?
Evaluate the need for an East Sacramento Transportation Management District that would help to calm traffic throughout East Sacramento and provide funding for onsite and connecting transit service.

Create a median along Elvas from McKinley to C Street to slow traffic.

Will the developer be responsible for funding the necessary measures to offset increased traffic?

Proposed Alhambra Blvd. Bike/Pedestrian Access

Pub Serv

What measures are being taken to ensure the Alhambra Blvd. tunnel is *Americans with Disabilities Act* ("ADA") compliant?

Proposed access needs to be safe for public use. The bike tunnel at 14th and C Streets has been closed for a number of years due to criminal activity. The existing tunnel at 16th and C Streets is widely perceived as unclean and unsafe for pedestrians. What measures will be taken to ensure the safety of residents using this proposed access?

If built, the bike and pedestrian tunnel should be a part of phase 1 of the project not the final phase. If residents don't have access to the tunnel at the beginning of the project, it will only reinforce use of vehicles to access nearby schools and retail services. Study the negative impacts of making the tunnel part of the later phase of construction.

Business 80

What are the impacts of the closure of the E Street on-ramp with the addition of this project?

If the California Department of Transportation closes the E Street on-ramp, what will be in the impact to the surface street adjacent to the freeway (i.e., 28th Street, 29th Street, and 30th Street)? The traffic study should include an alternative that closes the E Street on ramp.

What will be the traffic impacts to the H Street on and off-ramps?

What will be the traffic impacts to the J Street on-ramp?

Regional Transit/Other Transportation

There is no proposed access to Regional Transit (RT) to McKinley Village.
RT access would offset some of the possible vehicle trips from McKinley Village.

What is the expense of running a shuttle bus and bus lines to J Street? Require transit funding district.

Will the street size of the project be sufficient to accommodate a full sized bus or shuttle bus?

Is there a Regional Transit Master Plan for East Sacramento and Midtown routes?

What is the cost of a freeway on/off ramp serving the McKinley Village site?

Sutter's Landing Park

The proposed A Street access will run parallel to "The Mound" that is a part of Sutter's Landing Park. The increased noise, light, and traffic congestion will disturb the Swainson's Hawks from foraging on the area called "The Mound." What will be done to address this impact?

Bio

There are also concerns about how increased traffic and noise will impact the Burrowing Owl, White Tailed Kite, Red Shouldered Hawk, Red Tailed Hawk, American Kestrel. Osprey may also be affected by the project. Other known users of the area include coyote. Consider the potential impacts to these species and other unknown species. **Require extensive biological surveys *as a part of project planning and not after project approval.***

The addition of McKinley Village residents' vehicle traffic will impact the ability of Midtown residents to use Sutter's Landing Park. There are no sidewalks along 28th Street so pedestrian users of the park from Midtown must walk in the street to gain access to the park. There are also no designated bike lanes. If the 28th Street access alternative goes forward, will the developer make improvements to improve bike and pedestrian safety for Midtown users of the Sutter's Landing Park?

McKinley Village residents will also use Sutter's Landing Park. How will increased user-ship impact Sutter's Landing Park and the American River Parkway?

Land Use

It appears that the access via A Street would be on land zoned and in the General Plan as Park land. It is on land under regulation by the State as a closed landfill. What landfill closure regulations apply to the A Street access? Is such access consistent with the City's permit for the landfill closure?

There needs to be complete disclosure of what lies beneath the surface of the proposed A Street access and adjacent land. Is it even feasible to construct the expected roadway (how many lanes including vehicles, bike and pedestrian) in this location? What will be the impact of landfill settling over time on the proposed transportation facility?

Land Use

According to the Sutter's Landing Park Background report dated October 2008 (Ex. 4), a portion of the McKinley Village project is actually Park land (where the detention basis will be located). What compensation will the developer provide for taking public park land for this access road and detention basis? What impact will traffic on A Street have on the foraging values of the grassy mound for wildlife and on wildlife movement and safety? What mitigation can compensate for these impacts?

This project will take several years to complete. Please have the developer provide an implement plan that controls noise and pollution to have the least possible impact on the Swainson's Hawk nests at Sutter's Landing Park.

Swainson's Hawks Foraging on Project Site

Bio

There are numerous eyewitness accounts of Swainson's Hawks foraging on the McKinley Village site. The construction of these homes will mean the loss of approximately 48 acres of Swainson's Hawk foraging area. How will the developer off-set this loss?

Will a buffer zone be created within the project so that some foraging ground can be preserved? Will offsetting mitigation land be permanently protected nearby, and incorporated into Sutter's Landing Park.

There are also eyewitness accounts of a Swainson's Hawk next nest near the proposed 40th Street entrance. How will the construction noise impact the nest? What measures will be taken to protect and preserve this nest?

Project construction will disturb nearby nesting sites for Swainson's Hawk and other raptors for several years. How will the project buffer construction impacts on nearby nesting activities? What mitigation will be provided for disturbed nesting?

American River Parkway

The project site is obviously an important area for wildlife in the narrow restricted American River corridor, which is surrounded by urbanization. The urbanization of the project site will have significant impacts on wildlife survival in the city. The Planning Dept. should address the impact and appropriate mitigation in the American River corridor to offset the impact on wildlife, including raptors, to less than significant.

McKinley Park

McKinley Village residents will also use McKinley Park. How will increased user-ship impact McKinley Park?

Schools

Pub. Serv

Consider the impact of additional students on Sacramento City Unified School District, including impact on Theodore Judah and Sutter Middle School; include cost, new school needs, over population and safety of children walking to school. Extend study to twenty year forecast.

Inclusionary Housing

Pop Housing

City Staff should review the proposed project for consistency with policies relating to mix of housing types and densities and providing housing for low income residents. The developer has chosen to link this project with Midtown by using 28th Street as a primary access point. Midtown offers a wide variety of housing at various price points.

While City staff indicated recently that the Inclusionary Ordinance does not apply here, totally ignoring affordable housing is not the approach that should be taken.

The developer has indicated that "granny flats" on top of garages could be considered low income housing. We agree, but only if they are actually built and actually dedicated "inclusionary housing." The project proponent used that rationale for his previous development, Laguna West. However, the "granny flats" on top of garages were an extra cost option which was seldom chosen. In order to provide affordable housing, a certain percentage of the units which can accommodate garage "granny flats" should be required to have them. In addition, the "granny flats" should be dedicated "inclusionary housing" for a period of 10 years from date of close of escrow in order to increase the stock of inclusionary housing in East Sacramento.

In addition, the proposed three-car garages are not a sustainability feature and should be eliminated. This project is car-centric enough without encouraging additional automobile trips with three-car garages. One-car garages for some of the units should be considered and analyzed from a trip generation perspective. In addition, a one-car garage is reflective of the surrounding communities of East Sacramento and Midtown. Is it possible that the same number of units be placed on half the land with a higher density design that reduced impacts?

Noise

The project proposes landscape buffers, earth berms and sound walls for noise attenuation. The analysis of this project must contain a comprehensive on-site noise study which fully documents current as well as projected freeway and railroad traffic noise, both inside, as well as outside, project structures. The noise level reductions provided by the proposed setbacks, earth berms and sound walls must be fully documented. Nighttime disruptive train whistle noise impact on adjacent residential uses must also be addressed. Construction of the project should be conditioned on the City obtaining the "quiet zone" train horn permit.

In addition, City Staff needs to consider the impact of construction noise will impact the businesses and residents in the area adjacent to the project site.

Please study noise wall buffers and the cumulative impact on wildlife in the area.

Vibration

Vibration from the railroad is an issue for current residents as much as a block or more south of the railroad alignment. The proposed Courtyard units are separated from the UPRR right-of-way by an eight foot landscaped buffer. These units will undoubtedly experience excessive levels of vibration. An on-site vibration study must be undertaken with full disclosure of what construction measures are necessary to reduce vibration to a level that does not impact the structural integrity of the units or damage personal possessions.

Cultural Resources

Cultural

Confirm whether this area was historically a Native American site.

Other

Housing?

There are several homeless people who have made this site their home. They live in the grove of trees by the freeway. Please have the developer help them to find transitional homes and make sure their dogs are cared for as well.

Please make sure that real estate brokers are also informed of what will happen if there is a flood. They will then be responsible to inform prospective buyers within McKinley Village and East Sacramento buyers that the flood gates will be closed leaving only one exit point 28th Street.

Flood Threats

Flood

Study response, alarms, openings and closings of existing flood gates.

Study how the developer can dialogue with FEMA about plans and development. Request an analysis from both FEMA and the Sacramento Area Flood Control Agency ("SAFCA") regarding the safety of constructing the project in front of the railroad levees, the impact of constructing at least one new flood gate beneath the railroad grade, and the policy implications of allowing development in this area of Sacramento.

Study and define emergency plan needed for completed development.

Study developer insurance needs against litigation in the event of flooding or, other possible structural issues and failures.

Storm and Sewer Runoff

Utilities

Study effects on current sewer system.

Study storm scenarios considering current projections re: climate change.

Study ground water and water table pollution.

Study upgrades needed and effect on East Sac system.

Study soil for pollution.

Study funding needed by project to protect East Sacramento from costs when the storm system fails and McKinley Village is identified as a contributor to the flooding.

Hazards

Health Risk Assessment

The proposed project lies between two major sources of diesel particulate emissions, the Capital City Freeway and the heavily utilized Union Pacific Railroad (UPRR) line. While a Health Risk Assessment (HRA) would normally be required, I believe actual on-site monitoring of these emissions is necessary for this project.

Typical Health Risk Assessments are based upon modeling which in this case may not provide accurate information. Trains traversing this area have as many as five locomotives, which in all likelihood would not be reflected in typical HRA modeling. Also, relying on Union Pacific to provide information on the number and type of trains / locomotives could lead to further controversy, since the community does not trust the accuracy of information originating from Union Pacific.

The Capital City Freeway is also a unique source. The Capital City Freeway is very congested adjacent to this proposed project, exacerbating the impact of these emissions on the project site. These congested, often parking lot like, conditions would also not be addressed accurately in typical HRA modeling. The Health Risk Assessment to include **all the potential health risks of particulate pollution exposure** at this location, not just cancer risk and not just diesel exhaust.

The Air Resources Board handbook recommends 500 foot setback from roadways/rail. (Table 1.1 "Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.")

Community Outreach

The Marshall School/New Era Park Neighborhood Association understands the inherent value in working with our business neighbors. In the past several years, we have established good working relationships with several of the businesses in the 28th and J Street area. In years past, the relationships with prior business owners were acrimonious and unproductive. Without the help of this neighborhood association, the current owner of Harlow's would like have walked away from the purchase of Harlow's until he sought the support of the neighborhood association to overcome regulatory hurdles. The owners of Red Rabbit Kitchen & Bar and Blue Cue has seen the value of working with the community to further their business endeavors. It is our hope that Mr. Angelides and Riverview Capital Investment will follow these examples and work with our neighborhood. It is our hope that Mr. Angelides will take a more active role in doing outreach to the Midtown area. We live here and can provide the most realistic view of the challenges of this area.

As stated by Matis Echanove & Rahul Srivasta in *What We See: Advancing the Observations of Jane Jacobs*: "[L]ocal knowledge and expertise can contribute to the planning process. Ignoring local actors comes at a high cost, accompanied by strong oppositions." We would ask that City Staff require Mr. Angelides and Riverview Capital Investment meet with local residents and inform residents of upcoming deadlines regarding the environmental review process by sending city-approved mailers to all residents living within the proposed traffic study area described above.

The residents of the Marshall School/New Era Park neighborhoods love this community and strive for its betterment every day. It is the hope of our organization that you and your colleagues at the Planning Department will help Mr. Angelides address the issues and questions outlined above so that we can have a project that the entire community can be proud to call it a neighbor.

Very truly yours,

Julie A. Murphy

Julie A. Murphy
Co-Chair

Very truly yours,

Edward Trujillo

Edward Trujillo
Co-Chair

msne

McKinley Village (P08-086)

ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION

Date: July 1, 2013
Name: Kate Lenox
Email: klenox@earthlink.net
Address: 4823 C St., Sacramento 95819
Organization: resident of East Sacramento, East Sacramento Preservation

I am commenting on the proposed McKinley Village "infill" development East Sacramento for the Notice of Preparation for the EIR. I have read the comments that ECOS has submitted. Setting aside the question of whether a residential development is actually appropriate for a site that is between a railroad and a freeway, I would like to part of the EIR to study the effect such a development would have on the existing neighborhoods of East Sacramento.

Pop Housing?

While being touted as "sustainable", very little about the planned development actually is. As proposed the "Village" is a bedroom community situated in the central city. It is effectively a "gated community" as there is little access proposed . It will have no public transportation. It will have no neighborhood businesses to serve residents. Residents will have to leave their neighborhood for work, shopping, recreation, and their children's education. All this will generate thousands of automobile trips. Meanwhile current residents of established East Sac neighborhoods will have no reason to visit the new development and will have no connection to it. Residents will of the new development will derive benefits from living near the established neighborhoods but the reverse won't be true.

Pub Serv.

Please study the impact of the proposed development on nearby Sacramento City USD schools. The developer has requested that the parcel be annexed by SCUSD. They are touting the development's proximity to Theodore Judah Elementary and Sutter Middle Schools. However, there is no guarantee that children from the development will be able to attend these schools. Theodore Judah has been impacted by the closure of Washington Elementary in mid-town, as has William Land Elementary. Meanwhile, Greenwood Elementary is going to be an International Baccalaureate program school and the Washington site is being converted to a small high school. Sutter Middle School is already full. Where will the children actually go to school?

Attn: Dana Allen, Asso. Planner dallen@cityofsacramento.org

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION

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The greatest impact this development will have on existing East Sacramento neighborhoods is traffic. **Please study the number of trips that will be generated by the 348 proposed residences, some of which will have three car garages.**

Please study the effect of the density of the project --10 homes to the acre. High density is used to encourage use of public transportation, but no public transportation is being proposed for the area. Would a reduction in the density of the number of homes reduce the number of automobile trips generated? and the impact on existing neighborhoods?

Please study the effect of having only two outlets proposed for the neighborhood. The two proposed outlets funnel traffic onto relatively quite neighborhood streets. Having only two outlets will also have an effect on response times of emergency vehicles and conversely, evacuation times in an emergency such as a flood or hazardous waste spill from the railroad. Would a third outlet for automobiles that emptied onto Alhambra Blvd. would make it for easier access to the freeway? Would it help keep traffic off neighborhood streets? Would it speed evacuations or response times?

Pub Serv.

Please study the effect of no commercial/retail proposed for the development. Residents will not be able to obtain a single service or commodity without leaving their neighborhood, probably by car. would having some retail services available to residences reduce the number of trips?

Pop Housing

Please study the effect of having no affordable/inclusionary housing in the development. Rental units exist in East Sac but there ought to be more. Why couldn't there be duplexes on corners? Or a few small apartment units as there are in River Park and Meister Terrace?

Attn: Dana Allen, Asso. Planner dallen@cityofsacramento.org

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION

Date: July 1, 2013
Name: Kate Lenox
Email: klenox@earthlink.net
Address: 4823 C St., Sacramento 95819
Organization: resident of East Sacramento, East Sacramento Preservation

Duplicate

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Attn: Dana Allen, Asso. Planner dallen@cityofsacramento.org

June 28, 2013

Mr. Dana Allen, Associate Planner
City of Sacramento, Community Development Department
300 Richards Blvd., Third Floor
Sacramento, California 95811

Dear Mr. Buford:

This letter is in response to the Notice of Preparation of an Environmental Impact Report (EIR) for the proposed McKinley Village Project dated June 3, 2013. I have the following question and comments on the scope and content of the information to be included in the EIR.

Question:

1. Will City staff prepare the EIR or contract its preparation to a private environmental firm?

Comments:

In the EIR, please discuss:

1. The City's coordination efforts with UPRR regarding the proposed work over, under, and adjacent to the existing railroad tracks and the UPRR's right-of-way area.

Flood | 2. The sufficiency of only two access/exit routes into/out of the McKinley Village in the event of a major fire or flood event. Consider both access by emergency vehicles and evacuation of residents.

Utilities | 3. Whether the interior drainage system would also be designed to handle high ground water and levee seepage during prolonged high water levels in the American River.

Pub. Serv. | 4. Where elementary, junior high, and high school students would attend school if SCUSD does not agree to rezoning.

Utilities | 5. The ownership of the existing electric lines (PGE? WAPA?) and coordination efforts with that agency to relocate these lines.

Please add me to your mailing list to receive further notices and documents relating to this project. I have included both my mailing and email addresses below. Thank you for the opportunity to comment on this proposed project.

Sincerely,

\signed by\

Lynne Stevenson
2316 Capitol Avenue, Apt. 7
Sacramento, California 95816
Lstevenson249@gmail.com

City of
SACRAMENTO

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date:

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: Matthew Legrand

Email: mmlegrand@sbcglobal.net

Address: 2730 F St

Organization: Marshall School Nghbrhd. Ass'n.

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

I am concerned about the traffic impact at 28th and F streets and on 28th street in general. This includes the effects on traffic, air quality and noise levels, resulting from the additional trips to and from McKinley Village, through existing neighborhoods on 28th Street.

Also of concern is the effect of adding a large development to an existing neighborhood. We have seen smaller infill projects go well (such as Metro Square) and hope that this larger project will do well, but its large scale ~~will~~ may make it a harder fit.

land use

Michael Murphy
2731 G Street, Sacramento, CA 95816
916-447-8178
Michaelmmurphy4@gmail.com

June 28, 2013

VIA EMAIL

Evan Compton
Associate Planner
City of Sacramento
Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

Re: McKinley Village – File No P08-86

Dear Mr. Compton:

I am resident of the Marshall School neighborhood and a member of the Marshall School/New Era Park Neighborhood Association. I offer the following comments and questions regarding the McKinley Village project offered by Phil Angelides and Riverview Capital Investment.

Outreach

In 2013, Mr. Angelides and Riverview Capital Investment have made little effort to reach out to the communities most greatly impacted by this project, the Marshall School and New Era Park neighborhoods. As a life-long resident of Sacramento, Mr. Angelides hopefully shares the community pride in what Midtown Sacramento has become due to the hard work of Midtown residents. We also hope that once made aware of the potential impacts this project will have our neighborhoods, Mr. Angelides and Riverview Capital Investment will work with us to resolve the issues.

A source of disappointment and frustration for my neighbors and I stems from the fact that Mr. Angelides and his team have incorporated none of the suggestions made by residents into the application currently being considered by the Planning Department. This is a larger project that either Midtown or East Sacramento has seen in the time I've lived in Midtown. I had hoped that as a local, favorite son, Mr. Angelides would take care to engage Midtown to discuss this project and our concerns. It is my hope that City Staff will assist Mr. Angelides and his team in sending out city-approved mailers notifying people of the upcoming environmental review process and provide contact information for City Staff members so that citizens can get their questions answered.

StoneBridge Properties and Petrovich Development Company have set a high bar regarding community outreach for their respective projects. It is my hope that Mr. Angelides will rise to the challenge as well.

Traffic/Access/Circulation Issues

According to the City of Sacramento Notice of Intent to Establish a Quiet Zone dated March 1, 2012, there were 1777 cars traveling across the 28th and B Street rail crossing. If no reduction of traffic is addressed before the project commences then traffic volume could double across the 28th Street rail crossing.

The traffic increases from the project will have a far reaching impact on the northeastern corner of Midtown. To properly evaluate those impacts, the traffic study should be expanded to include the following areas: 20th Street to 29th Street and C Street to I Streets. We expect to see a very thorough and "accessible" traffic study that explains its assumptions and conclusions in language that residents can easily understand.

Please consider the following access proposals:

Alhambra Blvd.

A western vehicle entrance to the project should include Alhambra Blvd. Alhambra Blvd. is a commercial corridor and access would alleviate some traffic concerns for 28th Street and 40th Street.

If Mr. Angelides and Riverview Capital Investment, argues that this alternative is infeasible and impractical, please provide detailed information from Union Pacific Railroad regarding the challenges of this access so that the community can make an informed decision regarding this access.

If a vehicle tunnel is not feasible, consider a vehicle over-grade access at Alhambra instead.

Study the viability of a third one-way vehicle access at Alhambra Blvd. With 43 trains a day at the 28th Street rail crossing, McKinley Village residents need an additional entry point for emergency vehicles.

Will the developer be responsible for funding the necessary measures to offset increased traffic?

29th Street

Study vehicle access at 29th Street as an alternative to Alhambra Blvd. Currently 29th Street is a one-way street with synchronized traffic signals that provides freeway access and access to commercial corridor with limited impact to the residential neighborhood to the west.

If a tunnel is not feasible, consider a vehicle over-grade crossing at 29th Street instead.

With limited access from 28th Street due to train traffic, how will the 40th Street access point be impacted? The 50/50 traffic allocation of 2008 traffic study is not realistic.

Pub Serv

What measures are being taken to ensure the A Street Bridge is *Americans with Disabilities Act* ("ADA") compliant?

Consider additional traffic implications of the opening of the Sutter General Hospital facility at 28th and K Streets, the new Downtown Arena, and the Sacramento Natural Food Co-Op and how it will increase traffic. Please combine the results of these traffic increases to give true picture of traffic overall in the next five years (with these developments).

Are there other vehicle access scenarios that could be considered?

Will the developer be responsible for funding the necessary measures to offset increased traffic?

C Street

According to the Central City Community Plan that is a part of the General Plan 2030, C Street is designed as a "C Street Central City Housing." Is the increased traffic from McKinley Village in line with the General Plan's goals that home housing opportunity be developed on C Street?

A Street Bridge

It should be thoroughly evaluated by a qualified bridge engineering firm for safe load rating, seismic safety and remaining service life.

This bridge will be heavily used by automobiles, bicycles and pedestrians especially in rush hour. The bridge should be widened to safely accommodate all three in both directions.

This bridge will be heavily used by 70,000 lbs. Fire Trucks and other emergency vehicles. The bridge should be evaluated by a qualified bridge engineering firm for safe load rating, seismic safety and remaining service life to accommodate emergency vehicles.

The traffic study needs to display traffic delays and the resulting shortcuts through neighborhoods that will happen at 28th St (C St, F St) and the Elvas / 40th area.

Will the developer be responsible for funding the necessary measures to offset increased traffic?

28th Street

How will the increased traffic volume impact the safety of drivers and the trains at the at-grade crossing at 28th Street?

- Study employing traffic calming measures to alleviate traffic on 28th Street from the McKinley Village project by doing the following:

1) Make improvements at B Street in order to add a half street closure at B Street and direct southbound traffic to 29th Street. Currently 29th Street is a one-way street with synchronized traffic signals that provides freeway access and access to commercial corridor with limited impact to the residential neighborhood to the west.

Developer or City to assist Bell Marine to relocate the business to offset traffic and provide mitigation for loss of Swainson's Hawk foraging territory at McKinley Village project site. In addition, the City should relocate the City Corp yard to further minimize traffic impacts.

2) De-designate C Street as a truck route.

Additional traffic calming measures such as stop signs and pedestrian islands should be employed along C Street and 28th Street to ensure the safety of pedestrians, Midtown residents, and Sutter's Landing Park users.

Study how much money is needed for traffic mitigation (calming, routing, signs, crosswalks, lights)?

With 43 trains per day at the 28th and B Street rail crossing, what are the potential traffic congestion impacts on 28th Street, into Sutter's Landing Park and leaving the McKinley Village project?

With 43 trains per day at the 28th and B Street rail crossing, what are the potential air quality impacts of stalled vehicles on 28th Street, into Sutter's Landing Park and leaving the McKinley Village project?

How will access to emergency services be impacted by 43 trains a day crossing at 28th Street and B Street?

40th Street Access

Pub Sen

What measures are being taken to ensure the 40th Street tunnel is *Americans with Disabilities Act* ("ADA") compliant?

Proposed access needs to be safe for public use. The bike tunnel at 14th and C Streets has been closed for a number of years due to criminal activity. What measures will be taken to ensure the safety of residents using this proposed tunnel access.

Are there other access scenarios that could be considered?
Evaluate the need for an East Sacramento Transportation Management District that would help to calm traffic throughout East Sacramento and provide funding for onsite and connecting transit service.

Create a median along Elvas from McKinley to C Street to slow traffic.

Will the developer be responsible for funding the necessary measures to offset increased traffic?

Proposed Alhambra Blvd. Bike/Pedestrian Access

Pub Sen

What measures are being taken to ensure the Alhambra Blvd. tunnel is *Americans with Disabilities Act* ("ADA") compliant?

Proposed access needs to be safe for public use. The bike tunnel at 14th and C Streets has been closed for a number of years due to criminal activity. What measures will be taken to ensure the safety of residents using this proposed access.

If built, the bike and pedestrian tunnel should be a part of phase 1 of the project not the final phase. If residents don't have access to the tunnel at the beginning of the project, it will only reinforce use of vehicles to access nearby schools and retail services. Study the impacts of making the tunnel part of the later phase of construction.

Business 80

What are the impacts of the closure of the E Street on-ramp with the addition of this project?

If the California Department of Transportation closes the E Street on-ramp, what will be in the impact to the surface street adjacent to the freeway (i.e., 28th Street, 29th Street, and 30th Street)? The traffic study should include an alternative that closes the E Street on ramp.

What will be the traffic impacts to the H Street on and off-ramps?

What will be the traffic impacts to the J Street on-ramp?

Sutter's Landing Park

B10 The proposed A Street access will run parallel to "The Mound" that is a part of Sutter's Landing Park. The increased noise and traffic congestion will disturb the Swainson's Hawks from foraging on the area called "The Mound." What will be done to address this impact?

There also concerns about how increased traffic and noise will impact the Burrowing Owl, White Tailed Kite, Red Shouldered Hawk, Red Tailed Hawk, American Kestrel. Osprey may also be affected by the project. Other known users of the area include coyote. Consider the potential impacts to these species and other unknown species.

The addition of McKinley Village residents' vehicle traffic will impact the ability of Midtown residents to use Sutter's Landing Park. There are no sidewalks along 28th Street so pedestrian users of the park from Midtown must walk in the street to gain access to the park. There are also no designated bike lanes. Will the developer make improvements to improve bike and pedestrian safety for Midtown users of the Sutter's Landing Park?

McKinley Village residents will also use Sutter's Landing Park. How will increased user-ship impact Sutter's Landing Park and the American River Parkway?

land use

It appears that the access via A Street will be on land zoned and in the General Plan as Park land. It is on land under regulation by the State as a closed landfill. What landfill closure regulations apply to the A Street access? Is such access consistent with the City's permit for the landfill closure?

There needs to be complete disclosure of what lies beneath the surface of the proposed A Street access and adjacent land. Is it even feasible to construct the expected roadway (how many lanes including vehicles, bike and pedestrian) in this location? What will be the impact of landfill settling over time on the proposed transportation facility?

According to the Sutter's Landing Park Background report dated October 2008 (Ex. 4), a portion of the McKinley Village project is actually Park land (where the detention basis will be located). What compensation will developer provide for taking public park land for this access road and detention basis? What impact will traffic on A Street have on the foraging values of the grassy mound for wildlife and on wildlife movement and safety? What mitigation can compensate for these impacts?

B10 This project will take several years to complete. Please have the developer provide an implement plan that controls noise and pollution to have the least possible impact on the Swainson's Hawk nests at Sutter's Landing Park.

Swainson's Hawks Foraging on Project Site

Bio

There are numerous eyewitness accounts of Swainson's Hawks foraging on the McKinley Village site. The construction of these homes will mean the loss of approximately 48 acres of Swainson's Hawk foraging area. How will the developer off-set this loss?

Will a buffer zone be created within the project so that some foraging ground can be preserved?

There are also eyewitness accounts of a Swainson's Hawk next nest near the proposed 40th Street entrance. How will the construction noise impact the nest? What measures will be taken to protect and preserve this nest?

Project construction will disturb nearby nesting sites for Swainson's Hawk and other raptors for several years. How will the project buffer construction impacts on nearby nesting activities? What mitigation will be provided for disturbed nesting?

American River Parkway

The project site is obviously an important area for wildlife in the narrow restricted American River corridor, which is surrounded by urbanization. The urbanization of the project site will have significant impacts on wildlife survival in the city. The Planning Dept. should address the impact and appropriate mitigation in the American River corridor to offset the impact on wildlife, including raptors, to less than significant.

Inclusionary Housing

Population Housing

City Staff should review the proposed project for consistency with policies relating to mix of housing types and densities and providing housing for low income residents. The developer has chosen to link this project with Midtown by using 28th Street as a primary access point. Midtown offers a wide variety of housing at various price points.

While City staff indicated recently that the Inclusionary Ordinance does not apply here, totally ignoring affordable housing is not the approach that should be taken.

The developer has indicated that "granny flats" on top of garages could be considered low income housing. We agree, but only if they are actually built and actually dedicated "inclusionary housing." The project proponent used that rationale for his previous development, Laguna West. However, the "granny flats" on top of garages were an extra cost option which was seldom chosen. In order to provide affordable housing, a certain percentage of the units which can accommodate garage "granny flats" should be required to have them. In addition, the "granny flats" should be dedicated "inclusionary housing" for a period of 10 years from date of close of escrow in order to increase the stock of inclusionary housing in East Sacramento.

In addition, the proposed three-car garages are not a sustainability feature and should be eliminated. This project is car-centric enough without encouraging additional automobile

trips with three-car garages. One-car garages for some of the units should be considered and analyzed from a trip generation perspective. In addition, a one-car garage is reflective of the surrounding communities of East Sacramento and Midtown. Is it possible that the same number of units be placed on half the land with a higher density design that reduced impacts?

Additional Outreach

Please make sure that real estate brokers are also informed of what will happen if there is a flood. They will then be responsible to inform prospective buyers within McKinley Village and East Sacramento buyers that the flood gates will be closed leaving only one exit point 28th Street.

Housing?

There are several homeless people who have made this site their home. They live in the grove of trees by the freeway. Please have Mr. Angelides help them to find transitional homes and make sure their dogs are cared for as well.

McKinley Village is an important project for Midtown, as well as East Sacramento. Its proximity to the American River and Sutter's Landing Park are also key issues to consider. We are taking some of the remaining open land near the American River and converting it into housing. We are only going to get once chance to create a project that we can all be proud of for generations to come. This process is not about building houses, it is about building a community that will blend in with the heritage neighborhoods of Midtown and East Sacramento. The stakes are high and it is vital that all issues be considered and we get this right.

Very truly yours,

Michael Murphy

mm

City of
SACRAMENTO

COMMUNITY DEVELOPMENT DEPARTMENT
300 Richards Blvd. 3rd Floor
Sacramento, CA 95811

DEAR NEIGHBOR
3766 Erlewine Cir
Sacramento, CA 95819

Public Notice/Dana Allen/P08-086/EN

GO FOR IT!

Regional Transit

Sacramento Regional Transit District
A Public Transit Agency and Equal Opportunity Employer

Mailing Address:
P.O. Box 2110
Sacramento, CA 95812-2110

Administrative Office:
1400 29th Street
Sacramento, CA 95816
(916) 321-2800
(29th St. Light Rail Station/ Bus 30,36,50,67,68)

Light Rail Office:
2700 Academy Way
Sacramento, CA 95815
(916) 648-8400

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July 1, 2013

Evan Compton, Associate Planner
Dana Allen, Associate Planner
City of Sacramento, Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

NAME OF DEVELOPMENT: McKinley Village

CONTROL NUMBER: P08-086

TYPE OF DOCUMENT: General Plan Amendment, Rezone, Tentative Map and Special Permit and NOP for an EIR

The McKinley Village project proposes 328 single-family homes in the Heavy Industrial (M-2) zone. The project site encompasses 48 acres and the community will be accessed from two main entrances; a new bridge undercrossing of the UPRR on the east at 40th Street and on A Street to the west. The site is located south of Business 80, north of the UPRR and SPRR tracks, east of Alhambra Boulevard and west of Lanatt Way in the East Sacramento community.

Bus route 34 provides 30-minute weekday and 60-minute weekend service ½ mile from the easterly end of the site.

Regional Transit (RT) staff has reviewed the proposed project and recommends the following:

Conditions:

- Establish a transit service district to provide funding for a free shuttle to the 29th Street Light Rail Station for residents during commute hours.
- Project proponents shall consider the impact of project design on transit accessibility. Non-standard street intersections, centerline radii and street elbows may inhibit transit vehicles from accessing this neighborhood. It is important for this development proposal to either be designed to support transit, or not preclude future opportunities in its design.
- Contact Robert Hendrix, RT Facilities (916) 649-2759 to determine where appropriate bus shelter pads shall be provided. If determined appropriate (by RT) provide bus shelter pads as directed by Robert.

- Transit information shall be displayed in a prominent location in the residential sales/rental office, through a homeowner's association, or with real estate transactions. Please contact Devra Selenis, Marketing Department at (916) 556-0112 for more information.

RT recommends that the information above be taken into consideration while preparing the Draft EIR. In addition, please review California's High Speed Rail project for impacts on this development (RT staff has seen proposals for facilities located in the vicinity of this development).

Thank you for the opportunity to comment. Please send any subsequent documents and hearing notices that pertain to this project as they become available. If you have further questions regarding these recommendations, please contact me at (916) 556-0513 or tcanfield@sacrt.com.

Sincerely,

Traci Canfield

Traci Canfield
Planner

c: Jeffrey Damon, Principal Planner, RT
Robert Hendrix, Facilities Supervisor, RT
Devra Selenis, Public Information Manager, RT

Dana Allen

From: Silcox, Travis (Dr.) <SilcoxS@scc.losrios.edu>
Sent: Friday, June 28, 2013 9:37 PM
To: Dana Allen
Subject: FW: McKinley Village comments
Attachments: EIR NOP Comments McKinley Village.doc

Hello Dana Allen:

I just been informed of a competing plan to use the "Centrage" site for a railyard maintenance and switching facility. Apparently, plans for McKinley Village and the railroad maintenance yard are both going through the review process on parallel tracks (sorry, I couldn't resist the pun). My understanding is that the railroad maintenance yard is a CalTrans project and has been reviewed by the transportation planners.. but much of this is coming to me third hand.

So, please add to my previous comments for the EIR an important addendum:

Plans for McKinley Village must also include the cumulative impact of Sutter's Landing Park planning and the railroad maintenance yard (sited either on this location or between 20th Street and 24th Street) on the neighboring communities.

It appears that we now have three competing uses for this area on the table.

Also, can you please explain to me and others how there can be two competing uses for the same property going through the review process concurrently. And why wasn't this alternative use discussed at the public meetings? Why weren't we given any notice of the railroad maintenance yard plan?

Thank you,

Travis Silcox
2220 C Street
Sacramento, CA 95816

From: Silcox, Travis (Dr.)
Sent: Monday, June 17, 2013 10:34 PM
To: dallen@cityofsacramento.org
Subject: McKinley Village comments

Hello Dana Allen:

Thank you for hosting the EIR NOP meeting last week. Here are my comments.

Travis Silcox
2220 C Street
Sacramento 95816

Travis Silcox, Ph.D.

WALKSACRAMENTO
Walkable Communities = Communities of Walkers

6/15/2013 VIA EMAIL

Evan Compton, Associate Planner
Community Development Department
City of Sacramento
300 Richards Blvd
Sacramento, CA 95814

RE: McKinley Village (P08-086))

Dear Mr. Compton:

WALKSacramento appreciates the opportunity to review the project routing for McKinley Village. We also appreciate the applicant and their design team meeting with us to discuss the project revisions made since the application to the City in 2008. The project proposes development of 328 single-family homes on a 48-acre vacant site bounded by Capital City Freeway to the north and the Union Pacific Railroad tracks to the south. Sutter's Landing Regional Park is north -west of the site on the other side of the freeway, and East Sacramento is south and east of the site on the other side of the UPRR tracks.

Development projects that lead to more walking and active travel are critical to our community's future. Human beings need moderate exercise, such as walking, for about 30 minutes a day in order to prevent the development of chronic disease and overweight. Only 38% of the population in the Sacramento region is active at this minimal level, often due to limitations placed by a built environment not suited to walking and other types of physically active travel. A 30-minute walk is about one and a half miles. If more people could obtain regular exercise by walking and bicycling to their regular destinations, in lieu of driving, it could yield significant health improvements to the resident population of this area. Reduced driving would also decrease vehicle emissions and the prevalence of asthma, cardiovascular disease, and other air pollution-related conditions. More trips by walking and bicycling could help reduce the current expensive burden on the health care system of providing medical care to more and more people with chronic conditions due to inactivity and poor air quality.

Infill development can contribute to an increase in walking and physical activity when more people live or work close to a variety of destinations. The lack of connectivity to the surrounding area and few nearby destinations to the north suggest that McKinley Village has a mix of infill and edge-of-city qualities. Therefore, it's very important to enhance the limited connectivity proposed for the project.

909 12th Street, Suite #203 • Sacramento, CA 95814 • 916-446-9255
www.walksacramento.org

The project proposes to provide all-mode access to the site at the west end via A Street and at the east end via a new 40th Street undercrossing. Pedestrian and bicycle access is proposed via a new undercrossing at the north end of Alhambra Boulevard.

The bridge over the Capital City Freeway at A Street should include sidewalks on both sides of the bridge with at least five feet clear width after subtracting shy distances in each direction, and bicycle lanes on both sides that will accommodate most skill levels.

It is important to provide clear lines of sight to destinations at each end of the railroad track undercrossing at Alhambra Boulevard and at 40th Street. Pedestrians will feel more comfortable using an undercrossing if they can clearly see the other end. Curves in the street or trail approaches, as shown on the site plans, diminish the line of sight and may discourage use of the undercrossing.

Consider using a roundabout at the intersection of A Street and Street 1. Not only would a roundabout provide better traffic calming than a side-street or all-way stop controlled intersection, but it may also provide improved pedestrian and bicycle mobility. A roundabout should permit removal of the curve in bike/ped trail on the north side of the Alhambra undercrossing. A roundabout should also allow for a safer transition to A Street and Street 1 for bicyclists. WALKSacramento will be happy to provide a sketch illustrating how this intersection might be configured.

As the last of our concerns, we're not sure there will be much benefit from the 10-foot-wide multi-use trail along A Street. It might be better to construct 7.5 foot sidewalks on both sides of A Street, or increase the planter width on each side by 2.5 feet.

Even though we have made several recommendations to improve the McKinley Village project, we'd like to recognize one important change that was made since the 2008 proposal. The conceptual site plan shows many street trees, and the greatest improvement is the addition of trees on the alleys. These trees will cool and beautify the alleys for pedestrians, in addition to providing air quality and energy-use benefits.

WALKSacramento is working to support increased physical activity such as walking and bicycling in local neighborhoods as well as helping to create community environments that support walking and bicycling. The benefits include improved physical fitness, less motor vehicle traffic congestion, better air quality, and a stronger sense of cohesion and safety in local neighborhoods.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me at (916) 446-9255 or cholm@walksacramento.org.

Sincerely,

Chris Holm
Project Analyst

Enclosure: Development Checklist for Biking and Walking

What is this from?

11. The City of Sacramento is protected from flooding by a system of levees and residents may be at risk from a catastrophic levee failure~~There is an elevated level of risk for this project site from a catastrophic levee failure on the American River~~, therefore the applicant shall perform the following:

Flood

- ~~Prepare a disclosure (as approved by the DOU) to the first residential purchasers as part of the builder sale documents, which describe the flood risk.~~

- ~~Include a section in the project CC&R's (as approved by the DOU) that describes the flood risk.~~

- Prepare an evacuation route plan that establishes an exit route from the project site to a designated elevation via a continuous paved surface and provide the evacuation route plan to the residents at the time of purchase.~~.~~

- Require the HOA to review the ~~disclosure and~~ evacuation route plan at least every 3 years and include any updates or changes to residents with distribution of the annual budget.

- Apprise the original purchaser of a home that this area currently lies within FEMA Zone X, which is protected from the 100-year flood by a levee. As such, flood insurance is not mandatory. However, the applicant will provide notice to the first residential purchasers of the availability of flood insurance.

Ellen Trescott
2014 C Street
Sacramento, CA 95811
eltrescott@hotmail.com

June 28, 2013

VIA E-MAIL

Evan Compton, Associate Planner
City of Sacramento, Community Development Department
ecompton@cityofsacramento.org

RE: Comments on project application for the McKinley Village Project

Mr. Compton,

Please accept these comments on the planning permit application for the McKinley Village project ("Project"). I understand that the CEQA scoping comment period has been extended for another few weeks, and I request that the City consider all scoping comments as they are relevant to processing the requested permits and project approvals for the Project.

Flood Control

Flood

Generally, I consider it very poor policy to allow residential development, or any development, on the river-ward side of the railroad levee in Sacramento. This levee provides significant flood protection to north midtown and east Sacramento, including operative flood gates, and it is irresponsible for the City to consider siting homes outside of this protective levee. The City's Parks and Recreation department recently rejected a proposal to study the relocation of Land Park Zoo to the Sutter's Landing Park area, primarily based on flood control concerns. The proposed Project site is in an overland flood setback zone and retention area, and for the safety and security of all residents of the City this entire area should be dedicated to parks and habitat, and nothing more.

With the increasing burden on local governments, including the City and the Sacramento Area Flood Control Agency ("SAFCA"), to pay for the costs of providing flood control for residents, the Project represents a potential liability for the City, both in terms of future financial requirements, levee maintenance and repairs, and liability for potential property damage after a flood. The City and SAFCA should study what effects this Project might have on the City's potential flood liability, including what changes may be needed to the City's flood control plan, under the general principles articulated in the well-known *Paterno v. State of California* case.

The increased maintenance and operations costs of the Project, including the maintenance of a new flood gate in east Sacramento, should be paid for by the residents of the Project, through special fees or assessments. Furthermore, the City should assure that an accurate and up-to-date FEMA floodplain designation is in place for the Project site, and that the Flood Insurance Rate Maps ("FIRMs") for the Project site are updated and accurate. Close consultation with SAFCA is essential.

Vehicle Access

The current proposal to route the Project's traffic along A Street to 28th Street is a slap in the face to midtown residents. Essentially, the Project will provide benefits to east Sacramento, such as school fees, pedestrian upgrades, stormwater retention, etc., while north midtown will receive nothing more but a snake of traffic and car exhaust. This is an east Sacramento project and both the benefits *and the burdens* of the Project should remain there.

I support the comments of the Marshall and New Era Park Neighborhood Associations, which have requested a full, complete, and "accessible to the public" traffic study and Project alternatives analysis that considers (1) the potential impacts (including cumulative impacts) on local traffic, air quality, biological resources, pedestrian and bicycle safety, and recreation in north midtown; (2) the feasibility and desireability of a Project alternative with vehicle access to and from Alhambra Boulevard, whether under the railroad tracks or over the railroad tracks, instead of A Street; (3) a Project alternative that includes new freeway on- and off-ramps, such as those proposed for the previous version of the Project; (4) if A Street is the only feasible access point, routing traffic to 29th Street instead of 28th Street, whether by routing traffic along B street or by installing a new railroad underpass or overpass; (5) expansion of the traffic management program in north midtown, particularly to include C Street, and the installation of stop signs and other traffic calming measures; and (6) consideration of other traffic (and other impact) reduction measures for north midtown, such as relocating the City corp. yard at Sutter's Landing, and the potential transition of the Bel Marine facility to a habitat mitigation bank or parkland.

I regularly visit Sutter's Landing and Stanford Parks, and witness the significant car, train, and pedestrian traffic that uses the streets at and around B and 28th Streets. In particular, when there is a play at the B Street Theater, a sports game or practice session at Stanford Park, a skate event at the skate park, a hot day when river access is at a premium, or during peak rush-hour traffic times when many people take their dogs to the dog park, this area is frequently congested with people and cars. For a prime example, visit there on the 4th of July. There are no sidewalks along 28th Street in this location. There is not much parking south of B Street. I along with others are very concerned about the potential safety issues of routing thousands of cars through this intersection daily.

Moreover, the hostility and/or erratic behavior of drivers who have to wait for a passing freight train should not be underestimated. I live near the intersection of 20th and C Streets, and I am very familiar with the trains that travel through Sacramento, including the east-west Union Pacific line that separates the Project site from the rest of Sacramento. These are not always "passing" trains. For various reasons, including train traffic backups along the line, trains frequently stop at or near the 20th and 28th Street crossings, and the signal arms are down for 20 to 30 minutes. It is an unavoidable fact that train crossings will force Project residents to turn their cars around, whether leaving or entering the Project site, and will also cause significant traffic backups, probably ten times daily. It is my observation that the Union Pacific rail line is used by trains much more frequently than the BNSF rail line that runs north to south through Sacramento.

Flood

It just doesn't make sense, from a City planning perspective, to allow Project site access from A Street.

Biological Resources

The Swainson's Hawk is a precious and beautiful species of concern, and we are lucky to have these hawks residing and foraging on the Project site and in nearby Sutter's Landing Park and the surrounding area. It is well know that the Project site provides crucial foraging habitat, if not nesting habitat, for these birds. The Project should not be developed on this site and eliminate this large open area for protected species' foraging. If the Project is developed, the City should work with the developer to create a habitat mitigation plan that completely and conservatively offsets the loss of this habitat. Because of the detriment and disturbance caused by removing the habitat, and the presumed quality of the habitat, the City, in consultation with the California Department of Fish and Wildlife and the Friends of the Swainson's Hawk, should require habitat mitigation of 2 new acres preserved for every 1 acre destroyed. The least disruptive mitigation plan would be for this new habitat to adjoin the current habitat area in Sutter's Landing Park. There is plenty of land now occupied by Bel Marine, PG&E, Union Pacific, Blue Diamond, and others that could be concurrently used for permanent foraging habitat protection. Habitat mitigation must lead to the permanent protection of currently non-protected property.

Bio

The proposed access point at A Street will create adverse impacts to Swainson's Hawk and potentially other species of concern. These hawks regularly forage on the former landfill adjacent to A Street, and they nest nearby. The streetlights, headlights, car and truck noise, and exhaust will degrade the adjacent habitat and deter the hawks from using this area. These impacts must be considered when analyzing the potential alternatives for project access routes.

Bio

Utilities

Public Service Impacts, including parks and recreation impacts

The Project applicant must be required to study and offset the impacts of the project on nearby parks, as well as public services such as water, sewer, and stormwater infrastructure. The applicant should be required to pay adequate park impact fees for the three public parks located very close to the Project site, and/or install park improvements to offset the increased visitor use and traffic impacts that the Project will have on these parks.

Economic Viability and Project Site Plans

The size of the proposed houses, as well as the proposed price point, and the refusal of the applicant to incorporate affordable housing, is somewhat alarming. I encourage the City to require an economic feasibility study for the Project, that takes into consideration the awkward location of the Project (next to a freeway and train tracks, and not walkable to midtown restaurants and shopping), and the marketability of similar new housing stock in the area. The applicant has represented that the houses will sell for somewhere around $700,000. A recently constructed new home on 20th Street between C and D, at the same price point, has been on the market for months and has not sold. The "Sutter Brownstones" project has had similar problems reaching completion and selling many of its units. Despite the rebounding housing market, I am skeptical that the Project will be as viable as the applicant believes.

Land Use

The City should explain how the proposed Project will conform to the planning objectives of SB 375, to encourage transit-oriented urban infill developments. The Project does not appear to meet the goals of this new important law, and it will not contribute to the type of infill housing projects that are needed in Sacramento in order to curb California's contribution to global climate change.

Finally, the landscape plan for the Project should require trees in the same proportion as neighboring east Sacramento and midtown neighborhoods. Tree-lined streets are an important component of energy savings. As required by the Subdivision Map Act, City staff should carefully consider this and other Project design options that will incorporate all feasible passive and natural heating and cooling opportunities.

Thank you for considering my comments and forthcoming CEQA scoping comments.

Sincerely,

Ellen Trescott

Ellen Trescott

Dana Allen

From: Evan Compton
Sent: Friday, June 28, 2013 7:53 AM
To: Lindsey Alagozian; Dana Allen; Anis Ghobril
Subject: FW: McKinley Village (P08-086) - Comments

FYI

From: george raya [georgeraya@yahoo.com]
Sent: Friday, June 28, 2013 7:28 AM
To: Evan Compton
Subject: RE: McKinley Village (P08-086) - Comments

McKinley Village (P08-086) - Comments

I am a long time resident of he Marshall School neighborhood and the former co-chair of the Marshall School/New Era Park Neighborhood Association and provide comments for the McKinley application submitted to the Planning Department.

The McKinley Village project is claimed by the developer, Phil Angelides, as an "East Sacramento" project. This "East Sacramento" project, however, will have a detrimental impact in the northeastern part of Midtown called "Marshall School/New Era Park" due to the proposed access point at 28th and A Streets.

On the topic of traffic impacts, Mr. Angelides is quoted in a recent Sacramento News & Review article as saying, ""[W]e live in an urban area, we share streets," he said. "If we're going to have urban infill, we're going to have to find smart ways to handle traffic and still keep our neighborhoods livable." To date, Mr. Angelides has offered no "smart ways to handle traffic."

Access has long been a challenge to this site. This same issue came up in the last iteration of this project in 2006-2008. Mr. Angelides and his group had five years to come up with innovative ideas to overcome the traffic problems that will be created by this project. In that five years, Mr. Angelides has come up with no new ideas or proposals to deal with the access issue.

To date, Mr. Angelides has demonstrated little or no interest in working with Midtown residents to solve these access issues. We are left to figure out solutions without the expertise of Mr. Angelides' consultants.

The Marshall School/New Era Park neighborhood will be greatly impacted by the project and we've only been given two opportunities to discuss our concerns with the developer. Our concerns should come as no surprise since they were mentioned five years ago when this project was last submitted to the Planning Department.

Land use

Simply put, McKinley Village is not a shining example of "Smart Growth." There is no commercial businesses within the project so the residents of McKinley Village will get in their cars for every gallon of milk, every cup of coffee, or trip to school. This is a very car-centric development that offers no ready access to transit services either.

Land use

Midtown residents know "Smart Growth" when they see it. The project at 2500 R Street will be "first Net Zero Energy community in Sacramento's midtown district. Net Zero Energy means that over the course of a year, each unit generates all the electricity you'll need and emit net zero carbon emissions." Mr. Angelides' project makes little effort to offer any innovations to off-set the car-centric nature of this project.

Traffic/Access/Circulation Issues

Noise

According to the City of Sacramento Notice of Intent to Establish a Quiet Zone dated March 1, 2012, there were 1777 cars traveling across the 28th and B Street rail crossing. If no reduction of traffic is addressed before the project commences then traffic volume will double across the 28th Street rail crossing.

The traffic increases from the project will have a far reaching impact on the northeastern corner of Midtown. To properly evaluate those impacts, the traffic study should be expanded to include the following areas: 20th Street to 29th Street and C Street to I Streets. My neighbors and I expect to see a very thorough and "accessible" traffic study that explains its assumptions and conclusions in language that residents can easily understand.

Please consider the following vehicle access proposals:

Alhambra Blvd.

A western vehicle entrance to the project should include Alhambra Blvd. Alhambra Blvd. is a commercial corridor and access would alleviate some traffic concerns for 28th Street and 40th Street.

If Mr. Angelides and Riverview Capital Investment, argues that this alternative is infeasible and impractical, please provide detailed information from Union Pacific Railroad regarding the challenges of this access so that the community can make an informed decision regarding this access.

If a vehicle tunnel is not feasible, consider a vehicle over-grade access at Alhambra instead. Study the viability of a third one-way vehicle access at Alhambra Blvd. With 43 trains a day at the 28th Street rail crossing, McKinley Village residents need an additional entry point for emergency vehicles.

Will the developer be responsible for funding the necessary measures to offset increased traffic?

29th Street

Study vehicle access at 29th Street as an alternative to Alhambra Blvd. Currently 29th Street is a one-way street with synchronized traffic signals that provides freeway access and access to commercial corridor with limited impact to the residential neighborhood to the west.

If a tunnel is not feasible, consider a vehicle over-grade crossing at 29th Street instead.
Will the developer be responsible for funding the necessary measures to offset increased traffic?

28th Street

How will the increased traffic volume impact the safety of drivers and the trains at the at-grade crossing at 28th Street?

- Study employing traffic calming measures to alleviate traffic on 28th Street from the McKinley Village project by doing the following:

1) Make improvements at B Street in order to add a half street closure at B Street and direct southbound traffic to 29th Street. Currently 29th Street is a one-way street with synchronized traffic signals that provides freeway access and access to commercial corridor with limited impact to the residential neighborhood to the west.

Developer or City to assist Bell Marine to relocate the business to offset traffic and provide mitigation for loss of Swainson's Hawk foraging territory at McKinley Village project site. In addition, the City should relocate the City Corp yard to further minimize traffic impacts.

2) De-designate C Street as a truck route.

Additional traffic calming measures such as stop signs and pedestrian islands should be employed along C Street and 28th Street to ensure the safety of pedestrians, Midtown residents, and Sutter's Landing Park users.
Study how much money is needed for traffic mitigation (calming, routing, signs, crosswalks, lights)?

With 43 trains per day at the 28th and B Street rail crossing, what are the potential traffic congestion impacts on 28th Street, into Sutter's Landing Park and leaving the McKinley Village project?

With 43 trains per day at the 28th and B Street rail crossing, what are the potential air quality impacts of stalled vehicles on 28th Street, into Sutter's Landing Park and leaving the McKinley Village project?

Pub serv

How will access to emergency services be impacted by 43 trains a day crossing at 28th Street and B Street?

With limited access from 28th Street due to train traffic, how will the 40th Street access point be impacted? The 50/50 traffic allocation of 2008 traffic study is not realistic.

What measures are being taken to ensure the A Street Bridge is Americans with Disabilities Act ("ADA") compliant?

Consider additional traffic implications of the opening of the Sutter General Hospital facility at 28th and K Streets, the new Downtown Arena, and the Sacramento Natural Food Co-Op and how it will increase traffic. Please combine the results of these traffic increases to give true picture of traffic overall in the next five years (with these developments).

Are there other vehicle access scenarios that could be considered?

Will the developer be responsible for funding the necessary measures to offset increased traffic?

Proposed Alhambra Blvd. Bike/Pedestrian Access
Access should be ADA compliant.

Proposed access needs to be safe for public use. The bike tunnel at 14th and C Streets has been closed for a number of years due to criminal activity. What measures will be taken to ensure the safety of residents using this proposed access.

If built, the bike and pedestrian tunnel should be a part of phase 1 of the project not the final phase. If residents don't have access to the tunnel at the beginning of the project, it will only reinforce use of vehicles to access nearby schools and retail services. Study the impacts of making the tunnel part of the later phase of construction.
Business 80
What are the impacts of the E Street on-ramp with the addition of this project?
If the California Department of Transportation closes the E Street on-ramp, what will be in the impact to the surface street adjacent to the freeway (i.e., 28th Street, 29th Street, and 30th Street)? The traffic study should include an alternative that closes the E Street on ramp.

What will be the traffic impacts to the H Street on and off-ramps?

What will be the traffic impacts to the J Street on-ramp?

Sutter's Landing Expressway

Pop. Housing

If the Sutter's Landing Expressway is built to allow McKinley Village residents to have access to the River District and surrounding areas, what will be the impact to the residential community adjacent to the proposed expressway © Street, 20th Street & 28th Street).
Affordable Housing
I object to "Affordable by Design" as a path to providing truly affordable housing for people living on low-incomes. Granny flats, otherwise known as accessory units, should not be counted as affordable units as proposed by Mr. Angelides.

In the case of McKinley Village, they would add up to more than one-third of the development's affordable housing obligation without actually serving the purpose for which they are being counted. There are no rental limits proposed on these units and because of their size, they are not geared towards housing low-income families. I believe that affordable units in new housing developments, such as McKinley Village, should be regulated, well managed and focus on families by including at least two or three bedrooms.

As for other suggested "Affordable by Design" housing units such as, small lot single family homes, attached homes such as townhomes, condominiums, duplexes, triplexes, etc., they too are not considered affordable, by design or otherwise, as they will sell at a market-rate per square foot well above the reach of low-income families and would also have unencumbered rental rates.
In an affluent community like McKinley Park, or even in other lower-income communities across Sacramento, homes without an "affordability" encumbrance rent and sell beyond the financial means of low-income families in Sacramento. According to the City's own fact sheet, "As of 2000, the City has a barbell-shaped income distribution. At one end, 50% of all households earn less than 80% of the Area Median Income (AMI) or less than $50,000 for a four person household." These homes will not provide housing that is affordable for more than half of the population of people who currently reside in the City of Sacramento. We must build housing for persons of all income levels in Sacramento. "Affordable by Design" does not meet the City's housing affordability needs in concept or in practice.

George Raya
911 - 28th Street, Apt. 1
Sacramento, CA 95816
Cell:916-508-5232
georgeraya@yahoo.com

"Please consider the environment before printing this email."

Heather Phillips
3241 C St
Sacramento, CA 95816

June 21, 2013

Dana Allen
City of Sacramento, Community Development Department
300 Richards Blvd., Third Floor
Sacramento, California 95811

Subject: Scoping Comments on McKinley Village NOP

Dana Allen:

Thank you for the opportunity to comment on the scope of analysis that the City of Sacramento (City) will be undertaking in the Environmental Impact Report (EIR) for the proposed McKinley Village Project. I am a resident of the McKinley Park neighborhood in East Sacramento, a member of the McKinley East Sacramento Neighborhood Association, and my property is located to the south of the proposed project site.

Land use

I support the City's efforts to pursue infill development on underutilized properties near downtown. However, I have concerns that the proposed residential project is incompatible with the proposed site that is currently designated heavy-industrial land use under current zoning. The City should take a hard look at whether predominantly-residential land use is the best use for the site. Specifically, the City should carefully consider whether feasible alternatives exist that allow for some level of development on the proposed site without creating land use incompatibilities that may harm the public health and welfare. My concerns relate to both air quality and noise issues, as discussed separately below.

Air Quality

Under the proposal, sensitive receptors (residential units) are proposed within 30 feet of Capital City Freeway, which accommodates over 100,000 vehicles per day (11,700 vehicles-per-hour[1]), and is defined as a high-volume roadway by the California Air Resources Board (ARB). ARB does not recommend the siting of sensitive receptors within 1,000 feet of a high-volume roadway due to exposure to high concentrations of mobile-source emissions of toxic air contaminants (TACs), including diesel particulate matter (PM) and other chemicals known to cause health impacts (e.g., cancer and respiratory illness).[2] The Sacramento Metropolitan Air Quality Management District's (SMAQMD) *Recommended Protocol for Evaluation of Sensitive Land Uses Near Major Roadways* provides information that the proposed receptors may be exposed to incremental

[1] California Department of Transportation. 2011. Traffic Counts for SR 51.
[2] California Air Resources Board. 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*.

cancer risk of over 500 excess cases in one million at some locations within the proposed project site[3]. My comments on the air quality analysis that will be a part of the forthcoming EIR are as follows:

Air Quality

AQ-1. The EIR should include a health risk assessment (HRA) that evaluates the cancer, non-cancer, and acute health risks to proposed sensitive receptors, and should be prepared in accordance with guidance of the Office of Environmental Health and Hazard Assessment (OEHHA), California Air Pollution Control Officers Association (CAPCOA), and SMAQMD. Estimation of exposure estimates should specifically incorporate the age sensitivity factors and age-based breather rates most recently recommended by OEHHA. The HRA should account for all relevant exposure pathways, such as ingestion from produce cultivated on-site in a residential garden, as well as inhalation pathways. The HRA should evaluate cumulative risk associated with all localized TAC emissions sources, such as diesel-fueled locomotives that travel on the railroad line that forms the southern project site boundary, in addition to on-road mobile sources.

AQ-2. The EIR should evaluate the level of health risk to the proposed receptors according to an appropriate significance threshold that is protective of the health of the proposed future residents of the project. The City should exercise care to avoid knowingly-placing residents in an area of unacceptable cancer risk.

AQ-3. The EIR should include and quantitatively evaluate other feasible project alternatives that consider a setback distance that would avoid exposure of residents to excessive pollutant concentrations (i.e., reduce exposure of proposed receptors to mobile-source TACs associated with Capital City Freeway). This may include a reduction in the number of proposed units in order to increase the buffer distance separating sensitive receptors from the source of TACs, a non-residential project alternative, and/or a reconfiguration of the proposed project site such that residences would not be sited immediately adjacent to the freeway.

Noise

I am also concerned that the proposed sensitive land uses are incompatible with City-prescribed noise standards in the General Plan and Municipal Code. According to the City's General Plan, 60 A-weighted decibels (dBA) is the acceptable noise level for residential land uses. Appendix D of the City's General Plan shows the 60 dBA noise contour from Capital City Freeway extends past the proposed project site, which means that the estimated noise level associated with the roadway is already in excess of, and incompatible with, the City's own noise standard for the proposed project. My comments on the noise analysis in the forthcoming EIR are as follows:

N-1. The EIR should include a detailed quantitative sound barrier analysis to evaluate whether the proposed 10-foot sound barrier will be effective at bringing exterior noise levels on the project site in compliance with the City's exterior noise standard of 60 dBA for residential land uses.

---

[3] Sacramento Metropolitan Air Quality Management District. 2011. *Recommended Protocol for Evaluation of Sensitive Land Uses Near Major Roadways*

N-2. The EIR should also evaluate whether a feasible project alternative, such as those suggested above under AQ-3, would also avoid a significant and unavoidable noise impact to proposed receptors.

N-3. The EIR should quantitatively evaluate the project-level and cumulative impacts of the incremental increase in traffic noise at the property lines of off-site residences along the streets affected by the project in East Sacramento. The EIR should include an analysis of whether the project alternatives suggested in AQ-3 would avoid a significant effect of traffic noise levels on off-site receptors.

Thank you for your consideration of my comments during preparation of the EIR for the proposed McKinley Village project.

Sincerely,

Heather Phillips

Heather Phillips

Cc: Councilman Steve Cohn

SMUD™

July 9, 2013

Ms. Dana Allen, Associate Planner
City of Sacramento Community Development Department,
300 Richards Blvd., Third Floor
Sacramento, CA 95811

Subject: Notice of Preparation of an Environmental Impact Report for the McKinley Village Project

Dear Ms. Allen,

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the Notice of Preparation (NOP) for the Environmental Impact Report (EIR) for the McKinley Village Project. SMUD is the primary energy provider for the City of Sacramento and the proposed project location. SMUD's vision is to empower our customers with project solutions and options that increase energy efficiency, protect the environment, reduce climate change impacts, and maintain reasonable energy costs within our service area. As a Responsible Agency, SMUD aims to ensure that the proposed McKinley Village Project limits the potential for significant environmental effects on SMUD facilities, employees, and customers.

It is our desire that the McKinley Village Project EIR acknowledge any project impacts related to the following:

- Overhead and or underground transmission and or distribution line easements
- Electrical load needs/ requirements
- Energy Efficiency
- Utility line routing
- Utility infrastructure expansion
- Climate Change

Based on our review of the NOP and our understanding of the proposed project, SMUD offers the following input:

1. **Project Description:** SMUD would like to be informed of any anticipated project related impacts on existing or future SMUD facilities. It is important that information regarding potential impacts to SMUD facilities in the vicinity of the proposed project be contained in the project description chapter of the EIR, as well as the existing conditions discussion of the utilities, hazards and hazardous materials, and cumulative impact sections. SMUD currently has above ground utility infrastructure located within the project area and we need to ensure that project development and operation would not have a negative impact on our service provision. SMUD looks forward to continuing our partnership with the City in finding solutions to avoiding any potential impacts to these facilities.

2. **Project Schedule:** SMUD would like to see a discussion of the project timing/phasing included in the EIR. Specifically, SMUD needs to be able to provide effective service to the proposed project throughout each phase of development and operation.

3. **Energy Delivery (Capacity):** Please continue to coordinate with SMUD staff regarding the proposed energy delivery assumptions associated with the proposed project site. The EIR should provide analysis regarding SMUD's ability to handle the project's anticipated energy needs. SMUD is looking forward to partnering with the City to ensure that the project is designed in an energy efficient and sustainable way.

4. **Energy Delivery (Infrastructure):** The EIR should provide an analysis of the proposed on-site and off-site energy infrastructure improvements needed to construct and operate the proposed project. The EIR should clearly delineate the responsibilities of SMUD and the City of Sacramento, as it pertains to infrastructure improvements.

SMUD would like to be kept apprised of the planning, development, and completion of the McKinley Village Project. We aim to be partners in the efficient and sustainable delivery of the proposed project. Please ensure that the information included in this response is conveyed to the project planners and the appropriate project proponents.

Environmental leadership is a core value of SMUD and we look forward to collaborating with you on this project. Again, we appreciate the opportunity to provide input on the NOP. If you have any questions regarding this letter, please contact me, Jose Bodipo-Memba, SMUD Environmental Specialist at (916) 732-6493. I will be the primary environmental point of contact for SMUD on this project.

Sincerely,

Jose Bodipo-Memba
Environmental Specialist
Environmental Management
Legislative & Regulatory Affairs
Sacramento Municipal Utility District

Cc: Pat Durham
Steve Johns
Beth Tincher

DEPARTMENT OF TRANSPORTATION
DISTRICT 3 – SACRAMENTO AREA OFFICE
2379 GATEWAY OAKS DRIVE, Suite 150
SACRAMENTO, CA 95833
PHONE (916) 274-0635
FAX (916) 274-0602
TTY 711

Flex your power!
Be energy efficient!

July 9, 2013

032013-SAC-0075
03-SAC-51/PM 2.03
P08-086

Ms. Dana Allen, Associate Planner
City of Sacramento, Community Development Department,
300 Richards Blvd., Third Floor
Sacramento, CA 95811

McKinley Village – Notice of Preparation (NOP)

Dear Ms. Allen:

Thank you for including the California Department of Transportation (Caltrans) in the NOP review process for the project referenced above. The 48 acre project proposes 328 residential units, a neighborhood recreation center, parks, and other public spaces. The project is bounded by State Route 51 (Business 80) and currently has access via a two-lane overpass across Business 80 that connects the development with downtown Sacramento through the Sutter's Landing Regional Park. Future access to the project site is proposed from A Street and 28th Street to the west and 40th Street to the east. There is no existing or proposed direct access to the State Highway System (SHS). Our comments on the Application dated June 28, 2013 are attached and should be included as comments on the NOP. In addition, we offer the following comments based on the NOP.

Caltrans Rail Maintenance Facility

As we discussed at our meeting on July 8, 2013 with the City, Caltrans Division of Rail, Caltrans Planning, and Councilmember Cohn, the Caltrans Division of Rail is in the preliminary stages of selecting a site to locate a new rail maintenance facility. Among several potential facility sites considered statewide, a few sites in Sacramento have been selected for a high-level cursory feasibility analysis. The McKinley Village site is one of the sites being considered in this analysis. The analysis is expected to be completed later this year. The future Environmental Document for the rail maintenance facility will take into account the amount and character of rail traffic associated with the proposed project and also any potential environmental impacts.

Sutter Landing Parkway Interchange

This NOP does not reference the Sutter's Landing Parkway Interchange that is planned with City lead in the City's General Plan as well as the Sacramento Area Council of Governments' (SACOG) regional Metropolitan Transportation Plan. Please be advised Caltrans would require significant

structural work beyond the basic interchange structure before approval. Given the planned status of the interchange and relation to this project, please identify the viability of the planned interchange.

Rail Planning Considerations

Given the extensive plans for capacity increases of the rail corridors adjacent to this project, we encourage a discussion in the Draft Environmental Impact Report on how this project fits in with those plans. These plans include, but are not limited to, adding an additional passenger rail track for Intercity Rail, the California High-Speed Train Project, and other rail projects. Coordination with Caltrans and the California High-Speed Rail Authority is crucial given the physical constraints of this area.

If you have any questions regarding these comments or require additional information, please contact Sadie Smith, Intergovernmental Review Coordinator, at (916) 274-0679 or by email at: sadie.smith@dot.ca.gov

Sincerely,

Eric Fredericks, Chief
Office of Transportation Planning – South

DEPARTMENT OF TRANSPORTATION
DISTRICT 3 – SACRAMENTO AREA OFFICE
2379 GATEWAY OAKS DRIVE, Suite 150
SACRAMENTO, CA 95833
PHONE (916) 274-0635
FAX (916) 274-0602
TTY 711

Flex your power!
Be energy efficient!

June 28, 2013

032013-SAC-0075
03-SAC-51/PM 2.03
P08-086

Mr. Evan Compton
City of Sacramento
300 Richards Blvd
Sacramento, CA 95811

McKinley Village – Application

Dear Mr. Compton:

Thank you for including the California Department of Transportation (Caltrans) in the application review process for the project referenced above. The 48 acre project proposes 328 single-family homes and is described as a smart growth, infill community. This application seeks all entitlements necessary for community development. Entitlements requested include a General Plan Amendment and Rezone, a Tentative Map, a Special Permit, and Subdivision Modifications. The project is bounded by State Route 51 (Business 80) and currently has access via a two-lane overpass across Business 80 that connects the development with downtown Sacramento through the Sutter's Landing Regional Park. The exhibits included with this application depict a new access from 40th Street in East Sacramento. There is no existing or proposed direct access to the State Highway System (SHS). The following comments are based on the application

California Environmental Quality Act (CEQA) Streamlining

Please inform Caltrans if the City is planning on pursuing CEQA streamlining for the proposed project. Caltrans would like to work cooperatively with the City on all infill projects to ensure congestion is managed in an effective manner and the impacts to the SHS serving the developments are disclosed and considered in the local review and approval process. CEQA streamlining may provide the option of not addressing impacts to the regional transportation network, including the SHS; however, it is usually in the best interests of the City and Region that the analysis is still performed to ensure continued local and regional mobility.

Traffic Impact Study (TIS)

The Project is expected to generate at least 246 a.m. peak hour trips and 328 p.m. peak hour trips. Approving the entitlement request will create the potential for an additional 151 a.m. and 224 p.m. peak hour trips beyond the peak hour trips for the existing heavy industrial zoning. Therefore, the applicant should complete a Traffic Impact Study (TIS) consistent with the "Caltrans Guide for the Preparation of

Traffic Studies" to identify the direct and cumulative impacts of the proposed development to the SHS, as well as appropriate mitigation strategies.

The TIS should consider all possible traffic impacts to ramps, interchanges/intersections and mainline segments of Business 80 within the project area. The scope of work should include the Business 80/E Street, Business 80/H Street, and Business 80/P Street interchanges, ramps, and intersections.

Caltrans is pursuing a project to extend the transition lane through the E Street interchange to the American River Bridge as a congestion relief strategy for Business 80. The project's financial feasibility requires permanent closure of the E Street on-ramp. The transition lane project has a projected cost of approximately $4 million with the closure of the E Street on-ramp. Without the closure the transition lane project cost increases to approximately $62 million due to required modifications to the A Street and Elvas overcrossings. The bottle neck at the E Street on ramp at northbound Business 80 is one of worst in the region. Adding a northbound transition lane, coupled with the elimination of the E Street on ramp, would substantially reduce vehicle congestion and delay on this segment of Business 80. The TIS should include analysis of the project both with and without the closure of the E street on-ramp and the proposed transition lane extension.

We would appreciate the opportunity to review and comment on the scope of the TIS prior to commencement. A copy of the TIS guide can be downloaded at:
http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

If you have any questions regarding these comments or require additional information, please contact Sadie Smith, Intergovernmental Review Coordinator, at (916) 274-0679 or by email at: sadie.smith@dot.ca.gov

Sincerely,

Sadie Smith for

Eric Fredericks, Chief
Office of Transportation Planning – South

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date:

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: Jason Hayes

Email: Jasonchayes@Yahoo.com

Address: 275 39th Street Sac. CA. 95816

Organization:

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

As a new homeowner in East Sacramento, I moved here for certain specific reasons. Quiet streets with little traffic, good property values and good schools. McKinley Village project will adversely affect these points and needs to be looked at closely.

* These new homes will bring lots of traffic through this area and will deteriorate the roads as well as making them unsafe for children.
* Value of our home will drop due to overcrowding and traffic.
* New homes will bring too many people and students to our neighborhood school (Theodore Judah).

We are fully against this project.

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date:

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: David & Jeanne Cole

Email: 242 San Miguel Way

Address: dlcole@surewest.net

Organization: homeowners

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

Our neighborhoods work well just as they are! This project will make traffic problems and flood issues. This project does not increase the quality of the area, it will decrease it and the value of the current lifestyle. We have all worked hard to have and maintain this area and we do not want to see it destroyed or brought down.

McKinley Village (P08-086)
ENVIRONMENTAL IMPACT REPORT (EIR) NOTICE OF PREPARATION (NOP)

COMMENT FORM

Date: July 5, 2013

Please provide the following information if you wish to receive Notice of Availability of the Draft EIR and to document the author of comments received. Thank you.

Name: _____

Email: _____

Address: _____

Organization: _____

Ms. Eileen Heaser
449 San Miguel Way
Sacramento, CA 95819-2717

Please provide us with your written comments by July 9, 2013. Comments on the NOP may be sent to:

City of Sacramento
Community Development Department
300 Richards Blvd, Third Floor
Sacramento, CA 95811

Attn: Dana Allen, Associate Planner (Email: dallen@cityofsacramento.org)
Questions: Phone: (916) 808-2762

You may attach additional pages to this form and/or you may submit your written comments separately. Written comments on the scope of the EIR will be acknowledged in the Draft EIR and will be considered in preparation of the document.

Most important concerns:
1) Air quality
2) Noise from freeway
3) Traffic congestion already on that area of Hy 80
4) Flooding?
5) Pollution from freeway.

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report for the McKinley Village Project. The following recommendations are suggested to be included in the EIR:

- Potentially, up to 5000 additional car trips will be added to neighborhood streets per day. The EIR should include a study of how the additional vehicular traffic will impact quality of life on impacted streets, not merely a Level of Service study that only considers the experience of vehicle drivers.
- The addition of 328 new homes adjacent to the McKinley Park neighborhood will result in additional burdens on neighborhood schools, particularly Theodore Judah Elementary and Sutter Middle School, currently among the best in the district. The study should address possible mitigation to address the overcrowding at those schools.
- The construction of this project will bring heavy machinery and additional traffic during the building of the project. The EIR should address the issue of emissions and particulates generated by driving in and out of an undeveloped area less than one hundred yards from residential neighborhoods. Specific minimization measures should be identified to avoid spillover of dust and dirt onto existing streets and homes.
- Additional flood risk for our neighborhood.

I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

Name: Paula + Dick Maw
Address: 441 San Miguel Way
Phone:
Email: pandd maw@comcast.net

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report for the McKinley Village Project. The following recommendations are requested to be included in the EIR:

Traffic and Circulation

- A traffic and noise study that takes into consideration the potential impacts to all existing streets in the neighborhood between C Street and H Street, and between Elvas Avenue and 27th Street, including but not limited to:
    - 40th Street between C Street and H Street,
    - Tivoli Way between C Street and McKinley Boulevard,
    - Meister Way between C Street and Aiken
    - 28th Street between the project access road and J Street,
    - 29th Street between E Street and J Street,
    - 30th Street between H Street and C Street,
    - C Street between Elvas Avenue and Alhambra Boulevard and again between 29th Street and 15th Street;
    - Alhambra Boulevard between C Street and J Street.

- A traffic study of the cumulative impact to traffic on the local roads, freeways and on- and off-ramps as a result of this project in conjunction with the Sutter Memorial Hospital in-fill project (Sutter Park), the Mercy Hospital expansion, the Sutter General Hospital expansion and the downtown arena plan. Studied freeway on- and off-ramps should include but not be limited to:
    - the northbound E Street and J Street on-ramps to Business I-80,
    - the southbound H Street on-ramp to Business I-80,
    - the northbound N Street and H Street off-ramps from Business I-80, and
    - the southbound E Street and J Street off-ramps from Business I-80.

- Levels of service evaluations typically evaluate the transportation experience of the driver. What this lacks is the experience of the existing neighborhood. With the proposed increase in traffic for this area and for the streets listed above, what increased levels of service can be expected for the existing neighborhood? Please include in your analysis how the increase in traffic will impact the quality of life for current East Sacramento residents, particularly those residing on the neighborhood streets listed above.

Schools

The addition of 328 new homes will result in additional burdens on neighborhood schools – particularly Theodore Judah Elementary School and Sutter Middle School. The study should include possible mitigations to address overcrowding at the schools, including but not limited to potential expansion or replacement of the schools as was done for the new Sacred Heart School. Please also include comprehensive analysis related to planned school closings, including but not limited to Washington Elementary School, and the impact of these closures on the aforementioned schools. Please also include analysis of the impacts on the schools as a result of planned new housing in the Sutter Park development.

Air Quality and Noise

This is a 4-year proposed project with phases that will require heavy machinery and construction and then once the construction is completed, the addition of 328 homes and accompanying vehicles. Please address the cumulative effect on air quality and greenhouse gases as a result of this project and in conjunction with the planned Sutter Park project, the Mercy Hospital expansion, the Sutter General Hospital expansion, the downtown arena and the proximity of this project site to Business I-80 and the Union Pacific Railroad. Please also include an analysis of mitigation measures to accommodate the existing neighborhood both during and after construction.

With the increase in traffic due to construction, what measures are going to be taken to minimize emissions and particulates generated by driving in and out of an undeveloped area? What minimization measures will be taken to avoid spillover of dust and dirt onto existing streets and homes during site preparation and construction? Please consider this as part of the air quality and greenhouse gases analysis.

Aesthetics

Please include a description of how the proposed project incorporates the aesthetic qualities of the surrounding East Sacramento and McKinley Park neighborhoods. Analysis should address the following but not be limited to:

- The proposed housing density does not correspond to existing East Sacramento and McKinley Park neighborhoods;
- The proposed architectural style of the housing does not correspond to existing East Sacramento and McKinley Park neighborhoods;
- The large garage, suburban-style housing does not correspond to existing East Sacramento and McKinley Park neighborhoods, where houses typically have one-car garages.

Please also include a description of how the proposed open spaces provide for community connectivity.

The Off-Site Improvements portion of the NOP is very limited in its description of how the existing neighborhoods are going to experience benefits from the construction of this development. Please also include any analysis and off-site improvements currently planned for the adjoining neighborhood. Note that it is the desire of the existing neighborhood that a larger, meaningful discussion occurs to explore Off-Site Improvements in detail.

Public Services

Given the scope of recent budget cuts that have reduced the number of police officers and firefighters in Sacramento, please include an analysis of how this development will affect fire and police response times both in the proposed development area as well as in existing neighborhoods of East Sacramento and McKinley Park, and a mitigation plan to ensure that services are not further reduced.

Please also study the environmental impact of any public transportation (buses, light rail) that will serve the proposed project area.

In the Project Objectives portion of the NOP it is emphasized that this project "Make efficient the criteria that are being used to define this site for "infill development" and how this proposed development impacts the environment including improving air quality, reducing greenhouse gases, reducing noise, improving the efficiency of traffic circulation and providing for improved public services and public utilities. A "like" project that has already been completed in a similar setting and which has been able to meet all of the stated objectives would be very useful with explaining how potential environmental effects to the existing environment will be considered attainable with mitigation measures.

I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

D. A. DeLeonardo

(Please Print)

Name DAVID DELEONARDO

Address 170 40TH ST

Sacramento, CA 95819

Telephone 916 457-3460

email dele50@comcast.net

I live at 150 40th Street with my wife and two small children. I am writing to oppose the planed development of McKinley Village. I oppose this development for two reason. First, I believe that the traffic impacts of this development will be far greater than what is forecast. These impacts will have a significant effect on my street, and my neighborhood. The planned intersection at the end of 40th Street, along with the increase of traffic on 40th Street in order to access Compton's, Theodore Judah, or travel to stores, shops, and restaurants on H and J Streets will have a dramatic effect on my street, and directly impact the health and safety of my family and children who currently enjoy the relative quiet of 40th Street.

Second, the proposed development and its call for more than 300 houses is not in keeping with the character of this section of East Sacramento. After spending several years with my wife in Midtown, I chose to move to East Sacramento in order to raise my family. The significant effect that this development will have on my street and neighborhood will cause me to seriously reconsider whether or not I will stay in East Sacramento, or move my family to another community outside of Sacramento.

Tue

I believe that the development as currently planned is poorly conceived. I also believe that the development's promoters are overly ambitious and optimistic in their projections about occupancy and home values given that the property is bordered by railroad tracks and the highway. I believe that the city of Sacramento can find better, more appropriate uses for this property that are more in line with the current character and values of East Sacramento.

Kyle Reardon

Kyle.reardon@usdoj.gov

Living on 40th Street between the proposed project and Theodore Judah Elementary School, we are concerned that 40th Street will become a corridor for a larger number of vehicles. We are concerned about our safety both in terms of vehicle safety on the street and sidewalk and crime such as vandalism that is likely to increase with increased traffic. Should this project proceed, we hope that traffic impacts can be mitigated, for example, by closing 40th Street to through traffic by blocking 40th Street at C Street.

We are concerned that this project will change the character of our neighborhood, making it less desirable for our young family. Our children (ages 2 and 4) ride their bikes on the sidewalk and play in the yard, and we chose our current home because the location is safe and quiet. We are concerned this project would negatively impact our quality of life.

Kristin Reardon

Although I do not have problem with the McKinley Village development and more homes in the area of East Sac - what I do want to ensure is that the traffic study be thorough and complete and have adequate traffic mitigation implemented. The beauty of East Sac is that people can walk, can bike, can play in their front yards and be friendly with neighbors - and I do not want increased traffic to change this. In particular, I feel like traffic should be thoroughly studied on C Street and all the cross streets of the Meister Terrace Neighborhood. I feel like this area from 39th to McKinley Blvd will be impacted most from McKinley Village Project. I request that the city require the developer to thoroughly study traffic and make appropriate accomodations to ensure that the increased amount of traffic does not negatively affect those of us living along the C Street corridor. Thanks.

Sarah Glenn

sglenn@surewest.net

This is a terrible idea for the established East Sac and Midtown communities. There is no school for the families that would purchase in this sub division, traffic would be a major issue with no plan to adjust for lights or stop signs and the appropriate traffic reports were not taken to measure the impact on the existing residences. There are also no commercial zones within this sub division to make it an established neighborhood setting likened to River Park....this needs to be maintained as a nature preserve for the community to enjoy, not a rental district for investors to take over.

The proposal is for the development of 328 residential units, a neighborhood recreation center, parks and other public spaces on approximately 48 acres of vacant land currently zoned Heavy Industrial (M-2) to Single-Family Alternative (R-1A PUD) adjacent to the Capital City Freeway and a portion of the UPRR railroad tracks in the vicinity of the McKinley Park and East Sacramento communities.

My mother lives lives a few blocks from the westerly of the two proposed access points, the one at Lanatt/40th Street and C Street. We have some serious concerns about the impacts to her quiet neighborhood. We are concerned about the increased volume of automotive and pedestrian traffic that we will experience. In addition to traffic-related safety hazards, there will be increased noise and pollution impacts.

We are anticipating impacts associated with the construction of 125 new homes and commercial uses when Sutter Memorial Hospital closes. Increased traffic impacts associated with the Mercy Hospital expansion is still being felt in the community. H Street and C Street/Elvas Avenue are already heavily used by commuters that do not live or work in East Sacramento but choose our quiet streets as opposed to J Street, Folsom Blvd. or the freeways. Cumulative impacts must be thoroughly addressed.

I also live in East Sacramento, in the vicinity of 42nd Street and H, near Mercy Hospital. I have no doubt the proposed McKinley Village would impact my immediate neighborhood as well.

I believe this proposal is premature. And it seems questionable that the City would have originally zoned the area "Heavy Industrial" if residential uses were considered an appropriate use in this location.

Sandy Hesnard

shesnard@surewest.net

Dana Allen

From: Robert Sewell <rsewell222@gmail.com>
Sent: Tuesday, July 09, 2013 3:04 PM
To: Steve Hansen; Dana Allen; Steve Cohn
Subject: FW: Proposed Mckinley village site

On 7/9/13 1:45 PM, "Lyvonne Sewell" <lyvonnesewell@gmail.com> wrote:

>Dear Ms. Allen,
> We live in midtown and we are very involved in our community. We
>lead nature walks up at Sutter's landing park. We are very concerned
>about the proposed Mckinley village site. It will destroy natural
>Habitat for the wild life in the area and also the traffic problems
>have not been addressed in a way that makes this project something the
>larger midtown community that will be affected can be able to support.
>There are lots of problems with using this site but for me the biggest
>is the traffic it will create not only on the streets but on a already congested freeway.
>Please study these problems carefully before we create a bigger problem
>than we already have in this area with the traffic. we need to also be
>mindful that more traffic will be coming the way soon anyway when the
>new arena is built. Everything we do affects everything else. Please
>remember this natural law acting at all times within our lives. We must
>be the responsible ones so the next generation can look at what we
>leave to then with thanks and pride.
> Thank
>You for your service, Lyvonne' & Robert Sewell

Save the American River Association

4441 Auburn Blvd., Suite H • Sacramento, CA 95841-4139
916-482-2551 • E-mail: info@SARAriverwatch.org • www.SARAriverwatch.org

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July 9, 2013

Dana Allen, Associate Planner
Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, California 95811

Subject: Notice of Preparation of an Environmental Impact Report for the MCKINLEY VILLAGE PROJECT (P08-086)

Dear Ms. Allen,

Save the American River Association (SARA) is submitting the following comments for your consideration while reviewing the subject project.

The American River Parkway, a regional treasure receiving 8 million visits annually, is located 0.5 miles east of the proposed 48 acre, 328 residential units, McKinley Village development. Your project analysis for potentially significant impacts to the American River Parkway should include:

- Analyzing and evaluating the carrying capacity on the south side of the American River Parkway from Discovery Park to California State University at Sacramento. Current and future developments, such as the completion of Two Rivers Trail, the Railyards, and the River District contribute to cumulative impacts, besides the impacts from the subject project itself, on the natural and recreation resources of the Parkway and River. Refer to the American River Parkway Plan 2008.

  Potential mitigation: Purchase additional land from willing sellers at Sutter's Landing Park for nature study and passive recreation. Fund an updated Master Plan for Sutter's Landing Park.

- Evaluating the already significant impacts to the Parkway and River's natural resources and public safety from increased use at Sutter's Landing Park in light of the proposed project.

  Potential mitigation: Work with the County of Sacramento, City of Sacramento and the project applicant, Encore McKinley Village, to develop and implement an agreement of shared management and operations responsibilities in the part of the American River Parkway bordering Sutter's Landing Park.

- Evaluating increased impacts from light pollution on the wildlife living and hunting in the Parkway and Sutter's Landing Park.

- Evaluating increased impacts from noise, both short term and long term, on the wildlife living and hunting in the Parkway and Sutter's Landing Park.

- The NOP states that two groundwater monitoring wells and six soil gas probes will be moved. Who is paying for their relocation and where are they going?

- The NOP states that the project will require the construction of a stormwater detention basin on 1.33 acres of city-owned property in the southwestern portion of the site. Is the project applicant purchasing this land from the City? At what price?

SARA sincerely appreciates the opportunity to provide scoping comments for the Environmental Impact Report. We look forward to continued participation as the project moves through the review and planning process.

Sincerely,

Betsy Weiland

Betsy Weiland
Land Use Chairperson
Save the American River Association
flweiland@yahoo.com

Cc: SARA Board
Phil Serna, Sacramento County Supervisor, District 1
Jeffrey R. Leatherman, Director, Sacramento County Parks Department

SACRAMENTO OLD CITY ASSOCIATION

Sacramento Old City Association - PO Box 162140, Sacramento CA 95816 – (916)202-4815 – info@sacoldcity.org

July 9, 2013

TO: Dana Allen, Associate Planner, City of Sacramento

RE: Sutter's Landing Park—EIR

Sacramento Old City Association wishes to identify a potential problem with the Sutter's Landing Park project site that must be addressed as part of the project's environmental review process. The identified project site is located along the already defined alignment of the California High-Speed Rail line, as defined by the California High Speed Rail Authority. McKinley Village's location along this alignment means a potential conflict with a project that has received extensive statewide and national attention, and could potentially block California's capital city from access to a currently planned high-speed rail system. The attached figures are taken from California High-Speed Rail Authority planning documents which indicate that the most feasible route for High Speed Rail into Sacramento is via the Elvas wye, requiring an alignment north of the current tracks within the footprint of the McKinley Village project. This small residential project jeopardizes Sacramento's direct access to a multi-billion dollar investment in California's transportation future. This is not a theoretical alignment—the only other alternatives to a route into downtown Sacramento are excluded from consideration within the existing EIR as more difficult, more expensive, and with greater effects on existing natural and cultural resources. Any project at the Sutter's Landing Park site must take into account the already identified and evaluated need for future right of way along the Elvas corridor for California's high speed rail project.

William Burg
President, Sacramento Old City Association

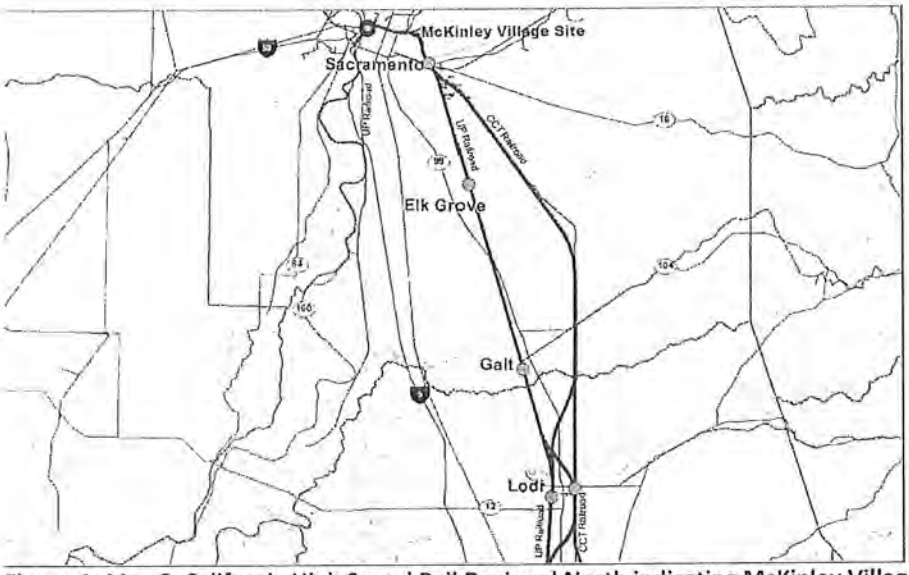
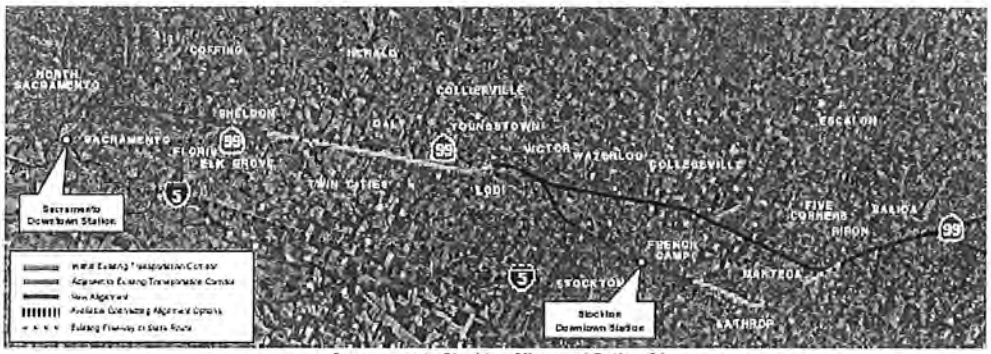


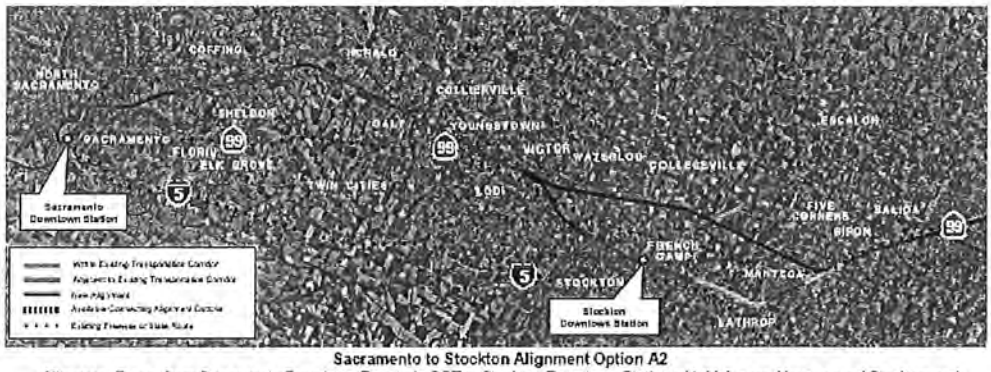
Figure 1: Map 3, California High Speed Rail Regional North indicating McKinley Village site.

SACRAMENTO OLD CITY ASSOCIATION
Sacramento Old City Association - PO Box 162140, Sacramento CA 95816 – (916)202-4815 – info@sacoldcity.org

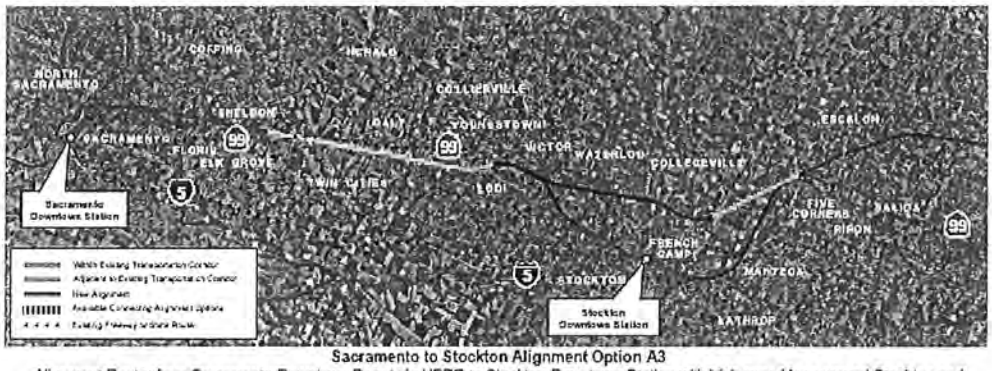
Sacramento to Stockton Alignments and Stations



Sacramento to Stockton Alignment Option A1
Sacramento Downtown Depot via UPRR to Stockton Downtown Station with high speed loop around Stockton and connection to UPRR south of Stockton



Sacramento to Stockton Alignment Option A2
Alignment Route: from Sacramento Downtown Depot via CCT to Stockton Downtown Station with high speed loop around Stockton and connection to UPRR south of Stockton



Sacramento to Stockton Alignment Option A3
Alignment Route: from Sacramento Downtown Depot via UPRR to Stockton Downtown Station with high speed loop around Stockton and connection to BNSF south of Stockton

Figure 2. Statewide Technical Report, Sacramento-Bakersfield Alignment Option 1, California High Speed Rail Authority, showing alignment along McKinley Village project site.

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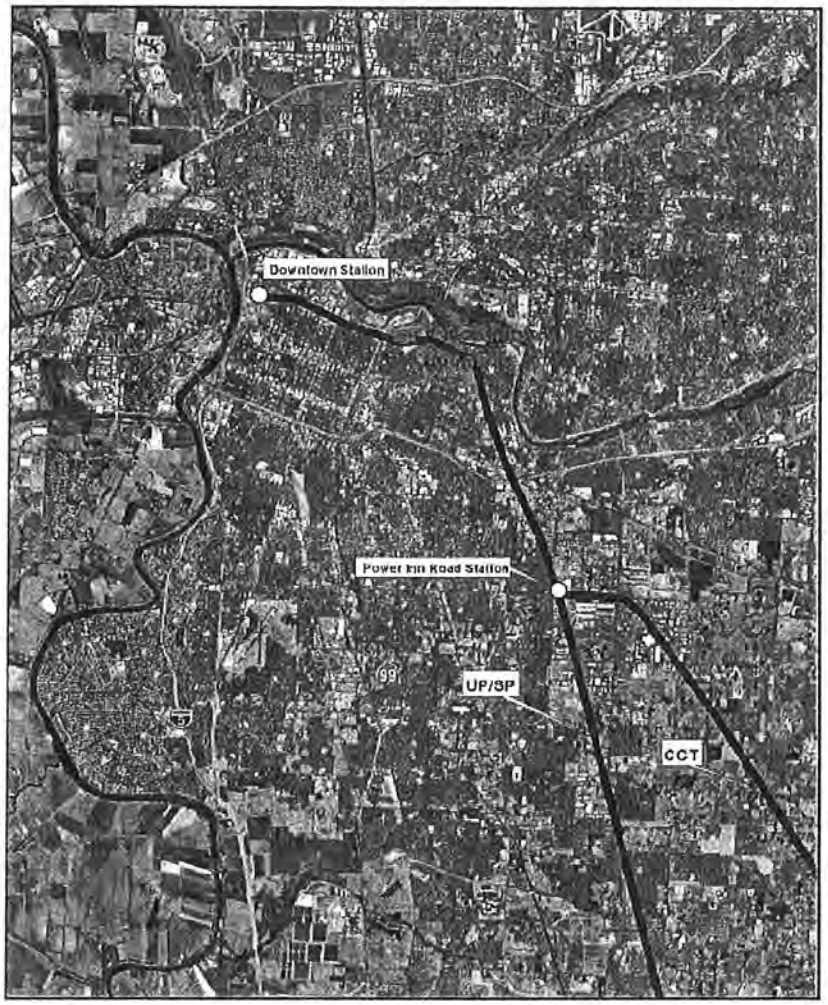

Legend

Alignments to be Evaluated

O Station Locations to be Evaluated

Alignment and Station Locations to be Evaluated
Sacramento Stations

Draft First Screening Report
California High-Speed Train Program EIR/EIS

Figure 2-2

Figure 3, California High Speed Train Program EIS, Alignment and Station Locations, Sacramento, indicating McKinley Village project site within the alignment of high-speed rail line.

Caltrans

STATE ROUTE 51 PRELIMINARY INVESTIGATION

Approvals:

JEFF PULVERMAN, District 3 Deputy Director Planning and Local Assistance	1-8-13 Date	JODY JONES, District Director	1-8-13 Date

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

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Sincerely,

Name: Brian Brokaw
Address: 1332 35th St
Phone: (916) 718-5777
Email: brianbrokaw@gmail.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: MARK RUSCONI
Address: 424 SAN MIGUEL WAY
Phone: 916 572-5761
Email: mrusconi@yahoo.com

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Keith Bucher
Address: 5318 54th St., Sacramento, CA 95820
Phone: 916-456-8332
Email: keithbear@gmail.com

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Beverly & Scott Burton
Address: 525 San Miguel Dr., Sac
Phone: (916) 803-6247 718-1488
Email: sburton@burtonco.com

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Sincerely,

Name: Louise Sussman
Address: 517 San Miguel Way
Phone: 916 452 4531
Email: louise.sussman@comcast.net

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Claudia Peterson
Address: 509 San Miguel Way
Phone: 916 456-2961
Email: Tibbio704@pacbell.net

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: JODY COOPERMAN & LAURIE EKRL
Address: 533 SAN MIGUEL WY · SAC · 95819
Phone: 457-9055
Email: COOP-EKRL@SBCGLOBAL.NET

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Name: Beverly Johnson
Address: 525 San Miguel Wy.
Phone: (916) 803-6247
Email: msbj1000@yahoo.com

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Name: Richard Ashby
Address: 509 San Miguel Way
Phone: 916-456-2961
Email: ccraash@pacbell.net

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Sincerely,

Name: EILEEN HEASER
Address: 449 San Miguel Way
Phone:
Email: eheaserlwv@gmail.com

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Sincerely, Kenneth E. Bucholz

Name: KENNETH E BUCHOLZ

Address: 716 SAN MIGUEL WAY

Phone: 916 451-8802

Email: KBUCHOLZ@AOL.COM

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Sincerely,

Name: Sandra Carter
Address: 549 San Miguel Way
Phone: (916) 451-9593
Email: CARTERS@CRC.LOSRIOS.edu

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
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Name: George Sheldon
Address: 549 San Miguel Way
Phone: (916) 451-9593
Email: gsheldon549@gmail.com

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Sincerely,

Name: Yolanda Gomez
Address: 548 39th st
Phone: 916-739 1837
Email: gomeznassoc@yahoo.com

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Community Development Department,
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Sincerely,

Name: Diane Berry
Address: 431 39th St
Phone: 916 451-7561
Email: dianeberry@surewest.net

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- Additional flood risk for our neighborhood.

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Sincerely,

Name: Carol M Owell
Address: 651 San Antonio Way
Phone: 916 457-0935
Email: carol.light@comcast.net

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

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Sincerely,

Name: Rose Knight
Address: 708 San Antonio Way
Phone: 916 451-5251
Email: rosensacto @ aol

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
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Sincerely,

Name: Josephine O Connell
Address: 666 San Antonio Way
Phone: 736-2672
Email: _____

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
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Sincerely,

Name: Kathy Provenzano
Address: 601 San Antonio Way
Phone: 916 731-5012
Email: KPROVEN140@aol.com

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Community Development Department,
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Sincerely,

Name: DAVID BARNES
Address: 440 39TH STREET
Phone: 916 · 803 · 3388
Email: DUCLVR@MAC.COM

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Audrey Nitta
Address: 1068 40th Street
Phone: 916 508-5748
Email: sacadn@aol.com

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City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely, Kristie Finley

Name: Kristi Finley
Address: 4026 McKinley Blvd
Phone: 916 599-3191
Email: kristifinley@yahoo.com

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: VANESSA TAMRAZ
Address: 1201 39th st.
Phone: 916 420 7375
Email: Suxblud@jps.net

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Sandra West
Address: 2778 Hartnell Place Sacramento CA 95623
Phone: 916-346-7546
Email:

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City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Jan Wilson

Address: 623 Commons Dr. Sac., CA.

Phone: 916-922-1110

Email: _____

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Sincerely,

Name: Bethany Freemon
Address: 602 Commons Drive, SAC, CA, 95825
Phone: 916-246-1210
Email: bfree2mm2010@yahoo.com

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City of Sacramento,
Community Development Department,
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Sincerely,

Name: Billie Hardy
Address: 726 Common Dr Sac CA 95825
Phone: 916-641-7368
Email: dhardyJag@aol.com

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Community Development Department,
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Sincerely,

Name: Judy Mabry
Address: 5599 Ranchero Wy Carmichael
Phone: 530-906-4595
Email: _____

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Sincerely,

Name: Pat Sullivan
Address: 347 40th St
Phone: 916-736-1324
Email: Sullivanhouse@gmail.com

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City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Kasie Wilson
Address: 327 40th St. Sacramento, CA 95819
Phone: 916-456-2601
Email: Kasiempt@yahoo.com

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Shinder Saeltzer
Address: 309 40th St, Sacramento, CA 95819
Phone: 254-8226
Email: (916) Shinder.saeltzer@gmail.com

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Shannon Hardwicke
Address: 4121 McKinley Blvd.
Phone: 916-719-1949
Email: gardenchica@comcast.net

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Lisa Holloway
Address: 442 Pico Way
Phone: (916) 457-1987
Email: lisa@blanko.org

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- Additional flood risk for our neighborhood.

I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

Name: ANNA SANTIAGO
Address: 311 40th Street
Phone: (916) 284-3844
Email: N/A

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

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Sincerely,

Name: DAVID LUX
Address: 516 PICO WAY 95819
Phone: 916 798-9098
Email: dlux916@Gmail.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
dallen@cityofsacramento.org

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Sincerely,

Name: Andrea Shumate
Address: 7164 40th street
Phone: 916-690-2038
Email: andrea101803@yahoo.com

*

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
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Sincerely,

Name: Amy + Douglas Murray
Address: 1625 40th Street
Phone: 707-888-3192 (cell)
Email: ~~Allse~~ nurseamy@hotmail.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
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Sincerely,

Name: Renata Kesala
Address: 566 40th Street
Phone: 305-761-2944
Email: RKESALA@GMAIL.COM

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
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Sincerely,

Name: BRETT LIGHT
Address: 566 40th Street, Sacramento, CA 95816
Phone: 916.716.1323
Email: brettlight@hotmail.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
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Sincerely,

D J Rusconi

Name: DEBORAH RUSCONI

Address: 424 SAN MIGUEL WAY, SACRAMENTO, 95819

Phone: (916) 239-5305

Email: djrusconi@yahoo.com

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Ralph C. Sessa Jr
Address: 417 San Miguel Way
Phone: 925-855-5233
Email: RSessa@Rockcliff.com

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Mary Roach

Name: Mary Roach
Address: 452 San Miguel Way
Phone: 916-468-8787
Email: MaryERoach@Live.com

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
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Sincerely,

Name: Will Green
Address: wgreen@surewest.net 425 San Miguel Way, Sacto, CA 95819
Phone: 916-102-9956
Email: wgreen@surewest.net

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Associate Planner
City of Sacramento,
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Sincerely,

Name: Fabricio Cordero
Address: 1609 Santa Ynez Way Sac. CA 95816
Phone: (916) 284-1693
Email: fabricioCordero13@gmail.com.

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Evan Pane
Address: 5832 2nd ave
Phone: 916 508 2876
Email: EvPslick@Gmail.com

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Sincerely,

Name: Barlow Schuyler
Address: 715-26th Ave, Sac CA 95816
Phone: 916-509-5779
Email: ~~Ba Barlow Sch~~ barlowschuyler@gmail.com

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Jennifer Porter
Address: 516 25th ST SACRAMENTO, CA 95816
Phone: 916 835 3628
Email: jensp3333@sbcglobal.net

PLEASE PRINT

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
dallen@cityofsacramento.org

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Sincerely,

Name: THOMAS M. ZANZE
Address: 717-35th ST
Phone: 457-1667
Email:

PLEASE PRINT

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
dallen@cityofsacramento.org

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Sincerely,

Name: Sally Gibson
Address: 85 Primrose Way
Phone: 916 457-9570
Email: sallygibson@comcast.net

PLEASE PRINT

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Pamela Kennedy
Address: 5319 Sandburg Dr
Phone: 916-628-2798
Email: pammyjan@gmail.com

PLEASE PRINT

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: MAUREEN FLYNN-ZANZE
Address: 717-35th ST.
Phone: 916-457-1667
Email: THEZANZEFAMILY@HOTMAIL.COM

PLEASE PRINT

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

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- Additional flood risk for our neighborhood.

I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely, Ann M Murphy Hamel

Name: Ann Murphy Hamel
Address: 510 Santa Ynez Way
Phone: 916 955-0708
Email: Amsquared@yahoo.com

PLEASE PRINT

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
dallen@cityofsacramento.org

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Sincerely,

Name: Shannon Pauley
Address: 1711 Lagomarsino Way
Phone: ___
Email: ___

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Lisa DeCarlo
Address: 2530 37th St Sac 95817
Phone: 916 705-5174
Email: catturtle@sbcglobal.net

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Robert Schlag
Address: 632 - 34th St Sac 95816
Phone: 916 / 443 - 2285
Email: schlag.rn@comcast.net

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Steve Weaver
Address: 934 36th St
Phone: 457 0222
Email: _____

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Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: PAULA CREAMER
Address: 4730 C St SAC 95819
Phone:
Email: PAULA.CREAMER@ME.COM

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Name: Sondi Weaver
Address: 934 36th St.
Phone: 457 0222
Email: _____

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Sincerely,

Name: JOHN MCPEEK
Address: 2359 IRVIN WAY SAC
Phone: 916 455 2247
Email: JMCPEEK@PACBELL.NET

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City of Sacramento,
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Sincerely,

Name: Kathy Easter
Address: 2413 I Street, Davis
Phone: 530-908-8416
Email: kathyeaster@comcast.net

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City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Dennis Matay
Address: 5599 Ranchero Way Carmichael, Ca
Phone: 530-906-4595
Email: _____

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Name: Alan Easter

Address: _____

Phone: _____

Email: Alan ECS @ Comcast . NET

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Name: Pamela J Freeman
Address: 602 Commons Dr
Phone: 916-402-2917
Email: Jsweetp2011@gmail.com

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Sincerely,

Name: Jim Cooper
Address: 5311 J STREET SAC. CA.
Phone: 916 996-4388
Email: jwcoop43@netzero.net

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City of Sacramento,
Community Development Department,
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Sincerely,

Name: Lori Rispoli
Address: 5311 J St, Sac 95819
Phone: 916 452-5742
Email: lori.rispoli@att.net

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: MICHAEL COOPER
Address: 411 PICO WAY, SAC. 95819
Phone: 916-346-9223
Email: COOPER1@SUREWEST.NET

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City of Sacramento,
Community Development Department,
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Sincerely,

Name: Dawn Cooper
Address: 411 Pico Way Sac 95819
Phone: (916) 456-5972
Email: Cooperd@surewest.net

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Community Development Department,
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Sincerely,

Name: Andrea Johnson
Address: 2540 Avalon Dr.
Phone: 916 - 662-5991
Email: andreajohnson995@gmail.com

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Community Development Department,
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Name: Joel Stinghen
Address: 649 Santa Ynez Way
Phone: 916 457 1001
Email: Joel@mbdStudio.com

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- Additional flood risk for our neighborhood.

I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

Name: Linda Urquhart
Address: 649 Santa Inez
Phone: 916 457 1001
Email: RUMPEL@YARNYARNYARN.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
dallen@cityofsacramento.org

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Sincerely,

Name: Linda Carpenter
Address: 333 Santa Ynez Way Sac 95816
Phone: 916-201-5863
Email: LBC52@SBCGLOBAL.NET

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
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Sincerely,

Name: DAVID CARPENTER
Address: 333 SANTA YNEZ WY
Phone: 916 455 2959
Email: DWC 333 @ SBC GLOBAL.NET

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Deb Kennedy
Address: 7537 36th St
Phone: 916/607-4477
Email: dKennedy7@sbcglobal.net

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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120 home not 328

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Sincerely,

Name: John Moist +
Address: 932 41st St
Phone: 916. 716. 9019
Email: johnmoist@comcast.net

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Linda Jayne

Address: 3547 P Street Sac. CA 95816

Phone: _____

Email: _____

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Barbara Schach
Address: 5704 McAdoo Ave 95819
Phone:
Email: bschach@surewest.net

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Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Patrick Durham
Address: 938 Mission Way, Davis, CA 95616
Phone: (916) 736-3398
Email: pkegdurham@gmail.com

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Rue Kerfoot
Address: 937 46th ST. SAC, CA. 95819
Phone: 916 453-1573
Email: pse.zug@gmail.com

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City of Sacramento,
Community Development Department,
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Sincerely,

Name: GARY YOUNG

Address: 241 - 40TH ST.

Phone: 916. 451-3893

Email: _____

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Sincerely,

Name: CAROL J. VAUGHN

Address: 2973 PEYTONA WAY SACTO, CA 95831

Phone: 916 395 2038

Email: _____

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Sincerely,

Name: GEORGIA DEMETRE
Address: 501 PICO WAY
Phone: 916 457-6693
Email: georgiademetre@comcast.net

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Sincerely,

Name: Gabrielle Hunter
Address: 4621 B St
Phone:
Email: gabrielle.georgea@gmail.com

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City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Denice Vogel
Address: 1609 Santa Ynez Way
Phone: (916) 599-4569
Email: deniceyva@yahoo.com

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Ron Fogelman

Address: 1314 44th St

Phone: _____

Email: _____

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Sincerely,

Name: Jenci Wackford Smith
Address: 2165 Shiela Way, Sac, 95822
Phone: 916-712-6689
Email: jencirose@gmail.com

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City of Sacramento,
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Sincerely,

Name: RYAN PIERINI
Address: 3500 J ST #2, SAC 95816
Phone: (916) 995-5323
Email: ryanpierini@yahoo.com

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City of Sacramento,
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Sincerely,

Name: Dyan Cwynar
Address: 1633 36th St. Sac, 95816
Phone: 916-455-5354
Email: rickdyan@surewest.net

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

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- Additional flood risk for our neighborhood.

I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

Name: Marian Ashe
Address: 3225 McKinley Bl.
Phone: 916-448-2496
Email: m.ashe@att.net

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
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Sincerely,

Name: Andy Alexis
Address: 5329 Sandburg Dr
Phone: 916 457 7752
Email: aalexis@gmail.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Diane Alexis
Address: 5329 Sandburg Drive
Phone: 916/457-7752
Email: dalexis_sms@yahoo.com

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Hilda Smith
Address: 2617 G Street Apt #1
Phone: (916) 616 5189
Email: hildahms@netzero.net

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: JOSEPH SAUCEDO
Address: 4840 B ST
Phone: 916 455-5509
Email: JSAUCEDO@SUREWEST.NET

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely, Dan Keller

Name: DAN KELLER
Address: 3775 BREUNER AVE
Phone: 457-5928
Email: DAKE@SUREWEST.NET

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Helen L. Kelle
Address: 3775 Brewer Ave
Phone: 916 457 5923
Email:

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City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Clement Paulraj
Address: 2312 I St, Sac, 95816
Phone: 916-274-4132
Email: clementjpaulraj@gmail.com

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City of Sacramento,
Community Development Department,
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Sincerely,

Name: Coretjen Anderson
Address: ~~2740~~ 2715 R St
Phone: 916 429 2495
Email: greenjen@gmail.com

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Sincerely,

Name: Susan DeAngelo
Address: 775 53 St
Phone: 916 990 3550
Email: sue.deangelo@yahoo.com

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Sincerely,

Name: [illegible]

Address: 3739 McKinley Dr

Phone: 736-2268

Email: _____

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Sincerely,

Name: Karen Jacobs
Address: 3739 McKinley Blvd
Phone: 916 736 2268
Email: _____

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Sincerely,

Name: Dustin Lovett
Address: 5313 Spilman Ave
Phone: (916) 599 7548
Email: dustin_lovett@yahoo.com

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Sincerely,

Name: Amber Murry
Address: 5313 Gilman Ave. Sacto, Ca 95819
Phone: 916-524-6884
Email: amurry@uwccr.org

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Rachel Guinn
Address: 4300 Maddison ave. Sacto, Ca 95819
Phone: 916-996-8515
Email: rachel_reeder@yahoo.com

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: NICK DINDIO

Address: 1627 H ST #15

Phone: 916 338-2884

Email: —

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Michaela Nichelmann
Address: 46 49th St, Sacramento CA 95819
Phone: 916-397-3723
Email: michaelaborris@yahoo.com

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Scott Dakell
Address: 1331 46th STREET
Phone: 916-476-4340
Email: sutiyt@gmail.com

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Community Development Department,
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- Additional flood risk for our neighborhood.

I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

Name: Joshua Ingraham
Address: 2216 T St Sac 95816
Phone: 916-283-1783
Email: joshuaingraham7@yahoo.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
dallen@cityofsacramento.org

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Sincerely,

Name: Susan Fogelman
Address: 1314 44th St, Sac 95819
Phone: 451-9636
Email:

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
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Sincerely,

Name: Joey Hinojosa

Address: 1627 H St. #15, Sacramento, CA 95814

Phone: (916) 759-7223

Email: _____

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
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Sincerely,

Name: Zach Dickinson
Address: 8343 Thunder Way 95828
Phone: 608-283-2399
Email: _____

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: RICK CWYNAR
Address: 6323 34TH ST, SAC, CA 95816
Phone: 916-801-6128
Email: CWYNARRW@WELLSFARGO.COM

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Joana Chavez

Address: 674 40th Street

Phone:

Email: joana.chavez@gmail.com

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City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Kate Baskins
Address: 3500 J St #2 95816
Phone: 916-678-0812
Email: katebaskins@yahoo.com

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Ciara Zanze
Address: 5636 McAdoo Ave
Phone: 831-601-6769
Email: Ciarazanze@yahoo.com

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Conor Zanze
Address: 717 55th Street Sac. CA 95819
Phone: 916 698 5506
Email: conorzanze@gmail.com

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City of Sacramento,
Community Development Department,
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Sincerely,

Name: Celeste Romano
Address: 1515 26th St
Phone: (916) 737-0599
Email: cjr1730@gmail.com

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Sincerely,

Name: Allison Kent
Address: 5330 Monalee Ave
Phone: 916-709-2021
Email: allisonakent@gmail.com

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City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Mitchell Welsh

Address: 159 46th St

Phone: 916-834-5226

Email: Mordachiaprodigy@net

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Sincerely,

Name: Dawn Currie
Address: 3415 N St
Phone: 916 452 3803
Email: dawncurne@comcast.net

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Sincerely,

Name: Paige Brokaw
Address: 1332 35th St.
Phone: (925) 699-0766
Email: Paige.Brokaw@gmail.com

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Brad Nichelmann
Address: 46 49th St, Sacramento CA 95819
Phone: 916-335-0308
Email: bnichelmann@yahoo.com

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Jolie Tolleson
Address: 3301 J Street
Phone: 916-396-2117
Email: jolietolleson@gmail.com

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Gustavo Gonzalez
Address: 3301 J Street
Phone: 916 397 8033
Email: gonzalez.jg@gmail.com

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Sincerely, Hugh Smith

Name: Hugh Smith
Address: 906 43rd St.
Phone:
Email: 95819

PLEASE PRINT

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Associate Planner
City of Sacramento,
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300 Richards Blvd., Third Floor, Sacramento, California 95811

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- Additional flood risk for our neighborhood.

I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely, Mary Lawrence

Name: Mary Lawrence
Address: 1112 38th St
Phone:
Email: law1208@aol.com

PLEASE PRINT

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
dallen@cityofsacramento.org

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Sincerely,

Name: Rob Unger
Address: 709 San Antonio Way
Phone: Sacramento, CA 95819
Email: RCU at Cruzio.com

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Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
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Sincerely,

Name: Torrey Stoddard
Address: 4742 C street
Phone: 916-215-1393
Email: Torrey.tms@gmail.com

PLEASE PRINT

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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dallen@cityofsacramento.org

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Sincerely,

Name: Curtis & Molly Paul
Address: 1618 18th St. Apt 4
Phone: 530 774 5175
Email: writecurtis@yahoo.fr

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Amy Mathiesen
Address: 401 Messina Dr. Sac 95819
Phone:
Email: amyshovey27@hotmail.com

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Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: CHRIS SOULIER
Address: 2627 G ST SAC CA 95816
Phone: 916-496-4410
Email: CHRISSOULIER@GMAIL.COM

PLEASE PRINT

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Glen P. Sandmeier
Address: 2627 G Street
Phone: 916 492-0188
Email: stopkhglen@comcast.net

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Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Jeanine Roza
Address: 142 46th St, Sac, CA 95819
Phone: 916-548-5799
Email: jroza@cbnorcal.com

PLEASE PRINT

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: ROBERT FRICKEY
Address: 3101 MCKINLEY BLVD
Phone:
Email: RFRICKEY@ALUMNI.PRINCETON.EDU

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely, Paul Th

Name: Paul Thalken
Address: 281 40th St
Phone: 916 402-6922
Email: pault1@surewest.net

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Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: PATRICK BRODERICK
Address: 468 PAMA WAY
Phone: 916.833.5927
Email: PSBRODERICK@GMAIL.COM

PLEASE PRINT

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Jeremy Mosher

Address: 1418 36 Street

Phone: 916-790-0840

Email: Jeremy.Mosher@wholefoods.com

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Paul Stumpner
Address: 571 B 40th St
Phone: 916-207 6761
Email: pstumpne@hotmail.com

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Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: NANCY T YAMADA
Address: 605 22ND ST
Phone: 415/484-9948
Email: NTYAMADA@GMAIL.COM

PLEASE PRINT

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Kyle
Address: 1374 58th St.
Phone: 916 296 1431
Email: lanepias@gmail.com

PLEASE PRINT

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Jennifer Howell
Address: 4525 D ST Sacramento, CA 95819
Phone: (916) 202-0520
Email: fun4jen@hotmail.com

PLEASE PRINT

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
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916.808.2762
dallen@cityofsacramento.org

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Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report for the McKinley Village Project. The following recommendations are suggested to be included in the EIR: C Street between 28th and 18th is already a race track - it will be worse with this many homes.

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I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter. Other concerns - no low-income or senior housing, no plan for public transportation, train derailments/chemical spills, air quality for new residents, not enough public park space.

Sincerely,

Name: Deborah Franklin & Douglas Mitten
Address: 2525 E Street 95816
Phone: 916-492-2426
Email: deborahfranklinca@gmail.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Andrew Franklin
Address: 2525 E street
Phone:
Email: andrewwaynefranklin@gmail.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

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Sincerely,

Name: GERALD HERRERA
Address: 2617 G ST SAC CA 95816
Phone: 916 370 - 1389
Email: geraldh-95833@yahoo.com

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Chelsea Sauver
Address: 1347 43rd st.
Phone: _
Email: _

PLEASE PRINT

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Alyssa Byerly

Address: 9467 Haventview Way Elk Grove CA 95624

Phone: ___

Email: ___

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Bruce Jaramillo
Address: 3541 D St
Phone: 916-607-7103
Email: Bruce@NORCALmed.net

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City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: RON ROUSE
Address: 626 55 ST.
Phone: 916 451 0225
Email: RROUSE68@GMAIL.COM

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Becky Barnhart
Address: 3530 D St
Phone: 916-451-6353
Email: blbarnhart@gmail.com

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Connie Zuan
Address: 410- 36th way - 95816
Phone: 916- 451-4705
Email: cz connie@gmail.com

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
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Sincerely,

Name: Renée Salazar
Address: 3550 D Street, Sac, CA 95816
Phone: 916-456-4977
Email: _____

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Jill Keating
Address: 4803 B Street
Phone: 678-758-8086
Email: JKeating222@gmail.com

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Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Kevin Cullinan
Address: 6411 38th St. 95816
Phone: 530-219-7139
Email: KJCullinan@gmail.com

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Jack + Sharon Hagan
Address: 1043 41st Street, Sacto, CA 95819
Phone: 916-454-0598
Email: smhagan@sbcglobal.net

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Katrina Barch
Address: 3530 D St
Phone: 916 451-6353
Email: Katbeck@surewest.net

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City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Cheryl Sherman
Address: 440 Santa Ynez Way
Phone: 916 969 8226
Email: cheryl@5-wheels.com

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City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Jason Lampley
Address: 3975 D St.
Phone: 916-628-5435
Email: Jamplay@AOL.com

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Allegra Lampley
Address: 3975 D St. Sac. CA 95819
Phone: (916) 206.6233
Email: legslampley@gmail.com

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

MARIA ZEFV

Name: ___

Address: _

Phone: ___

Email: ___

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City of Sacramento,
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Sincerely,

Name: SHANNON M. BARNES
Address: 4641 B STREET
Phone: SACRAMENTO CA 95819
Email: BARKEEP415@YAHOO.COM

PLEASE PRINT

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely, Kate Colchico

Name: Kate Colchico
Address: 1524 36th St., Sacramento, CA 95816
Phone: 916-453-1707
Email: DOKACO@HOTMAIL.COM

PLEASE PRINT

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report for the McKinley Village Project. The following recommendations are suggested to be included in the EIR:

- Potentially, up to 5000 additional car trips will be added to neighborhood streets per day. The EIR should include a study of how the additional vehicular traffic will impact quality of life on impacted streets, not merely a Level of Service study that only considers the experience of vehicle drivers.
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- Additional flood risk for our neighborhood.

I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

Name: Dominic Colchico
Address: 1524 36th Street
Phone: 916-453-1707
Email: DoKaco@hotmail.com

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely, Sally Ware

Name: SALLY WARE
Address: 3590 RIO LOMA WAY
Phone: 916-612-8546
Email: ___

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Elizabeth Beaulieu
Address: 571 40th St Unit B.
Phone: 916.216.6931
Email: lizbeaulieu@hotmail.com

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Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: JOSE DI GREGORIO

Address: 60 COLOMA WAY 95819

Phone: 916 284 8577

Email: JOSEDIGREGORIO@GMAIL.COM

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Sincerely,

Name: Erica Ganse
Address: 140 Ada Way
Phone: 916 308-5734.
Email: ericaganse@gmail.com

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Sincerely,

Name: Allison Ayala
Address: 7972 La Riviera Dr #97
Phone: 916-216-0811
Email: allisonayala216@yahoo.com

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City of Sacramento,
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Sincerely,

Name: SUSAN PANE
Address: 3501 ELVAS AVE, SACTO.
Phone: 457-0950
Email: suecitysue916@sbcglobal.net

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Associate Planner
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Sincerely,

Name: Jerrod Pehle
Address: 3209 D Street
Phone: 530-604-2049
Email: jepehle@gmail.com

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Paula + Dick Maw
Address: 441 San Miguel Way
Phone:
Email: pandd maw@comcast.net

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Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Laura Pehle
Address: 3209 D St
Phone: 650-766-1624
Email: laura.pehle@gmail.com

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Catherine Andersen
Address: 3209 D St.
Phone: 650-766-1624
Email: c.andersen42@yahoo.com

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Sincerely,

Name: ___
Address: 430 34th St
Phone: 916 444 3410
Email: N/A

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Sincerely,

Name: Wendy Greene
Address: 240 Sandburg Dr
Phone: 916 457.5225
Email:

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Community Development Department,
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Sincerely, M Chiechi

Name: Michael Chiechi
Address: 240 Sandburg Dr
Phone:
Email: Mike576@comcast.net

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City of Sacramento,
Community Development Department,
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Sincerely,

Name: Lindsay Zettel
Address: 231 40th street
Phone: (916) 606-8381
Email: lindsayzettel@gmail.com

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Sincerely,

Name: Melissa Murphy
Address: 5876 Callister Ave Sacramento CA 95819
Phone: 916 878 0206
Email: melissananas@hotmail.com

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Sincerely, Lu Mack

Name: Luanne Mack
Address: 253 39th St. Sac, Ca
Phone: 408-394-0545
Email: luannemack@aol.com

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Associate Planner
City of Sacramento,
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I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

Name: Jennifer Brickley
Address: 4755 Jerry Way, Sacramento
Phone: (916) 715-8558
Email: jbrickley@gmail.com

PLEASE PRINT

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

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Sincerely,

Name: Magen Di Gregorio
Address: 60 Coloma Way, Sacramento CA 95819
Phone: (916) 716-9123
Email: maclala1@yahoo.com

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Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
dallen@cityofsacramento.org

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- Additional flood risk for our neighborhood.
- Health effects of living right next to the freeway

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- Chemicals applied to railroad tracks periodically to maintain them & the health effects of breathing ~~those~~ that air.

Sincerely,

Name: Elaine Berghausen & Dave Brubaker
Address: 641 35th St Sacto Ca 95816
Phone: (916) 456-7962
Email: bruberg1@surewest.net

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Shirley Thompson, Realtor

Name: Shirley Thompson
Address: 3358 Kittiwake Drive
Phone: (916) 923-1868
Email: thompsonsl@comcast.net

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Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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dallen@cityofsacramento.org

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Sincerely,

Name: JAMES L. KUHN
Address: 1024 SANTA YNEZ WAY
Phone: 916 454-5496
Email: jLKUHN1985@gmail.com

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Donna Collinan
Address: 641 38th St
Phone: 415-497-2172
Email: dthoffman27@gmail.com

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City of Sacramento,
Community Development Department,
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Sincerely,

Name: Leah Horner
Address: 5840 Spilman Ave
Phone: ___
Email: ___

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Associate Planner
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Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Josh Hurley
Address: 409 42nd St. Sacramento 95819
Phone: 916-455-5485
Email: joshhurley@yahoo.com

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Kris Hurley
Address: 409 42nd St. Sac 95819
Phone: 916-455-5485
Email: caputok@fleishman.com

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City of Sacramento,
Community Development Department,
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Sincerely,

Name: Matt Brickley
Address: 4755 Jerry Way Sacramento 95819
Phone: 916-425-7819
Email: mbrickley@gmail.com

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: TODD Cook
Address: 573 37TH STREET
Phone: (916) 416-1993
Email: Tcook1841 @ COMCAST.NET

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: William Barrett
Address: 417 42nd St. Sac, CA 95819
Phone: 916 446-2571
Email: williamjbarrett@hotmail.com

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Debbie Santiago
Address: 518 39th Street
Phone: (916) 284-3844
Email: santiago@csus.edu

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Sara Fong
Address: 564 San Miguel Way
Phone: 916-739-1826
Email: sara.fong564@gmail.com

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Tim Fung
Address: 564 San Miguel Wy SAC 95819
Phone: (916) 739-1826
Email: timothymfung@hotmail.com

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Louisa R. Vessell
Address: 556 San Miguel Way, Sacramento, CA 95819
Phone: 916-451-2113
Email: lvessell@sbcglobal.net

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Associate Planner
City of Sacramento,
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Sincerely,

Name: Martin Palamar
Address: 425 San Miguel Way
Phone: 916 - 202 - 8607
Email: martinpalamar@yahoo.com

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Paul Blankenship + Kathleen Flynn
Address: 448 San Antonio Way
Phone: 455-1340
Email: PbandKF@att.net

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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- Additional flood risk for our neighborhood.

I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

Name: Pam Milchrist
Address: 680 40th St.
Phone: 916- ~~[illegible]~~ 731-5199
Email: milchrist@SureWest.net

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

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Sincerely,

Name: Myra Francl
Address: 2576 64 St
Phone: 916 525-1658
Email: myruss@comcast.net

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
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Sincerely,

Name: Lavell Bryant
Address: 520 55th Street, Sac, CA 95819
Phone: (916) 420-4127
Email: LavellBryant@Hotmail.com

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Associate Planner
City of Sacramento,
Community Development Department,
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Sincerely,

Name: Angela Desmangles
Address: 4414 56th st Sacto 95819
Phone: 916-456-6055
Email: greedygrl@hotmail.com

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Marlene Cook
Address: 573 37th Street
Phone: 925 998-0317
Email: cookm013@gmail.com

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City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

916.808.2762
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Sincerely,

Name: Trevore Archie
Address: 1414 56th St Sacto 95819
Phone: 916-456-6055
Email: mrtrevorearchie@aol.com

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City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Jean Harris
Address: 311 San Antonio Way
Phone: 415 385 6107
Email: _____

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Lara Kiniris
Address: 247 39th st Sac 95816
Phone: 916 769 9585
Email: Larakiniris@yahoo.com

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811

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Sincerely,

Name: Megan Curry
Address: 4641 B St. Sacramento, CA 95819
Phone: 916 396 8486
Email: megan.curry@adidas.com

PLEASE PRINT

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
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    - 40th Street between C Street and H Street,
    - Tivoli Way between C Street and McKinley Boulevard,
    - Meister Way between C Street and Aiken
    - McKinley Boulevard, the entire length
    - 36th Way, between Elvas and J Street
    - 28th Street between the project access road and J Street,
    - 29th Street between E Street and J Street,
    - 30th Street between H Street and C Street,
    - C Street between Elvas Avenue and Alhambra Boulevard and again between 29th Street and 15th Street,
    - Alhambra Boulevard between C Street and J Street.

- There are several streets that intersect 36th Way that do not have controlled intersections, specifically: 40th Street, San Miguel Way and San Antonio Way. What will be the impact of additional traffic in these uncontrolled areas? Additionally, this area is already highly impacted because of the school and school traffic. Any traffic study must be performed during the school year to take into account peak traffic conditions.

- A traffic study of the cumulative impact to traffic on the local roads, freeways and on- and off-ramps as a result of this project in conjunction with the Sutter Memorial Hospital in-fill project (Sutter Park), the Mercy Hospital expansion, the Sutter General Hospital expansion and the downtown arena plan. Studied freeway on- and off-ramps should include but not be limited to:
    - the northbound E Street and J Street on-ramps to Business I-80,
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- Levels of service evaluations typically evaluate the transportation experience of the driver. What this lacks is the experience of the existing neighborhood. With the proposed increase in traffic for this area and for the streets listed above, what increased levels of service can be expected for the existing neighborhood? The traffic plan must look at more than just the impacts

on the number of vehicles. It should also evaluate air quality to the school, residents, and pedestrians; effects on pedestrians and bicyclists; and noise, safety, wear and tear on streets. Please include in your analysis how the increase in traffic will impact the quality of life for current East Sacramento residents, including, but not limited to those residing on the neighborhood streets listed above.

- I am requesting the City to consider an additional alternative that has two exits from the proposed project: one at downtown 28th Street (as currently proposed), and the second going straight onto Alhambra, thus avoiding the additional traffic, safety, etc. impacts on and risks to the East Sacramento neighborhood. Moving the proposed 40th Street exit from the proposed project to Alhambra is safer, provides direct access to a major artery, and is closer to the freeway and downtown. The result would be similar to River Park, which has two exits close together on H Street.

Schools

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Air Quality and Noise

This is a 4-year proposed project with phases that will require heavy machinery and construction and then once the construction is completed, the addition of 328 homes and accompanying vehicles. Please address the cumulative effect on air quality and greenhouse gases as a result of this project and in conjunction with the planned Sutter Park project, the Mercy Hospital expansion, the Sutter General Hospital expansion, the downtown arena and the proximity of this project site to Business I-80 and the Union Pacific Railroad. Please also include an analysis of mitigation measures to accommodate the existing neighborhood both during and after construction.

With the increase in traffic due to construction, what measures are going to be taken to minimize emissions and particulates generated by driving in and out of an undeveloped area? What minimization measures will be taken to avoid spillover of dust and dirt onto existing streets and homes during site preparation and construction? Please consider this as part of the air quality and greenhouse gases analysis.

Aesthetics

Please include a description of how the proposed project incorporates the aesthetic qualities of the surrounding East Sacramento and McKinley Park neighborhoods. Analysis should address the following but not be limited to:

- The proposed housing density does not correspond to existing East Sacramento and McKinley Park neighborhoods;
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Please also include a description of how the proposed open spaces provide for community connectivity.

The Off-Site Improvements portion of the NOP is very limited in its description of how the existing neighborhoods are going to experience benefits from the construction of this development. Please also include any analysis and off-site improvements currently planned for the adjoining neighborhood. Note that it is the desire of the existing neighborhood that a larger, meaningful discussion occurs to explore Off-Site Improvements in detail.

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Please also study the environmental impact of any public transportation (buses, light rail) that will serve the proposed project area.

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Sincerely,

(Please Print)

Name Meredith Harvan

Address 221 Meister Way

Sacramento, CA 95819

Telephone 916 451 4950

email meredith@mharvan.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
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Sincerely,

(Please Print)

Name Douglas Kindall

Address 129 Meister Way

Sacramento, CA 95819

Telephone (916) 799-4716

email dwkindall@surewest.net

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
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(Please Print)

Name Pietrino Camalo

Address 121 Meister Way

Sacramento, CA 95819

Telephone 916. 825. 8843

email pietrino.camalo@pepsico.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

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(Please Print)

Name Annabelle Barden

Address 180 San Antonio Way

Sacramento, CA 95819

Telephone (916) 457-2372

email

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

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Telephone 916-457-5638

email grammyzoomer@SBCglobal.net

2

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(Please Print)

Name Steve Jaques

Address 255 40th Street

Sacramento, CA 95819

Telephone 452-8020

email ucookiemonster@surewest.net

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300 Richards Blvd., Third Floor, Sacramento, California 95811
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Air Quality and Noise

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With the increase in traffic due to construction, what measures are going to be taken to minimize emissions and particulates generated by driving in and out of an undeveloped area? What minimization measures will be taken to avoid spillover of dust and dirt onto existing streets and homes during site preparation and construction? Please consider this as part of the air quality and greenhouse gases analysis.

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Sincerely,

(Please Print)

Name Sally Flores

Address 151 San Antonio Way

Sacramento, CA 95819

Telephone (916) 451-9642 - H

email 916 416-0682 - C

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report for the McKinley Village Project. The following recommendations are requested to be included in the EIR:

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    - McKinley Boulevard, the entire length
    - 36th Way, between Elvas and J Street
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- There are several streets that intersect 36th Way that do not have controlled intersections, specifically: 40th Street, San Miguel Way and San Antonio Way. What will be the impact of additional traffic in these uncontrolled areas? Additionally, this area is already highly impacted because of the school and school traffic. Any traffic study must be performed during the school year to take into account peak traffic conditions.

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D Pg

(Please Print)

Name DAVID PING

Address 161 SanAntonio Way

Sacramento, CA 95819

Telephone 916-515-4952

email wil161@sbcglobal.net

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

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Maral Kuechler

(Please Print)

Name MARAL KUECHLER

Address 139 SAN ANTONIO WAY

Sacramento, CA 95819

Telephone (916) 452-1791

email

Dana Allen,
Associate Planner
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Community Development Department,
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(Please Print)

Name BRENT M. STANGELAND

Address 131 SAN ANTONIO WAY

Sacramento, CA 95819

Telephone (916) 501-3435

email brentstangeland@yahoo.com

Dana Allen,
Associate Planner
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Telephone 916.806.9236

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Sincerely,

(Please Print)

Name LAURA PEARSON

Address 231 SAN MIGUEL WAY

Sacramento, CA 95819

Telephone 916-452-7273

email Laura Coglianese Pearson@gmail.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

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(Please Print)

Name Michael Pearson

Address 231 San Miguel Way

Sacramento, CA 95819

Telephone 916-392-6015

email michael102271@aol.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
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Sacramento, CA 95819

Telephone 451-6276

email

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Associate Planner
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(Please Print)

Name MAUREEN G. ROHWER

Address 132 SAN ANTONIO WAY

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Telephone 916-452-5166

email gomogo7@msn.com

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Kathale A Glaski

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Dear Ms. Allen,

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report for the McKinley Village Project. The following recommendations are requested to be included in the EIR:

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- A traffic and noise study that takes into consideration the potential impacts to all existing streets in the neighborhood between C Street and H Street, and between Elvas Avenue and 27th Street, including but not limited to:
    - 40th Street between C Street and H Street,
    - Tivoli Way between C Street and McKinley Boulevard,
    - Meister Way between C Street and Aiken
    - McKinley Boulevard, the entire length
    - 36th Way, between Elvas and J Street
    - 28th Street between the project access road and J Street,
    - 29th Street between E Street and J Street,
    - 30th Street between H Street and C Street,
    - C Street between Elvas Avenue and Alhambra Boulevard and again between 29th Street and 15th Street,
    - Alhambra Boulevard between C Street and J Street.

- There are several streets that intersect 36th Way that do not have controlled intersections, specifically: 40th Street, San Miguel Way and San Antonio Way. What will be the impact of additional traffic in these uncontrolled areas? Additionally, this area is already highly impacted because of the school and school traffic. Any traffic study must be performed during the school year to take into account peak traffic conditions.

- A traffic study of the cumulative impact to traffic on the local roads, freeways and on- and off-ramps as a result of this project in conjunction with the Sutter Memorial Hospital in-fill project (Sutter Park), the Mercy Hospital expansion, the Sutter General Hospital expansion and the downtown arena plan. Studied freeway on- and off-ramps should include but not be limited to:
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- Levels of service evaluations typically evaluate the transportation experience of the driver. What this lacks is the experience of the existing neighborhood. With the proposed increase in traffic for this area and for the streets listed above, what increased levels of service can be expected for the existing neighborhood? The traffic plan must look at more than just the impacts

on the number of vehicles. It should also evaluate air quality to the school, residents, and pedestrians; effects on pedestrians and bicyclists; and noise, safety, wear and tear on streets. Please include in your analysis how the increase in traffic will impact the quality of life for current East Sacramento residents, including, but not limited to those residing on the neighborhood streets listed above.

- I am requesting the City to consider an additional alternative that has two exits from the proposed project: one at downtown 28th Street (as currently proposed), and the second going straight onto Alhambra, thus avoiding the additional traffic, safety, etc. impacts on and risks to the East Sacramento neighborhood. Moving the proposed 40th Street exit from the proposed project to Alhambra is safer, provides direct access to a major artery, and is closer to the freeway and downtown. The result would be similar to River Park, which has two exits close together on H Street.

Schools

The addition of 328 new homes will result in additional burdens on neighborhood schools – particularly Theodore Judah Elementary School and Sutter Middle School. The study should include possible mitigations to address overcrowding at the schools, including but not limited to potential expansion or replacement of the schools as was done for the new Sacred Heart School. Please also include comprehensive analysis related to planned school closings, including but not limited to Washington Elementary School, and the impact of these closures on the aforementioned schools. Please also include analysis of the impacts on the schools as a result of planned new housing in the Sutter Park development.

Air Quality and Noise

This is a 4-year proposed project with phases that will require heavy machinery and construction and then once the construction is completed, the addition of 328 homes and accompanying vehicles. Please address the cumulative effect on air quality and greenhouse gases as a result of this project and in conjunction with the planned Sutter Park project, the Mercy Hospital expansion, the Sutter General Hospital expansion, the downtown arena and the proximity of this project site to Business I-80 and the Union Pacific Railroad. Please also include an analysis of mitigation measures to accommodate the existing neighborhood both during and after construction.

With the increase in traffic due to construction, what measures are going to be taken to minimize emissions and particulates generated by driving in and out of an undeveloped area? What minimization measures will be taken to avoid spillover of dust and dirt onto existing streets and homes during site preparation and construction? Please consider this as part of the air quality and greenhouse gases analysis.

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Please include a description of how the proposed project incorporates the aesthetic qualities of the surrounding East Sacramento and McKinley Park neighborhoods. Analysis should address the following but not be limited to:

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The Off-Site Improvements portion of the NOP is very limited in its description of how the existing neighborhoods are going to experience benefits from the construction of this development. Please also include any analysis and off-site improvements currently planned for the adjoining neighborhood. Note that it is the desire of the existing neighborhood that a larger, meaningful discussion occurs to explore Off-Site Improvements in detail.

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(Please Print)

Name SCOTT MANN

Address 123 SAN ANTONIO WAY

Sacramento, CA 95819

Telephone 916 - 223 - 2380

email SCOTTMANN31@GMAIL.COM ~~smann@~~

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

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Address 132 SAN ANTONIO WAY

Sacramento, CA 95819

Telephone 916-452-5166

email GOMOFGO7@MSN.COM

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Address 176 SAN ANTONIO WAY (renter)

Sacramento, CA 95819

Telephone 916 802-7863

email Pinerworks@sbcglobal.net

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Name SEISS WAGNER.

Address 300 - 36TH WAY

Sacramento, CA ~~95819~~ 95816

Telephone 916. 451. 2868

email SEISS@SURFWEST.NET

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
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Sincerely,

(Please Print)

Name Mary S Schnetz

Address 186 San Antonio Way

Sacramento, CA 95819

Telephone 916-451-8406

email mschnetz

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report for the McKinley Village Project. The following recommendations are requested to be included in the EIR:

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    - Meister Way between C Street and Aiken
    - McKinley Boulevard, the entire length
    - 36th Way, between Elvas and J Street
    - 28th Street between the project access road and J Street,
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    - C Street between Elvas Avenue and Alhambra Boulevard and again between 29th Street and 15th Street,
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- There are several streets that intersect 36th Way that do not have controlled intersections, specifically: 40th Street, San Miguel Way and San Antonio Way. What will be the impact of additional traffic in these uncontrolled areas? Additionally, this area is already highly impacted because of the school and school traffic. Any traffic study must be performed during the school year to take into account peak traffic conditions.

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With the increase in traffic due to construction, what measures are going to be taken to minimize emissions and particulates generated by driving in and out of an undeveloped area? What minimization measures will be taken to avoid spillover of dust and dirt onto existing streets and homes during site preparation and construction? Please consider this as part of the air quality and greenhouse gases analysis.

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(Please Print)

Name Kyle Nichols

Address 147 Meister Way

Sacramento, CA 95819

Telephone

email Kyle1288@yahoo.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

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(Please Print)

Name Valerie Leddy

Address 223 39th street

Sacramento, CA 95819 6

Telephone (916) 337-1609

email vleddy@comcast.net

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
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(Please Print)

Name Tessa Matsis

Address 200 39th Street

Sacramento, CA 95816

Telephone (916) 216-0781

email flyawaytessa@hotmail.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
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Address 323 39th Street

Sacramento, CA 95819 6

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I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely, Phyllis Tyrell

(Please Print) Phyllis Tyrell

Name _____

Address 347 35th St.

Sacramento, CA 95819

Telephone (916) 457-8601

email pctyrell@earthlink.net

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

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Name GLORIA MEDER

Address 227 - 39TH STREET

Sacramento, CA 95816

Telephone 457-0215

email

Dana Allen,
Associate Planner
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Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
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Telephone 916 235-0568

email JxSmith86@yahoo.com

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Name Jason Hayes & Kathy Marshall

Address 275 39th St 95816

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Sincerely,

(Please Print)

Name Brad Auwinger

Address 231 39th Street

Sacramento, CA 95819

Telephone 916-207-4377

email bauwinger@gmail.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

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- A traffic and noise study that takes into consideration the potential impacts to all existing streets in the neighborhood between C Street and H Street, and between Elvas Avenue and 27th Street, including but not limited to:
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    - McKinley Boulevard, the entire length;
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    - 29th Street between E Street and J Street;
    - 30th Street between H Street and C Street;
    - 36th Way between Elvas and J Street;
    - 39th Street between C and J Street;
    - C Street between Elvas Avenue and Alhambra Boulevard and again between 29th Street and 15th Street; and
    - Alhambra Boulevard between C Street and J Street.

- There are several streets that intersect 36th Way that do not have controlled intersections, specifically: 40th Street, San Miguel Way and San Antonio Way. What will be the impact of additional traffic in these uncontrolled areas? Additionally, this area is already highly impacted because of the school and school traffic. Any traffic study must be performed during the school year to take into account peak traffic conditions.

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vehicles. It should also evaluate air quality to the school, residents, and pedestrians; effects on pedestrians and bicyclists; and noise, safety, wear and tear on streets. Please include in your analysis how the increase in traffic will impact the quality of life for current East Sacramento residents, including, but not limited to those residing on the neighborhood streets listed above.

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(Please Print)

Name Dimirtrios Kiniris

Address 247 39th St

Sacramento, CA 95819

Telephone 916 769-9422

email jkiniris_25@yahoo.com.

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

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Name Thomas J. Clementi

Address 191 Tivoli Way

Sacramento, CA 95819

Telephone 916-217-6997

email tomthecyclist@yahoo.com

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City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
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(Please Print)

Name Rachel Morphy

Address 145 Tivoli Way

Sacramento, CA 95819

Telephone (626) 298-4841

email rachel.h.morphy@gmail.com

Dana Allen,
Associate Planner
City of Sacramento,
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Telephone (818) 335-5105

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Sincerely, Paul D Quidera

(Please Print)

Name Paul D Quidera

Address 107 Tivoli way

Sacramento, CA 95819

Telephone 916 457 2229

email

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

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Address 137 Tivoli Way

Sacramento, CA 95819

Telephone 916-316-2804

email rsestrin@yahoo.com

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Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
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Address 200 TUDOR WAY

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Telephone 916 952-6361

email michaelbrown1@surewest.net

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Sincerely,

(Please Print)

Name LILLIE WENZE

Address 2 23 TIVOLI WAY

Sacramento, CA 95819

Telephone

email

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

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- A traffic and noise study that takes into consideration the potential impacts to all existing streets in the neighborhood between C Street and H Street, and between Elvas Avenue and 27th Street, including but not limited to:
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    - Meister Way between C Street and Aiken;
    - McKinley Boulevard, the entire length;
    - 28th Street between the project access road and J Street;
    - 29th Street between E Street and J Street;
    - 30th Street between H Street and C Street;
    - 36th Way between Elvas and J Street;
    - 39th Street between C and J Street;
    - C Street between Elvas Avenue and Alhambra Boulevard and again between 29th Street and 15th Street; and
    - Alhambra Boulevard between C Street and J Street.

- There are several streets that intersect 36th Way that do not have controlled intersections, specifically: 40th Street, San Miguel Way and San Antonio Way. What will be the impact of additional traffic in these uncontrolled areas? Additionally, this area is already highly impacted because of the school and school traffic. Any traffic study must be performed during the school year to take into account peak traffic conditions.

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vehicles. It should also evaluate air quality to the school, residents, and pedestrians; effects on pedestrians and bicyclists; and noise, safety, wear and tear on streets. Please include in your analysis how the increase in traffic will impact the quality of life for current East Sacramento residents, including, but not limited to those residing on the neighborhood streets listed above.

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With the increase in traffic due to construction, what measures are going to be taken to minimize emissions and particulates generated by driving in and out of an undeveloped area? What minimization measures will be taken to avoid spillover of dust and dirt onto existing streets and homes during site preparation and construction? Please consider this as part of the air quality and greenhouse gases analysis.

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(Please Print)

Name Melinda Russell

Address 3601 McKinley Blvd.

Sacramento, CA 95819

Telephone 916 834-0153

email melinda_russell@sbcglobal.net

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

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Name Patt Herberge

Address 116 Meister Way Sacr

Sacramento, CA 95819

Telephone

email

Dana Allen,
Associate Planner
City of Sacramento,
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300 Richards Blvd., Third Floor, Sacramento, California 95811
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(Please Print)

Name Don Herberger

Address 116 Meister Way

Sacramento, CA 95819

Telephone 476 6378

email

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
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Sincerely,

(Please Print)

Name Katherine I Domek

Address 144 Meister Way,

Sacramento, CA 95819

Telephone 916-455-4625

email gdomek@pacbell.net

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

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(Please Print)

Name Christina M Sarron

Address 240 Meister Way

Sacramento, CA 95819

Telephone

email crstna2012@comcast.net

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

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Telephone

email mimidawd@hotmail.com

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(Please Print)

Name Matt Burnel

Address 101 San Antonio

Sacramento, CA 95819

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email Mattburnel@hotmail.com

Dana Allen,
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(Please Print)

Name Julie Hoskins

Address 143 Meister Way

Sacramento, CA 95819

Telephone

email juliehoskins@comcast.net

3/4

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Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report for the McKinley Village Project. The following recommendations are requested to be included in the EIR:

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- A traffic and noise study that takes into consideration the potential impacts to all existing streets in the neighborhood between C Street and H Street, and between Elvas Avenue and 27th Street, including but not limited to:
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    - Meister Way between C Street and Aiken
    - McKinley Boulevard, the entire length
    - 36th Way, between Elvas and J Street
    - 28th Street between the project access road and J Street,
    - 29th Street between E Street and J Street,
    - 30th Street between H Street and C Street,
    - C Street between Elvas Avenue and Alhambra Boulevard and again between 29th Street and 15th Street,
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- There are several streets that intersect 36th Way that do not have controlled intersections, specifically: 40th Street, San Miguel Way and San Antonio Way. What will be the impact of additional traffic in these uncontrolled areas? Additionally, this area is already highly impacted because of the school and school traffic. Any traffic study must be performed during the school year to take into account peak traffic conditions.

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With the increase in traffic due to construction, what measures are going to be taken to minimize emissions and particulates generated by driving in and out of an undeveloped area? What minimization measures will be taken to avoid spillover of dust and dirt onto existing streets and homes during site preparation and construction? Please consider this as part of the air quality and greenhouse gases analysis.

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Sincerely, Deedra Thalken

(Please Print)

Name Deedra Thalken

Address 281 40th St

Sacramento, CA 95819

Telephone 455 6206

email deedrat@surewest.net

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

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Sincerely,

Pamela L. Parker

(Please Print)

Name Pamela L. Parker

Address 247 40th st.

Sacramento, CA 95819

Telephone 916-452-0186

email plpsac@comcast.net

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
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(Please Print)

Name Marthra Blakney

Address 257 TIVOLI WAY

Sacramento, CA 95819

Telephone

email marthablakney@gmail.com

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Address 249 TIVOLI WAY

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Telephone 916.296.5579

email xtedanner@gmail.com

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Address 147 SAN ANTONIO WAY

Sacramento, CA 95819

Telephone (916) 455-5217

email nancycaplener@comcast.net

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City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report for the McKinley Village Project. The following recommendations are requested to be included in the EIR:

Traffic and Circulation

- A traffic and noise study that takes into consideration the potential impacts to all existing streets in the neighborhood between C Street and H Street, and between Elvas Avenue and 27th Street, including but not limited to:
    - 40th Street between C Street and H Street,
    - Tivoli Way between C Street and McKinley Boulevard,
    - Meister Way between C Street and Aiken
    - McKinley Boulevard, the entire length
    - 36th Way, between Elvas and J Street
    - 28th Street between the project access road and J Street,
    - 29th Street between E Street and J Street,
    - 30th Street between H Street and C Street,
    - C Street between Elvas Avenue and Alhambra Boulevard and again between 29th Street and 15th Street,
    - Alhambra Boulevard between C Street and J Street.

- There are several streets that intersect 36th Way that do not have controlled intersections, specifically: 40th Street, San Miguel Way and San Antonio Way. What will be the impact of additional traffic in these uncontrolled areas? Additionally, this area is already highly impacted because of the school and school traffic. Any traffic study must be performed during the school year to take into account peak traffic conditions.

- A traffic study of the cumulative impact to traffic on the local roads, freeways and on- and off-ramps as a result of this project in conjunction with the Sutter Memorial Hospital in-fill project (Sutter Park), the Mercy Hospital expansion, the Sutter General Hospital expansion and the downtown arena plan. Studied freeway on- and off-ramps should include but not be limited to:
    - the northbound E Street and J Street on-ramps to Business I-80,
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- Levels of service evaluations typically evaluate the transportation experience of the driver. What this lacks is the experience of the existing neighborhood. With the proposed increase in traffic for this area and for the streets listed above, what increased levels of service can be expected for the existing neighborhood? The traffic plan must look at more than just the impacts

on the number of vehicles. It should also evaluate air quality to the school, residents, and pedestrians; effects on pedestrians and bicyclists; and noise, safety, wear and tear on streets. Please include in your analysis how the increase in traffic will impact the quality of life for current East Sacramento residents, including, but not limited to those residing on the neighborhood streets listed above.

- I am requesting the City to consider an additional alternative that has two exits from the proposed project: one at downtown 28th Street (as currently proposed), and the second going straight onto Alhambra, thus avoiding the additional traffic, safety, etc. impacts on and risks to the East Sacramento neighborhood. Moving the proposed 40th Street exit from the proposed project to Alhambra is safer, provides direct access to a major artery, and is closer to the freeway and downtown. The result would be similar to River Park, which has two exits close together on H Street.

Schools

The addition of 328 new homes will result in additional burdens on neighborhood schools – particularly Theodore Judah Elementary School and Sutter Middle School. The study should include possible mitigations to address overcrowding at the schools, including but not limited to potential expansion or replacement of the schools as was done for the new Sacred Heart School. Please also include comprehensive analysis related to planned school closings, including but not limited to Washington Elementary School, and the impact of these closures on the aforementioned schools. Please also include analysis of the impacts on the schools as a result of planned new housing in the Sutter Park development.

Air Quality and Noise

This is a 4-year proposed project with phases that will require heavy machinery and construction and then once the construction is completed, the addition of 328 homes and accompanying vehicles. Please address the cumulative effect on air quality and greenhouse gases as a result of this project and in conjunction with the planned Sutter Park project, the Mercy Hospital expansion, the Sutter General Hospital expansion, the downtown arena and the proximity of this project site to Business I-80 and the Union Pacific Railroad. Please also include an analysis of mitigation measures to accommodate the existing neighborhood both during and after construction.

With the increase in traffic due to construction, what measures are going to be taken to minimize emissions and particulates generated by driving in and out of an undeveloped area? What minimization measures will be taken to avoid spillover of dust and dirt onto existing streets and homes during site preparation and construction? Please consider this as part of the air quality and greenhouse gases analysis.

Aesthetics

Please include a description of how the proposed project incorporates the aesthetic qualities of the surrounding East Sacramento and McKinley Park neighborhoods. Analysis should address the following but not be limited to:

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Please also include a description of how the proposed open spaces provide for community connectivity.

The Off-Site Improvements portion of the NOP is very limited in its description of how the existing neighborhoods are going to experience benefits from the construction of this development. Please also include any analysis and off-site improvements currently planned for the adjoining neighborhood. Note that it is the desire of the existing neighborhood that a larger, meaningful discussion occurs to explore Off-Site Improvements in detail.

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Sincerely,

Michael A Cerruti

(Please Print)

Name Michael Cerruti

Address 440 San Miguel Way

Sacramento, CA 95819

Telephone (916) 739-1018

email doccisme@yahoo.com

Dana Allen,
Associate Planner
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(Please Print) Rosemary Miller

Name ALAN MILLER

Address 396 36TH WAY

Sacramento, CA 95816

Telephone 916-455-0860

email Miller396@comcast.net

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Sincerely, Thomas A. Kirrene

(Please Print)

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Address 421 36th Way

Sacramento, CA 95816

Telephone

email TKirrene@gmail.com

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email Kay Knoop: jamesa@gmail.com

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This is a 4-year proposed project with phases that will require heavy machinery and construction and then once the construction is completed, the addition of 328 homes and accompanying vehicles. Please address the cumulative effect on air quality and greenhouse gases as a result of this project and in conjunction with the planned Sutter Park project, the Mercy Hospital expansion, the Sutter General Hospital expansion, the downtown arena and the proximity of this project site to Business I-80 and the Union Pacific Railroad. Please also include an analysis of mitigation measures to accommodate the existing neighborhood both during and after construction.

With the increase in traffic due to construction, what measures are going to be taken to minimize emissions and particulates generated by driving in and out of an undeveloped area? What minimization measures will be taken to avoid spillover of dust and dirt onto existing streets and homes during site preparation and construction? Please consider this as part of the air quality and greenhouse gases analysis.

Aesthetics

Please include a description of how the proposed project incorporates the aesthetic qualities of the surrounding East Sacramento and McKinley Park neighborhoods. Analysis should address the following but not be limited to:

- The proposed housing density does not correspond to existing East Sacramento and McKinley Park neighborhoods;
- The proposed architectural style of the housing does not correspond to existing East Sacramento and McKinley Park neighborhoods;
- The large garage, suburban-style housing does not correspond to existing East Sacramento and McKinley Park neighborhoods, where houses typically have one-car garages.

Please also include a description of how the proposed open spaces provide for community connectivity.

The Off-Site Improvements portion of the NOP is very limited in its description of how the existing neighborhoods are going to experience benefits from the construction of this development. Please also include any analysis and off-site improvements currently planned for the adjoining neighborhood. Note that it is the desire of the existing neighborhood that a larger, meaningful discussion occurs to explore Off-Site Improvements in detail.

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Given the scope of recent budget cuts that have reduced the number of police officers and firefighters in Sacramento, please include an analysis of how this development will affect fire and police response times both in the proposed development area as well as in existing neighborhoods of East Sacramento and McKinley Park, and a mitigation plan to ensure that services are not further reduced.

Please also study the environmental impact of any public transportation (buses, light rail) that will serve the proposed project area.

In the Project Objectives portion of the NOP it is emphasized that this project "Make efficient use of an opportunity for infill development." What are the criteria that are being used to designate this site for "infill development"? How the proposed development impacts the environment including improving air quality, reducing greenhouse gases, reducing noise, improving the efficiency of traffic circulation and providing for improved public services and public utilities needs to very clearly explained. A "like" project that has already been completed in a similar setting and which has been able to meet all of the stated objectives would be very useful in addition to explaining how potential environmental effects to the existing environment will be considered acceptable with the proposed mitigation measures.

I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

(Please Print)

Name Andrew Collard

Address 380 36th Way P

Sacramento, CA 95816

Telephone

email

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report for the McKinley Village Project. The following recommendations are requested to be included in the EIR:

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- A traffic and noise study that takes into consideration the potential impacts to all existing streets in the neighborhood between C Street and H Street, and between Elvas Avenue and 27th Street, including but not limited to:
    - 40th Street between C Street and H Street;
    - Tivoli Way between C Street and McKinley Boulevard;
    - Meister Way between C Street and Aiken;
    - McKinley Boulevard, the entire length;
    - 28th Street between the project access road and J Street;
    - 29th Street between E Street and J Street;
    - 30th Street between H Street and C Street;
    - 36th Way between Elvas and J Street;
    - 39th Street between C and J Street;
    - C Street between Elvas Avenue and Alhambra Boulevard and again between 29th Street and 15th Street; and
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- There are several streets that intersect 36th Way that do not have controlled intersections, specifically: 40th Street, San Miguel Way and San Antonio Way. What will be the impact of additional traffic in these uncontrolled areas? Additionally, this area is already highly impacted because of the school and school traffic. Any traffic study must be performed during the school year to take into account peak traffic conditions.

- A traffic study of the cumulative impact to traffic on the local roads, freeways and on- and off-ramps as a result of this project in conjunction with the Sutter Memorial Hospital in-fill project (Sutter Park), the Mercy Hospital expansion, the Sutter General Hospital expansion and the downtown arena plan. Studied freeway on- and off-ramps should include but not be limited to:
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- Levels of service evaluations typically evaluate the transportation experience of the driver. What this lacks is the experience of the existing neighborhood. With the proposed increase in traffic for this area and for the streets listed above, what increased levels of service can be expected for the existing neighborhood? The traffic plan must look at more than just the impacts on the number of

vehicles. It should also evaluate air quality to the school, residents, and pedestrians; effects on pedestrians and bicyclists; and noise, safety, wear and tear on streets. Please include in your analysis how the increase in traffic will impact the quality of life for current East Sacramento residents, including, but not limited to those residing on the neighborhood streets listed above.

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Sincerely,

Mary Jane Nichols

(Please Print)

Name MARY JANE NICHOLS

Address 335 - 36TH WAY

Sacramento, CA 95816

Telephone 916 457 6578

email

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

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I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

(Please Print)

Name Ben Muilenburg

Address 315 36th Way

Sacramento, CA 95819 6

Telephone

email ben_muilenburg@hotmail.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

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  The traffic study should be completed during the upcoming school year when traffic in the neighborhood is the heaviest.

- Levels of service evaluations typically evaluate the transportation experience of the driver. What this lacks is the experience of the existing neighborhood. With the proposed increase in traffic for this area and for the streets listed above, what increased levels of service can be expected for the existing neighborhood? The traffic plan must look at more than just the impacts on the number of vehicles. It should also evaluate air quality to the school, residents, and pedestrians; effects on pedestrians and bicyclists; and noise, safety, wear and tear on streets. Please include in your analysis how the increase in traffic will impact the quality of life for current East Sacramento residents, including, but not limited to those residing on the neighborhood streets listed above.

- I am also requesting the City to consider an additional alternative that has two exits from the proposed project: one at downtown 28th Street (as currently proposed), and the second going straight onto Alhambra, thus avoiding the additional traffic, safety, etc. impacts on and risks to the East Sacramento neighborhood. Moving the proposed 40th Street exit from the proposed project to Alhambra is safer, provides direct access to a major artery, and is closer to the freeway and downtown. The result would be similar to River Park, which has two exits close together on H Street.

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I am also concerned about the impact of this development on existing wildlife in the area, particularly the Swainson's Hawk. Please include an impact analysis on this species and other fauna that will be affected by the proposed development.

Of course, I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

Richard Keyes
148 40th Street
Sacramento, CA 95819

916-452-5369

RickKeyes@gmail.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
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(Please Print)

Name Ruth DeCampos

Address 217 Tivoli Way

Sacramento, CA 95819

Telephone (916) 451-6481

email

Dana Allen,
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Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report for the McKinley Village Project. The following recommendations are requested to be included in the EIR:

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- A traffic and noise study that takes into consideration the potential impacts to all existing streets in the neighborhood between C Street and H Street, and between Elvas Avenue and 27th Street, including but not limited to:
    - 40th Street between C Street and H Street,
    - Tivoli Way between C Street and McKinley Boulevard,
    - Meister Way between C Street and Aiken
    - McKinley Boulevard, the entire length
    - 36th Way, between Elvas and J Street
    - 28th Street between the project access road and J Street,
    - 29th Street between E Street and J Street,
    - 30th Street between H Street and C Street,
    - C Street between Elvas Avenue and Alhambra Boulevard and again between 29th Street and 15th Street,
    - Alhambra Boulevard between C Street and J Street.

- There are several streets that intersect 36th Way that do not have controlled intersections, specifically: 40th Street, San Miguel Way and San Antonio Way. What will be the impact of additional traffic in these uncontrolled areas? Additionally, this area is already highly impacted because of the school and school traffic. Any traffic study must be performed during the school year to take into account peak traffic conditions.

- A traffic study of the cumulative impact to traffic on the local roads, freeways and on- and off-ramps as a result of this project in conjunction with the Sutter Memorial Hospital in-fill project (Sutter Park), the Mercy Hospital expansion, the Sutter General Hospital expansion and the downtown arena plan. Studied freeway on- and off-ramps should include but not be limited to:
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- Levels of service evaluations typically evaluate the transportation experience of the driver. What this lacks is the experience of the existing neighborhood. With the proposed increase in traffic for this area and for the streets listed above, what increased levels of service can be expected for the existing neighborhood? The traffic plan must look at more than just the impacts

on the number of vehicles. It should also evaluate air quality to the school, residents, and pedestrians; effects on pedestrians and bicyclists; and noise, safety, wear and tear on streets. Please include in your analysis how the increase in traffic will impact the quality of life for current East Sacramento residents, including, but not limited to those residing on the neighborhood streets listed above.

- I am requesting the City to consider an additional alternative that has two exits from the proposed project: one at downtown 28th Street (as currently proposed), and the second going straight onto Alhambra, thus avoiding the additional traffic, safety, etc. impacts on and risks to the East Sacramento neighborhood. Moving the proposed 40th Street exit from the proposed project to Alhambra is safer, provides direct access to a major artery, and is closer to the freeway and downtown. The result would be similar to River Park, which has two exits close together on H Street.

Schools

The addition of 328 new homes will result in additional burdens on neighborhood schools – particularly Theodore Judah Elementary School and Sutter Middle School. The study should include possible mitigations to address overcrowding at the schools, including but not limited to potential expansion or replacement of the schools as was done for the new Sacred Heart School. Please also include comprehensive analysis related to planned school closings, including but not limited to Washington Elementary School, and the impact of these closures on the aforementioned schools. Please also include analysis of the impacts on the schools as a result of planned new housing in the Sutter Park development.

Air Quality and Noise

This is a 4-year proposed project with phases that will require heavy machinery and construction and then once the construction is completed, the addition of 328 homes and accompanying vehicles. Please address the cumulative effect on air quality and greenhouse gases as a result of this project and in conjunction with the planned Sutter Park project, the Mercy Hospital expansion, the Sutter General Hospital expansion, the downtown arena and the proximity of this project site to Business I-80 and the Union Pacific Railroad. Please also include an analysis of mitigation measures to accommodate the existing neighborhood both during and after construction.

With the increase in traffic due to construction, what measures are going to be taken to minimize emissions and particulates generated by driving in and out of an undeveloped area? What minimization measures will be taken to avoid spillover of dust and dirt onto existing streets and homes during site preparation and construction? Please consider this as part of the air quality and greenhouse gases analysis.

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Sincerely,

(Please Print)

Name Larry A Woodard

Address 833 Tivoli Way

Sacramento, CA 95819

Telephone 456-4069

email lwlaw2@aol.

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

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(Please Print)

Name Marilyn Lawson Marilyn Lawson

Address 241 Tivoli Way

Sacramento, CA 95819

Telephone 916-736-9685

email None

Dana Allen,
Associate Planner
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300 Richards Blvd., Third Floor, Sacramento, California 95811
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Name Danette Dengler

Address 236 Tivoli Way,

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Telephone 916-801 9346

email dengler d j@comcast.net

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(Please Print)

Name Bob Ciani

Address 288 Tivoli Way

Sacramento, CA 95819

Telephone 916-812-7582

email rciani1@aol.com

Dana Allen,
Associate Planner
City of Sacramento,
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300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

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(Please Print)

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email rebeccawhill@gmail.com

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Address 288 Tivoli Way

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Sincerely, Jim Auble

(Please Print)

Name James M. Auble

Address 4008 McKinley Blvd.

Sacramento, CA 95819

Telephone

email JMAuble@gmail.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

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Address 4008 McKinley Blvd

Sacramento, CA 95819

Telephone 916-731-8218

email VIVAUB55@Gmail.com

Dana Allen,
Associate Planner
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Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
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Telephone 916.804.4580

email MKrebaum@gmail.com

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(Please Print)

Name Inger Finne

Address 4042 McKinley Blvd

Sacramento, CA 95819

Telephone 916 485 6411

email

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report for the McKinley Village Project. The following recommendations are requested to be included in the EIR:

Traffic and Circulation

- A traffic and noise study that takes into consideration the potential impacts to all existing streets in the neighborhood between C Street and H Street, and between Elvas Avenue and 27th Street, including but not limited to:
    - 40th Street between C Street and H Street,
    - Tivoli Way between C Street and McKinley Boulevard,
    - Meister Way between C Street and Aiken
    - McKinley Boulevard, the entire length
    - 36th Way, between Elvas and J Street
    - 28th Street between the project access road and J Street,
    - 29th Street between E Street and J Street,
    - 30th Street between H Street and C Street,
    - C Street between Elvas Avenue and Alhambra Boulevard and again between 29th Street and 15th Street,
    - Alhambra Boulevard between C Street and J Street.

- There are several streets that intersect 36th Way that do not have controlled intersections, specifically: 40th Street, San Miguel Way and San Antonio Way. What will be the impact of additional traffic in these uncontrolled areas? Additionally, this area is already highly impacted because of the school and school traffic. Any traffic study must be performed during the school year to take into account peak traffic conditions.

- A traffic study of the cumulative impact to traffic on the local roads, freeways and on- and off-ramps as a result of this project in conjunction with the Sutter Memorial Hospital in-fill project (Sutter Park), the Mercy Hospital expansion, the Sutter General Hospital expansion and the downtown arena plan. Studied freeway on- and off-ramps should include but not be limited to:
    - the northbound E Street and J Street on-ramps to Business I-80,
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    - the southbound E Street and J Street off-ramps from Business I-80.

- Levels of service evaluations typically evaluate the transportation experience of the driver. What this lacks is the experience of the existing neighborhood. With the proposed increase in traffic for this area and for the streets listed above, what increased levels of service can be expected for the existing neighborhood? The traffic plan must look at more than just the impacts

on the number of vehicles. It should also evaluate air quality to the school, residents, and pedestrians; effects on pedestrians and bicyclists; and noise, safety, wear and tear on streets. Please include in your analysis how the increase in traffic will impact the quality of life for current East Sacramento residents, including, but not limited to those residing on the neighborhood streets listed above.

- I am requesting the City to consider an additional alternative that has two exits from the proposed project: one at downtown 28th Street (as currently proposed), and the second going straight onto Alhambra, thus avoiding the additional traffic, safety, etc. impacts on and risks to the East Sacramento neighborhood. Moving the proposed 40th Street exit from the proposed project to Alhambra is safer, provides direct access to a major artery, and is closer to the freeway and downtown. The result would be similar to River Park, which has two exits close together on H Street.

Schools

The addition of 328 new homes will result in additional burdens on neighborhood schools – particularly Theodore Judah Elementary School and Sutter Middle School. The study should include possible mitigations to address overcrowding at the schools, including but not limited to potential expansion or replacement of the schools as was done for the new Sacred Heart School. Please also include comprehensive analysis related to planned school closings, including but not limited to Washington Elementary School, and the impact of these closures on the aforementioned schools. Please also include analysis of the impacts on the schools as a result of planned new housing in the Sutter Park development.

Air Quality and Noise

This is a 4-year proposed project with phases that will require heavy machinery and construction and then once the construction is completed, the addition of 328 homes and accompanying vehicles. Please address the cumulative effect on air quality and greenhouse gases as a result of this project and in conjunction with the planned Sutter Park project, the Mercy Hospital expansion, the Sutter General Hospital expansion, the downtown arena and the proximity of this project site to Business I-80 and the Union Pacific Railroad. Please also include an analysis of mitigation measures to accommodate the existing neighborhood both during and after construction.

With the increase in traffic due to construction, what measures are going to be taken to minimize emissions and particulates generated by driving in and out of an undeveloped area? What minimization measures will be taken to avoid spillover of dust and dirt onto existing streets and homes during site preparation and construction? Please consider this as part of the air quality and greenhouse gases analysis.

Aesthetics

Please include a description of how the proposed project incorporates the aesthetic qualities of the surrounding East Sacramento and McKinley Park neighborhoods. Analysis should address the following but not be limited to:

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Please also include a description of how the proposed open spaces provide for community connectivity.

The Off-Site Improvements portion of the NOP is very limited in its description of how the existing neighborhoods are going to experience benefits from the construction of this development. Please also include any analysis and off-site improvements currently planned for the adjoining neighborhood. Note that it is the desire of the existing neighborhood that a larger, meaningful discussion occurs to explore Off-Site Improvements in detail.

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Name SCOTT HARGER

Address 4042 McKINLEY BLVD.

Sacramento, CA 95819

Telephone 916-485-6411

email rollingeezer@gmail.com

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Associate Planner
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Community Development Department,
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(Please Print)

Name Anthony Pease

Address 4034 McKinley Blvd.

Sacramento, CA 95819

Telephone 916-549-4505

email AnPease@aol.com

Dana Allen,
Associate Planner
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(Please Print)

Name Sue Malan

Address 4000 McKinley Blvd

Sacramento, CA 95819

Telephone 916 956-3301

email suemalan12@gmail.com

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Sincerely,

(Please Print)

Name Alison Pease

Address 4034 mckinley Blvd

Sacramento, CA 95819

Telephone (916) 801 - 1517

email allison.l.pease@gmail.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

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(Please Print)

Name Kathy G Gaspar

Address 230 Tivoli Way

Sacramento, CA 95819

Telephone 916 600 5292

email gasparkgabrielle@yahoo.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

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email IVRadiate@yahoo.com

Dana Allen,
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Name Tyler Connolly

Address 295 Tivoli way

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Telephone 916-806-6038

email Tahoety@yahoo.com

Dana Allen,
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Telephone 916- [illegible] - 541 - 0404

email slpage21@yahoo.com

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    - McKinley Boulevard, the entire length
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    - 28th Street between the project access road and J Street,
    - 29th Street between E Street and J Street,
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    - C Street between Elvas Avenue and Alhambra Boulevard and again between 29th Street and 15th Street,
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With the increase in traffic due to construction, what measures are going to be taken to minimize emissions and particulates generated by driving in and out of an undeveloped area? What minimization measures will be taken to avoid spillover of dust and dirt onto existing streets and homes during site preparation and construction? Please consider this as part of the air quality and greenhouse gases analysis.

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(Please Print)

Name Louis Skondin

Address 271 Tivoli Way

Sacramento, CA 95819

Telephone 916 457-7307

email LSkondin@Hotmail.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

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Name Kathleen Stock

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Telephone 916 - 457 - 7307

email kaosimage@comcast.net

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Name LINDA J. REED Linda J. Reed

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Telephone (916) 451-3209

email lindajreed1@att.net

Dana Allen,
Associate Planner
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Sincerely,

Caroline Br

(Please Print)

Name CAROLINE BRSIAK

Address 148 TIVOLI WAY

Sacramento, CA 95819

Telephone (916) 591-8425

email cbrsiak@yahoo.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report for the McKinley Village Project. The following recommendations are requested to be included in the EIR:

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- A traffic and noise study that takes into consideration the potential impacts to all existing streets in the neighborhood between C Street and H Street, and between Elvas Avenue and 27th Street, including but not limited to:
  - 40th Street between C Street and H Street,
  - Tivoli Way between C Street and McKinley Boulevard,
  - Meister Way between C Street and Aiken
  - McKinley Boulevard, the entire length
  - 36th Way, between Elvas and J Street
  - 28th Street between the project access road and J Street,
  - 29th Street between E Street and J Street,
  - 30th Street between H Street and C Street,
  - C Street between Elvas Avenue and Alhambra Boulevard and again between 29th Street and 15th Street,
  - Alhambra Boulevard between C Street and J Street.

- There are several streets that intersect 36th Way that do not have controlled intersections, specifically: 40th Street, San Miguel Way and San Antonio Way. What will be the impact of additional traffic in these uncontrolled areas? Additionally, this area is already highly impacted because of the school and school traffic. Any traffic study must be performed during the school year to take into account peak traffic conditions.

- A traffic study of the cumulative impact to traffic on the local roads, freeways and on- and off-ramps as a result of this project in conjunction with the Sutter Memorial Hospital in-fill project (Sutter Park), the Mercy Hospital expansion, the Sutter General Hospital expansion and the downtown arena plan. Studied freeway on- and off-ramps should include but not be limited to:
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- Levels of service evaluations typically evaluate the transportation experience of the driver. What this lacks is the experience of the existing neighborhood. With the proposed increase in traffic for this area and for the streets listed above, what increased levels of service can be expected for the existing neighborhood? The traffic plan must look at more than just the impacts on the number of vehicles. It should also evaluate air quality to the school, residents, and pedestrians; effects on pedestrians and bicyclists; and noise, safety, wear and tear on streets. Please include in your analysis how the increase in traffic will impact the quality of life for current East Sacramento residents, including, but not limited to those residing on the neighborhood streets listed above.

- I am requesting the City to consider an additional alternative that has two exits from the proposed project: one at downtown 28th Street (as currently proposed), and the second going straight onto Alhambra, thus avoiding the additional traffic, safety, etc. impacts on and risks to the East Sacramento neighborhood. Moving the proposed 40th Street exit from the proposed project to Alhambra is safer, provides direct access to a major artery, and is closer to the freeway and downtown. The result would be similar to River Park, which has two exits close together on H Street.

Schools

The addition of 328 new homes will result in additional burdens on neighborhood schools – particularly Theodore Judah Elementary School and Sutter Middle School. The study should include possible mitigations to address overcrowding at the schools, including but not limited to potential expansion or replacement of the schools as was done for the new Sacred Heart School. Please also include comprehensive analysis related to planned school closings, including but not limited to Washington Elementary School, and the impact of these closures on the aforementioned schools. Please also include analysis of the impacts on the schools as a result of planned new housing in the Sutter Park development.

Air Quality and Noise

This is a 4-year proposed project with phases that will require heavy machinery and construction and then once the construction is completed, the addition of 328 homes and accompanying vehicles. Please address the cumulative effect on air quality and greenhouse gases as a result of this project and in conjunction with the planned Sutter Park project, the Mercy Hospital expansion, the Sutter General Hospital expansion, the downtown arena and the proximity of this project site to Business I-80 and the Union Pacific Railroad. Please also include an analysis of mitigation measures to accommodate the existing neighborhood both during and after construction.

With the increase in traffic due to construction, what measures are going to be taken to minimize emissions and particulates generated by driving in and out of an undeveloped area? What minimization measures will be taken to avoid spillover of dust and dirt onto existing streets and homes during site preparation and construction? Please consider this as part of the air quality and greenhouse gases analysis.

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Address 148 TIVOLI WAY

Sacramento, CA 95819

Telephone (916)591-8427

email brkosta@yahoo.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
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Address 224 San Miguel Way

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Telephone (310) 614-8161 (cell)

email dinacataldo@gmail.com

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(Please Print)

Name LESLEY A. SCHROEDER

Address 4019 MCKINLEY BLVD.

Sacramento, CA 95819

Telephone 916.428.9945

email laschroeder@comcast.net

Dana Allen,
Associate Planner
City of Sacramento,
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- A traffic study of the cumulative impact to traffic on the local roads, freeways and on- and off-ramps as a result of this project in conjunction with the Sutter Memorial Hospital in-fill project (Sutter Park), the Mercy Hospital expansion, the Sutter General Hospital expansion and the downtown arena plan. Studied freeway on- and off-ramps should include but not be limited to:
    - the northbound E Street and J Street on-ramps to Business I-80,
    - the southbound H Street on-ramp to Business I-80,
    - the northbound N Street and H Street off-ramps from Business I-80, and
    - the southbound E Street and J Street off-ramps from Business I-80.

- Levels of service evaluations typically evaluate the transportation experience of the driver. What this lacks is the experience of the existing neighborhood. With the proposed increase in traffic for this area and for the streets listed above, what increased levels of service can be expected for the existing neighborhood? The traffic plan must look at more than just the impacts

on the number of vehicles. It should also evaluate air quality to the school, residents, and pedestrians; effects on pedestrians and bicyclists; and noise, safety, wear and tear on streets. Please include in your analysis how the increase in traffic will impact the quality of life for current East Sacramento residents, including, but not limited to those residing on the neighborhood streets listed above.

- I am requesting the City to consider an additional alternative that has two exits from the proposed project: one at downtown 28th Street (as currently proposed), and the second going straight onto Alhambra, thus avoiding the additional traffic, safety, etc. impacts on and risks to the East Sacramento neighborhood. Moving the proposed 40th Street exit from the proposed project to Alhambra is safer, provides direct access to a major artery, and is closer to the freeway and downtown. The result would be similar to River Park, which has two exits close together on H Street.

Schools

The addition of 328 new homes will result in additional burdens on neighborhood schools – particularly Theodore Judah Elementary School and Sutter Middle School. The study should include possible mitigations to address overcrowding at the schools, including but not limited to potential expansion or replacement of the schools as was done for the new Sacred Heart School. Please also include comprehensive analysis related to planned school closings, including but not limited to Washington Elementary School, and the impact of these closures on the aforementioned schools. Please also include analysis of the impacts on the schools as a result of planned new housing in the Sutter Park development.

Air Quality and Noise

This is a 4-year proposed project with phases that will require heavy machinery and construction and then once the construction is completed, the addition of 328 homes and accompanying vehicles. Please address the cumulative effect on air quality and greenhouse gases as a result of this project and in conjunction with the planned Sutter Park project, the Mercy Hospital expansion, the Sutter General Hospital expansion, the downtown arena and the proximity of this project site to Business I-80 and the Union Pacific Railroad. Please also include an analysis of mitigation measures to accommodate the existing neighborhood both during and after construction.

With the increase in traffic due to construction, what measures are going to be taken to minimize emissions and particulates generated by driving in and out of an undeveloped area? What minimization measures will be taken to avoid spillover of dust and dirt onto existing streets and homes during site preparation and construction? Please consider this as part of the air quality and greenhouse gases analysis.

Aesthetics

Please include a description of how the proposed project incorporates the aesthetic qualities of the surrounding East Sacramento and McKinley Park neighborhoods. Analysis should address the following but not be limited to:

- The proposed housing density does not correspond to existing East Sacramento and McKinley Park neighborhoods;
- The proposed architectural style of the housing does not correspond to existing East Sacramento and McKinley Park neighborhoods;
- The large garage, suburban-style housing does not correspond to existing East Sacramento and McKinley Park neighborhoods, where houses typically have one-car garages.

Please also include a description of how the proposed open spaces provide for community connectivity.

The Off-Site Improvements portion of the NOP is very limited in its description of how the existing neighborhoods are going to experience benefits from the construction of this development. Please also include any analysis and off-site improvements currently planned for the adjoining neighborhood. Note that it is the desire of the existing neighborhood that a larger, meaningful discussion occurs to explore Off-Site Improvements in detail.

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Given the scope of recent budget cuts that have reduced the number of police officers and firefighters in Sacramento, please include an analysis of how this development will affect fire and police response times both in the proposed development area as well as in existing neighborhoods of East Sacramento and McKinley Park, and a mitigation plan to ensure that services are not further reduced.

Please also study the environmental impact of any public transportation (buses, light rail) that will serve the proposed project area.

In the Project Objectives portion of the NOP it is emphasized that this project "Make efficient use of an opportunity for infill development." What are the criteria that are being used to designate this site for "infill development"? How the proposed development impacts the environment including improving air quality, reducing greenhouse gases, reducing noise, improving the efficiency of traffic circulation and providing for improved public services and public utilities needs to very clearly explained. A "like" project that has already been completed in a similar setting and which has been able to meet all of the stated objectives would be very useful in addition to explaining how potential environmental effects to the existing environment will be considered acceptable with the proposed mitigation measures.

I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

(Please Print)

Name Kate Yamamoto

Address 234 San Miguel Way

Sacramento, CA 95819

Telephone 916-451-[illegible]7

email

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report for the McKinley Village Project. The following recommendations are requested to be included in the EIR:

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I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

(Please Print)

Name Paula Paplinger

Address 29 Lupine Way

Sacramento, CA 95819

Telephone 456-4265

email TOOTERATR@aol.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

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I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

(Please Print)

Name Kathleen Martin

Address 7849 Sunrise Blvd #72
Cts Hgts
CA 95610

Sacramento, CA 95819

Telephone 916 235-0347

email emsgfymme yahoo.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

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I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely, Donna L Martin

(Please Print)

Name DONNA L. MARTIN

Address 38 Lupine Way

Sacramento, CA 95819

Telephone 916-453-0399

email donna.m377@gmail.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

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Sincerely,

(Please Print)

Name Annie Niff

Address 717 40th St

Sacramento, CA 95819

Telephone 916-838-3558

email annie@barnummech.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

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With the increase in traffic due to construction, what measures are going to be taken to minimize emissions and particulates generated by driving in and out of an undeveloped area? What minimization measures will be taken to avoid spillover of dust and dirt onto existing streets and homes during site preparation and construction? Please consider this as part of the air quality and greenhouse gases analysis.

Aesthetics

Please include a description of how the proposed project incorporates the aesthetic qualities of the surrounding East Sacramento and McKinley Park neighborhoods. Analysis should address the following but not be limited to:

- The proposed housing density does not correspond to existing East Sacramento and McKinley Park neighborhoods;
- The proposed architectural style of the housing does not correspond to existing East Sacramento and McKinley Park neighborhoods;
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Please also include a description of how the proposed open spaces provide for community connectivity.

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I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

(Please Print)

Name Andrea Arneson

Address 49 Lupine Way

Sacramento, CA 95819

Telephone 530 220-3955

email andrea.arneson@L-3com.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report for the McKinley Village Project. The following recommendations are requested to be included in the EIR:

Traffic and Circulation

- A traffic and noise study that takes into consideration the potential impacts to all existing streets in the neighborhood between C Street and H Street, and between Elvas Avenue and 27th Street, including but not limited to:
    - 40th Street between C Street and H Street,
    - Tivoli Way between C Street and McKinley Boulevard,
    - Meister Way between C Street and Aiken
    - 28th Street between the project access road and J Street,
    - 29th Street between E Street and J Street,
    - 30th Street between H Street and C Street,
    - C Street between Elvas Avenue and Alhambra Boulevard and again between 29th Street and 15th Street,
    - Alhambra Boulevard between C Street and J Street.

- A traffic study of the cumulative impact to traffic on the local roads, freeways and on- and off-ramps as a result of this project in conjunction with the Sutter Memorial Hospital in-fill project (Sutter Park), the Mercy Hospital expansion, the Sutter General Hospital expansion and the downtown arena plan. Studied freeway on- and off-ramps should include but not be limited to:
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    - the southbound H Street on-ramp to Business I-80,
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- Levels of service evaluations typically evaluate the transportation experience of the driver. What this lacks is the experience of the existing neighborhood. With the proposed increase in traffic for this area and for the streets listed above, what increased levels of service can be expected for the existing neighborhood? Please include in your analysis how the increase in traffic will impact the quality of life for current East Sacramento residents, particularly those residing on the neighborhood streets listed above.

Schools

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Sincerely, Raymond E Griffith

(Please Print)

Name Raymond Griffit

Address 47-36th way

Sacramento, CA 95819

Telephone 451-1713

email

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

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Sincerely, Jack + Sheila Mobley

(Please Print)

Name Jack + Sheila Mobley

Address 43 36th Way

Sacramento, CA 95819

Telephone

email

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

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I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

(Please Print)

Name Amy Sayre

Address 3540 Elvas Ave

Sacramento, CA 95819

Telephone 916-417-2388

email amy.sayre@gmail.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

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I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

(Please Print)

Name _Robert Jovalis_____

Address _85 Coloma Way_____

Sacramento, CA 95819

Telephone __(916) 284-7448 _____

email __jovalis@surewest.net_____

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
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Sincerely,

(Please Print)

Name Brittney Ah-Yun

Address 43 Lupine Way

Sacramento, CA 95819

Telephone 916 600 1477

email missbmr@hotmail.com

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City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

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    - 28th Street between the project access road and J Street,
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Sincerely,

Gerri Paulson

(Please Print)

Name GERRI PAULSON

Address 40 LUPINE WAY

Sacramento, CA 95819

Telephone 916-802-9180

email

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
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Olivia Carpenter

(Please Print)

Name Olivia Carpenter

Address 41 Lupine Way

Sacramento, CA 95819

Telephone

email carpenter.olivia.c@gmail.com

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(Please Print)

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Address 121 40th St.

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Telephone (916) 205-2681

email kimsquaglia@gmail.com

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I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

(Please Print)

Name Lynette Tanaka

Address 29 Lupine Way

Sacramento, CA 95819

Telephone 456-4265

email ORGNIZER@aol.com

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report for the McKinley Village Project. The following recommendations are requested to be included in the EIR:

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- A traffic and noise study that takes into consideration the potential impacts to all existing streets in the neighborhood between C Street and H Street, and between Elvas Avenue and 27th Street, including but not limited to:
    - 40th Street between C Street and H Street,
    - Tivoli Way between C Street and McKinley Boulevard,
    - Meister Way between C Street and Aiken
    - 28th Street between the project access road and J Street,
    - 29th Street between E Street and J Street,
    - 30th Street between H Street and C Street,
    - C Street between Elvas Avenue and Alhambra Boulevard and again between 29th Street and 15th Street,
    - Alhambra Boulevard between C Street and J Street.

- A traffic study of the cumulative impact to traffic on the local roads, freeways and on- and off-ramps as a result of this project in conjunction with the Sutter Memorial Hospital in-fill project (Sutter Park), the Mercy Hospital expansion, the Sutter General Hospital expansion and the downtown arena plan. Studied freeway on- and off-ramps should include but not be limited to:
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Sincerely,

(Please Print)

Name M. Schmelling Marlene Schmelling

Address 293 40th St.

Sacramento, CA 95819

Telephone

email nelsonp@sbcglobal.net

G

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Sincerely, Alba Rodrick

(Please Print) ALBA RODRICK

Name _____

Address 173 40TH ST.

Sacramento, CA 95819

Telephone 916-454-1757

email _____

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

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Sincerely,

Kim LoBue

(Please Print)

Name Kim LoBue

Address 3520 ELVAS Ave Sac 95819

Sacramento, CA 95819

Telephone

email kimlobue@att.net

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

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Sincerely,

(Please Print)

Name JANE HOWELL

Address 179 40th St

Sacramento, CA 95819

Telephone 916 451-1348

email janehowell2@comcast.net

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

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Sincerely,

Raul Saenz

(Please Print)

Name RAUL SAENZ

Address 180 40TH St.

Sacramento, CA 95819

Telephone 451-6995

email

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

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Sincerely,

Marl C Griffin

(Please Print)

Name MARI GRIFFIN

Address 47-36th WAY

Sacramento, CA 95819

Telephone 451-0990

email

Dana Allen,
Associate Planner
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Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

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Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report for the McKinley Village Project. The following recommendations are requested to be included in the EIR:

Traffic and Circulation

- A traffic and noise study that takes into consideration the potential impacts to all existing streets in the neighborhood between C Street and H Street, and between Elvas Avenue and 27th Street, including but not limited to:
    - 40th Street between C Street and H Street,
    - Tivoli Way between C Street and McKinley Boulevard,
    - Meister Way between C Street and Aiken
    - 28th Street between the project access road and J Street,
    - 29th Street between E Street and J Street,
    - 30th Street between H Street and C Street,
    - C Street between Elvas Avenue and Alhambra Boulevard and again between 29th Street and 15th Street,
    - Alhambra Boulevard between C Street and J Street.

- A traffic study of the cumulative impact to traffic on the local roads, freeways and on- and off-ramps as a result of this project in conjunction with the Sutter Memorial Hospital in-fill project (Sutter Park), the Mercy Hospital expansion, the Sutter General Hospital expansion and the downtown arena plan. Studied freeway on- and off-ramps should include but not be limited to:
    - the northbound E Street and J Street on-ramps to Business I-80,
    - the southbound H Street on-ramp to Business I-80,
    - the northbound N Street and H Street off-ramps from Business I-80, and
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- Levels of service evaluations typically evaluate the transportation experience of the driver. What this lacks is the experience of the existing neighborhood. With the proposed increase in traffic for this area and for the streets listed above, what increased levels of service can be expected for the existing neighborhood? Please include in your analysis how the increase in traffic will impact the quality of life for current East Sacramento residents, particularly those residing on the neighborhood streets listed above.

Schools

The addition of 328 new homes will result in additional burdens on neighborhood schools – particularly Theodore Judah Elementary School and Sutter Middle School. The study should include possible mitigations to address overcrowding at the schools, including but not limited to potential expansion or replacement of the schools as was done for the new Sacred Heart School. Please also include comprehensive analysis related to planned school closings, including but not limited to Washington Elementary School, and the impact of these closures on the aforementioned schools. Please also include analysis of the impacts on the schools as a result of planned new housing in the Sutter Park development.

Air Quality and Noise

This is a 4-year proposed project with phases that will require heavy machinery and construction and then once the construction is completed, the addition of 328 homes and accompanying vehicles. Please address the cumulative effect on air quality and greenhouse gases as a result of this project and in conjunction with the planned Sutter Park project, the Mercy Hospital expansion, the Sutter General Hospital expansion, the downtown arena and the proximity of this project site to Business I-80 and the Union Pacific Railroad. Please also include an analysis of mitigation measures to accommodate the existing neighborhood both during and after construction.

With the increase in traffic due to construction, what measures are going to be taken to minimize emissions and particulates generated by driving in and out of an undeveloped area? What minimization measures will be taken to avoid spillover of dust and dirt onto existing streets and homes during site preparation and construction? Please consider this as part of the air quality and greenhouse gases analysis.

Aesthetics

Please include a description of how the proposed project incorporates the aesthetic qualities of the surrounding East Sacramento and McKinley Park neighborhoods. Analysis should address the following but not be limited to:

- The proposed housing density does not correspond to existing East Sacramento and McKinley Park neighborhoods;
- The proposed architectural style of the housing does not correspond to existing East Sacramento and McKinley Park neighborhoods;
- The large garage, suburban-style housing does not correspond to existing East Sacramento and McKinley Park neighborhoods, where houses typically have one-car garages.

Please also include a description of how the proposed open spaces provide for community connectivity.

The Off-Site Improvements portion of the NOP is very limited in its description of how the existing neighborhoods are going to experience benefits from the construction of this development. Please also include any analysis and off-site improvements currently planned for the adjoining neighborhood. Note that it is the desire of the existing neighborhood that a larger, meaningful discussion occurs to explore Off-Site Improvements in detail.

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Please also study the environmental impact of any public transportation (buses, light rail) that will serve the proposed project area.

In the Project Objectives portion of the NOP it is emphasized that this project "Make efficient the criteria that are being used to define this site for "infill development" and how this proposed development impacts the environment including improving air quality, reducing greenhouse gases, reducing noise, improving the efficiency of traffic circulation and providing for improved public services and public utilities. A "like" project that has already been completed in a similar setting and which has been able to meet all of the stated objectives would be very useful with explaining how potential environmental effects to the existing environment will be considered attainable with mitigation measures.

I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

Bruce Patton

(Please Print)

Name BRUCE PATTON

Address 55 - 36th WAY

Sacramento, CA 95819

Telephone

email BRUKA@SUREWEST.NET

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report for the McKinley Village Project. The following recommendations are requested to be included in the EIR:

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I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely, Reece Griffith

(Please Print)

Name REECE GRIFFITH

Address 47-36th WAY

Sacramento, CA 95819

Telephone 475-3755

email

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report for the McKinley Village Project. The following recommendations are requested to be included in the EIR:

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I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

Walter Schmelter

(Please Print)

Name Walter Schmelter

Address 65 Thirty Sixth Way

Sacramento, CA 95819

Telephone 916.457.9001

email sacLaw@surewest.net

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

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Air Quality and Noise

This is a 4-year proposed project with phases that will require heavy machinery and construction and then once the construction is completed, the addition of 328 homes and accompanying vehicles. Please address the cumulative effect on air quality and greenhouse gases as a result of this project and in conjunction with the planned Sutter Park project, the Mercy Hospital expansion, the Sutter General Hospital expansion, the downtown arena and the proximity of this project site to Business I-80 and the Union Pacific Railroad. Please also include an analysis of mitigation measures to accommodate the existing neighborhood both during and after construction.

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Aesthetics

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Please also include a description of how the proposed open spaces provide for community connectivity.

The Off-Site Improvements portion of the NOP is very limited in its description of how the existing neighborhoods are going to experience benefits from the construction of this development. Please also include any analysis and off-site improvements currently planned for the adjoining neighborhood. Note that it is the desire of the existing neighborhood that a larger, meaningful discussion occurs to explore Off-Site Improvements in detail.

This proposed development could play a key role in providing a more efficient traffic corridor to midtown and downtown that would relieve the current crushing traffic situation on C Street, McKinley Boulevard and H Street. Yet, the street system is designed only to get residents of the development in and out of the development and only worsens the traffic on existing streets.

Public Health

The proposed development is surrounded by the Union Pacific Railroad mainline, the Business 80 freeway, and the old city dump. Please include a detailed analysis of the potential impacts on public health particularly among children.

Public Services

Given the scope of recent budget cuts that have reduced the number of police officers and firefighters in Sacramento, please include an analysis of how this development will affect fire and police response times both in the proposed development area as well as in existing neighborhoods of East Sacramento and McKinley Park, and a mitigation plan to ensure that services are not further reduced.

Please also study the environmental impact of any public transportation (buses, light rail) that will serve the proposed project area.

In the Project Objectives portion of the NOP it is emphasized that this project "Make efficient use of an opportunity for infill development." What are the criteria that are being used to designate this site for "infill development"? How the proposed development impacts the environment including improving air quality, reducing greenhouse gases, reducing noise, improving the efficiency of traffic circulation and providing for improved public services and public utilities needs to very clearly explained. A "like" project that has already been completed in a similar setting and which has been able to meet all of the stated objectives would be very useful in addition to explaining how potential environmental effects to the existing environment will be considered acceptable with the proposed mitigation measures.

I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

Steve Swindel
3176 C Street
Sacramento, CA 95816

steve@swindel.com
916-492-1884

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
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Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

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I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

Jane P. Smith

(Please Print)

Name Jane P. Smith

Address 117 40th St.

Sacramento, CA 95819

Telephone

email

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
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[illegible]

Air Quality and Noise

This is a 4 year proposed project with phases that will require heavy machinery and [illegible] completed, the addition of 328 homes and [illegible] parking vehicles. Please address the cumulative effect on air quality and greenhouse gases as a result of this project and in conjunction with the planned Sutter Park project, the [illegible] the Sutter General Hospital expansion, the downtown arena and the proximity of this project site to Business I-80 and the Union Pacific Railroad. Please also include an analysis of mitigation measures to accommodate the existing neighborhood both during and after [illegible]

With the increase in traffic due to construction, what measures are going to be taken to minimize emissions and particulates generated by driving in and out of an undeveloped [illegible] What minimization measures will be taken to avoid spillover of dust and dirt onto existing streets and homes during site preparation and construction? Please consider this as part of the air quality and greenhouse gases analysis.

Please include a description of how the proposed project incorporates the aesthetic qualities of the surrounding East Sacramento and McKinley Park neighborhoods. Analysis should address the following but not be limited to:

- The proposed housing density does not correspond to existing East Sacramento and McKinley Park neighborhoods;
- The proposed architectural style of the housing does not correspond to existing East Sacramento and McKinley Park neighborhoods;
- The large garage, suburban-style housing does not correspond to existing East Sacramento and McKinley Park neighborhoods, where houses typically have one-car garages.

Please also include a description of how the proposed open spaces provide for [illegible]

The Off-Site Improvements portion of the NOP is very limited in its description of how the existing neighborhoods are going to experience benefits from the construction of this development. Please also include any analysis and off-site improvements currently planned for the adjoining neighborhood. Note that it is the desire of the existing neighborhood that a larger, meaningful discussion [illegible] Off-Site Improvements in detail.

Public Services

Given the scope of recent budget cuts that have reduced the number of police officers and firefighters in Sacramento, please include an analysis of how this development will affect fire and police response times both in the proposed development area as well as in existing neighborhoods of East Sacramento and McKinley Park, and a mitigation plan to ensure that services are not further reduced.

Please also study the environmental impact of any public transportation (buses, light rail) that will serve the proposed project area.

In the Project Objectives portion of the NOP it is emphasized that this project "Make efficient the criteria that are being used to define this site for "infill development" and how this proposed development impacts the environment including improving air quality, reducing greenhouse gases, reducing noise, improving the efficiency of traffic circulation and providing for improved public services and public utilities. A "like" project that has already been completed in a similar setting and which has been able to meet all of the stated objectives would be very useful with explaining how potential environmental effects to the existing environment will be considered attainable with mitigation measures.

I would like to be kept informed of the release of any environmental documents and public [illegible] the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

(Please Print)

Name Katharine Earl

Address 116 40th St

Sacramento, CA 95819

Telephone 452 3529

email Katieearl@rocketmail.com

Debbie O'Jones
122 40th st
Sac 95819

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MCKINLEY VILLAGE PROJECT (P08-086) (SCH No. 2008082049)

Dear Ms. Allen,

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report for the McKinley Village Project. The following recommendations are requested to be included in the EIR:

Traffic and Circulation

- A traffic and noise study that takes into consideration the potential impacts to all existing streets in the neighborhood between C Street and H Street, and between Elvas Avenue and 27th Street, including but not limited to:
    - 40th Street between C Street and H Street,
    - Tivoli Way between C Street and McKinley Boulevard,
    - Meister Way between C Street and Aiken
    - 28th Street between the project access road and J Street,
    - 29th Street between E Street and J Street,
    - 30th Street between H Street and C Street,
    - C Street between Elvas Avenue and Alhambra Boulevard and again between 29th Street and 15th Street,
    - Alhambra Boulevard between C Street and J Street.

- A traffic study of the cumulative impact to traffic on the local roads, freeways and on- and off-ramps as a result of this project in conjunction with the Sutter Memorial Hospital in-fill project (Sutter Park), the Mercy Hospital expansion, the Sutter General Hospital expansion and the downtown arena plan. Studied freeway on- and off-ramps should include but not be limited to:
    - the northbound E Street and J Street on-ramps to Business I-80,
    - the southbound H Street on-ramp to Business I-80,
    - the northbound N Street and H Street off-ramps from Business I-80, and
    - the southbound E Street and J Street off-ramps from Business I-80.

- Levels of service evaluations typically evaluate the transportation experience of the driver. What this lacks is the experience of the existing neighborhood. With the proposed increase in traffic for this area and for the streets listed above, what increased levels of service can be expected for the existing neighborhood? Please include in your analysis how the increase in traffic will impact the quality of life for current East Sacramento residents, particularly those residing on the neighborhood streets listed above.

Schools

The addition of 328 new homes will result in additional burdens on neighborhood schools – particularly Theodore Judah Elementary School and Sutter Middle School. The study should include possible mitigations to address overcrowding at the schools, including but not limited to potential expansion or replacement of the schools as was done for the new Sacred Heart School. Please also include comprehensive analysis related to planned school closings, including but not limited to Washington Elementary School, and the impact of these closures on the aforementioned schools. Please also include analysis of the impacts on the schools as a result of planned new housing in the Sutter Park development.

Air Quality and Noise

This is a 4-year proposed project with phases that will require heavy machinery and construction and then once the construction is completed, the addition of 328 homes and accompanying vehicles. Please address the cumulative effect on air quality and greenhouse gases as a result of this project and in conjunction with the planned Sutter Park project, the Mercy Hospital expansion, the Sutter General Hospital expansion, the downtown arena and the proximity of this project site to Business I-80 and the Union Pacific Railroad. Please also include an analysis of mitigation measures to accommodate the existing neighborhood both during and after construction.

With the increase in traffic due to construction, what measures are going to be taken to minimize emissions and particulates generated by driving in and out of an undeveloped area? What minimization measures will be taken to avoid spillover of dust and dirt onto existing streets and homes during site preparation and construction? Please consider this as part of the air quality and greenhouse gases analysis.

Aesthetics

Please include a description of how the proposed project incorporates the aesthetic qualities of the surrounding East Sacramento and McKinley Park neighborhoods. Analysis should address the following but not be limited to:

- The proposed housing density does not correspond to existing East Sacramento and McKinley Park neighborhoods;
- The proposed architectural style of the housing does not correspond to existing East Sacramento and McKinley Park neighborhoods;
- The large garage, suburban-style housing does not correspond to existing East Sacramento and McKinley Park neighborhoods, where houses typically have one-car garages.

Please also include a description of how the proposed open spaces provide for community connectivity.

The Off-Site Improvements portion of the NOP is very limited in its description of how the existing neighborhoods are going to experience benefits from the construction of this development. Please also include any analysis and off-site improvements currently planned for the adjoining neighborhood. Note that it is the desire of the existing neighborhood that a larger, meaningful discussion occurs to explore Off-Site Improvements in detail.

Public Services

Given the scope of recent budget cuts that have reduced the number of police officers and firefighters in Sacramento, please include an analysis of how this development will affect fire and police response times both in the proposed development area as well as in existing neighborhoods of East Sacramento and McKinley Park, and a mitigation plan to ensure that services are not further reduced.

Please also study the environmental impact of any public transportation (buses, light rail) that will serve the proposed project area.

In the Project Objectives portion of the NOP it is emphasized that this project "Make efficient the criteria that are being used to define this site for "infill development" and how this proposed development impacts the environment including improving air quality, reducing greenhouse gases, reducing noise, improving the efficiency of traffic circulation and providing for improved public services and public utilities. A "like" project that has already been completed in a similar setting and which has been able to meet all of the stated objectives would be very useful with explaining how potential environmental effects to the existing environment will be considered attainable with mitigation measures.

I would like to be kept informed of the release of any environmental documents and public meetings concerning the McKinley Village project and I look forward to contributing to further discussions on this matter.

Sincerely,

(Please Print)

Name Louis Yañez

Address 107 40th

Sacramento, CA 95819

Telephone 916-455-6683

email loanwisdom@sbcglobal.net

Dana Allen,
Associate Planner
City of Sacramento,
Community Development Department,
300 Richards Blvd., Third Floor, Sacramento, California 95811
916.808.2762
dallen@cityofsacramento.org

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