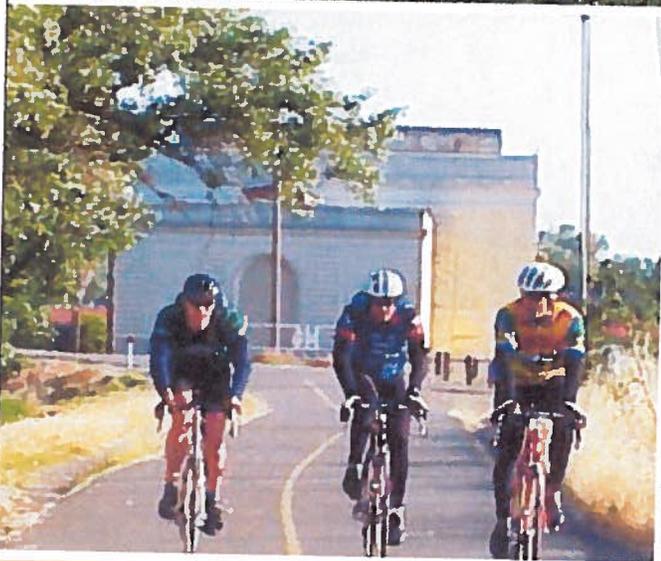
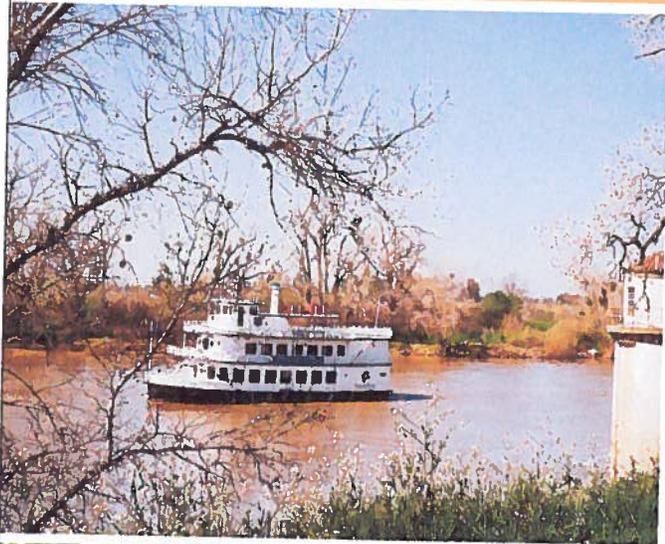


RIVER DISTRICT SPECIFIC PLAN

Final Environmental Impact Report (SCH 2009062023)
December 2010



CITY OF SACRAMENTO
COMMUNITY DEVELOPMENT DEPARTMENT

300 Richards Boulevard
Sacramento, CA 95811

**River District Specific Plan
Final EIR**

SCH 2009062023

**City of Sacramento
Community Development Department
300 Richards Boulevard
Sacramento, CA 95811**

December 2010



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CHAPTER 1: INTRODUCTION

Chapter 1

Introduction

This Final Environmental Impact Report (Final EIR) contains a listing of the public and agency comments received during the public review period of the Draft Environmental Impact Report (Draft EIR). This document was prepared by the Lead Agency for the project, the City of Sacramento, in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, in particular Sections 15089 and 15132.

In accordance with Section 15132, this Final EIR consists of the following:

- Revisions to the Draft EIR
- Copies of comments and recommendations received on the Draft EIR
- A list of public agencies, organizations, and persons that commented on the Draft EIR
- The responses of the City to significant environmental points raised in the comments and recommendations

Summary of the Proposed Project

Currently, the River District area is a mix of underutilized and underdeveloped parcels, large parcels, and parcels with incompatible adjacent land uses, encompassing approximately 748 acres of land. The proposed River District Specific Plan project (RDSP) (Specific Plan) would establish planning and development standards for the redevelopment of the area. The goal of the proposed project is to master plan the district as a transit-oriented, urban neighborhood that supports a mix of uses with parcels ready for development. To meet this goal, the RDSP would lay the policy and implementation framework for the evolution of the Plan area from a primarily light-industrial, low-intensity district, to a cohesive district with a mix of residential, commercial, industrial, public, and open space uses. The Specific Plan would provide the general vision and broad policy concepts to guide development of a new neighborhood.

The RDSP is consistent with the City's 2030 General Plan and provides area-specific development policies that address the unique aspects of the River District. The proposed RDSP is a long range policy and planning document that is intended to guide development in the Specific Plan area over the next 25 years. The Specific Plan would serve to guide future decisions regarding land use, intensity of development, circulation, public spaces, urban design, and the necessary infrastructure improvements to support future development. Finally, the Plan would identify the resources necessary to finance and implement the public improvements and infrastructure needed to support the vision for the new Specific Plan area.

This project would also provide the backbone infrastructure necessary for development of individual parcels in accordance with the Specific Plan. No parcels would be developed as part of this Proposed Project. Instead the individual parcel owners would develop their parcels in accordance with the Specific Plan.

Project Objectives

- Provide a sense of place through the District's unique character, building, and site designs.
- Create distinct neighborhoods, each with its own characteristics.
- The River District's desirable location will support a diverse and robust economy.

- Connect the RDSP area with Sacramento's downtown, the Railyards Specific Plan area, and the Alkali Flat neighborhood using roads, pedestrian and bicycle facilities, and public transportation routes.
- Integrate the RDSP area into the fabric of Sacramento. The area has been historically isolated from the City due to its location and lack of connecting infrastructure.
- Create a development that is a regional draw for the City due to its geographic location near downtown and adjacency to the City's two riverfronts.
- Create a sustainable community that uses green technology, encourages LEED-certified buildings, and conserves water.
- Support strategies to improve safety and social conditions.
- Transform the RDSP area from an underutilized area into a transit-oriented, mixed-use urban area.
- Strengthen the scenic environment and livability of the River District through development of public parks and open space.

Project Entitlements:

The following entitlements are required for the Proposed Project. The potential environmental impacts associated with development in accordance with these entitlements are analyzed in this EIR.

- A. Certification of the EIR
- B. Adoption of a Mitigation Monitoring and Reporting Program
- C. Repeal the Discovery Centre Planned Unit Development
- D. General Plan Amendments
- E. Adopt the City Zoning Code (Title 17) Amendment for Section 17.120 and repeal the Richards Boulevard Special Planning District; and reenact Chapter 17.120, River District Special Planning District (SPD) and establishing the new zoning districts for the River District SPD
- F. Adopt the RDSP Public Facilities Financing Element
- G. Amend the City Bikeway Master Plan to incorporate the RDSP Bicycle Network
- H. Adopt the RDSP Design Guidelines
- I. Adopt the Historic Ordinance creating the North 16th Street Historic District
- J. Rezone some parcels within the RDSP area
- K. Approve the Water Supply Assessment for the RDSP

Draft EIR

The Draft EIR includes the following technical analyses chapters:

- Air Quality
- Biological Resources
- Cultural Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise and Vibration
- Parks and Open Space
- Public Services (police and fire protection and schools)
- Public Utilities (water, wastewater, storm drainage, electricity and natural gas)
- Transportation and Circulation

Public Participation and Review

The City of Sacramento notified by mail all responsible and trustee agencies, interest groups, organizations, businesses, residents, and property owners that the Draft EIR for the proposed River District Specific Plan was available for review. The City used the following methods to solicit input on the Draft EIR:

A Notice of Preparation for the EIR was filed with the State Clearinghouse on June 2, 2009 for a 30-day response period and also mailed to agencies, groups, and persons.

A public scoping meeting for the EIR was held at City offices on August 20, 2009.

A Notice of Completion and copies of the Draft EIR were filed with the State Clearinghouse on July 27, 2010. A Notice of Availability was distributed to the responders to the NOP and the list of agencies, groups, and persons. The 45-day public review period began on July 27, 2010 and ended September 9, 2010.

Copies of the Draft EIR were available for review at the following locations:

City of Sacramento
Community Development Department
300 Richards Boulevard

Sacramento Public Library
828 I Street

Organization of the Final EIR

This document is organized as follows:

Chapter 1: Introduction. This chapter summarizes the project under consideration, including the objectives of the project and the entitlements that are analyzed by this environmental review. Information regarding the issue areas analyzed in the Draft EIR and the methods used to solicit input on the environmental review of the proposed RDSP are also included.

Chapter 2: Revisions to Draft EIR Text. This chapter presents the revisions to the text of the Draft EIR. The revisions were made for one of two reasons: (1) City-initiated clarification, amplification, or corrections to the text that were identified subsequent to the publication of the Draft EIR or (2) revisions in response to comments made on the Draft EIR.

Deleted text is shown by ~~strikethrough~~ and added text is shown by underlined text.

Section 15088.5 of the CEQA Guidelines states the conditions for which a Draft EIR must be re-circulated. None of the revisions to the text of the Draft EIR are the result of a new significant environmental impact, substantial increase in the severity of an environmental impact, or considerable changes to a project alternative or mitigation measure, or fundamental flaws in the Draft EIR. For these reasons, re-circulation of the Draft EIR prior to certification is not necessary.

Chapter 3: Responses to Comments. This chapter contains a list of the commentors on the Draft EIR followed by responses to individual comments.

Each comment letter is presented with brackets showing how the letter was divided for responses by the City. Each comment is given a binomial with the letter designation appearing first, followed by the comment number. For example, comments in Letter A are numbered A-1, A-2, and so on. Immediately following each letter are the City's responses, each with binomials that correspond to the bracketed comments.

If the subject matter of one comment is similar to that of another, the reader is referred to the other comment and the response to review all information on a given subject. Where this occurs, cross-references are provided.

Some comments on the Draft EIR do not pertain to the CEQA issues analyzed in the Draft EIR, do not ask questions about the Draft EIR, or do not question an element or conclusion of the Draft EIR. In such cases, the response will recognize the comment and provide additional information where possible. Some comments express opinions about aspects of the proposed RDSP project and these are included in the FEIR for the consideration of the decision-makers.

Chapter 4: Mitigation Monitoring Plan. The intent of the MMP is to prescribe and enforce the proper and successful implementation of the mitigation measures.

Appendix. This section includes documentation that was inadvertently left out of the Draft EIR.

CHAPTER 2: REVISIONS TO DEIR TEXT

Chapter 2	Revisions to DEIR Text
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Introduction

This chapter shows the text changes to the Draft EIR. New text is indicated by underline and deleted text by ~~struck through~~. The changes are presented in the page order they appeared in the Draft EIR.

This chapter presents the revisions to the text of the Draft EIR. The revisions were made for one of two reasons: (1) clarification, amplification, or corrections to the text that were identified subsequent to the publication of the Draft EIR or (2) revisions in response to comments made on the Draft EIR.

The following revisions do not result in a change in the analyses or conclusions in the Draft EIR.

Chapter 2 – Summary

The following are the revisions to the Summary Table. Note that some abbreviations were used here simply to reduce the size of the table and do not reflect revisions made to the Draft EIR. Only the text shown in underline and ~~struck through~~ is revised in the Draft EIR.

TABLE 2-1				
SUMMARY OF IMPACTS AND MITIGATION MEASURES				
Impact	Project Sig after mm & policies included in MEIR	Additional Mitigation for Project		Residual Sig
<i>5.1 Air Quality</i>				
5.1-2: Construction within the RDSP could result in PM ₁₀ concentrations that exceed acceptable thresholds.	<i>Less than Significant Potentially Significant</i>	MM 5.1-2(a)	<i>Comply with MM 5.1-1(a).</i>	<i>Less than Significant</i>
		MM 5.1-2(b)	<i>Grading and ground disturbance activities shall not exceed 15 acres per day for any individual development project.</i>	
Cumulative 5.2-6: Implementation of the RDSP, in addition to other projects within the City and greater Sacramento Valley could result in potential health hazards, or involve the use, production, or disposal of materials that pose a	<i>Less than Significant</i>	MM 5.5-4 <u>MM 5.2-6</u>	<i>None required.</i>	<i>Less than Significant</i>

hazard to plant or animal populations.				
<u>Cumulative 5.2-7: Implementation of the RDSP, in addition to other projects in the Sacramento Valley could result in regional losses of special-status wildlife species or their habitat.</u>	<u>Less than Significant</u>	<u>MM 5.2-7</u>	<u>None required.</u>	<u>Less than Significant</u>
5.3 Cultural Resources				
Cumulative 5.3-3: Implementation of the RDSP, in conjunction with other development within the Central Valley, could cause a substantial change in the significance of a historic or archaeological resource as defined in CEQA Guidelines Section 15064.5.	<i>Significant and Unavoidable</i>	MM 5.3-3	<u>Implement Mitigation Measure 5.3-2.</u>	Sig & U
5.5 Hydrology and Water Quality				
<u>Cumulative 5.5-5: Implementation of the RDSP, in addition to other projects in the watershed, could increase exposure of people and/or property to a 100-year flood event.</u>	<u>Less than Significant</u>	<u>MM 5.5-5</u>	<u>None required.</u>	<u>Less than Significant</u>
5.6 Noise and Vibration				
5.6-1 Implementation of the RDSP could result in exterior noise levels that are above the upper value of the normally acceptable category for various land uses due to an increase in noise levels.	<i>Potentially Significant</i>	MM 5.6-1	<i>Future development projects in the RDSP Area consisting of noise sensitive receptors shall have an acoustical and vibration analysis prepared to measure any potential project specific noise impacts and identify specific noise attenuation features to reduce impacts associated with exterior noise to a less than significant level, <u>to the extent feasible</u>, consistent with the Policies of the General Plan.</i>	Sig & U
<u>5.6-2: Implementation of the RDSP could result in residential noise levels of Ldn 45 or greater caused by an increase in noise</u>	<u>Significant</u>	<u>MM 5.6-2</u>	<u>Implement Mitigation Measure 5.6-1</u>	<u>Less than Significant</u>

<p><u>levels.</u></p> <p>Cumulative 5.6-7: Implementation of the RDSP along with other development in the region could result in an increase in interior and exterior noise levels in the Policy Area that are above acceptable levels.</p>	<p><i>Significant</i></p>	<p><u>MM</u> <u>5.6-7</u></p>	<p><i>Implement Mitigation Measure 5.6-1.</i></p>	<p><i>Sig & U</i></p>
<p>Cumulative 5.6-8: Implementation of the RDSP could result in cumulative construction noise and vibration levels that exceed the standards in the City of Sacramento Noise Ordinance as well as vibration-peak-particle velocities greater than 0.5 inches per second.</p>	<p><i>Significant</i></p>	<p><u>MM</u> <u>5.6-8</u></p>	<p><i>Implement Mitigation Measures 5.6-3 and 5.6-4.</i></p>	<p><i>Less than Significant</i></p>
<p>Cumulative 5.6-9: Implementation of the RDSP could result in cumulative impacts on adjacent residential and commercial areas exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations.</p>	<p><i>Significant</i></p>	<p><u>MM</u> <u>5.6-9</u></p>	<p><i>Implementation of Mitigation Measure 5.6-4(b).</i></p>	<p><i>Less than Significant</i></p>
5.7 Parks and Open Space				
<p>5.7-1: Implementation of the RDSP along with other development in the region could result in an increase in interior and exterior noise levels in the Policy Area that are above acceptable levels.</p>	<p><i>Less than Significant</i></p>	<p><u>MM</u> <u>5.7-1</u></p>	<p><i>None required.</i></p>	<p><i>Less than Significant</i></p>
5.10 Transportation and Circulation				
<p>5.10-2: Implementation of the RDSP could result in potentially significant impact on study roadway segments in 2015.</p>	<p><i>See Table 5.10-19 Potentially Significant</i></p>	<p><u>MM</u> <u>5.10-2</u></p>	<p><i>None available.</i></p>	<p><i>Sig & U</i></p>

<p>5.10-5: Implementation of the RDSP could result in potentially significant impact on study freeway off-ramp queues in 2015.</p>	<p><i>See Table 5.10-22 Potentially Significant</i></p>	<p>MM 5.10-5</p>	<p>Implement MM 5.10-1 (a).</p>	<p>Sig & U</p>
<p>5.10-10: Implementation of the RDSP could result in potentially significant impact at study intersections in 2035.</p>	<p><i>Potentially Significant</i></p>	<p>MM 6.11-2 MM 5.10-10</p>	<p><i>MM 5.10-10 (a) At the I-5 southbound ramps / Richards Boulevard intersection, add a third westbound left-turn lane approximately 100 feet in length; modify the eastbound approach lanes to provide one through lane, one through-right turn lane, and one right-turn lane; and optimize signal timing. To accommodate these modifications without widening proposed roadways modifications at the adjacent I-5 northbound ramps are required. At the I-5 northbound ramps / Richards Boulevard intersection, the City shall reduce the length of the eastbound left-turn lane to approximately 100 feet; convert one eastbound through lane to a second left-turn lane; and optimize signal timing. The City, in coordination with Caltrans, is in the process of preparing a Project Study Report for this interchange and the final lane configurations will be an element of that study.</i></p> <p><i>The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.</i></p> <p><i>(b) At the Bercut Drive / Richards Boulevard intersection, provide two left-turn lanes and a left through-right turn lane; modify the southbound lanes to provide a right-turn lane and a combination left-through-right turn lane; and optimize signal timing. The City, in coordination with Caltrans, is in the process of preparing a Project Study Report for this interchange and the final lane configurations will be an element of that study.</i></p> <p><i>The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.</i></p> <p><i>(c) At the North 4th Street / Richards Boulevard intersection, provide two northbound left-turn lanes, and one through-right turn lane; add one westbound right-turn lane with overlap signal phasing, to provide one left-turn, two through lanes, and one right-turn lane; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.</i></p> <p><i>(e) At the 7th Street / Richards Boulevard intersection, modify the eastbound approach to provide two left-turn lanes, one through lane, and one through-right turn lane; add lanes to the northbound approach to provide two left-turn lanes, two through lanes, and one right-turn lane with overlap signal phasing; increase the traffic signal cycle length from 100 to 150 seconds during both the a.m. and p.m. peak hours; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.</i></p> <p><i>(f) At the Street W / Richards Boulevard intersection, the RDSP Finance Plan shall include the cost to modify the eastbound approach to add one northbound right-turn lane to provide one left-turn lane, one through lane, and one right-turn lane; monitor and adjust the signal timing when needed.</i></p> <p><i>(g) At the 12th Street / Richards Boulevard intersection, the RDSP Finance Plan shall include the cost to remove one westbound through lane and add one</i></p>	<p>Sig & U</p>

		<p>eastbound through lane, this could be accomplished without widening the street; monitor and adjust the signal timing when needed.</p> <p>(h) At the 16th Street / Richards Boulevard intersection, the RDSP Finance Plan shall include the cost to remove one westbound through lane west of the intersection to add one eastbound left-turn lane, this could be accomplished without widening the street; monitor and adjust the signal timing when needed.</p> <p>(i) At the Vine Street / Street W intersection, add one northbound right-turn lane to provide one left-through-right turn lane, and one right-turn lane; add one southbound left-turn lane to provide one left-turn lane, one left-through-right turn lane; add one eastbound through lane to provide one left-turn lane, one through lane, one through-right turn lane; provide a fully actuated traffic signal; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.</p> <p>(j) At the Vine Street / 12th Street intersection, add two eastbound through lanes to provide three through lanes, one through-right turn lane; convert Vine Street to one-way eastbound between 12th Street and 16th Street, there would be no road widening in this section; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.</p> <p>(k) At the 16th Street / Vine Street intersection, convert Vine Street to one-way eastbound between 12th Street and 16th Street and add one eastbound left-turn lane, this could be accomplished without widening the street. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.</p> <p>(m) At the 10th Street / North B Street intersection, add one eastbound through lane to provide one left-turn lane, one through lane, and one through-right turn lane, this can be accomplished without widening the existing street; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP.</p> <p>(o) At the 14th Street / North B Street intersection, convert the westbound left-through lane to a left-turn only lane and provide protected left-turn signal phasing; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP.</p> <p>(p) At the Abern Street / North B Street intersection, convert eastbound left-through lane to a left-turn only lane to provide one left-turn lane and one through-right turn lane; convert the westbound left-through lane to a left-turn only lane to provide one left-turn lane and one through-right turn lane; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP.</p> <p>(t) At the 10th Street / C Street intersection, add one left-turn lane to provide one left-turn lane and one through-right turn lane to southbound, eastbound and westbound approaches; provide leading protected left-turn phase for southbound approach; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be</p>	
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			<p>collected by the City prior to the issuance of building permits.</p> <p>(n) At the 14th Street / C Street intersection, install a new traffic signal at the time when one or more warrants are satisfied; provide one northbound right-turn lane by prohibiting on-street parking for 150 feet during the p.m. peak hour. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.</p> <p>(v) At the 16th Street / C Street intersection, convert the eastbound through lane to a left-through lane to provide one left-turn lane and one through-left lane; provide split signal phasing for eastbound and westbound traffic movements; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.</p> <p>(w) At the 7th Street / F Street intersection, modify the northbound and southbound approaches to provide one left-turn lane and one through-right turn lane; modify the westbound lanes on F Street to provide one left-through lane and one right-turn lane; provide permitted left-turn signal phasing for the east and westbound movements; provide overlap signal phasing for the westbound right turn movement; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.</p> <p>(x) At the 10th Street / F Street intersection, install a traffic signal at the time when one or more warrants are satisfied. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.</p> <p>(y) At the 14th Street / F Street intersection, add one southbound left-turn to provide one left-turn lane and one through-right turn lane, this would require converting the angle parking to parallel parking on the east side of 14th Street north of F Street; provide leading, protected-permitted signal phasing for the southbound left turn movement; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.</p> <p>(z) At the 7th Street / G Street intersection, modify westbound lanes to provide one left-turn lane, one through lane and one right-turn lane; provide permitted phasing for the northbound left turn movement; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.</p> <p>(aa) At the 5th Street / H Street intersection, add one northbound right-turn lane to provide one left-turn lane, one through lane and one right-turn lane; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.</p> <p>(bb) At the 6th Street / H Street intersection, provide protected signal phasing for the southbound left turn movement.</p>	
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			<p><i>(cc)At the 16th Street / H Street intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to increase the signal cycle length to 100 seconds and re-optimize signal splits during the p.m. peak hour.</i></p> <p><i>(ee)At the 5th Street / I Street intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to monitor and adjust the signal timing when needed.</i></p> <p><i>(ff)At the 6th Street / I Street intersection, prohibit parking during the p.m. peak hour for 100 feet along the right side of westbound I Street to provide one through-left lane, two through lanes, and one through-right turn lane; modify the northbound approach to provide one left-turn lane and two through lanes; monitor and adjust the signal timing when needed.</i></p> <p><i>(gg)At the 3rd Street / J Street intersection, modify the southbound I-5 off-ramp approach to the intersection to provide one left-through lane, two through lanes, and one right-turn lane. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.</i></p>	
<p>5.10-14: Implementation of the RDSP could result in potentially significant impact on study freeway off-ramp queues in 2035.</p>	<p><i>Potentially Significant</i></p>	<p>MM 5.10-14</p>	<p><i>Implement MM 5.10-21Q(gg).</i></p>	<p>Sig & U</p>

Chapter 3 – Project Description

Page 3-1, 2nd Paragraph: The text is revised to reflect that some amendments to the General Plan would be necessary with the project.

The RDSP is generally consistent with the City's 2030 General Plan (see discussion under 'Proposed Project Elements' below) and provides area-specific development policies that address the unique aspects of the River District. The proposed RDSP is a long range policy and planning document that is intended to guide development in the Specific Plan area over the next 25 years. The Specific Plan would serve to guide future decisions regarding land use, intensity of development, circulation, public spaces, urban design, and the necessary infrastructure improvements to support future development. Finally, the Plan would identify the resources necessary to finance and implement the public improvements and infrastructure needed to support the vision for the new Specific Plan area.

Page 3-7: The following is inserted after the first paragraph:

There are five areas where City staff proposes to amend the General Plan Land Use Diagram for consistency purposes. These amendments would not result in changes to the amount of allowed development in the RDSP area. :

- 1) The area on the north of Richards Boulevard between North 5th and North 7th and to the south of Signature Street. The current General Plan designation is Urban Center Low. The new General Plan designation is proposed to be Urban Center High. The current zone is OB-PUD SPD and there is no change to the zoning. However, the Township 9 PUD allows for heights up to 15

stories which is more consistent with the Urban Center High designation which allows up to 24 stories whereas the Urban Center Low designation generally allows only up to 7 stories.

2) The area south of Vine Street between North 10th Street and Dos Rios Street and to the north of D Street. The current General Plan is Urban Center Low. The new General Plan designation is proposed to be Employment Center Low Rise. The current zoning is Heavy Industrial (M-2 N SPD) and the proposed zoning is C-4 SPD neither of which are consistent with the current General Plan designation; however, the amendment to Employment Center Lowrise will provide consistency.

3) The area generally to the east of North 12th Street, north of B Street, west of 18th Street, and south of Sproule Avenue. The current General Plan is Traditional Center and Traditional Medium Density Residential. The new General Plan designation is proposed to be Employment Center Low Rise. The current zoning in the area is Heavy Commercial (C-4) and no rezones are planned. The current General Plan designation is not consistent with the zoning so the amendment to Employment Center Lowrise will provide consistency.

4) The area east of the Sacramento River, south of the American River, to the west of Bercut, and north of the PG&E building. The current General Plan is Urban Center Low. The new General Plan designation is proposed to be Urban Center High. The current zoning in the area is Highway Commercial (HC-SPD) and the proposed zoning is General Commercial (C-2 SPD). With the proposed heights planned along the Sacramento River, the Urban Center High designation is more appropriate which generally allows up to 24 stories whereas the Urban Center Low generally allows up to 7 stories. The River District Specific Plan and Design Guidelines would generally allow up to 200-300 feet.

5) The area to the south of the American River, west of 18th Street, east of Louise Street, and north of Sproule Avenue which makes up the remainder of the Traditional Center designation in the River District. The new General Plan designation is proposed to be Urban Center Low to be consistent with the surrounding parcels in the northern part of the River District that abuts the American River. The current zoning is Heavy Commercial (C-4) and the proposed zoning is a mixture of General Commercial (C-2) and Multifamily (R-3A). Due to the proximity of the future light rail station, the Special Planning District allows up to 100 residential units per acre with the option to apply for a Planning Commission Special Permit to exceed this standard. The Traditional Center designation generally allows up to 36 dwelling units per net acre and the proposed amendment to Urban Center Low would allow up to 110 dwelling units per net acre which is more consistent with the vision of the area.

Chapter 5.1-Air Quality

Page 5.1-15: The project significance is corrected.

Impact 5.1-2	Construction within the RDSP could result in PM₁₀ concentrations that exceed acceptable thresholds.
	Central City Community Plan Area is not an area of the City that would generate more or additional impacts to construction-related air quality than area covered by the General Plan (Page 6.1-23).
Mitigation/Policies included in General Plan EIR applicable to project	ER 6.1.1 - Maintain Ambient Air Quality Standards ER 6.1.2 - New Development ER 6.1.11 - Coordination with SMAQMD ER 6.1.15 - Preference for Reduced Emission Equipment
Project significance after	Less than Significant <i>Potentially Significant</i>

mitigation included in General Plan EIR		
Additional Mitigation for Project	MM 5.1-2(a)	<i>Comply with MM 5.1-1(a)</i>
	MM 5.1-2(b)	<i>Grading and ground disturbance activities shall not exceed 15 acres per day for any individual development project.</i>
Residual Significance	<i>Less than Significant</i>	

Chapter 5.2 – Biological Resources

Page 5.2-2, 4th Paragraph: The figure number is corrected.

The habitat types in the RDSP area include developed, ruderal, elderberry savanna, great valley cottonwood riparian forest, riverine, and drainages (see Figure 5.2-2-1).

Chapter 5.3 – Cultural and Historic Resources

Page 5.3-17, 4th Paragraph: The text is revised to correct the street name.

Streets

Full implementation of the RDSP requires the construction of several streets within the Specific Plan area. The RDSP aims to extend the central city grid pattern into the River District. North 5th Street will extend from North B Street to Richards Boulevard and North 3rd Street will extend from Bannon Street to Richards Boulevard. New portions of North 5th 6th Street will traverse currently developed parcels, including the State of California Printing Plant, which is the only historic structure that would be affected by these plans. New portions of North 3rd Street will cross city-owned parcels (currently paved with no structures). The backbone circulation improvements of the RDSP demands that some existing streets be widened or otherwise improved.

Chapter 5.4 – Hazards and Hazardous Materials

The text of the first paragraph, Page 5.4-4, of Draft EIR is revised as follows:

SIMS Metal

Recycling operations have occurred at this location since at least the early 1950's. Scrap metal, including automobiles and appliances, are sorted, cut, flattened, or compacted, and transported either off-site for further processing or for sale to steel mills. The USEPA deferred the site to the State for possible further assessment or cleanup of the site under State law.⁵ According to the State Water Resources Control Board Geotracker database, in October 2006 the USEPA determined that no further federal assessment was warranted at the site and that it does not qualify for federal Superfund listing.

Chapter 5.5 – Hydrology and Water Quality

Page 5.5-8, last Paragraph: The text is revised to reflect the correct wording of Goal I 1 in the River District Specific Plan.

Goal I 1: Reduce water consumption and wastewater flows by implementing conservation techniques such as those described in the Water Forum Agreement.

Chapter 5.6 – Noise and Vibration

Page 5.6-14: The text is revised to reflect the correct impact analysis and to acknowledge that there are not feasible mitigation measures for impacts for some sensitive receptors within the RDSP area.

Mitigation Measure

5.6-1

Future development projects in the RDSP Area consisting of noise sensitive receptors shall have an acoustical and vibration analysis prepared to measure any potential project specific noise impacts and identify specific noise attenuation features to reduce impacts associated with exterior noise to a less than significant level, to the extent feasible, consistent with the Policies of the General Plan.

Page 5.6-15: The text is revised to reflect the correct residual significance of the project.

Impact 5.6-2	Implementation of the RDSP could result in residential interior noise levels of Ldn 45 or greater caused by an increase in noise levels.	
Central City Community Plan Area is not an area of the City that would generate more or additional impacts to noise levels than area covered by the General Plan (Page 6.8-52, MEIR)		
Mitigation and/or policies included in General Plan EIR applicable to project	EC 3.1.3 Interior Noise Standards EC 3.1.4 Interior Noise Review for Multiple, Loud Short-Term Events EC 3.1.11 Alternatives to Sound Walls	
Project significance after mitigation included in General Plan EIR	<i>Significant</i>	
Additional Mitigation for Project	MM 5.6-2	<i>Implement Mitigation Measure 5.6-1.</i>
Residual Significance	<i>Significant and Unavoidable Less than Significant</i>	

Chapter 5.8 – Public Services

Page 5.8-9, 4th Paragraph: The text is revised to correct the existing number of school-aged children in the RDSP area. Impacts 5.8-5 and 5.8-6 do not require revision due to the change in the existing number of school-aged children. The impacts analyzed are based on the number of new students resulting from full buildout of the RDSP. Adding 83 existing students to the analysis would not result in either a new impact or an increase in the severity of impacts as shown in the Draft EIR.

The majority of the RDSP area is located within the Twin Rivers Unified School District (TRUSD), with the exception of 59 acres located within the Sacramento City Unified School District (SCUSD). Approximately ~~92~~ 175 school-aged children within the RDSP currently attend schools in the TRUSD, while there are no students currently living within the portion of the RDSP served by the SCUSD.

Chapter 5.10 – Transportation and Circulation

Bottom of Page 5.10-38 and the top of Page 5.10- 39: The text is corrected to reflect the correct entity required to pay the I-5 corridor fee and to indicate that there is only one I-5 corridor fee.

The City is participating in a multi-agency committee that is developing a regional impact fees for the I-5 corridor, which may improve all freeways within the study area. Developers within the The RDSP shall be required to pay the I-5 corridor fees that is in effect at the time of issuance of building permits. However, the contribution of these funds does not ensure that the project’s impacts on the mainline freeway will be fully mitigated. Therefore the impact of the project will remain **significant and unavoidable**.

Page 5.10-39: The traffic study determined that implementation of the RDSP could result in a potentially significant impact at the I-5 southbound on-ramp from Richards Boulevard during the p.m. peak hour (see Page 5-10.39 of the Draft EIR). The other freeway interchanges would operate at acceptable levels of service in Year 2015. The table is revised to reflect that the resulting impact would be less than significant.

Impact 5.10-1	Implementation of the RDSP could result in potentially significant impact on study freeway interchanges in 2015.	
Central City Community Plan Area is not an area of the City that would generate more or additional impacts to the freeway interchange than area covered by the General Plan (Page 6.12-85, MEIR).		
Mitigation included in General Plan EIR applicable to project	None	
Project significance after mitigation included in General Plan EIR	<i>Potentially Significant <u>Less than Significant</u></i>	
Additional Mitigation for Project	MM 5.10-1	<i>See below. <u>None required</u></i>
Residual Significance	<i>Significant and Unavoidable <u>Less than Significant</u></i>	

Page 5.10-40, first paragraph: The text is corrected to reflect the findings of the traffic study.

The traffic generated by RDSP would result in significant traffic impact for one freeway interchange location in the study area:

- (a) I-5 southbound on-ramp from Richards Boulevard – PM peak hour

Mitigation Measure

~~No feasible mitigation measures were identified that would reduce the impact of the project on I-5 southbound on-ramp from Richards Boulevard. The City is participating in a multi-agency committee that is developing a regional impact fees for the I-5 corridor, which may improve all freeways within the study area. The RDSP shall be required to pay the I-5 corridor fees that is in effect at the time of issuance of building permits. However, the contribution of these funds does not ensure that the project’s impacts on the freeway ramp will be fully mitigated. Therefore the impact of the project will remain **significant and unavoidable**.~~

This impact is currently being addressed by the City of Sacramento with the interim I-5/ Richards Boulevard Interchange Improvement project, which was approved in April 2009. As part of the Interchange Improvement project, Richards Boulevard would be widened between Jibboom Street and Bercut Drive to provide additional vehicle-lane capacity. The existing signal-controlled intersection at the I-5 southbound on-ramp would be modified at the ramp intersection with Richards Boulevard, as would the signal at the Richards Boulevard/Bercut Drive intersection.

The intent of these interim improvements to the I-5/ Richards Boulevard Interchange was to improve the overall traffic operation within the interchange area in the short-term. Construction of the improvements will begin in Spring 2011 and is anticipated to be completed in Spring 2012.

The impact to the southbound on-ramp to I-5 associated with development of the RDSP is anticipated in the Year 2015 conditions. Because construction of the interim project improvements will begin in Spring 2011, with completion in 2012, the additional traffic associated with the RDSP will begin occurring after the interim interchange improvements are completed.

The Sacramento Regional Transit District (RT) Downtown Natomas Airport (DNA) Green Line is anticipated to be completed to the intersection of Richards Boulevard and 7th Street by early 2011. This extension of light rail into the River District Specific Plan area will provide improved access to transit.

Because the previously-approved improvements to Richards Boulevard and the associated changes to signal timing on Richards and ramp metering on the southbound on-ramp are anticipated to be completed in Spring 2012, the potential impact would be reduced to a *less-than-significant* level. The proposed RDSP would not result in significant impacts to the study freeway interchanges in Year 2015.

Page 5.10-41, 2nd Paragraph: The statement is corrected to read as follows:

With the proposed DNA Green Line, light rail service to 7th Street and Richards Boulevard, which would run at ~~45~~ 30-minute headway with potentially 4-car trains, ~~exists~~; additional transit demands should be reasonably accommodated by the new trains and other RT bus routes in the vicinity.

Page 5.10-58, 3rd Paragraph: The statement is corrected to read as follows:

The City is participating in a multi-agency committee that is developing a regional impact fees for the I-5 corridor, which may improve all freeways within the study area. Developers within the ~~The~~ RDSP shall be required to pay the I-5 corridor fees that is in effect at the time of issuance of building permits. However, the contribution of these funds does not ensure that the project's impacts on the mainline freeway will be fully mitigated. Therefore the impact of the project will remain **significant and unavoidable**.

Page 5.10-59, last Paragraph: The statement is corrected to read as follows:

No feasible mitigation measures were identified that would reduce the impact of the project on I-5 southbound on-ramp from Richards Boulevard. The City is participating in a multi-agency committee that is developing a regional impact fees for the I-5 corridor, which may improve all freeways within the study area. Developers within the ~~The~~ RDSP shall be required to pay the I-5 corridor fees that is in effect at the time of issuance of building permits. However, the contribution of these funds does not ensure that the project's impacts on the freeway ramp will be fully mitigated. Therefore the impact of the project will remain **significant and unavoidable**.

Chapter 6 – CEQA Considerations

Impact 5.6-2, second from the top of Page 6-2, is deleted. The impact is less than significant. See the revised Impact 5.6-2 table above.

Impact 5.10-1, 4th impact from the top of Page 6-2 is deleted. The impact is less than significant. See the Revised Impact 5.10-1 table and discussion above.

Chapter 7 – Alternatives

Impact 5-6.2, second from the top of Page 7-2, is deleted. The impact is less than significant. See the revised Impact 5.6-2 table above.

Impact 5.10-1, 4th impact from the top of Page 6-2 is deleted. The impact is less than significant. See the Revised Impact 5.10-1 table and discussion above.

CHAPTER 3: RESPONSES TO COMMENTS

Chapter 3

Responses to Comments

List of Agencies, Organizations, and Persons Commenting

State Agencies

- Letter A State Clearinghouse
Sam Morgan, Director
September 14, 2010
- Letter B Caltrans
Alyssa Begley, Chief
Office of Transportation Planning, South
September 9, 2010
- Letter C Department of General Services
Joe Mugartegui, Chief
Asset Management Branch
September 2, 1010
- Letter D CVRQWQCB
Dan Radulescu, Lead
MS4 Permitting and Water Quality Certification Unit
August 11, 2010
- Letter G Central Valley Flood Protection Board
James Herota, Staff Environmental Scientist
Flood Projects Improvement Branch
August 18, 2010

Local Agencies

- Letter E SACOG
Mike McKeever, Executive Director
September 9, 2010
- Letter F SMAQMD
Joseph James Hurley, Air Quality Planner/Analyst
September 9, 2010
- Letter H Twin Rivers USD
Alan Colombo, Assistant Superintendent
Facilities Service Department
September 10, 2010

Letter I County of Sac DO'I
Matthew G. Darrow, Senior Transportation Engineer
Department of Transportation
July 28, 2010

Organizations

Letter J SABA
Jordan Lang, Project Assistant
September 9, 2010

Letter L Save the American River Association
Betsy Weiland, Land Use Committee Chair
October 9, 2010

Persons

Letter K Sims Metal (Remy, Thomas, Moose, and Manley)
Sabrina V. Teller
September 7, 2010
November 3, 2010

Letter A



Arnold Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Cathleen Cox
Acting Director

September 14, 2010

Jennifer Hageman
City of Sacramento
Community Development Department
300 Richards Boulevard
Sacramento, CA 95811

Subject: River District Specific Plan
SCH#: 2009062023

Dear Jennifer Hageman:

A-1
The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 9, 2010, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

A-2
"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

A-3
This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2009062023
Project Title River District Specific Plan
Lead Agency Sacramento, City of

Type EIR Draft EIR
Description The proposed River District Specific Plan project (RDSP) (Specific Plan) would establish planning and development standards for the redevelopment of the area. The goal of the proposed project is to master plan the district as a transit-oriented, urban neighborhood that supports a mix of uses with parcels ready for development.

Lead Agency Contact

Name Jennifer Hageman
Agency City of Sacramento
Phone 916-808-5538 **Fax**
email
Address Community Development Department
 300 Richards Boulevard
City Sacramento **State** CA **Zip** 95811

Project Location

County Sacramento
City
Region
Lat / Long
Cross Streets Bounded by Am. River north, Sac River west, Richards Blvd south 16th st east
Parcel No. various
Township **Range** **Section** **Base**

Proximity to:

Highways I-5
Airports
Railways UPRR
Waterways Sacramento River
Schools
Land Use Residential, Civic, Office, Commercial, Light Industrial, Hotel & Parks

Project Issues Landuse; Traffic/Circulation; Air Quality; Noise; Archaeologic-Historic; Biological Resources; Toxic/Hazardous; Water Quality; Population/Housing Balance; Public Services; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Water Supply; Wetland/Riparian; Wildlife; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 2; Department of Parks and Recreation; Central Valley Flood Protection Board; Department of Water Resources; Caltrans, District 3; California Highway Patrol; Department of Housing and Community Development; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission; Public Utilities Commission

Date Received 07/27/2010 **Start of Review** 07/27/2010 **End of Review** 09/09/2010

Note: Blanks in data fields result from insufficient information provided by lead agency.

Note: See Letter
G

CENTRAL VALLEY FLOOD PROTECTION BOARD

3310 El Camino Ave., Rm. 151
SACRAMENTO, CA 95821
(916) 574-0609 FAX: (916) 574-0682
PERMITS: (916) 574-0685 FAX: (916) 574-0682



August 18, 2010

Ms. Jennifer Hageman
City of Sacramento
Community Development Department
300 Richards Boulevard
Sacramento, CA 95811

RECEIVED
AUG 19 2010
STATE CLEARING HOUSE

Clear
09/09/10
e.

Dear Ms. Hageman:

Subject: River District Specific Plan
Draft Environmental Impact Statement/Environmental Impact Report
SCH No. 2009062023

The Central Valley Flood Protection Board (Board) is responsible for flood safety within California and maintains the integrity of the existing flood control system and designated floodways through the Board's regulatory authority by issuing permits for encroachments. Development projects within the jurisdiction of the Board are required to meet design and construction standards to protect adopted plans of flood control to protect public lands from floods. The jurisdiction of the Board includes the Central Valley, including all tributaries and distributaries of the Sacramento River, the San Joaquin River and designated floodways (Title 23 California Code of Regulations (CCR), Section 2). Working with City of Sacramento staff early in the project planning will help Board staff and other interested parties to identify potential project impacts, appropriate mitigation measures, and thereby improves the safety of floodways.

A Board permit is required prior to starting the work within the Board's jurisdiction for the following:

- The placement, construction, reconstruction, removal, or abandonment of any landscaping, culvert, bridge, conduit, fence, projection, fill, embankment, building, structure, obstruction, encroachment, excavation, the planting, or removal of vegetation, and any repair or maintenance that involves cutting into the levee (CCR Section 6);
- Vegetation plantings in the floodway will require the submission of detailed design drawings; identification of vegetation type; plant and tree names (i.e. common name and scientific name); total number of each type of plant and tree; planting spacing and irrigation method that will be within the project area; a complete vegetative management plan for maintenance to prevent the interference with flood control, levee maintenance, inspection and flood fight procedures (CCR Section 131).

Board staff has reviewed the Draft Environmental Impact Statement/Environmental Impact Report (DEIS/EIR) of the project and provides the following comments:

- Easements - According to p. 5.5-14 "General Plan Policy EC 2.1.7 prohibits new development within a minimum distance of 50 feet from the landside toe of levees. Development may encroach within this 50-foot area provided that "oversized" levee improvements are made to the standard levee section consistent with local, regional, State, and federal standards. Development adjacent to the levees can place earthen fill against the landside of a portion of an existing levee that gently slopes to meet existing grade, thus "oversizing" the levee. General Plan Policy EC 2.1.9 states that the City shall support the construction of "oversized" levees that can increase levee stability and improve site characteristics where infill development and redevelopment occur next to a levee."

In accordance with CCR Section 4(a)(4) "Where levees are involved, the "Adopted Plan of Flood Control" extends at least ten (10) feet landward from the levee toe except where an operation and maintenance manual furnished pursuant to 33 C.F.R. 208.10 or the real property rights acquired by the board specifically provide otherwise."

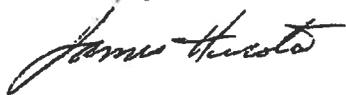
We disagree that placing an earthen fill against the landside of a portion of an existing levee that gently slopes to meet existing grade, oversizes the levee. We recommend that no development be allowed at least 15 feet landward from the existing levee toe for maintenance, inspection, and flood fight procedures. Vegetation must not interfere with the integrity of the adopted plan of flood control (CCR Section 131).

- Drainage facilities – According to p. 5.5-12, "Bioswales are proposed as part of the backbone infrastructure installed for the RDSP." Detention basins are also being planned as stated on p. 5.5-13, "In addition to these measures to eliminate or reduce the amount of contaminants in stormwater runoff, the proposed backbone infrastructure installed as part of the RDSP would include detention basins."

Drainage facilities, detention basins and related excavation are to be constructed in accordance with CCR Sections 116, 122 and 137. Measures to mitigate damage to existing levees or future oversized levees were not provided.

Thank you for your consideration of these comments. If you have any questions in this matter, please me at (916) 574-0651, or by e-mail at jherota@water.ca.gov.

Sincerely,



James Herota
Staff Environmental Scientist
Flood Projects Improvement Branch

cc:

Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

**Letter A – Governor’s Office of Planning and Research,
State Clearinghouse and Planning Unit**

A-1 The comment acknowledges the receipt of comments from an agency and states where the list of agencies that received the Draft EIR is found. The comment acknowledged compliance with the State Clearinghouse review requirements. The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

A-2 The comment provides information on the role of responsible agencies and the Lead Agency related to commenting and responding to comments. The comment acknowledged compliance with the State Clearinghouse review requirements. The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

A-3 The comment acknowledged compliance with the State Clearinghouse review requirements. The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

DEPARTMENT OF TRANSPORTATION
DISTRICT 3 - SACRAMENTO AREA OFFICE
2379 GATEWAY OAKS DRIVE, SUITE 150
SACRAMENTO, CA 95833
PHONE (916) 274-0635
FAX (916) 263-1796
TTY 711



*Flex your power!
Be energy efficient!*

September 9, 2010

0310-SAC0036
03-SAC-05 PM 24.525
River District Specific Plan
Draft Environmental Impact Report
SCII# 2009062023

Ms. Jennifer Hageman
City of Sacramento
300 Richards Boulevard
Sacramento, CA 95811

Dear Ms. Hageman:

B-1

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report (DEIR) for the River District Specific Plan (RSDP). The Specific Plan establishes the overarching policy for the development of the 748 acre River District area. At build out, the plan assumes a total of approximately 8,100 residential units, 4.0 million square feet of office, 850,000 square feet of commercial/retail, 1.5 million square feet of industrial, 55 acres of parks and open space and 3,000 hotel units. The RSDP is located at the confluence of the American and Sacramento Rivers, north of the downtown core of the City of Sacramento. The area is defined on the north by the American River, on the west by the Sacramento River, on the south by the recently adopted Sacramento Railyards Specific Plan area and on the east by parcels contiguous to North 16th Street. Our comments are as follows:

- B-2**
- Impact 5.10-4. Implementation of the RSDP could result in potentially significant impact on study freeway interchanges in 2015. The mitigation, payment of the Subregional Mitigation Fee (i.e., I-5 impact fee), should be used for the cumulative impacts of the project, not this shorter-term, more direct impact. Coordination between the City and Caltrans is needed to determine what mitigation will be provided for this impact. Feasible mitigation is available and could include ramp metering within the I-5/Richards Boulevard interchange improvement; improved access to transit; transportation demand measures such as carpool and vanpool formation efforts as well as a requirement for buildings in the development to join a Transportation Management Association (TMA).

- Cumulative Impacts

- Impact 5.10-12. Implementation of the RDSP could result in potentially significant impact on study freeway mainline segments in 2035.
- Impact 5.10-13. Implementation of the RDSP could result in potentially significant impact on study freeway interchanges in 2035.
- Impact 5.10-14. Implementation of the RDSP could result in potentially significant impact on study freeway off-ramp queues in 2035.

B-3

We understand that the Subregional Impact Fee (i.e., the I-5 impact fee) is not yet final and that the City and other stakeholders are taking actions to finalize the Fee program. Once the Fee program is finalized, payment of the Subregional Impact Fee should be mitigation for these cumulative impacts. The fee should be paid whether it is voluntary or required at the time that building permits are pulled, and the terminology "in effect" should be revised to reflect this. However, we suggest a discussion of mitigation alternative(s) be added to the document should the Subregional Impact Fee program not be finalized.

Because the cumulative impacts are on mainline *and* at the interchange and ramps, it is appropriate to fund Fee program projects that improve operations on each of those facilities. The fees collected should be applied to the I-5/Richards Boulevard interchange project *and* the American River Crossing or I-5 Bus/Carpool Lanes south of the I-80/I-5 interchange. Caltrans appreciates the continuing work with the City to implement the Fee program.

B-4

We look forward to conferring with the City of Sacramento on this project. If you have any questions regarding these comments, contact Larry Brohman at (916) 274-0627.

Sincerely,



ALYSSA BEGLEY, Chief
Office of Transportation Planning - South

Letter B – California Department of Transportation (Caltrans)

B-1 The comment summarizes the location and description of the project. The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

B-2 The comment states that payment of the Subregional Mitigation Fee (i.e., I-5 corridor fee) should be used as mitigation for the cumulative impacts of the project, rather than the shorter-term, more direct impacts. The traffic study determined that implementation of the RDSP could result in a potentially significant impact at the I-5 southbound on-ramp from Richards Boulevard during the p.m. peak hour (see Page 5-10.39 of the Draft EIR). The other freeway interchanges would operate at acceptable levels of service in Year 2015. Therefore, the Draft EIR needs to address this short-term impact to a Caltrans facility.

In response to this comment, the text on Page 5.10-40, first paragraph, of the Draft EIR is revised as follows:

The traffic generated by RDSP would result in significant traffic impact for one freeway interchange location in the study area:

- (a) I-5 southbound on-ramp from Richards Boulevard – PM peak hour

Mitigation Measure

~~No feasible mitigation measures were identified that would reduce the impact of the project on I-5 southbound on-ramp from Richards Boulevard. The City is participating in a multi-agency committee that is developing a regional impact fees for the I-5 corridor, which may improve all freeways within the study area. The RDSP shall be required to pay the I-5 corridor fees that is in effect at the time of issuance of building permits. However, the contribution of these funds does not ensure that the project's impacts on the freeway ramp will be fully mitigated. Therefore the impact of the project will remain significant and unavoidable.~~

This impact is currently being addressed by the City of Sacramento with the interim I-5/Richards Boulevard Interchange Improvement project, which was approved in April 2009. As part of the Interchange Improvement project, Richards Boulevard would be widened between Jibboom Street and Bercut Drive to provide additional vehicle-lane capacity. The existing signal-controlled intersection at the I-5 southbound on-ramp would be modified at the ramp intersection with Richards Boulevard, as would the signal at the Richards Boulevard/Bercut Drive intersection.

The intent of these interim improvements to the I-5/ Richards Boulevard Interchange was to improve the overall traffic operation within the interchange area in the short-term. Construction of the improvements will begin in Spring 2011 and is anticipated to be completed in Spring 2012.

The impact to the southbound on-ramp to I-5 associated with development of the RDSP is anticipated in the Year 2015 conditions. Because construction of the interim project improvements will begin in Spring 2011, with completion in 2012, the additional traffic associated with the RDSP will begin occurring after the interim interchange improvements are completed.

The Sacramento Regional Transit District (RT) Downtown Natomas Airport (DNA) Green Line is anticipated to be completed to the intersection of Richards Boulevard and 7th Street by early 2011. This extension of light rail into the River District Specific Plan area will provide improved access to transit.

Because the previously-approved improvements to Richards Boulevard and the associated changes to signal timing on Richards and ramp metering on the southbound on-ramp are anticipated to be completed in Spring 2012, the potential impact would be reduced to a *less-than-significant* level. The proposed RDSP would not result in significant impacts to the study freeway interchanges in Year 2015.

At the request of Caltrans, the text in the Draft EIR for the RDSP is revised to remove references to the Subregional Mitigation Fee as mitigation for the direct impacts of the project. In responding to the comment, the City determined that the improvements to Richards Boulevard and the associated changes to ramp metering associated with the previously-approved project would mitigate the significant impact at the I-5 southbound on-ramp from Richards Boulevard during the PM peak hour.

B-3 As stated by Caltrans in their comment letter, the Subregional Impact Fee has not yet been established. The proposed RDSP project would result in impacts to I-5 facilities in Year 2035 cumulative conditions and; therefore, projects within the RDSP would be subject to payment of the fee prior to development. As previously noted, the land uses envisioned in the RDSP area are consistent with the land use designations in the General Plan (with the exception of some minor “clean up” General Plan amendments). The cumulative analysis of impacts to the freeway mainlines determined that the impacts would be significant and unavoidable and the City Council adopted a Statement of Overriding Considerations for this impact.

In response to the comment, the text of the third paragraph on Page 5.10-58 is revised as follows to show that payment of the fee is *required* at the time that building permits are pulled.

Mitigation Measure

No feasible mitigation measure was found to lessen the impact on these freeway segments. To fully mitigate this impact, it would be necessary to reduce the RDSP traffic such that no additional traffic were added to the freeway segment, or improve the operation of the freeway segment from LOS F to LOS E. Widening the freeway would reduce the impact, but was not considered feasible because of the numerous transportation structures that would need to be modified/ replaced and related secondary environment.

The City is participating in a multi-agency committee that is developing a regional impact fees for the I-5 corridor, which may improve all freeways within the study area. Development within the The RDSP shall be required to pay the adopted I-5 corridor fees that is in effect at the time of issuance of building permits. However, the contribution of these funds does not ensure that the project’s impacts on the mainline freeway will be fully mitigated. Therefore the impact of the project will remain **significant and unavoidable**.

However, development of a parcel(s) in accordance with the RDSP could occur prior to the establishment of the Subregional Fee. The RDSP Finance Plan includes the I-5/Richards Boulevard interchange as a separate item and all development projects within the RDSP would be required to pay fees on a fair share basis toward the future construction of the ultimate interchange at this location. Currently, impact fees are in effect for the RDSP area based on the prior specific plan set of infrastructure improvements, which included the ultimate Richards Boulevard/ I-5 interchange, the American River Crossing, and the I-5 Bus/Carpool Lanes. The

amount of these impact fees will be updated when the nexus study is prepared to implement the RDSP Financing Plan. The Project Study Report (PSR) for the ultimate Richards Boulevard/ I-5 interchange is still in preparation and is a coordinated effort between the City and Caltrans.

B-4 The comment is a concluding paragraph. The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.



September 2, 2010

Letter C

Ms. Jennifer Hageman, Senior Planner
City of Sacramento, Development Services Department
300 Richards Boulevard
Sacramento, CA 95811

SUBJECT: Draft Environmental Impact Report for the River District Specific Plan

Dear Ms. Hageman:

C-1

Thank you for the opportunity for the State Department of General Services (DGS) to convey comments on the City of Sacramento's Draft Environmental Impact Report (DEIR) for the River District Specific Plan (RDSP).

C-2

Over the past 50 years the State Printing Plant (SPP), Office of State Publishing (OSP), has been housed on 17+ acres of State-owned property (Site) located within the boundaries of the RDSP at the intersection of North 7th Street and Richards Boulevard. Implementation of the RDSP will require an extension of existing roads (North 6th Street - north and south and Bannon Street – east and west) and road widening, (North 7th Street) creating a tremendous impact on the SPP and the Site, as well as the State's potential plans for future development of the property.

In reference to the DEIR, several assumptions are made regarding the Site. The RDSP identifies numerous street / right-of-way improvements throughout the Richards Boulevard redevelopment area, including the extension of Bannon and North 6th Streets. Extension of these two streets would result in the dissection of the Site into four separate parcels, and render it unable to support the DGS' conceptual massing plan and study. In addition, it would directly affect the State's use and compatibility of the Site for future development, extremely diminish the property value, the State's opportunity to construct a new office complex that fully utilizes the strategically-located Site, and the opportunity to consolidate approximately one million net square feet of State office space.

C-3

Additionally, North 5th Street was mistakenly identified in the DEIR because it states on page 5.3-17 (under the sub-section entitled "Streets" in the Cultural and Historic Resources Section) that, "North 5th Street will extend from North B Street to Richards Boulevard and North 3rd Street will extend from Bannon Street to Richards Boulevard. New portions of North 5th Street will traverse currently developed parcels, including the State of California Printing Plant..." It is the State's understanding from City staff that the reference to North 5th Street should be North 6th Street. Lastly, the DEIR fails to address the adverse impacts of the proposed new street grid to the Site under the Land Use Section in Chapter 4.

C-4

C-5

The DGS appreciates that the development of the RDSP will transform the River District into a transit-oriented, urban neighborhood that supports a mix of uses in the area. We consider this beneficial in promoting the economic vitality of the area and in fulfilling the community vision of the River District as a gateway to the Central City and to the Sacramento and American Rivers.

C-6

Thank you again for the opportunity to respond to the Draft Environmental Impact Report for the River District Specific Plan. The DGS has a continued commitment to the Site, and we hope the information we have shared is useful to you.

If you have any questions about the concerns expressed by the DGS in this letter, please contact Gerry Clark, Senior Real Estate Officer at (916) 375-4024.

Sincerely,


Joe Mugartegui, Chief
Asset Management Branch

cc: Cathy Buck, Supervising Real Estate Officer, Asset Management Branch,
Department of General Services
Gerry Clark, Senior Real Estate Officer, Asset Management Branch,
Department of General Services

Letter C - Department of General Services (DGS)

C-1 The comment is an introductory paragraph. The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

C-2 The comment is correct that the proposed extensions of North 6th Street and Bannon Streets would result in the creation of four parcels where there is currently one. The State Printing Plant straddles the proposed new parcel lines.

The concept to extend North 6th and Bannon Streets in order to create smaller block sizes within the River District area was approved as part of the *Richards Boulevard Area Plan (RBAP)*, adopted by the City Council in 1994. The RBAP envisioned the creation of the finer grained block pattern as new development was established in the area, with the ultimate goal of blocks that did not exceed 500 feet in length. The proposed RDSP continues this concept.

In response to this letter, staff from the City and DGS met on September 8, 2010 to discuss the development opportunities of the site if the proposed road grid was extended. The zoning, floor area ratios, building height limits, setbacks, and other development standards in the proposed *Design Guidelines* and *Specific Plan* for the RDSP would allow DGS to construct approximately one million square feet of office space on the resulting parcels.

The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

C-3 The comment is correct that a clerical error was made in the Draft EIR. The correction is included in Chapter 2, Revisions to Draft EIR Text, of this document.

C-4 As noted in the Response to Comment C-3, previously approved RBAP promulgated the concept of extending Bannon and 6th Streets through the parcel developed with the State Printing Plant. Because the road extensions were previously approved by the City, the Draft EIR for the RDSP did not need to re-examine the issue.

The comment does not raise an issue as to the adequacy of the Draft EIR for the RDSP and no revisions to the text are necessary.

C-5 The comment states support for the RDSP project to promote economic vitality in the area and providing gateways to the Central City and rivers. The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

C-6 The comment is a concluding statement. The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

Jennifer Hageman

From: Dan Radulescu [DRadulescu@waterboards.ca.gov]
Sent: Wednesday, August 11, 2010 9:52 AM
To: Jennifer Hageman
Cc: Kim Schwab
Subject: River District Specific Plan EIR SCH#200906023

Dear Ms. Hageman:

D-1

Our comments refer mainly to the Hydrology and Water Quality component. We believe that, in addition to avoidance exercised first, minimization second, if adequate mitigation measures are not implemented, the project may have the potential to result in significant impacts to aquatic resources. Recent studies from U.S. Geological Service have demonstrated that immediate and significant impacts can result at very low level of changes of imperviousness in watersheds due to urbanization.<http://pubs.usgs.gov/ds/423/>

D-2

In regard to the EIR of the proposed project, we would like to recommend the City, that after, or in conjunction with avoidance and minimization, to incorporate Low Impact Development(LID), Smart Growth standards in order to mitigate some of the impacts related to urbanization and provide sustainable approaches for the (re)development of the city areas while preserving the natural resources. The project proposed is within the regulated area covered by the Sacramento County and Cities of Folsom, Citrus Heights, Galt, Elk Grove, Rancho Cordova, and Sacramento (Permittees) Storm Water Discharges from Municipal Separate Storm Sewer System (MS4 Permit), NPDES No. CAS083740, Waste Discharge Requirements Order No. R5-2008-0142, (Order) which is regulated by the Regional Water Board. An integral and enforceable part of the Order includes the Storm Water Quality Improvement Plan (SQIP). One of the six programmatic control measures in the SQIP includes the Planning and New Development Program. The Order states that the Permittees must require long-term post-construction best management practices (BMPs) that protect water quality and control runoff flow ideally to the pre-development levels to be incorporated into development and significant redevelopment projects. Low Impact Design (LID) strategies are specifically required, as well as the City addressing LID designs early in the entitlement phase of a project.

D-3

LID is a sustainable practice that benefits water supply and contributes to water quality protection. The goal of LID is to mimic a sites predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to the source of rainfall. LID provides opportunities to avoid and minimize impacts starting at the source and at initial phases of planing and design of a project. It also provides opportunities for mitigation close to the source avoiding expensive, end-of-pipe, treatment controls.

D-4

Hydromodification strategies should include controls to manage the increases in the magnitude, volume and duration of runoff from development projects in order to protect receiving waters from increased potential for erosion and other adverse impacts, ideally to the pre-development levels.

On 20 January, 2005, Resolution 2005-0006 was adopted by the State Water Resources Control Board. The resolution adopted the concept of sustainability as a core value for all California Water Boards activities and programs, and directed California Water Boards staff to consider sustainability in all future policies, guidelines, and regulatory actions, including the review of applicable CEQA documents.

In case waters of the United States or the state are directly impacted, the project may need coverage under Clean Water Act sections 404 and 401 permits.

D-5

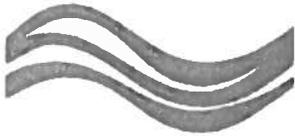
Please also note that the new Construction Storm Water General Permit, recently issued by the State Water Board, Order 2009-0009-DWQ, also require the implementation of post-construction controls.
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

D-6

For further details please check
http://www.opr.ca.gov/ceqa/pdfs/Technical_Advisory_LID.pdf
http://www.epa.gov/smartgrowth/about_sg.htm

http://www.waterboards.ca.gov/water_issues/programs/low_impact_development/index.shtml

Thank you for the opportunity to present comments,



Water Boards

Dan Radulescu, EJD, P.E., CPSWQ

Lead, MS4 Permitting & Water Quality Certification Unit

Central Valley Regional Water Quality Control Board | CalEPA

11020 Sun Center Drive, Suite 200

Rancho Cordova, CA 95670-6114

Ph:(916) 464-4736

F:(916) 464-4775

dradulescu@waterboards.ca.gov

Find us on the web at <http://www.waterboards.ca.gov/centralvalley/>

Letter D – Central Valley Regional Water Quality Control Board (CVRWQCB)

D-1 The comment is an introductory paragraph that states that small increases in impervious surfaces can result in significant impacts. The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

D-2 and D-3 Provision D15c of the MS4 Permit (referenced in the CVRWQCB comments) directs the City and other co-permittees to require Hydromodification Management Plan (HMP) controls *to manage the increases in the magnitude, frequency, volume and duration of runoff from development projects to protect receiving waters from increased potential for erosion and other adverse impacts* (e.g. habitat impairment). The HMP work plan was approved by CVRWQCB in January 29, 2010. City and other co-permittees are now working with the contracted consultants to develop the final HMP. The HMP is due to Regional Board on January 29, 2011. This, in turn, will be followed by amended development standards within six months of the Regional Water Board approval of the HMP.

Provision D15b of the MS4 permit specifies that the City and other co-permittees must require Low Impact Design (LID) controls for priority new and redevelopment projects (currently LID is optional). But the same permit provision (D15bi) also provides time for the permittees to *amend, revise or adopt quantitative and qualitative development standards ...to require implementation of LID strategies ...no later than six months after approval of the HMP by the Regional Water Board.*

Development projects permitted by the regulatory agencies (Army Corps, Fish and Wildlife, Regional Water Board, etc.) and approved by the City before the HMP and LID standards are officially established would not be subject to such standards. Should plans/conditions change for the approved projects, the City and other co-permittees would require the projects to comply with the standards in place at the time of re-application. DEIR 5.5-1

Generally, stormwater runoff in the RDSP area flows either into the City's Combined Sewer System (CSS) or to Pump Station 111, which discharges into the American River.

A portion of the RDSP area is within the Combined Sewer System (CSS). CSS has a separate NPDES permit and LID and HMP are not applicable for projects discharging into the CSS. The MS4 permit allows exemption of HMP requirements for projects with underground systems discharging directly to the rivers. Our current HMP work has already demonstrated through continuous simulation hydrologic modeling that development which directly discharges into the American or Sacramento rivers does not have significant hydromodification impact to the receiving waters. The project is located within the Drainage Basin 111 which is currently considered exempted areas from future HMP requirements.

The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

D-4 City's 2030 General Plan incorporated sustainability into the goals and policies. Infill and redevelopment is a sustainable development approach to benefit the entire watershed from potential stormwater pollution from urban sprawl.

The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

D-5 As noted on Page 5.2-1, last paragraph, of the Draft EIR, no wetlands were observed during the biological resource survey. In addition, as also noted on the same page, fourth paragraph, the RDSP does not propose disturbance or development of land on the river side of the levees. Page 5.5-10, first paragraph, states that there are no streams, water courses, or major drainages within the RDSP area and that ground-

disturbing activities associated with development of the area would not result in direct discharges to the two rivers adjoining the project area.

According to the federal Clean Water Act, anyone who wishes to obtain a federal permit for any activity that may result in a discharge to navigable waters of the U.S. must first obtain a state Section 401 water quality certification to ensure the project will comply with state water quality standards. Federal permits include U.S. Army Corps of Engineers (Corps) Section 404 permits.

Because the development of the RDSP would not result in activities that result in a discharge to navigable waters of the U.S., Section 404 and 401 permits are not necessary.

The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

D-6 State recently issued Construction General Permit (CGP) Order No. 2009-0009-DWQ, NPDES No. CAS000002. In the section for post-construction standards, it states, (Page 36 of the Permit) *All dischargers shall comply with the following runoff reduction requirements unless they are located within an area subject to post construction standards of an active Phase I or II municipal separate storm sewer system (MS4) permit that has an approved Storm Water Management Plan.*

The project is located in the MS4 permit area and has an approved Stormwater Quality Improvement Plan (SQIP), therefore is not subject to the post-construction requirements in the CGP.

The City ensures the projects meeting the CGP requirements by conditioning the projects with the following requirements:

This project is greater than 1 acre in size; therefore, the project is required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from [http://www.swrcb.ca.gov/water issues/programs/stormwater/constpermits.shtml](http://www.swrcb.ca.gov/water%20issues/programs/stormwater/constpermits.shtml). The SWPPP will be reviewed by the DOU prior to issuing a grading permit. The following items shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP's, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative.

The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.



September 9, 2010

Evan Compton, Project Manager
City of Sacramento
915 I Street
Sacramento, CA 95814



Dear Mr. Compton:

E-1

The Sacramento Area Council of Governments (SACOG) supports the draft River District Specific Plan inclusion of a new all-modal American River crossing from downtown Sacramento to South Natomas. Including an all-modal crossing in the specific plan will make the document consistent with the adopted MTP2035 and the Sacramento General Plan.

SACOG analysis suggests that a new river crossing will provide needed auto, transit, bicycle, and pedestrian connections between downtown Sacramento, West Sacramento and South Natomas. Significant infill growth is forecast for the area, particularly in the River District and downtown Sacramento. Based on existing development and planned growth in these areas, the new crossing would be utilized by local trips (i.e., trips to and from these communities) and can, therefore, reduce vehicle miles traveled (VMT) for travelers in the area. An all-modal crossing is an opportunity to complement the planned rail transit investment by the Sacramento Regional Transit District in the corridor. A related benefit of the all-modal crossing is congestion relief along a portion of Interstate 5 that is otherwise at risk of becoming the most congested freeway segment in the region and unable to efficiently accommodate longer distance goods and freight movement travel.

Close cooperation and coordination with Sacramento Regional Transit, the Lower American River Task Force, and other interested stakeholders are crucial to realize the full potential of the proposed river crossing. Careful and inclusive planning will be required to properly match changing land uses with transportation modes. SACOG pledges to be an active and supportive partner in these future planning endeavors. The new river crossing can help facilitate successful infill opportunities and make the entire area more attractive for future residents, workers, and employers.

Thank you for your review and consideration. Please feel free to contact me if you have any questions or need additional information.

Sincerely,

Mike McKeever
Executive Director

MM:MC:gg

cc: Patty Kleinknecht, The River District

E-2

E-3

- Auburn
- Clarksburg
- Colfax
- Davis
- El Dorado County
- Elk Grove
- Folsom
- Galt
- Isleton
- Lincoln
- Live Oak
- Loomis
- Marysville
- Placer County
- Placerville
- Rancho Cordova
- Rocklin
- Roseville
- Sacramento
- Sacramento County
- Sutter County
- West Sacramento
- Wheatland
- Winters
- Woodland
- Yolo County
- Yuba City
- Yuba County

Letter E – Sacramento Area Council of Governments (SACOG)

E-1 The comment states support of the inclusion of a new all-modal crossing of the American River in the assumptions for the River District Specific Plan.

SACOG's Metropolitan Transportation Plan, adopted in 2007, identified a bridge crossing the American River near Sequoia Pacific Boulevard that connects with Truxel Road at Garden Highway. The traffic modeling in that Plan assumed four lanes of vehicular traffic with mixed flow lanes for light rail trains.

Although the crossing would be a regional project and is outside of the RDSP planning effort, the traffic analysis for the River RDSP used the SACOG assumptions adopted in the Metropolitan Transportation Plan.

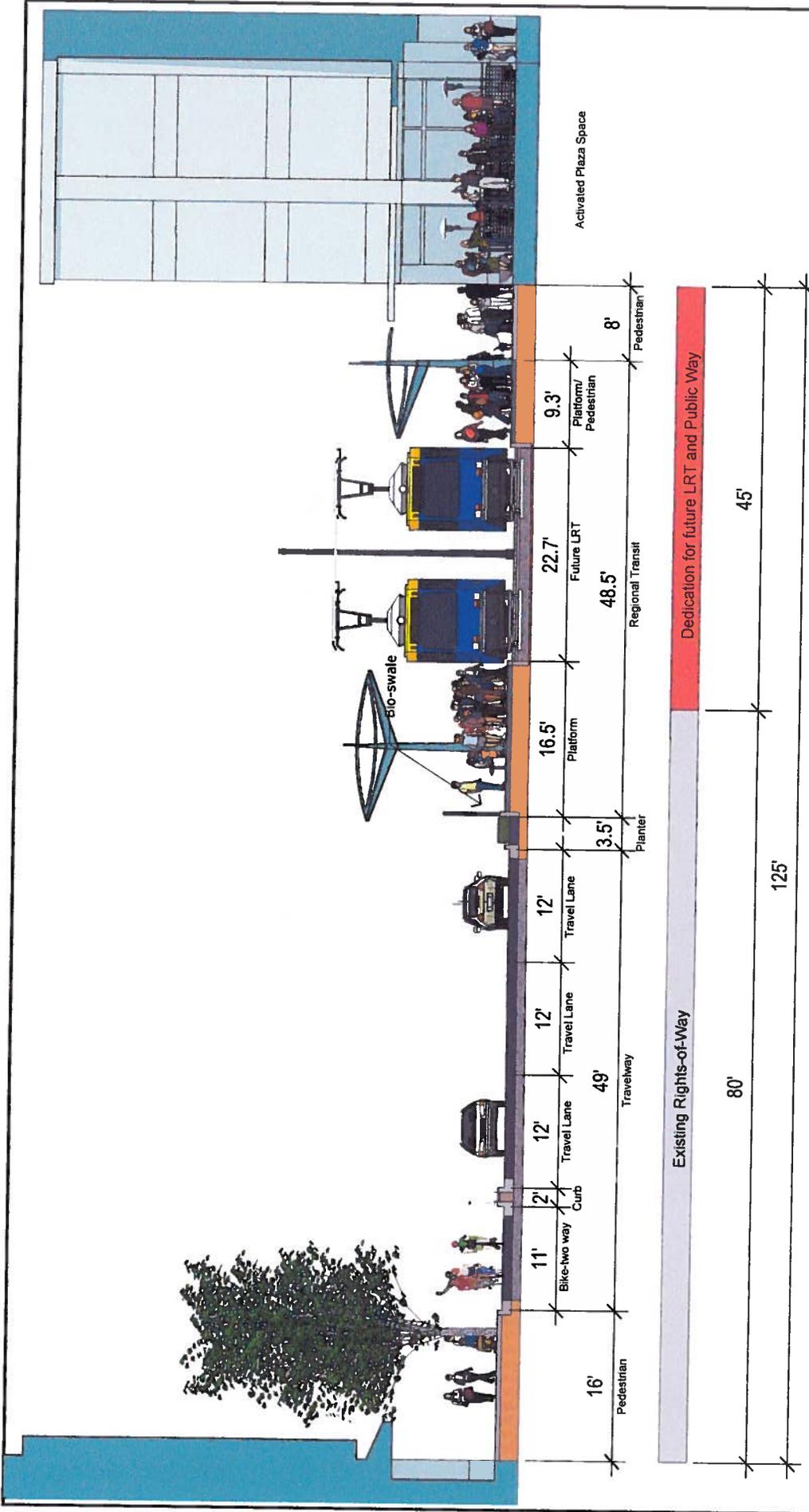
The Specific Plan's street layout for Sequoia Pacific Boulevard allows for an approach to a future bridge that would span Riverfront Drive and the Two Rivers Trail on the levee crest although that bridge project is not included in the Specific Plan or in the Finance Plan.

The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

E-2 The traffic analysis for the RDSP assumed that the transportation system for Year 2035 includes a four-lane multi-modal bridge across the American River, as defined in the MTP 2035, that would connect North 4th Street to Truxel Road (see Page 5.10-23, ninth bullet, of the Draft EIR). Additionally, the street is planned to accommodate all modes of transportation and to reserve the right of way needed for the future river crossing. See Figure 22a, attached, which shows the proposed street section for 4th Street (aka Sequoia Pacific Boulevard). As shown, the street section allows for pedestrian, bicycle, car, and light rail traffic.

In addition, the City of Sacramento and City of West Sacramento are jointly conducting a planning study for a potential new crossing of the Sacramento River to provide improved connectivity between the two communities. This Sacramento River crossing study is outside the scope of the River District Specific Plan DEIR, although it is part of the on-going effort between the Cities of Sacramento and West Sacramento to develop a shared vision for the Sacramento River front and to improve connections for all forms of travel between the communities.

E-3 The comment is a concluding paragraph. The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.



Sequoia Pacific Boulevard (at transit station)

View Orientation: Looking North



River District Specific Plan & Design Guidelines 2011

Street Designation: 125-31-BB-LRT

Scale: 1" = 1'-0"



September 9, 2010

Jennifer Hageman
City of Sacramento
Community Development Department
300 Richards Boulevard
Sacramento, CA 95819

Submitted via email

Subject: River District Specific Plan Draft Environmental Impact Report (DEIR)
Sac200801226

Dear Ms. Hageman,

Thank you for providing the project listed above to the Sacramento Metropolitan Air Quality Management District (District). Staff comments follow.

F-1

1. We applaud this high-density, mixed-use specific plan for an underutilized area close to Downtown, Township 9, and the planned Railyards project. This project can help transform the City of Sacramento into a more urban environment.

F-2

2. The District recommends that the final EIR include a separate bicycle circulation map that depicts the proposed key bicycle routes within the project that will connect key destinations and key external access points. The two light rail stations and high concentrations of employment and shopping are key destinations. Key access points for bicyclists would be the Sacramento Northern Bridge, 16th Street (or vicinity), 7th Street, Jibboom Street to Discovery Park, and the future Sequoia Pacific Blvd. bridge to South Natomas.

F-3

3. The DEIR does not address global climate change and green house gases emissions as they apply to this project. On September 27, 2006, the State of California passed into law AB32, the Global Warming Solutions Act of 2006. This Act requires the State to reduce its carbon emissions by approximately 25% by the year 2020. In addition, the State Attorney General's office has been closely scrutinizing local environmental documents and weighing in on their adequacy as it pertains to global warming. The District has made available on our website a number of guidance documents, including the California Air Pollution Control Officers Association (CAPCOA) white paper on CEQA and Climate Change. These documents are intended to assist local jurisdictions as they attempt to address climate change and greenhouse gas related strategies. The District recommends that the DEIR include a comprehensive analysis of impact of Climate on the project and an analysis of the project's Green house gas emissions and potential mitigation. Please see Chapters 6 and 9 of the District's CEQA Guide¹ for further information.

F-4

4. Page 5.1-8 of the DEIR states that "Construction emissions were analyzed at a qualitative level because the timing, phasing, size, and type of projects developed in accordance with the RDSP are not currently known." The District recognizes that this statement is

¹ The SMAQMD CEQA guide is available online at: <http://www.airquality.org/ceqa/ceqaguideupdate.shtml>

F-4 Cont

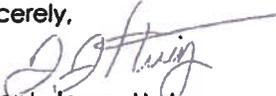
accurate given that there is insufficient data to estimate the daily average emissions from construction over the course of buildout at this time. Mitigation Measure 5.1-1 (d), requires that individual projects within the River District Specific Plan area that exceed 85 pounds of NOx emissions per day are required to pay an off-site mitigation fee to the District prior to the issuance of any grading permits. Thank you for agreeing to review each project for construction emission impacts prior to permitting construction activities to begin.

While MM 5.1-1 (d) ensures that individual projects with construction emissions that exceed the NOx threshold will be in compliance with the District's recommended mitigation; the measure does not address the potential situation where the sum construction emissions of two or more projects within the specific plan area, concurrently undergoing construction activities, exceed the daily emission threshold. The District recommends that the City consider amending the mitigation measure(s) for NOx emissions associated with construction activities to ensure adequate mitigation in the case that multiple projects within the plan area undergo simultaneous construction.

F-5

Thank you for your consideration of the District's comments. If you have questions, please contact me at (916) 874-2694 or jhurley@airquality.org.

Sincerely,



Joseph James Hurley
Air Quality Planner/Analyst

c: Larry Robinson, SMAQMD
Karen Huss, SMAQMD

Letter F – Sacramento Metropolitan Air Quality Management District (SMAQMD)

F-1 The comment supports the proposed River District Specific Plan project. The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

F-2 The SMAQMD requested a bicycle circulation map that connects to key destinations and external access points. See Figure 5.10-2, Existing and Proposed Bikeways, in the Draft EIR for all the existing and proposed bikeways in, and around, the RDSP area. Although the requested map was included in the Draft EIR, it can be difficult to read. Please see the new Figure 5.10 in this Final EIR for a diagram of the existing and proposed bicycle circulation map.

F-3 The comment indicates that the Draft EIR does not address global climate change and green house gas emissions as they apply to the project.

The Draft EIR includes a discussion of greenhouse gas emissions and climate change. See Draft EIR pages 5.1-29 and following. The discussion includes an explanation of the relationship of the project to the City's overarching goals relating to infill and mixed-use development that is intended to reduce vehicle miles traveled, one of the primary contributors to greenhouse gas emissions. Table 5.1-10 sets forth an estimate of greenhouse gas emissions that could result from project implementation. The discussion incorporates and builds on the extensive discussion of greenhouse gas emissions and climate change in the Master EIR certified as part of the adoption of the 2030 General Plan in March 2009. See page 5.1-34.

The City of Sacramento has adopted a proactive and comprehensive approach to climate change issues, including the approach followed in the 2030 General Plan to encourage a pattern of urban development that avoids dispersed residential and employment centers that by their design encourage motor vehicle trips. Likewise, the 2030 General Plan calls for strengthening the City's efforts to promote building standards to reduce the carbon footprint of buildings, another of the major contributors. The River District Specific Plan project is consistent with this approach and implements the City's plan to reduce greenhouse gas emissions.

The City Council approved the 2030 General Plan on March 3, 2009. As part of its action, the City Council certified the Master Environmental Impact Report (Master EIR) that evaluated the environmental effects of development that is reasonably anticipated under the 2030 General Plan. The Master EIR includes extensive discussion of the potential effects of greenhouse gas emissions.

The impact of greenhouse gas emissions from human activities, specifically with regard to global climate change, has been acknowledged by the City of Sacramento and others as an inherently cumulative effect. Global climate change occurs, by definition, on a global basis. Greenhouse gases remain in the atmosphere for extended periods, and combine with GHG emissions from other areas of the globe, thus creating an inherently cumulative impact.

The 2030 General Plan and Master EIR recognized these unique aspects of the problem. The Master EIR acknowledges that the greenhouse gas emissions resulting from development that would be consistent with the 2030 General Plan would be cumulatively considerable, and significant and unavoidable. See Errata 2 to the Master EIR, February 23, 2009.

The 2030 General Plan calls for land use patterns that focus on infill and mixed use development that support public transit and increase opportunities for pedestrians and bicycle use; quality design guidelines and "complete" neighborhoods and streets to enhance neighborhood livability and the pedestrian experience; "green building" practices including the adoption of a green building rating program and ordinance and the use of recycled construction materials and alternative energy systems; and adaptation to climate change, such

as reducing the impacts from the urban heat island effect, managing water use, and increasing flood protection. Specific goals, policies, and programs targeting greenhouse gas reductions commit the City to AB 32 reduction targets, preparation of a greenhouse gas emissions inventory for existing land uses and 2030 General Plan build-out, reductions in greenhouse gas emission from new development, and adoption of a climate action and adaptation plan by 2010 with on-going monitoring and reporting.

The effects of the 2030 General Plan promote denser urban development within the current City territorial limits to accommodate population growth, which will reduce growth pressures and sprawl in outlying areas. While total greenhouse gas emissions within the General Plan policy area may increase over time due to growth in population in the region, this increase is less than what would have occurred if the 2030 General Plan were not adopted and development of more land in outlying areas had been permitted under the 1988 General Plan. Adoption of the 2030 General Plan put these key strategies in place immediately and has begun to shape development as well as the activities of day-to-day living and move the City and the region toward a more sustainable future.

Because the actual effectiveness of all the feasible policies and programs included in the 2030 General Plan that avoid, minimize, or reduce greenhouse gas could not be quantified, the impact was identified as a significant and unavoidable cumulative impact.

The River District Specific Plan is consistent with the 2030 General Plan, and would further advance the City's efforts to promote infill development and strengthening of the urban environment. Buildings constructed as part of the project would be required to comply with current California building codes that enforce energy efficiency.

The Master EIR includes a full analysis of greenhouse gas emissions and climate change, and adequately addresses these issues. The project is consistent with the City's goals and policies as set forth in the 2030 General Plan and Master EIR relating to reduction of greenhouse gas emissions. The project would not impede the City's efforts to comply with AB32 requirements. The project would not have any significant additional environmental effects relating to greenhouse gas emissions or climate change.

F-4 The SMAQMD recommends an amendment to Mitigation Measure 5.5-1(d), related to the emissions of nitrous oxides (NO_x), in the case of simultaneous construction projects in the River District Specific Plan area.

Rather than propose specific projects, the River District Specific Plan provides the general vision and broad policy concepts to guide development of a new "neighborhood". As noted on Page 3-3 of the Draft EIR, there are approximately 400 parcels within the Specific Plan area, with approximately 200 property owners. The timing of development within the Plan area is entirely up to each property owner.

Projects that exceed the short-term construction threshold of 85 pounds per day (ppd) of NO_x must mitigate the air quality impact. The SMAQMD's Standard Construction Mitigation is required in order to reduce emissions to the extent practicable. Payment of a mitigation fee to SMAQMD is required if the standard construction mitigation does not reduce NO_x emissions below 85 pounds per day. The fee is calculated according to the amount of NO_x emitted.

The mitigation requested by SMAQMD *could* result in the developer of a property in the RDSP area mitigating the NO_x emissions at a higher level than would normally be required for the project. The City cannot require one developer to mitigate more than their share of emissions.

In addition, the Master EIR for the 2030 General Plan analyzed the cumulative effect of simultaneous construction projects in the Sacramento Valley Air Basin (Impact 6.1-7, Page 6.1-19). The analysis concluded

that there are no other feasible mitigation measures¹ to ensure that construction emissions for multiple concurrent projects can be reduced below the 85 pounds per day NO_x threshold and that the impact is significant and unavoidable. In the approval of the 2030 General Plan, the City Council adopted a Statement of Overriding Considerations for this cumulative impact.

Because of the reasons stated above, no cumulative mitigation will be required for NO_x emissions during construction of the individual projects within the RDSP area. No revisions are necessary to the Draft EIR.

F-5 The comment is a concluding paragraph. The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

¹ The analysis assumed that the SMAQMD-required NO_x mitigation measures.

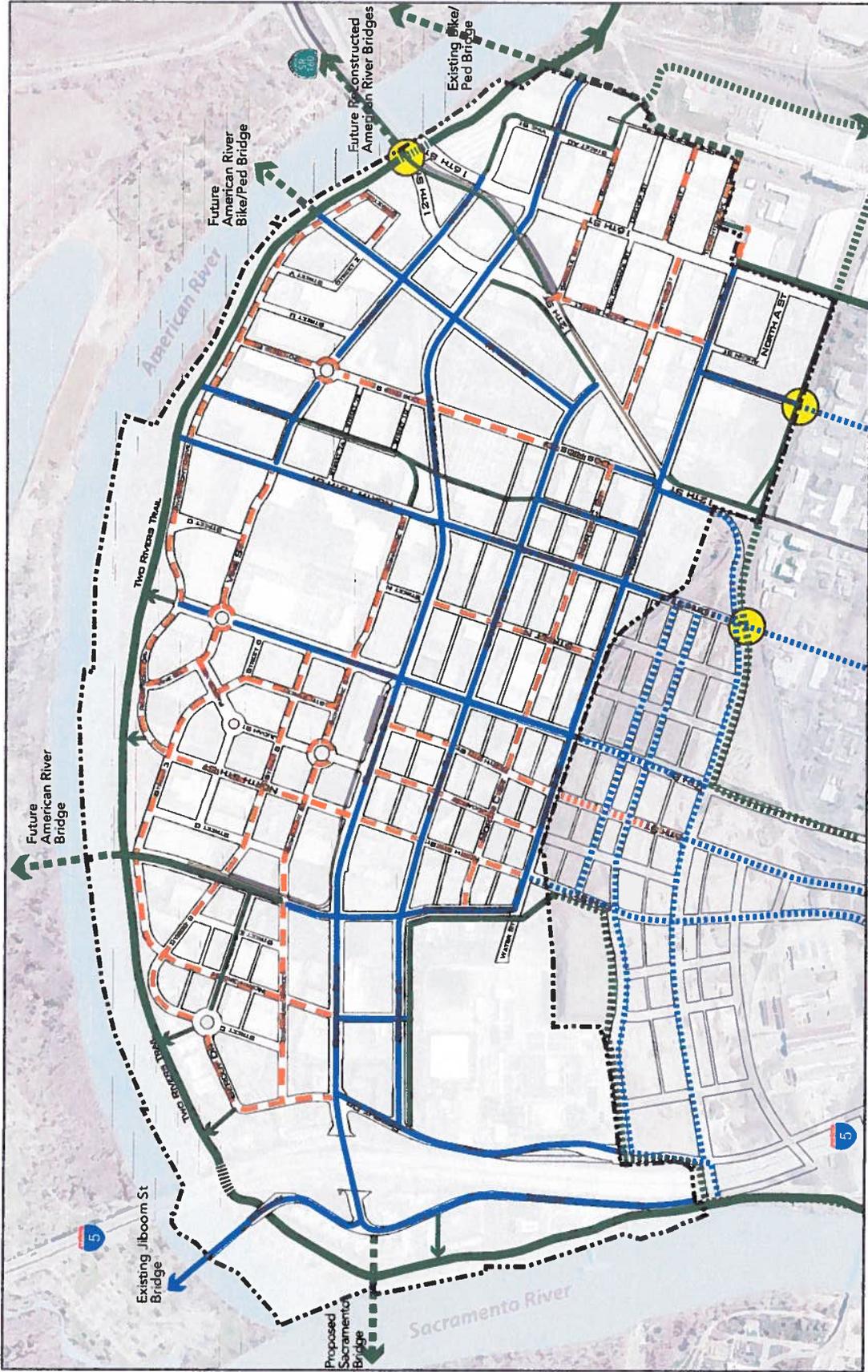
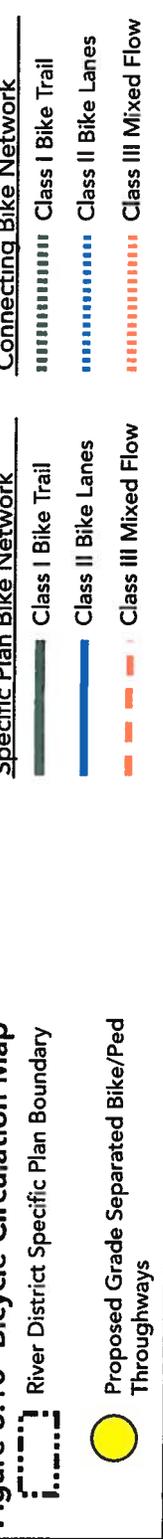


Figure 5.10 Bicycle Circulation Map



CENTRAL VALLEY FLOOD PROTECTION BOARD

3310 El Camino Ave., Rm. 151
SACRAMENTO, CA 95821
(916) 574-0609 FAX: (916) 574-0682
PERMITS: (916) 574-0685 FAX: (916) 574-0682



August 18, 2010

Ms. Jennifer Hageman
City of Sacramento
Community Development Department
300 Richards Boulevard
Sacramento, CA 95811

Dear Ms. Hageman:

Subject: River District Specific Plan
Draft Environmental Impact Statement/Environmental Impact Report
SCH No. 2009062023

The Central Valley Flood Protection Board (Board) is responsible for flood safety within California and maintains the integrity of the existing flood control system and designated floodways through the Board's regulatory authority by issuing permits for encroachments. Development projects within the jurisdiction of the Board are required to meet design and construction standards to protect adopted plans of flood control to protect public lands from floods. The jurisdiction of the Board includes the Central Valley, including all tributaries and distributaries of the Sacramento River, the San Joaquin River and designated floodways (Title 23 California Code of Regulations (CCR), Section 2). Working with City of Sacramento staff early in the project planning will help Board staff and other interested parties to identify potential project impacts, appropriate mitigation measures, and thereby improves the safety of floodways.

A Board permit is required prior to starting the work within the Board's jurisdiction for the following:

- The placement, construction, reconstruction, removal, or abandonment of any landscaping, culvert, bridge, conduit, fence, projection, fill, embankment, building, structure, obstruction, encroachment, excavation, the planting, or removal of vegetation, and any repair or maintenance that involves cutting into the levee (CCR Section 6);
- Vegetation plantings in the floodway will require the submission of detailed design drawings; identification of vegetation type; plant and tree names (i.e. common name and scientific name); total number of each type of plant and tree; planting spacing and irrigation method that will be within the project area; a complete vegetative management plan for maintenance to prevent the interference with flood control, levee maintenance, inspection and flood fight procedures (CCR Section 131).

Board staff has reviewed the Draft Environmental Impact Statement/Environmental Impact Report (DEIS/EIR) of the project and provides the following comments:

G-1

G-2

G-3

- Easements - According to p. 5.5-14 "General Plan Policy EC 2.1.7 prohibits new development within a minimum distance of 50 feet from the landside toe of levees. Development may encroach within this 50-foot area provided that "oversized" levee improvements are made to the standard levee section consistent with local, regional, State, and federal standards. Development adjacent to the levees can place earthen fill against the landside of a portion of an existing levee that gently slopes to meet existing grade, thus "oversizing" the levee. General Plan Policy EC 2.1.9 states that the City shall support the construction of "oversized" levees that can increase levee stability and improve site characteristics where infill development and redevelopment occur next to a levee."

G-4

In accordance with CCR Section 4(a)(4) "Where levees are involved, the "Adopted Plan of Flood Control" extends at least ten (10) feet landward from the levee toe except where an operation and maintenance manual furnished pursuant to 33 C.F.R. 208.10 or the real property rights acquired by the board specifically provide otherwise."

We disagree that placing an earthen fill against the landside of a portion of an existing levee that gently slopes to meet existing grade, oversized the levee. We recommend that no development be allowed at least 15 feet landward from the existing levee toe for maintenance, inspection, and flood fight procedures. Vegetation must not interfere with the integrity of the adopted plan of flood control (CCR Section 131).

G-5

- Drainage facilities – According to p. 5.5-12, "Bioswales are proposed as part of the backbone infrastructure installed for the RDSP." Detention basins are also being planned as stated on p. 5.5-13, "In addition to these measures to eliminate or reduce the amount of contaminants in stormwater runoff, the proposed backbone infrastructure installed as part of the RDSP would include detention basins."

Drainage facilities, detention basins and related excavation are to be constructed in accordance with CCR Sections 116, 122 and 137. Measures to mitigate damage to existing levees or future oversized levees were not provided.

G-6

Thank you for your consideration of these comments. If you have any questions in this matter, please me at (916) 574-0651, or by e-mail at jherota@water.ca.gov.

Sincerely,



James Herota
Staff Environmental Scientist
Flood Projects Improvement Branch

cc:

Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

Letter G - Central Valley Flood Protection Board (CVFPB)

G-1 The comment is an introductory paragraph stating the responsibilities of the Central Valley Flood Protection Board. Projects will be routed to the CVFPB for their review prior to approval. The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

G-2 The comment states that a permit from the CVFPB is necessary for work adjacent or on the levees. The developers of properties adjacent to the levees will comply with the regulations of the Board and obtain all permits prior to start of work. As part of project approval, applicants will be required to submit plans to the CVFPB for review, and if necessary, issuance of a Flood Control Board permit prior to starting construction.

The comment does not result in the need to revise either the text or the development assumptions in the Draft EIR. No further response is necessary.

G-3 As noted on Page 5.5-3 of the Draft EIR, the areas on the river-sides of the levees are designed as Zone AE, which designates floodway areas within the channel of a stream or the adjacent flood-plain areas. Because the RDSP does not propose development on the water-side of the levees, no development or ground disturbance within a floodway would occur; therefore, a permit from the CVFPB is not necessary.

This is a general comment stating that any work within the floodway will require a permit from the CVFPB. The comment is not applicable to the proposed RDSP project. The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

G-4 The City's Department of Utilities agrees with the Flood Control Board that no development should be allowed 15 feet landward from the existing toe of the levee even when a supper levee is constructed. This will be a requirement of all development projects adjacent to the levees. The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

G-5 Mitigation measures were not provided because the current plan does not propose detention basins within 50 feet of any permitted Flood Control Levee. Drainage facilities, detention basins or related facilities will be constructed per CCR Sections 116, 122 and 137, and all other encroachment permitting conditions required by the CVFPB.

The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

G-6 The comment is a concluding paragraph. The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

TwinRivers
UNIFIED SCHOOL DISTRICT

September 10, 2010

via e-mail: jhageman@cityofsacramento.org

BOARD OF TRUSTEES

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Frank Porter
Superintendent

Ms. Jennifer Hageman, Senior Planner
City of Sacramento, Development Services Department
300 Richards Boulevard
Sacramento, CA 95811

Subject: Written Comments Regarding the Draft Environmental Impact
Report (SCH # 2009062023) for the River District Specific Plan

Dear Ms. Hageman:

On behalf of the Twin Rivers Unified School District ("TRUSD"), TRUSD Facilities Services Department staff and Sage Institute Inc. ("SII"), District Consultant, have reviewed the Draft Environmental Impact Report ("Draft EIR") for the River District Specific Plan ("RDSP") project dated July 2010, and are submitting herewith written comments regarding the Draft EIR. The comments consist of this cover letter together with the attached Written Comments Regarding the Draft Environmental Impact Report for the River District Specific Plan and supplemental Schools Concept Statement previously submitted on August 20, 2010 to the City of Sacramento ("City") by TRUSD for incorporation into the RDSP, Section 7.2 - Schools.

SII and TRUSD staff have reviewed the analysis of impacts and mitigation measures set forth in the Draft EIR pertaining to the impact upon TRUSD school facilities resulting from implementation of the RDSP project, as well as the cumulative impacts resulting from previously approved developments and the 386 existing dwelling units in the River District planning area.

Our Mission:
To inspire each student to
extraordinary achievement
every day.

H-1

In response to the Draft EIR and related cumulative impacts, please find attached the Schools Concept Statement as supplemental information to provide detailed data for:

- a) student generation projections,
- b) school facility impacts, and
- c) student housing options to be considered in mitigating the projected increase in students resulting from the development of proposed residential land uses within the RDSP and the River District planning area.

H-1 Cont

Figures 7.7 and 7.8 of the attached Schools Concept Statement reveal the need for new, expanded or reconfigured school sites either within the RDSP area or within reasonable proximity to the RDSP area in order to serve the projected cumulative increase in students.

TRUSD will continue to work with City staff in order to further refine school facility options and alternatives, and will submit a detailed school facilities implementation plan that addresses the location and timing of new and or expanded school facilities to serve future student populations of the RDSP and the River District planning area.

The TRUSD appreciates the opportunity to provide written comments on the RDSP Draft EIR. Please contact District Consultant SII at 805-497-8557 if you have any questions or require additional technical information; or contact Mr. Alan Colombo, Assistant Superintendent at 916-566-1625 if you wish to discuss this matter.

Respectfully Submitted,



Mr. Alan Colombo, Assistant Superintendent
Facilities Services Department

Attachment: Written Comments Regarding the Draft Environmental Impact Report
(SCH # 2009062023) for the River District Specific Plan

Cc: Mr. Frank Porter, District Superintendent
Dr. Joel Kirschenstein and Ms. Irma Tucker, Sage Institute Inc.

**Written Comments Regarding the
Draft Environmental Impact Report
(SCH # 2009062023)**

**for the
River District Specific Plan
July 2010**

Prepared by:
Sage Institute Incorporated

On Behalf of:
Twin Rivers Unified School District



sage institute

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September 9, 2010

DRAFT EIR RESPONSE

In response to the Draft Environmental Impact Report ("Draft EIR") for the River District Specific Plan ("RDSP") project dated July 2010 and related cumulative impacts, the attached Schools Concept Statement sets forth supplemental analysis and detailed data for:

- a) student generation projections,
- b) school facility impacts, and
- c) student housing options to be considered in mitigating the projected increase in students resulting from the development of proposed residential land uses within the RDSP and the River District planning area.

H-2

Figures 7.7 and 7.8 of the attached Schools Concept Statement, previously submitted on August 20, 2010 to the City of Sacramento ("City") by the Twin Rivers Unified School District ("TRUSD") for incorporation into the RDSP, Section 7.2 – Schools, reveal the need for new, expanded or reconfigured school sites either within the RDSP area or within reasonable proximity to the RDSP area in order to serve the projected cumulative increase in students.

IMPACT UPON TRUSD SCHOOL FACILITIES

Based upon TRUSD facilities master plan standards, full buildout of the River District planning area is projected to require the following number of new, expanded or reconfigured existing school facilities to house the projected increase in students:

- a) three elementary schools,
- b) one middle school and
- c) a portion of a high school.

H-3

The above projected school facilities shall be located either within the RDSP area, at existing TRUSD school facilities in close proximity to the RDSP area, or a combination thereof. As new development is constructed within the River District planning area, the actual student generation rate will be monitored by TRUSD in order to evaluate and, if necessary, adjust the student projections included in the RDSP.

MITIGATION

The Draft EIR addresses the payment of statutory fees by developers under SB 50 as mitigation to address the impact of development on school facilities. Given that potential new TRUSD school facilities may need to be constructed within the RDSP area, the TRUSD and the City of Sacramento continue to identify suitable potential new school sites within the RDSP area as well as appropriate land use/zoning designations in order to facilitate future acquisition of land for construction of new or expanded school facilities as may be required. Notwithstanding the use of existing TRUSD facilities within a reasonable proximity to the RDSP, TRUSD also desires to pursue the preparation of school mitigation agreement(s) with RDSP developers (as applicable) in order to provide for state-of-the-art school facilities and educational programs to serve the RDSP area.

H-4

Attachment: Schools Concept Statement, River District Specific Plan, Section 7.2 - Schools

SCHOOLS CONCEPT STATEMENT
RIVER DISTRICT SPECIFIC PLAN - Draft JULY 2010

7.2. Schools

An estimated 175 students grades K-12 currently reside in the River District planning area. The Twin Rivers Unified School District (TRUSD) operates Smythe Academy, the former Dos Rios Elementary School (Figure 7.4), located within the planning area. The school was originally constructed in 1942 to accommodate the children of the adjoining Dos Rios housing development and was designed by George Sellon, California's first State Architect, as noted in Specific Plan Section 4.2 - Historic Resources.

The Dos Rios Elementary School was designed with a permanent classroom capacity to accommodate approximately 200 to 220 pupils enrolled in kindergarten through sixth grade. The Dos Rios School and playfields are on a 9-acre site bounded by Richards Boulevard, Vine Street and Dos Rios Boulevard. After closing for renovation, the Dos Rios Elementary School reopened in 2007/08 as the Smythe Academy of Arts and Science, a charter school for 7th and 8th grade students emphasizing technology, the arts and community service; students come from all areas of TRUSD and from nearby school districts to attend this charter school.

Of the aforementioned 175 students grades K-12 residing in the River District, students in grades kindergarten to six currently attend Woodlake Elementary School, which is located three miles east of the River District. Rio Tierra Middle School, a distance of almost six miles to the north of the River District, and Grant Joint Union High School, located 4.5 miles to the north, also serve River District students (Figure 7.5). All facilities are within the recently formed TRUSD.

The River District Specific Plan area is approximately 748+/- acres of predominantly developed land, most of which is located within the jurisdiction of the TRUSD. Only a small portion, approximately 59 acres in the southeastern part of the plan area, is located within the Sacramento City Unified School District (SCUSD) (Figure 7.6, boundary map). The TRUSD was formed when a reorganization election was held in

**SCHOOLS CONCEPT STATEMENT
RIVER DISTRICT SPECIFIC PLAN - Draft JULY 2010**

2007 that resulted in voter approval of the merger of the Grant Joint Union High School District, the North Sacramento School District, the Del Paso Heights School District and the Rio Linda Union School District. TRUSD provides educational services to over 27,000 pre-kindergarten through high school and adult education students throughout 54 school sites. The recently reorganized TRUSD is continually enhancing educational programs at all school facilities District-wide, and has developed three unique academies (Criminal Justice, Environmental Science and Sports Health) at Grant High School in order to better educate and train students. Other programmatic enhancements are in progress.

A small portion of the River District plan area is located within the Sacramento City Unified School District (SCUSD). However, no residential units are currently located within the SCUSD portion of the plan area. Based on River District Specific Plan projections, there will be few, if any, future housing units within the SCUSD boundaries in the plan area.

Existing and Projected River District Students

It is estimated that existing and previously approved (not yet constructed) residential development within the River District generates an estimated 1,220 students grades K-12. The planned future development in the Specific Plan is projected to add approximately 2,412 school-aged children grades K-12 to be housed by the TRUSD; total number of River District students to be served by the TRUSD is 3,632 grades K-12. The existing and projected student generation analysis by grade level is set forth in the following Figure 7.7.

SCHOOLS CONCEPT STATEMENT
RIVER DISTRICT SPECIFIC PLAN - Draft JULY 2010

Figure 7.7

**Existing and Projected Students by Grade Level
Residing Within River District at Future Buildout
(per July 2010 Draft River District Specific Plan)**

	# of Projected Residential Units	Adjusted Student Yield Rates ^(a)	Projected Number of Students
I. PHASE 1.a - Existing Resid'l Units	386	0.446	172 ^(b)
I. PHASE 1.b - Previously Approved Dev't, Not Constructed Resid'l Units ^(c)			
Elementary (K-6) ^(d)	2,350	0.22	517
Middle School (7-8) ^(d)	2,350	0.108	254
High School (9-12) ^(d)	2,350	0.118	277
Sub-Total	2,350	0.446	1048

Notes:	(a) The student yield rate used (0.446 students K-12 per dwelling unit) is very conservative, in consideration of the urban nature of the proposed River District development. The River District student yield rate is much lower than the State average yield rate of 0.70 K-12 students per unit.
	(b) An estimated 175 students grades K-12 currently reside in the River District. When utilizing the Adjusted Student Yield Rates, the projected number of students is 172 for grades K-12.
	(c) The developments included are: Township 9, Continental Plaza and Lottery Expansion.
	(d) School facilities in current attendance boundaries are: Woodlake Elementary, Rio Tierra Jr. High and Grant High School (TRUSD)

II. PHASE 2	River District Specific Plan, Future New Resid'l Units = 5408		
Elementary (K-6)	5,408	0.22	1,190
Middle School (7-8)	5,408	0.108	584
High School (9-12)	5,408	0.118	638
Sub-Total	5,408	0.446	2,412

III. RIVER DISTRICT TOTALS - AT FUTURE BUILDOUT			
Elementary (K-6)	8,144	0.22	1792
Middle School (7-8)	8,144	0.108	879
High School (9-12)	8,144	0.118	961
TOTALS	8,144	0.446	3,632

General Note:	TRUSD will monitor development of residential units to verify actual student yield rates.
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**SCHOOLS CONCEPT STATEMENT
RIVER DISTRICT SPECIFIC PLAN - Draft JULY 2010**

Figure 7.8 below sets forth the current TRUSD attendance boundary school enrollments and capacities serving the plan area, projects the number of student enrollments at buildout of the River District plan, and calculates the projected future capacity available to serve students from the River District area. Based on the current capacities at the TRUSD elementary, middle and high school facilities serving the plan area, the planned future development will require new or modernized school facilities to house students residing in the River District area.

**Figure 7.8
Twin Rivers USD School Facilities
Serving River District Attendance Boundary
Existing Capacity & Projected Enrollment at Buildout of River District Plan Area**

Schools	Site Acres	Distance from Project	Existing State Capacity	Relos < 700 Sq. Ft.	Projected 2010/11 Enrollment	(Under) / Over State Capacity 2010/11	River District Projected Students (d)	(Under) / Over State Capacity 2010/11 (e)
Current Attendance Boundaries								
Woodlake Elementary K-6	8.3	3 mi.	343	8	365	22	1792	1814
Rio Tierra Jr. High - 6-8 (a)	24.5	6 mi.	1010		554	(456)	879	423
Grant High - 9-12 (b)	56.29	4.5 mi.	2819 (c)	2	1891	(928)	961	33

NOTES:

(a) Closest middle school is Rio Tierra Middle School (previously grades 7-8, changes to grades 6/7 -8 in August 2010). River District Projected Students are for grades 7-8.

(b) Closest high school is Grant High School.

(c) Grant High School currently has a large number of classrooms (more than 36 rooms) that are less than 960 sq. ft. in size, which is the standard classroom size per Calif. Dept of Education (CDE) requirements. TRUSD is in the process of reconfiguring these sub-standard classrooms to be in conformance with the CDE requirements, resulting in a decrease of State capacity.

(d) Includes 175 students K-12 currently residing within River District.

(e) At buildout of River District area.

SCHOOLS CONCEPT STATEMENT
RIVER DISTRICT SPECIFIC PLAN - Draft JULY 2010

Figure 7.9 below sets forth additional TRUSD school facilities which are located either within or nearby the plan area.

Figure 7.9
Add'l School Sites - Located Within or Nearby the Plan Area

Schools	Site Acres	Distance from Project	Existing State Capacity	Relos	Projected 2010/11 Enrollmnt	(Under) / Over State Capacity 2010/11
Smythe Academy of Arts & Sciences - K-6	10.6	3 miles	426	16	542	116
Smythe Academy of Arts & Sciences - 7-8 (charter school located within the River District plan area) (a)	9 +/-	In Plan Area	513	8	433	(80)
Harmon Johnson Elementary K-6	8.1	3 miles	588	5	370	(218)
Vacant - Robinson Comm'ty Day School & Adjacent District Admin. Office Bldg.	1.74	3 miles	n/a	n/a	n/a	n/a
Adult Education Center - former Las Palmas Jr. High.	8.4	3 miles	n/a	n/a	n/a	n/a

NOTE:

(a) Attendance at Smythe Academy charter school is by application only and is open to students throughout TRUSD and from nearby school districts. Acreage of this school site may potentially expand by a couple of acres if and when the City implements the River District Specific Plan Circulation Plan and reallgns Richards Blvd.

**SCHOOLS CONCEPT STATEMENT
RIVER DISTRICT SPECIFIC PLAN - Draft JULY 2010**

Students residing within the River District shall be served by existing or future school facilities operated by the TRUSD and located within or adjacent to the Specific Plan area. Preliminary school facility master planning concepts are set forth below.

Phase 1 Student Housing Options - Proposed for implementation during initial stages of development through 50% buildout of Specific Plan residential dwelling units.

- a. House elementary school students (K-6) residing within the Specific Plan area at the existing Smythe Academy site (formerly Dos Rios School), reconfiguring the current Smythe Academy charter school with the need to expand the capacity;
- b. House elementary, as well as middle school and high school students at other nearby TRUSD facilities pending available space, taking into consideration the current charter school use for Smythe Academy (grades 7 - 8).

Phase 2 Long-range Student Housing Options. Proposed for implementation starting at 50% buildout of Specific Plan and phased through 100% buildout of Specific Plan area.

- a. Construct new elementary K-8 school on all or portions of the existing Smythe Academy site (current 7-8 charter school operating on the Dos Rios site) to house K-8 students residing within River District. As a potential new urban school, a two or three story facility would be an efficient land use compatible with the urban development planned for the Specific Plan area.
- b. House additional elementary students grades K-8 at nearby existing school sites pending available capacity. District projections indicate that adequate existing classroom space may not be available (Figure 7.8).
- c. Currently the TRUSD has adequate capacity at Grant High School and other existing or future high schools to house students from the River District area.

**SCHOOLS CONCEPT STATEMENT
RIVER DISTRICT SPECIFIC PLAN - Draft JULY 2010**

However, if home builders desire an alternative school facility option for the Specific Plan, the District would consider an academy high school to house students in grades 9-12 (described in paragraph d. below).

- d. As needed, construct an elementary K-8 and/or a secondary 9-12 academy school upon a new site within the Specific Plan area as an educational option to house students in grades K-8 and/or 9-12 residing within River District; and partner with existing nearby comprehensive high school for sports and co-curricular programs. For an urban school, a desirable new site would be approximately 6+ acres for an elementary/secondary academy school, preferably adjacent to a park, and with a land use / zoning designation compatible with the construction of a two or three story school facility.

Residential, commercial and industrial development within the Specific Plan area will be required to contribute to the provision of school facilities by conditions imposed upon tract maps and development permit applications, or by terms of school mitigation agreements, which would take into consideration both sites and facilities required to house students K-12 within the Specific Plan area. As new development is constructed within the River District, the actual student generation rate per dwelling unit will be monitored in order to evaluate and, if necessary, adjust the student projections included in the Specific Plan.

The TRUSD intends to develop partnerships with the City Planning Department, Redevelopment Agency, Recreation & Park District, Plan Area Business Improvement District, developers, home builders, and the business community in order to place on-line state-of-the-art school facilities and educational programs to serve the River District.

Letter H - Twin Rivers Unified School District (TRUSD)

H-1 The comments are introductory paragraphs to their attached comments on the Draft EIR. The comments do not raise issues related to the adequacy of the Draft EIR and no response is necessary.

H-2 The District states that new, expanded, or reconfigured school sites would be necessary within the Specific Plan area or within reasonable proximity in order to serve the cumulative increase in students. The District lists the supplemental data and analyses included in the letter. The comments do not raise issues related to the adequacy of the Draft EIR and no response is necessary.

H-3 The District states the new facilities that would be required. The comments do not raise issues related to the adequacy of the Draft EIR and no response is necessary.

H-4 The comment acknowledges that the City and the District are working together to identify potential new school sites to serve the District's needs in the future. In addition, the District states its desire for the preparation of a school mitigation agreement with developers within the RDSP in order to provide educational facilities and programs. See Response to Comment II-5.

H-5 The comment provides information about the existing number of students in the RDSP area and the schools they attend. All students are within the boundary of the TRUSD. This information is reflected in the Draft EIR in the analysis of impacts to schools, beginning on Page 5.8-9. The District estimated a total of 1,220 students would be generated by currently approved development and existing students. Because the generation rates shown in Table 5.8-3 of the Draft EIR are the same used by the TRUSD, the number of students anticipated at full buildout of the RDSP is the same as stated in the comment letter.

The District provided their facility master planning concepts to serve the RDSP through full buildout. As stated in the letter and on Page 5.8-12 of the Draft EIR, development within the RDSP would be required to contribute to the provision of school facilities. From the perspective the California Environmental Quality Act, the payment of a statutory fee by developers in accordance with Senate Bill 50 serves as complete mitigation of the impacts of development in the proposed RDSP area.

The RDSP proposes several policies to support the goal of providing school capacity to serve the K through 12 students anticipated in the Specific Plan area (RDSP Goal CS 2). These policies support the concepts of the TRUSD.

Policy CS 2b Assist the Twin Rivers School District in identifying existing and future school sites located within or in close proximity to the Plan area that will be constructed and/or expanded to serve students in grades K through 12 at build-out of the Specific Plan.

Policy CS 2c Accommodate and support innovative land use for the location, design and implementation of urban school facilities within the Specific Plan area, including consideration of flexible zoning standards as needed to facilitate public-private joint-use of facilities for schools and other complementary uses.

Policy CS 2d Encourage partnerships and joint-use opportunities between local businesses, developers, institutional users, and public and quasi-public agencies.

The comment does not raise issues related to the adequacy of the Draft EIR; therefore, revisions to the Draft EIR are not necessary.



Municipal Services Agency

Department of Transportation
Michael J. Penrose, Director

Steven Szalay, Interim County Executive
Paul J. Hahn, Agency Administrator

County of Sacramento

July 28, 2010

Ms. Jennifer Hageman
City of Sacramento
Development Services
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811

**SUBJECT: COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT
(DEIR) FOR THE RIVER DISTRICT SPECIFIC PLAN (RDSP) PROJECT**

Dear Ms. Hageman:

The Sacramento County Department of Transportation has reviewed the DEIR for the project dated July 2010. We appreciate the opportunity to review this document and have no comments at this time. If you have any questions please call me at 874-7052.

I-1

Sincerely,

A handwritten signature in blue ink, appearing to read "Matthew G. Darrow".

Matthew G. Darrow
Senior Transportation Engineer
Department of Transportation

MGD

"Leading the Way to Greater Mobility"

Design & Planning: 906 G Street, Suite 510, Sacramento, CA 95814 . Phone: 916-874-6291 . Fax: 916-874-7831
Operations & Maintenance: 4100 Traffic Way, Sacramento, CA 95827 . Phone: 916-875-5123 . Fax: 916-875-5363
www.sacdot.com



Letter I - County of Sac Department of Transportation

I-1 The agency states that it has no comments on the Draft EIR.

Jennifer Hageman

From: Walt Seifert [bikesaba@gmail.com]
Sent: Thursday, September 09, 2010 12:32 PM
To: Jennifer Hageman
Cc: Ed Cox
Subject: Draft EIR on River District Specific Plan (RDSP)

Jennifer Hageman, Senior Planner
City of Sacramento Development Services Department
300 Richards Boulevard
Sacramento, CA 95811

RE: Draft EIR on River District Specific Plan (RDSP)

Dear Ms. Hageman:

Thank you for the opportunity to comment on the subject DEIR. We greatly appreciate that the RDSP intends to connect the project area with other parts of the City using bicycle facilities along with other transportation modes and that the RDSP intends to create a “sustainable community” (see Project Objectives, p. 3-10).

J-1

While the language of the specific plan appears very positive in regard to connectivity, sustainability and bicycling, there is not a complete discussion or analysis of those elements in the DEIR. The DEIR does not fully evaluate the impacts on bicycle safety and the level of service for bicyclists for all project alternatives in accordance with California Environmental Quality Act guidelines. Determining the level of service for bicyclists should not be confined to a review of access/connectivity, though access is certainly an important issue.

J-2

The standard of significance for impacts to bicycle facilities specifies that failure “to adequately provide for access by bicycle” would be a significant impact of the project but does not define “adequately.” We believe that adequacy of bicycle access can be defined as routes perceived as safe and desirable for the majority of our population, not just the most experienced riders (<5% of the population). Those bicycle routes must connect key destinations (densities of residence, jobs, or shopping) within the project and key access points at the margins of the project.

J-3

We believe that a key element of becoming a sustainable community must be facilitating a substantial increase in bicycling mode share for trips originating or ending in the project area. We believe the bicycling mode share should be far higher than it is today (about 3%) rising to at least 20% by 2035, for a community to be considered sustainable in the face of current conditions of air quality, greenhouse gas emissions, traffic congestion and public health. To substantially increase bicycling mode share, we must make bicycle trips safe, desirable, and convenient for a majority of our population, including women and men of all ages and abilities.

J-4

We are unclear about some differences between Figure 3-6, the proposed project “circulation map,” and Figure 5.10-2: Existing and Proposed Bikeways in the 2010 Bikeway Master Plan. Figure 3-6 shows proposed vehicular circulation with bike lanes shown for certain street segments. We request that a separate bicycle circulation map be prepared that shows the proposed key bicycle routes within the project that will connect key destinations and key external access points. The two light rail stations and high concentrations of employment and shopping are key destinations. Key access points for bicyclists would be the Sacramento Northern Bridge, 16th Street (or vicinity), 7th Street, Jibboom Street to Discovery Park, and the future Sequoia Pacific Blvd. bridge to South Natomas.

J-5

Additionally, there is no coverage in the specific plan or the DEIR of the Riverfront Master Plans' Richards Boulevard proposed bicycle/pedestrian bridge over the Sacramento River or connections between the proposed light rail/bike/ped bridge and the Two Rivers Trail. In addition, there is a lack of clarity on the proposed extension of the Two Rivers Trail and how it crosses Hwy 160 and connects to other bikeways to the east

J-6

Without a proposed bicycle circulation map, it is not possible to judge if the project will adequately provide "for access by bicycles." We request that such a map be provided and that such an analysis of adequacy, level of service and safety then be done.

J-7

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.

J-8

Yours truly,

Jordan Lang
Project Assistant

Letter J – Sacramento Area Bicycle Advocates (SABA)

J-1 The comment is an introductory paragraph. The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

J-2 The purpose of alternatives in an environmental document is to provide the decision makers with alternate project descriptions that either eliminate or reduce significant environmental impacts related to the project as proposed. The only significant impact of the proposed RDSP would be to historic resources; therefore, the alternatives analysis focused on that issue. The ‘Existing Street Pattern/ Historic Preservation Alternative’ would not establish new streets. As development occurs within the RDSP area, the bicycle facilities would be installed, as planned for the Specific Plan.

The City of Sacramento has not established Level of Service standards for bicycle facilities.

As noted on Page 5.10-61, last paragraph, of the Draft EIR, the proposed bike lanes in the RDSP area would provide a system of Class I, II, and III bicycle facilities throughout the RDSP area. The text on the next page of the Draft EIR states that the RDSP would comply with the planned facilities in the 2010 City of Sacramento Bikeway Master Plan. The issues of safety and level of service for bicyclists were addressed during the preparation of the Master Plan, both in the general planning criteria and the specific planning criteria.

For the reasons stated above, the RDSP project as proposed and the proposed alternative would not result in impacts related to biking safety and levels of service that were not previously addressed in the Bikeway Master Plan.

No revisions to the Draft EIR are necessary.

J-3 As shown on Figure 5.10 (see attachment after Letter F), there will be Class I through III bicycle facilities on all existing and proposed streets within the RDSP area, with the exception of 12th and 16th Streets. As requested in the comment, the bicycle routes connect key destinations within, and outside of, the RDSP project area.

As stated in Response J-2, the proposed bicycle facilities are consistent with the City’s Bikeway Master Plan. The City is unclear about the comment of ‘serving the majority of the population and not just experienced riders’. Compliance with the Bikeway Master Plan ensures that the majority of the population has access to desirable and safe bike routes. In addition, the proposed street sections for new streets and the reconfiguration of existing streets include bike lanes, the design of which is appropriate for the type of street and amount of traffic on it.

No revisions to the Draft EIR are necessary.

J-4 The comment provides general information about the goals of SABA. The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

J-5 Please see Responses to Comment F-2. See Figure 5.10-2, Existing and Proposed Bikeways, in the Draft EIR for all the existing and proposed bikeways in, and around, the RDSP area. Although the requested map was included in the Draft EIR, it can be difficult to read. Please see the new Figure 5.10 in this Final EIR for a diagram of the existing and proposed bicycle circulation map.

No revisions to the Draft EIR are necessary.

J-6 As shown on Figure 5.10, and described on Page 3-7, last paragraph, of the Draft EIR, the Two Rivers Trail traverses the RDSP area. This portion of the trail was included in the first phase of a planned project that will ultimately extend the trail to the H Street Bridge, near California State University, Sacramento. As stated in the first paragraph, on Page 3-8 of the Draft EIR, no improvements to this trail are proposed as part of the RDSP. However, as the streets adjacent to the Trail within the RDSP are either constructed, or reconfigured, in accordance with the RDSP, and as sites are developed adjacent to the Trail, connections to the Two Rivers Trail will be required. Figure 5-10 shows the proposed connection points. Because no specific development proposals are included as part of the development of the RDSP, there currently are no plans that how the connections will be made. The engineered drawings will be required as part of the various development proposals and street constructions.

As noted on Figure 5.10, Bicycle Circulation Map, a grade-separated bicycle/ pedestrian throughway is proposed to allow access east of the Highway 160 bridge. Construction of this throughway is not part of the proposed project and is a part of the master planning of the Two Rivers Trail.

Figure 5.10 also shows bike trails on the future bridges across the Sacramento River and the American River. Because the design and construction of those bridges is not currently known, and will be done by others, more specific information is not currently known.

Because the information requested is not associated with elements of the proposed project, drawings or figures that show the specific connections/ extensions are not currently available. No revisions to the Draft EIR are necessary.

J-7 Please see Responses to Comment F-2. See Figure 5.10-2, Existing and Proposed Bikeways, in the Draft EIR for all the existing and proposed bikeways in, and around, the RDSP area. Although the requested map was included in the Draft EIR, it can be difficult to read. Please see the new Figure 5.10 in this Final EIR for a clearer diagram of the existing and proposed bicycle circulation map.

No revisions to the Draft EIR are necessary.

J-8 The comment is a concluding paragraph. The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

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RE: Comments on the Draft Environmental Impact Report for the River District
Specific Plan

Dear Ms. Hagemann:

This letter is submitted on behalf of our client, Sims Metals Management ("Sims"). Sims recognizes that developing a specific plan that encourages a wide mix of uses within a historically industrial area is a difficult undertaking. Sims does not oppose the proposed River District Specific Plan ("RDSP"); however, Sims has several comments regarding the content of the RDSP and associated Draft Environmental Impact Report ("DEIR"). As discussed in more detail below, Sims questions the timing of the RDSP given the current status of the Railyards project. Sims also believes the RDSP DEIR should include a more detailed discussion and analysis of land use compatibility issues between existing industry and other incompatible land uses to allow for the development of appropriate mitigation measures. Lastly, Sims is particularly concerned about the impacts the proposed RDSP may have on its operations in the River District. On behalf of Sims, we submit the following comments and concerns for your consideration during preparation of the Final EIR.

K-1

I. SIMS SACRAMENTO

From 1988 to the present date, Sims has operated a metals recycling facility at a site located on the southwest corner of the intersection of North 12th and North B Streets (“Sims site”). While Sims operations at this location began approximately 22 years ago, the site has been used for recycling operations since at least the early 1950’s.

K-2

The property is bounded on the south and west by the former American River levee. The property is bounded on the north by North B Street and on the east by 12th Street. The Sims site extends approximately 1,200 feet along North B Street and 640 feet along 12th Street.

Sims’ recycling operation processes scrap metal, including automobiles and appliances, which are either sorted, cut, flattened, or compacted, and transported off-site either for further processing or for sale to steel mills. The Sims site includes an elevated railroad berm; these railroad tracks are utilized by Sims to ship some of the scrap metal it processes offsite. The remaining scrap metal products are trucked offsite. The Sims site includes offices, employee parking areas, scrap metal handling and stockpiling, and truck loading areas.

K-3

The DEIR states that the United States Environmental Protection Agency (“USEPA”) referred the Sims site to the State for possible assessment or cleanup of the site under State law. (DEIR, p. 5.4-4.) While Sims does not dispute this characterization, Sims wishes to point out that on October 5, 2006, the USEPA determined that no further assessment was warranted at the site and that it did not qualify for Superfund listing. (State Water Resources Board, GeoTracker database, <http://geotracker.waterboards.ca.gov>.)

II. RELIANCE ON A PROGRAM EIR

K-4

The DEIR provides that the “EIR is a *program-level EIR*.” (DEIR, p. 1-2 [original emphasis].) “A program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible.” (CEQA Guidelines, § 15168, subd. (c)(5).) The RDSP DEIR identifies certain site-specific projects, such as the proposed street network, that are anticipated to be developed as part of the RDSP.¹ The DEIR, however, provides only a broad-brush analysis of

¹ / It should also be noted that despite the fact that the DEIR states that it is not a project-level EIR (DEIR, p. 1-2), the DEIR acknowledges that the “backbone utility infrastructure [is] proposed for development...” (DEIR, p. 3-11; see also p. 1-2 [“the goal of the Plan is to . . . install the backbone utility and circulation infrastructure necessary to serve the development envisioned by the RDSP]; see also DEIR, p. 3-7 [stating that “[s]ome areas of right of way

potential environmental impacts that may be associated with the RDSP and the required infrastructure. Therefore, it appears that the City has chosen to develop this program DEIR as a “first-tier” document and has left the formulation of details regarding site-specific impacts of both private projects and public infrastructure projects until the preparation of later project-level EIRs or negative declarations. Sims would like the City to commit in the Final EIR to conduct a thorough environmental review of individual projects – including roadway projects – that will follow from adoption of the RDSP.

K-4 Cont

III. SPECIFIC COMMENTS ON THE RDSP AND ASSOCIATED DEIR

A. Approval of the RDSP should be postponed until evidence supports the assumptions upon which the RDSP and analysis in the DEIR are based.

The City is proposing the RDSP to repeal and replace the Richards Boulevard Area Plan (“RBAP”). (RDSP, p. 84.) The RDSP DEIR explains that the new plan is necessary because the decision not to develop the intermodal station at North B Street and North 7th Street “effectively eliminated one of the core principles of the RBAP.” (DEIR, p. 4-2.) Similarly, the RDSP DEIR acknowledges that “[t]he proposed street grid alignments are a key component of the entire RDSP and its overarching goals and policies relative to its connectivity, walkability and potential for a new mix of uses in the RDSP area. . .” (DEIR, p. 5.3-16.) Achieving this goal, however, requires that “the street network approved in 2007 with the Sacramento Railyards Specific Plan project” be developed as currently planned. (DEIR, p. 3-6.)

K-5

Construction of the Railyards as currently proposed in the Railyards Specific Plan (“Rail SP”) is perhaps less certain now than ever before given the numerous lawsuits relating to the development and the potential initiation of foreclosure proceedings against the developer. Just as the vision behind the RBAP was defeated by the decision not to locate the intermodal station at North B Street and North 7th Street, it is possible that the vision behind the RDSP will be defeated by the events that transpire relating to the

K-6

acquisition would require demolition of structures”]; see also DEIR, p. 3-8 [“installation of the necessary backbone water distribution mains to serve future development is proposed” and “[t]he backbone sanitary sewer facilities in the RDSP area would be installed as part of the Specific Plan”]; see also DEIR, p. 5.3-14 [acknowledging that “the RDSP proposes streets over portions of the [“State Printing Plant”] building”]; see also DEIR, p. 5.5-12 [“the backbone utilities to be installed as part of the development of the proposed RDSP would include a system of detention basins that would reduce peak flows that currently flow to Sump 111”]; see also DEIR, p. 5.9-11 [stating that “a new transformer and larger sump” would need to be installed at Sump 111 to support the new development within the RDSP area].) If the City intends to construct these projects without any further environmental review, then the DEIR should have included substantially more detailed impact analyses for these projects.

Railyards project over the coming months. Therefore, Sims believes it would be prudent for the City to postpone further consideration of the RDSP until the City and all interested citizens have a better understanding of if, when, and in what form the Railyards development may proceed.

K-6 Cont

Should the City choose to continue forward with the RDSP despite the uncertainties surrounding the Railyards project, Sims believes the DEIR must be updated to ensure that environmental conclusions contained in the RDSP DEIR are not based on improper assumptions regarding development within the Rail SP. For example, the transportation analysis assumes the following street infrastructure proposed in the Rail SP will all be developed within a little over four years: construction of Railyards Boulevard from Jibboom Street to 7th Street, construction of Camille Lane from Bercut Drive to 6th Street, extension of Bercut Drive south to Camille Street, construction of Railyards Specific Plan streets between Railyards Boulevard and Camille Street, extension of 5th and 6th Streets north to Railyards Boulevard, extension of G Street to 5th Street, addition of one northbound lane on 7th Street from F Street to Railyards Boulevard, and addition of one southbound lane on 7th Street from North B Street to Railyards Boulevard. (DEIR, pp. 5.10-22 – 23; see also DEIR, pp. 5.10-21 – 22 [stating that the Rail SP is a “project[] assumed in the 2015 analysis”].)² Because completion of these roadway projects is assumed, the RDSP EIR fails to analyze the potential transportation impacts associated with the RDSP in 2015 or 2035 should the Railyards project not be developed as currently proposed. Moreover, the DEIR “assume[s] that the toxic soils in the railyards areas adjacent to the RDSP site will be remediated through the remediation efforts currently underway as a previously approved project.” (DEIR, p. 5.4-55.) As a result of the uncertainties surrounding the Railyards project, without additional analyses, the DEIR fails to disclose the full potential impacts of the RDSP.

K-7

Additionally, to allow the public to better understand all potential environmental impacts associated with the RDSP, Sims believes the DEIR should not have been developed before the City created and released a draft River District ordinance. As explained in the DEIR, the River District ordinance will include a list of general or specific uses permitted in the district, performance and development standards including setbacks, landscaping, building height, building intensity, security, parking, and

² / Sims also requests that the City clarify why the transportation analysis states that mid-year 2015 is considered the baseline traffic conditions. (DEIR, p. 5.10-1.) Use of 2015 as the baseline is not explained, and appears inconsistent with the DEIR’s earlier statement that the baseline is the condition that “existed at the time the Notice of Preparation was published (June 2, 2009).” (DEIR, 5.0-1.) Pursuant to CEQA, the environmental setting at the time the notice of preparation is published will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. (CEQA Guidelines, § 15125, subd. (a).)

K-7 Cont

pedestrian and auto traffic flow. (DEIR, p. 4-5.) Because the City has not yet released a draft River District ordinance for public review, the public has not been provided the information necessary to fully understand the vision, and potential impacts, of the RDSP.

B. The DEIR fails to analyze the impacts associated with displacement of a substantial amount of industrial uses.

The 2030 General Plan recognizes that within the River District area “[s]ome industries . . . have flourished and benefitted from the high levels of freeway access and the proximity to downtown.” (City of Sacramento 2030 General Plan, p. 3-cc-20.) Portions of the RDSP suggest that it is not the City’s intent, in proposing the RDSP, to displace industrial development currently existing in the River District. (See, e.g., DEIR, p. 4-2 [“the intent of the RDSP is to provide for the continuation of existing industrial and service commercial uses and to allow existing manufacturing and processing uses to remain within the area in their current locations”].) However, such statements cannot be reconciled with the DEIR’s conclusion that the RDSP will lead to the loss of 3,607,000 sq.ft. of light industrial uses (over a 70% reduction) over the next twenty-five years. (DEIR, p. 3-4.) Therefore, whether intentional or not, the DEIR demonstrates that the RDSP will result in the substantial displacement of existing industrial uses. The DEIR, however, fails to consider the potential impacts of this displacement; such impacts include transportation and air quality impacts resulting from potentially moving industrial uses further from their customer basis and/or transportation hubs.³

K-8

C. The DEIR fails to analyze the impacts associated with the substantial increase in the number of residential uses in close proximity to existing industrial uses.

One of the main goals of the RDSP is to develop an “eclectic, mixed-use community...” (DEIR, p. 1-1.) Despite this goal, the DEIR demonstrates that the RDSP’s

K-9

³ / In updating the EIR to consider the impacts of displacing such large amounts of industrial operations, Sims encourages the City to review the report entitled “*Manufacturing 2.0, A More Prosperous California*,” which the Milken Institute released in June of 2009. The Institute is a publicly supported, non-partisan, non-profit research institution. The report found that California is continuing to lose manufacturing jobs to other states and nations, and that state and local governments are not doing enough to stem the erosion. The report calls for governments to reduce regulatory and tax burdens, enhance public incentives for manufacturers to locate in California, support research and development activities, and support education and training programs for the next generation of manufacturing workers. The findings and conclusions of the report applicable to municipal government should be incorporated into the RDSP and DEIR as appropriate. The report is available on the Institute’s website at <http://www.milkeninstitute.org/manufacturing>.

emphasis is on housing development. As compared with existing and previously approved developments within the River District, the proposed RDSP will result in a dramatic reduction in industrial space, a 7.1% increase in office space, a 5.9% increase in commercial and retail space, and a *198% increase in resident units*. (DEIR, p. 4-3 (emphasis added).) Sims supports urban residential development. However, it is critical that the City consider land use compatibility issues during the approval process for all future development projects that may be incompatible with existing surrounding uses.

Give the desire for an “eclectic, mixed-use community” Sims urges that the City include a detailed evaluation of the potential impacts of developing residential, office, and commercial projects within close proximity to existing industrial uses. To achieve the goal of an eclectic community, and to reduce the potential for land use conflicts, Sims proposes that the following mitigation measure be adopted and incorporated into the River District ordinance to address such conflicts:

To avoid significant new land use conflicts between non-residential and residential land uses, during the project approval process for new developments the City shall ensure and require (1) adequate land use separation, scale transition, and noise buffering; (2) creative siting of buildings to avoid conflicts; (3) adequate noise and odor control; (4) adequate protections against light, glare, and shadow impacts; (5) adequate offstreet parking provisions; (6) development of land use covenants, as a condition of approval for new residential and other development, acknowledging the existing industrial conditions in the area and binding all purchasers and lessees to agree to accept all such lawful conditions; and (7) other common measures warranted to avoid such land use conflicts.

K-9 Cont

The RDSP includes a “Good Neighbor” policy that the City intends to enforce against *existing* industrial uses should such uses ever require any future entitlement. (RDSP, Policy LU 5b.)⁴ As previously discussed, the RDSP EIR states that “the intent of the RDSP is to provide for the continuation of existing industrial and service commercial uses...” (DEIR, p. 4-2.) Sims does not believe the creation of a “Good Neighbor” policy that exclusively applies to existing industrial and other existing uses is consistent with the intent to allow for the continuation of existing industrial uses. Moreover, Sims has a long history operating in the River District and has demonstrated that it is a good neighbor. The new proposed developments do not have such a track record. Therefore, Sims believes that the focus should be on ensuring that new proposed project and new

⁴ / As the RDSP does not specify any details regarding the Good Neighbor policy for nonconforming uses, it is unclear what impact this policy may have on industrial uses within the district. Sims believes the DEIR should discuss this policy and its potential impacts on the viability of continuing nonconforming uses within the River District.

neighbors understand the meaning of being a good neighbor in an “eclectic community” that includes existing and ongoing industrial uses, which preceded the influx of residential uses. The mitigation measure Sims proposes above would help to avoid land use conflicts and help to ensure that new developments are “good neighbors.” Sims urges that the City adopt this proposed measure.

K-9 Cont

Additionally, the subsections below discuss issues of particular concern to Sims that should be discussed further in the FEIR.

a. Noise

The DEIR acknowledges that industrial uses within the district create noise, but concludes that traffic is the main noise source. (DEIR, 5.6-1.) The DEIR’s discussion of noise impacts focuses almost exclusively on traffic noise. Sims believes that a mitigation measure should be adopted to reduce noise impacts associated with developing homes within close proximity to existing industrial uses, i.e., bringing potential sensitive receptors to an area with existing industrial uses. The City adopted a mitigation measure to address this issue when it adopted the Richards / Railyards Redevelopment Plan (“RRRP”). Mitigation Measure 5.7-2 from the RRRP EIR provides:

K-10

Future buyers and tenants of residential properties located within 1000 feet of an existing industrial use shall be notified that such industrial uses may generate noise levels that are audible and may approach or exceed the City of Sacramento noise ordinance standards. A signed acknowledgement of such notification shall be included with the real estate transaction.

(RRRP DEIR, p. 5.7-23.)

Sims urges that the City include this mitigation measure in the FEIR. As the DEIR finds that noise impacts are significant and unavoidable, the City should consider and adopt all feasible mitigation measures that will further reduce the significant noise impacts. If the City does not include this measure in the RDSP EIR, Sims requests that the City explain why the measure was appropriate and necessary in the RRRP EIR, but is not necessary or feasible in the River District.

b. Transportation

K-11

The DEIR provides that it “envisions a circulation network that evolves over time from the current industrial-based network to one that prioritizes the pedestrian and bicycle, while balancing diverse land use needs and maintaining the viability of businesses using large vehicles in their operations.” (DEIR, p. 4-2.) Sims supports

K-11 Cont enhancements to the roadway network that will improve it for all users. However, the DEIR provides almost no discussion of the potential impacts associated with shared residential and industrial uses of the roads, nor does the DEIR explain whether the newly proposed roadway network will continue to be suitable for industrial traffic.

K-12 As the DEIR notes, the Sacramento 2030 General Plan includes the goal to “[p]rovide for the safe and efficient movement of goods to support commerce while maintaining livability in the city and region.” (DEIR, p. 5.10-18.) The DEIR suggests the focus of the roadway network is to prioritize pedestrian, bicycle, and residential commuter traffic, and provides little discussion of the movement of goods, particularly those from the existing industrial uses. The EIR must explain how the RDSP will promote “safe and efficient movement of goods” if it ignores this component.

K-13 Additionally, the RDSP proposes that a large amount of traffic will be directed by, and potentially through, the Sims facility. This additional traffic anticipated within close proximity to Sims facility includes bicycle and pedestrian traffic. North 10th Street, which is proposed to be developed through the Sims recycling yard (thereby physically dividing Sims yard into two disconnected parcels), is described as a “[b]ike route through Railyards to Downtown and neighborhoods.” (See River District Design Guidelines, p. 3-9; see also DEIR, p. 5.10-3.)⁵ Substantial truck traffic is associated with existing Sims operations. The DEIR must consider the potential impacts associated with locating biking and pedestrian facilities so close to (or actually through) Sims facility in light of the truck traffic it generates. Without additional analysis the DEIR’s conclusion that the RDSP “would not adversely affect bicycle facilities” cannot be supported. (DEIR, p. 5.10-42.)

K-14 Moreover, CEQA Guidelines Appendix G provides that an EIR should consider whether a project will “create a significant hazard to the public or the environmental through the routine transport, use, or disposal of hazardous materials.” (DEIR, p 5.4-10.) This significance criterion is not included in the DEIR. The DEIR, however, acknowledges that “[t]hrough the life of the proposed RDSP, hazardous materials would be used, transported, and stored.” (DEIR, p. 5.4-13.) Therefore, the DEIR should consider potential traffic and safety impacts associated with the transport of hazardous materials within the district.

K-15 As noted earlier, the DEIR conclusions regarding the transportation impacts of the RDSP are based on a significant number of assumptions. (See, *supra*, Section III.A

⁵ / It should be noted that Figure 3-6 of the DEIR suggests that North 10th Street will have “no bike lanes.” This Figure must be reconciled with the page 5.10-3 of the DEIR, which provides that North 10th Street will include “on-street bikeways.”

[discussing assumptions regarding the Railyards roadway network].) The DEIR also assumes that the Green Line will be completed by 2015. Depending on the accuracy of assumptions regarding the completion and use of public transportation within the River District, traffic impacts caused by the RDSP could be substantially greater than estimated in the DEIR. Sims request that the City provide additional discussion to support assumptions surrounding Green Line project completion and ridership. In addition, Sims requests that the City reconcile the conflicting statements in the DEIR regarding the frequency of transit service in the River District because the frequency of service will have a direct impact on the accuracy ridership estimates. (Compare DEIR, p. 5.10-23 [30-minute headways] with DEIR, p. 5.10-41 [15-minute headways].) The accuracy of assumptions relied upon in conducting the traffic analysis is of critical interest to Sims because traffic delays will have a direct impact on Sims operations. Therefore, Sims requests the City provide a detailed discussion supporting each assumption relied on in the traffic analysis.

K-15 Cont

Finally, Sims requests the City make the following amendment to the text on pages 5.10-38 – 39 of the DEIR to clarify the text:

The City is participating in a multi-agency committee that is developing a regional impact fees for the I-5 corridor, which may improve all freeways within the study area. Developers within the The RDSP shall be required to pay the I-5 corridor fees that is in effect at the time of issuance of building permits. However, the contribution of these funds does not ensure that the project's impacts on the mainline freeway will be fully mitigated. Therefore the impact of the project will remain **significant and unavoidable**.

K-16

(DEIR, pp. 5-10-38 – 39.)⁶

D. The RDSP fails to provide details necessary to allow Sims to fully understand the project's site-specific impacts on Sims facility.

Sims is very concerned about the possibility of an eminent domain action initiated by the City to facilitate the improvements proposed in the RDSP. The RDSP establishes that significant changes are proposed to the roadway network within the area. These changes involve construction of new roads and realignment of existing roads on privately owned land. For example, the RDSP envisions an 80 foot-wide extension of North 10th Street to connect the River District with the Railyards. (DEIR, Figure 3-6.) If constructed, this roadway extension would create a physical division of Sims yard between 916 B

K-17

⁶ / This same clarification should be made on pages 5.10-40 and 5.10-58 – 59.

Street and 130 12th Street. This division may make continued Sims operations at its site unviable.

In addition to Sims concerns regarding division of its facility, Sims is concerned that the North 10th Street extension will require removal of the railroad tracks and berm on the southern edge of the Sims facility. The DEIR provides that this embankment for rail tracks (i.e. the secondary levee) "will be retained into the future" because the "Railyards Specific Plan development . . . was conditioned as part of its project approval to maintain the secondary levee." (DEIR, p. 5.5-2.) Sims hopes this statement is accurate. However, Sims would like the City to clarify how it plans to extend North 10th Street while retaining the existing secondary levee and railroad tracks. Sims continues to utilize the railroad tracks on the southern edge of its property. Access to these tracks allows for more efficient transport of recycled materials produced at its facility. Removal of these tracks would result in indirect physical impact of increasing truck deliveries from the Sims facility. The DEIR, therefore, must provide further discussion regarding the plan to extend North 10th Street to allow for a complete understanding of its potential impacts.

Because the RDSP requires the construction of roadway projects on private land, the RDSP implies that the City may be contemplating the exercise of eminent domain in conjunction with the RDSP. The RDSP and associated DEIR, however, provide no discussion of eminent domain. Therefore, Sims and other landowners in the River District have no way of knowing if or when an eminent domain action could be commenced, what portions of the properties may be impacted, and if their continued operations in the River District will remain feasible thereafter. Given the long lead time that Sims would require to find and relocate to a new site, Sims requests further clarification in the Final EIR regarding whether the City intends to pursue eminent domain within the River District and, in particular, if the City will pursue an eminent domain action against Sims. Sims strongly believes that a discussion of if – and when – the City anticipates using eminent domain in the River District should appropriately be considered at the program-level. This information is not only critical for Sims to protect its business interests, but it will also better allow the public to understand the timing and potential costs of the potential environmental impacts associated with the RDSP.

IV. CONCLUSION

As noted earlier, Sims does not oppose the RDSP. We hope, however, that the Final EIR will provide a much clearer picture concerning the timing and full impacts of this project on Sims facility, Sims' industrial neighbors, and Sims' future neighbors. We believe this project can achieve all of its goals while also allowing Sim's recycling facility to continue to operate unimpeded in its existing lawful manner.

K-17 Cont

K-18

Ms. Hagemann
September 7, 2010
Page 11 of 11

Thank you for your consideration of these comments. If you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Sabrina Teller". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Sabrina V. Teller

**Letter K
addendum**

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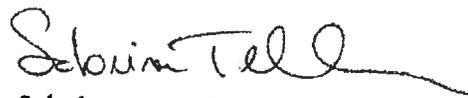
RE: Further comments on the Draft Environmental Impact Report for the River District Specific Plan

Dear Ms. Hageman:

This letter is submitted on behalf of our client, Sims Metals Management ("Sims"). On September 7, 2010, we submitted comments on the Draft EIR for the proposed River District Specific Plan, in which we suggested two mitigation measures to address land use compatibility and noise concerns arising from the siting of new residential land uses near existing industrial uses.

We would like to take this opportunity to clarify that our suggested mitigation measures were intended to apply only as to any new residential uses proposed within 1,000 feet of Sims' property and facilities, and not all industrial uses within the River District Specific Plan area. As we noted in our September 7th comments, Sims generally supports urban residential development, and is concerned primarily with the potential for such new development to pose conflicts for the continued operations of Sims' facilities. We do not purport to speak for the interests of other industrial entities in the River District.

Sincerely,



Sabrina V. Teller

See RTC K-10

Letter K - Sims Metal (Remy, Thomas, Moose, and Manley)

(Note: Responses to comments in footnotes appear with the response to the comment containing the footnote.)

K-1 The comment is an introductory paragraph that summarizes the comments made in the letter. See the responses to following comments.

K-2 The comment describes the location, history, and business of Sims Metal. The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

K-3 The statement in the comment is correct and the City revises the text of the Draft EIR in response to this comment. Although, the text is correct as it currently reads, the revised text provides additional information about the current status of the site. This revision does not affect the analysis of the potential for impacts due to hazardous materials and no other revisions to the text or analysis is necessary.

The text of the first paragraph, Page 5.4-4, of Draft EIR is revised as follows:

SIMS Metal

Recycling operations have occurred at this location since at least the early 1950's. Scrap metal, including automobiles and appliances, are sorted, cut, flattened, or compacted, and transported either off-site for further processing or for sale to steel mills. The USEPA deferred the site to the State for possible further assessment or cleanup of the site under State law.⁵ According to the State Water Resources Control Board Geotracker database, in October 2006 the USEPA determined that no further federal assessment was warranted at the site and that it does not qualify for federal Superfund listing.

K-4 Both the introductory and project description chapters of the Draft EIR specify which elements of the Proposed Project are analyzed at a programmatic level and which are analyzed at a project level. The technical chapters analyze at a project level the potential impacts associated with installation of the backbone infrastructure.

As stated on Page 1-2, second paragraph, of the Draft EIR, “. . . the goal of the Plan is to master plan the project area and install the backbone utility and circulation infrastructure necessary to serve the development envisioned by the RDSP.” As noted on Pages 3-8 and 3-9 of the Draft EIR, construction of the necessary backbone infrastructure is part of the Proposed Project. The various impact analyses take into account the potential impacts to environmental resources related to the installation of the backbone infrastructure. For instance, see Impact 5.5-1 (hydrology), on Page 5.5-10, first paragraph; Impact 5.1-1 (NOx emissions), on Page 5.1-11, second paragraph, and Impact 5.3-1 (historic resources), on Page 5.3-19, second paragraph. These, and the other applicable impact analyses, analyze the potential impacts related to installation of the backbone infrastructure at a project level.

The comment does not include an explanation of what is meant by “broad-brush analysis”. For this reason, a more detailed response to the comment is not possible.

In compliance with Section 15168(c) of the CEQA Guidelines, subsequent projects, both private and public, within the RDSP area must be examined in light of the RDSP Draft EIR to determine whether additional environmental documentation must be prepared. In response to Section 15168(c)(5), the Draft EIR for the RDSP analyzed the potential impacts due to construction of infrastructure, including streets, as specifically and comprehensively as possible, with the goal that these projects are found to be within the scope of the project as described in the Draft EIR so that no further environmental document is required.

Response to Footnote 1

As stated above, the comment is not specific as to the ‘substantially more detailed impact analyses’ that are required for the backbone infrastructure; and therefore, a more detailed response is not possible.

However, in response to this comment, please see the above which states that all projects undertaken within the RDSP would be examined to determine whether additional environmental documentation is necessary.

K-5 The comment is a summary of information from the Draft EIR. The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

K-6 The street infrastructure assumed in the RSP area (for the purpose of assessing impacts of the RDSP) in 2015 was based on the assumption that all the proposed land development within the RSP bounded by Railyards Boulevard, 6th Street, relocated rail tracks, and Bercut Drive would also be in place. Currently, the bridges for the extension of 5th and 6th Streets are under construction and the plans for development of Railyards Blvd between Bercut Drive and 7th Street have been submitted to the City. The extension of Bercut Drive will be under construction early next year. If the amount of land development assumed for the RSP is not developed by 2015, the street infrastructure assumed for the RSP would be less critical to support concurrent development of the RDSP.

According to the traffic analysis for the RDSP, the circulation plan for the RDSP for the year 2015 is not fully dependant on the circulation plan for the Railyards. Development of the main north-south connections between the River District and downtown as assumed in the 2015 analysis are still in progress. These street extensions are not dependent on the timing for private development in the Railyards due to the State funding grants which have been provided to fund these improvements.

As noted on Page 6.5-3 of the Railyards Specific Plan Draft Environmental Impact Report (SCH 2006032058), remediation of the site is currently being undertaken by the Union Pacific Railroad (UPRR) and the Department of Substances Control (DTSC). An Enforceable Agreement (1988) between the two ensures that releases or threatened releases of hazardous substances from the Railyard Specific Plan area are investigated and remedial actions taken. A process from the remediation of the site was established by DTSC and is being implemented by UPRR. The remediation of the site is separate from the development of the Railyards Specific Plan and must occur whether or not development in accordance with the Specific Plan occurs. For these reasons, the assumption that the toxic soils in the railyards area will be remediated through efforts currently underway is correct (Page 5.4-5 of the River District Specific Plan Draft EIR). No revisions to the Draft EIR are necessary to address this comment.

Response to Footnote 2:

The use of the word “baseline” was intended to describe conditions that would occur after projects already approved in the RDSP area (at the time of the NOP) would be developed. The analysis of this condition was performed for the year 2015. An analysis of existing conditions was also included in the analysis and corresponds to the condition that existed at the time the NOP was published (June 2, 2009).

Uncertainties often exist with regard to conditions in areas near a project that is studied in an environmental impact report. For the RDSP DEIR, the most reasonably foreseeable assessment of development likely to occur near the project was made at the time of the Notice of Preparation (NOP). This included development within the Railyards Specific Plan (RSP) area and development at other locations. At the time of the NOP, it was reasonable to assume that the RSP project would be well along with implementation of its first phase. A change in ownership of the property does not necessarily mean that the development will not occur as planned.

The Environmental Setting section describes existing conditions, which constitutes the baseline physical conditions for the purpose of identifying significant impacts.

K-7 As noted on Page 3-10, Item D, of the Draft EIR, the approval of the project includes the adoption of the River District Special Planning District (RD SPD) as a new Chapter 17.120 of the Sacramento City Code, replacing the Richards Boulevard Special Planning District, and rezoning certain properties to conform to the River District Specific Plan. As with any project undertaken in the City, the documents, plans, and ordinances that are prepared as part of the approval of the various project entitlements are not circulated for public review, but they are available at City offices. An overview of Chapter 17.120 was available for review during the public review period of the Draft EIR for the RDSP, when it was part of the staff report for the project's review and comment hearing at the Planning Commission. That hearing was publically noticed. The certification of the EIR and the approval of the project, to include any changes to the City Code, will be heard at the same Planning Commission and City Council public hearings.

The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

K-8 The comment is correct that Table 3-2 of the Draft EIR, on Page 3-4, indicated that there would be a negative amount of light industrial land uses in the types of development that could occur due to the RDSP. As noted in Footnote 2 of that table, over time as the Specific plan is implemented, the total square footage of industrial uses within the plan area is anticipated to be reduced. Recent development activity in the area indicates a trend toward replacement of these uses with office and mixed use and this trend is expected to continue as new infrastructure and services are developed in the area. The number of heavy industrial uses in the area is limited and the establishment of new heavy industrial uses will continue to be prohibited under the new Specific Plan.”

As stated on Page 4-2, sixth and seventh paragraphs, of the Draft EIR, *the intent of the RDSP is to provide for the continuation of existing industrial . . . uses and to allow existing manufacturing and processing uses to remain within the area in their current locations* (emphasis added).

As noted in previous responses, the proposed RDSP is consistent with the 2030 General Plan designations for the project area. Figure 4-1 of the Draft EIR shows that there is no land designated for Industrial development in the RDSP area in the 2030 General Plan, including the Sims Metal Site. The land use designations are Urban Center, Traditional Center, Employment Center, Urban Neighborhood, and Traditional Neighborhood. The General Plan envisioned the transition of the area from industrial to mixed use.

For these reasons, the City does not agree with the statement in the comment that, “. . . the DEIR demonstrates that the RDSP will result in the substantial displacement of existing industrial uses“. The environmental review of the proposed RDSP is not required to consider displacement of existing industrial uses, because the Specific Plan (and the RD SPD) provide for the continuation of existing industrial uses in their current locations. No revisions to the Draft EIR are necessary.

Response to Footnote 3:

The City thanks the commentor for the information related to the loss of manufacturing jobs. The information will be passed to the decision makers for their consideration.

Because, as previously noted, the RDSP will not displace existing industrial uses, no revisions to the Draft EIR are necessary.

K-9 Please see Response to Comment K-8 for the City’s response to the comment that, “the proposed RDSP will result in a dramatic reduction in industrial space”.

The previously-adopted 2030 General Plan did not designate any industrial land in the RDSP area. As shown on Figure 4-1 of the Draft EIR, the parcels to the northwest and west of the Sims Metal site are designated for Urban Center High. This designation allows 24 to 250 residential dwelling units per acre. The parcels to the northeast are designated for Traditional Center. This designation allows 15 to 36 residential dwelling units. The parcels to the north and east are designated for Employment Center (low rise) development, which does not allow residential development. The RDSP does not propose a General Plan amendment; therefore, the allowable land uses per the 2030 General Plan designations are the same as for the RDSP.

As stated on Page 4-2, fifth paragraph of the Draft EIR, “The two 2030 General Plan designations for the majority of the RDSP area are Urban Center Low and Urban Center High. The development densities allowed by these two designations range from 20 to 250 dwelling units per acre. The allowable densities for the proposed RDSP range from 36 to 174 dwelling units per acre. Therefore, the RDSP proposes less dense residential development than currently allowed by the General Plan.”

The Specific Plan acknowledges that upon approval, some existing land uses within the Specific Plan area will be inconsistent with the General Plan and the RDSP. These uses will be allowed to continue because both the RDSP and the proposed River District Special Planning District Ordinance provide for, and anticipated, the continuation of the non-conforming industrial uses. The Ordinance grants nonconforming uses additional protection, over and above, with is provided for in the City’s Zoning Code.

There is no Policy LU 5b in the current version of the Specific Plan. Below are the goal and policy LU 5.

Goal LU5: Allow changing land uses to occur over time, respecting the District’s current uses and its eclectic nature.

Policy LU5a: Provide appropriate support to property and business owners as they transition over time from legal, nonconforming uses to those which meet new SPD zoning code requirements.

As shown below, the current Specific Plan policies for the River District include the requirement that *social service providers* adopt and implement a “Good Neighbor” policy when establishing new, or modifying existing, uses. This policy would not apply to Sims Metal.

Goal LU4: Require social service providers to adopt and implement a “Good Neighbor” Policy when establishing a new use or modifying their current facility.

Policy LU4a: Address hours of operation, landscaping and architectural treatments, property maintenance, security, loitering, and communication with the surrounding property owners and businesses within the Good Neighbor Policies.

The commentator also requests inclusion of mitigation to avoid conflicts between nonconforming industrial uses (that are either currently nonconforming or would become nonconforming with approval of the RDSP project) and residential land uses. Development standards that are specific to the River District would be found in the River District Special Planning District (SPD) Ordinance, Chapter 17.120 of the Sacramento City Code. Unless otherwise stated in the SPD, all citywide land use and zoning code requirements that apply to a particular zoning designation citywide would also be in effect within the Specific Plan area. Development regulations including land use and zoning, density and height standards, building setbacks and parking regulations would be implemented under the SPD.

The proposed Zoning Code 17.120 and the development standards specifically proposed for the RDSP are intended to prevent or minimize land use conflicts in mixed use areas; therefore, mitigation is not necessary. Section 17.120.040(B) of the proposed RD Specific Plan Ordinance addresses this issue with the following:

B. Notice of Industrial Uses.

To avoid conflicts and incompatibility between existing industrial uses and new development in the River District SPD, the City, as a condition of approval of any application for new development, may require the owners and developers of the new development to provide written notice of the presence of existing industrial uses, and potential impacts associated with the continued use and operation of such industrial uses, to tenants and occupants of the new development.

The following goal and policy of the RDSP support the smooth transition of the District.

Goal LU5: Allow changing land uses to occur over time, respecting the District's current uses and its eclectic nature.

Policy LU5a: Provide appropriate support to property and business owners as they transition over time from legal, nonconforming uses to those which meet new SPD zoning code requirements.

The nonconforming use regulations set forth in Chapter 17.88 of the City Zoning Ordinance apply to nonconforming uses and to the use of nonconforming buildings, structures and lots except as noted within the River District SPD, Section 17.120 of the Sacramento City Code.

There is no language in the City's General Plan that states that industrial and residential uses cannot exist within relative proximity, with the implementation of appropriate measures to reduce potential impacts. The EIR analyzed impacts due to air emission and noise, which are the two types of land use incompatibility issues that could occur. These analyses used existing plus project conditions, which assumed Sims Metal. The analysis of potential air emissions did not determine that mitigation was necessary to account for residential and industrial uses being in close proximity. The analysis for noise impacts resulted in a recommended mitigation measure (Mitigation Measure 5.6-2) to address new sensitive receptors.

For all of the above stated reasons, no revisions to the Draft EIR are necessary in order to address the comment.

Response to Footnote 4

As previously stated, the current Specific Plan policies for the River District include the requirement that *social service providers* adopt and implement a "Good Neighbor" policy when establishing new, or modifying existing, uses. This policy would not apply to Sims Metal or any other industrial land use within the RDSP.

K-10 The Sims Metal property, and the properties to the west, north, and east, are designated "Urban Center High" in the 2030 General Plan (see Figure 3-3 of the Draft EIR). According to the General Plan, this designation envisions high-density housing.² The previously approved General Plan anticipates the potential for the development of residential uses in the vicinity of Sims Metal. The proposed RDSP zoning in the area of Sims Metal allows a mix of land uses, including residential.

The comment requests inclusion of a mitigation measure that requires notification of future residents that industrial uses "may generate noise levels that are audible and may approach or exceed the City of Sacramento noise ordinance standards". Section 17.120.040(B) of the proposed RD Specific Plan Ordinance addresses this issue with the following:

² City of Sacramento, *Sacramento 2030 General Plan*, adopted March 3, 2009, Page 2-74.

B. *Notice of Industrial Uses.*

To avoid conflicts and incompatibility between existing industrial uses and new development in the River District SPD, the City, as a condition of approval of any application for new development, may require the owners and developers of the new development to provide written notice of the presence of existing industrial uses, and potential impacts associated with the continued use and operation of such industrial uses, to tenants and occupants of the new development.

Because the proposed ordinance establishing the River District Specific Plan includes the provision for a condition of approval that would address the comment, no mitigation is necessary. The comment is addressed in the proposed ordinance.

The letter sent on November 3, 2010 as further comments on the Draft EIR for the RDSP, explained that the suggested mitigation measure was intended to apply only to the Sims Metal property. The City appreciates the clarification.

K-11 The traffic study for the proposed RDSP examined the anticipated amount and types of traffic on the proposed and existing roads within the RDSP area. Specifically addressing the property owned by the commentor, the study did not determine that neither B Street (classified as a collector) nor 12th Street (classified as an arterial) would need to be reclassified in order to serve the proposed RDSP in addition to the existing traffic, to include traffic generated by Sims Metal.

The design of roadways throughout the Specific Plan area is determined by the classification of the street and the necessary Level of Service. As noted throughout the Draft EIR, the analyses assume the continuation of the existing industrial land uses throughout the RDSP area. The proposed street sections are designed and sized to accommodate the anticipated types of traffic.

Revisions to the Draft EIR are not necessary.

K-12 The issue of movement of goods is addressed in the City's 2030 General Plan and requires the City to support infrastructure improvements to facilitate the timely movement of goods (Policy M 7.1.1).

As stated in the 3rd paragraph on Page 4-2 of the Draft EIR, "the proposed Plan envisions a circulation network that evolves over time from the current industrial-based network to one that prioritizes the pedestrian and bicycle, while balancing diverse land use needs and *maintaining the viability of businesses using large vehicles in their operations* (emphasis added)". As noted in the Circulation Element of the RDSP, "a key principle of the Specific Plan is the transformation of the current circulation network that largely supports industrial-based businesses to one that places a higher priority on the pedestrian and walkability. The new street network is envisioned to balance the needs of an increasingly diverse land use base while at the same time maintaining the viability of the street network for businesses that use large vehicles in their operations."

Revisions to the Draft EIR are not necessary.

K-13 The City's General Plan, Mobility Element, specifically addresses the creation of a safe and integrated bicycle system. Policy M 5.1.2 requires the City to provide bikeway facilities that are appropriate to the street classification, type, volume, and speed. Policy M 5.1.4 requires the City to develop safe bikeways that reduce conflicts between bicyclists and motor vehicles. Policy M 5.1.7 requires Class II bike lanes on all new arterial and collector streets. Class II bike lanes are designed for urban streets and include a separate one-way lane for bicycles that is adjacent to the travelled way. These bike lanes separate vehicular traffic from bicycles. The intent of Class II bike lanes is to provide safe bikeways in urban settings.

The City's Master EIR examined the impact of the future development in the City, in accordance with the General Plan, on bicycle facilities (Impact 6.12-6). The analysis analyzed the provision of a safe bikeway system in the City; therefore, additional analysis is not necessary for this project.

Response to Footnote 5

Figure 3-6, the River District Specific Plan Circulation Map, is incorrect in that it shows that North 10th Street will not have bikeways. As shown on the attached Figure 5-10, Bicycle Circulation Map, there will be Class II bike lanes on North 10th Street.

No further revisions to the Draft EIR are necessary.

K-14 As stated on Page 6.6-15 of the City's 2030 General Plan Master EIR, the enforcement agencies for hazardous materials transportation regulations are the California Highway Patrol and California Department of Transportation (Caltrans). Hazardous materials and waste transporters are responsible for complying with all applicable packaging, labeling, and shipping regulations. As noted on Page 1-2 of the Draft EIR, the environmental analyses for the proposed RDSP were tiered from the Master EIR prepared for the 2030 General Plan and the Master EIR was incorporated by reference into the Draft EIR for the RDSP.

The issue of transportation of hazardous materials was addressed in the Master EIR for the City's General Plan and was noted to be regulated by agencies other than the City. All projects must comply with these regulations.

Because the issue was addressed by the City in the Master EIR, and the proposed RDSP would not result in new or more significant impacts than addressed in the Master EIR, the issue does not need re-analysis in the RDSP Draft EIR and no revisions are necessary.

K-15 The traffic study for the proposed RDSP assumes that the Green Line will be partially completed to Richards Boulevard and 7th Street and; therefore, included it in the Year 2015 analysis. The Sacramento Regional Transit District (RT) website (<http://www.sacrt.com/dna/faqs>) states that the Downtown Natomas Airport (DNA) Green Line is anticipated to be completed to Richards Boulevard by the end of 2010, although the line is currently under construction and is anticipated to be completed in early 2011.

Transit ridership is not specially analyzed in traffic analyses; however, the effects of the various means to reduce the number of car trips are reflected in the traffic analyses.

The statement on Page 5.10-41, second paragraph, is corrected, thereby removing a conflict in the text of the Draft EIR.

With the proposed DNA Green Line, light rail service to 7th Street and Richards Boulevard, which would run at ~~15~~ 30-minute headway with potentially 4-car trains, ~~exists~~, additional transit demands should be reasonably accommodated by the new trains and other RT bus routes in the vicinity.

The error in stating that the headways would be 15 minutes (instead of 30 minutes) does not change the validity of the statement that "additional transit demands should be reasonably accommodated by the new trains and other RT bus routes in the vicinity."

The noted revision to the Draft EIR is the only revision necessary to address this comment.

K-16 The comment is correct that two clerical errors were made in the Draft EIR. The corrections are included in Chapter 2, Revisions to Draft EIR Text, of this document. The comment does not raise issues related to the adequacy of the Draft EIR and no further response is necessary.

Response to Footnote 6

The requested revisions were made and are included in Chapter 2.

K-17 Please see Response to Comment K-8. The RDSP allows for the continued operation of the existing industrial operations.

K-18 The comment is a concluding paragraph that summarizes the concerns addressed in the previous comments. The comment does not raise new issues related to the adequacy of the Draft EIR.

Jennifer Hageman

From: Frederick Weiland [fweiland@yahoo.com]
Sent: Saturday, October 09, 2010 12:29 AM
To: Jennifer Hageman
Cc: Warren V. Truitt
Subject: River District DEIR

Jennifer Hageman, Senior Planner, CDD
City of Sacramento
300 Richards Boulevard
Sacramento, California 95811

Dear Ms. Hageman,

Save The American River Association (SARA) was founded in 1961 to establish The American River Parkway and remains today as the guardian of and advocate for its lands and waters.

L-1

Please include the following comments in the Draft EIR for the River District Specific Plan:

The DEIR 2035 Transportation System includes "construction of a new four lane multi modal bridge across the American River that would connect North 4th Street to Truxel Road as defined in the MTP 2035." SARA has worked with Regional Transit for over a decade to design and plan for a new transit only bridge across the American River in the River District vicinity. The City of Sacramento and SACOG, with their plans for a bridge that includes four lanes of car/truck traffic, have been absent from the extensive public process that culminated in a light rail project alignment approved by the Regional Transit Board of Directors in 2003, and recognized by the American River Parkway Plan 2008. The addition of four lanes of car/truck traffic effectively defeats the River District's goal of connecting people to the American River. Not only will this expanded bridge increase the loss of Parkway land from almost 5 acres with the transit only bridge to some indeterminate amount, but the noise generated by the vehicle traffic will greatly diminish the value of a peaceful and serene experience. The loss of land, the increased noise, and the degraded air quality will also affect the wildlife that is a prized part of the American River Parkway experience, once again, decreasing its value to the new residents, visitors and businesses of the River District.

L-2

The DEIR does not address the issue of light on wildlife in the American River Parkway and potential ways to mitigate for its adverse effects. Uncontrolled light can also have adverse effects on bicyclists using the Twin Rivers Trail, causing unsafe cycling situations.

L-3

The DEIR does not address the potential for serious effects on the natural resources as a result of a significant increase in population adjacent to the American River and Parkway. A plan should be devised for controlling access to protect vegetation and wildlife, and to police off leash dogs, littering, illegal camping, etc.

L-4

SARA appreciates the River District Specific Plan's stated desire to be consistent with the goals and policies of the American River Parkway Plan 2008. The Plan, Policy 7.26, states "Between the confluence of the Sacramento and American rivers and the Capitol City Freeway (Business-80) the Parkway context is the Sacramento downtown urban core for the Sacramento metropolitan region.....Development immediately adjacent to the Parkway SHALL (our emphasis) respect the intent of the Parkway goals by reducing visual impacts through context sensitive site planning and building design." Township 9, an already approved project within in the River District, is a beginning conversation for site sensitive building. SARA is still unclear whether the DEIR has addressed our previously expressed concerns regarding the height and mass of hotels in the west end of the district.

L-5

Save The American River Association appreciates the opportunity to make comments for inclusion in the DEIR. As specific projects within the District develop, we look forward to further working with the City and project proponents.

Sincerely,

Betsy Weiland, Landuse Committee Chair
Save The American River Association

Letter L – Save the American River Association (SARA)

L-1 The comment is an introductory paragraph explaining the history and purpose of SARA. The comment does not raise issues related to the adequacy of the Draft EIR and no response is necessary.

L-2 As noted on Page 5.10-23 fourth bullet under the ‘2035 Transportation System’ heading, the traffic study assumed the construction of a multi-modal bridge across the American River as defined in the Metropolitan Transportation Plan (MTP) for 2035.

The construction of this bridge is not a part of the proposed RDSP. Because the bridge was previously incorporated into the MTP for Year 2035, the traffic study for the RDSP had to assume its presence for the 2035 traffic circulation plans.

The comment about the potential effects of the previously-approved bridge will be passed on to the decision makers for the proposed RDSP plan.

No revision to the Draft EIR is necessary.

L-3 The issue of new lighting resulting from development of the RDSP is addressed in the *River District Design Guidelines*. According to the Guidelines, buildings adjacent to the American River shall reduce light pollution with Dark Sky lighting design (4j. Facades - Lighting, 3A.). Design Guideline 3B states that light fixtures should include internal reflector caps, refractors, or shields that provide an efficient and focused distribution of light and avoid glare or reflections across property edges. Illumination design should avoid lighting of the night sky. Another guideline of the RDSP is to create safe paths of travel for cyclists at night and to enhance public safety through lighting clarity and recognition for cyclists.

In addition to the Design Guidelines, the River District Specific Plan addresses the issue of lighting adjacent to natural areas. Policy POS10c states, “Provide lighting for paths and walkways that provides safety without glare and intrusion into the natural landscape”.

In addition to the restrictions on lighting in the Design Guidelines and Specific Plan, development on the riverside of the levee is not allowed. Also, all development adjacent to the American River would be required to be setback fifty feet from the toe of the levee on the landside. Because of these development restrictions, it is not anticipated that wildlife within the American River Parkway would be significantly affected by lighting associated with the development of the Specific Plan area along the river.

Prior to development of parcels adjoining the American River Parkway, the proposed lighting fixtures would be subject to review and approval by the City’s Design Commission. The proposed lighting would include shields, and would be directed and controlled in order to prevent spillage onto the riparian areas as to not affect the wildlife using this habitat and to prevent spillage onto the Two Rivers Trail.

For these reasons, it is not anticipated that the proposed RDSP would result in adverse effects on wildlife or bicyclists.

Because of the restrictions of development adjacent to the American River, the issue of significant potential impacts to wildlife and cyclists in the Parkway was not addressed in the Draft EIR. The Design Guidelines and the Specific Plan address light spillover onto adjacent properties.

Because the concerns of the commentor are addressed with development standards and regulations, and for the reasons stated above, there is no need to revise the Draft EIR.

L-4 As stated on Page 3-4 of the Draft EIR, no development is proposed on the river side of the American River levee.

As noted on Page 5.7-1 of the Draft EIR, the land between the American River and the levee is managed by the Sacramento County Regional Parks Department. The County's Parks Department is responsible for the activities on the Parkway.

There is not a feasible mitigation measure that would help police off leash dogs, littering, and illegal camping. Residents and other occupants of development within the RDSP would be required to comply with all regulations while using the Parkway. In addition, the River District Specific Plan contains a goal to create safe parks and riverfront environments that has the following policies that would help with scofflaw behavior in the Parkway:

Goal POS10: Create safe parks and riverfront environments.

Policy POS10a: Maintain clear lines of sight and visibility into parks and open spaces.

Policy POS10b: Support implementation of CPTED standards along the American and Sacramento Rivers, as appropriate.

Policy POS10c: Provide lighting for paths and walkways that provides safety without glare and intrusion into the natural landscape.

Policy POS 10d: Support efforts to improve the safety of the bike trail between the Railyards project and the Jibboom Street Bridge by developing it as a formal trail.

Policy POS10e: Encourage residential view corridors, such as balconies and picture windows, overlooking open space areas to provide additional surveillance.

No revisions to the Draft EIR are necessary.

L-5 Please see the attached figure that shows the maximum allowable heights of new structures within the RDSP. The parcels at the confluence of the two rivers are currently developed. At such time as the parcels west of I-5 are redeveloped, the maximum allowable height from existing grade would be 250 feet, which decreases to 35 feet at the southern end of the RDSP area.

In addition to height restrictions, the River District Specific Plan proposes policies that acknowledge that development would occur adjacent to the two rivers:

Policy POS5c: Encourage riverfront development to incorporate open spaces along the river for public enjoyment.

Policy POS6b: Ensure sufficient space exists between buildings to provide view corridors to the rivers.

Policy POS9a: Set back buildings 50 feet or more from the toe of the land side of the levee ("transition zone"), as directed by the 2030 General Plan.

Policy POS9b: Incorporate uses within the transition zone that are complementary to the Parkway. These uses may include landscaping, fencing, directional or educational signage, seating, uncovered

picnic areas, and a limited amount of paved roadway area. Buildings are not allowed within the transition zone.

SARA's concerns regarding the height and mass of hotels in the west end of the RDSP will be passed on to decision makers for their consideration.

No revisions to the Draft EIR are necessary.

L-6 The comment is a concluding paragraph and does not raise new issues related to the adequacy of the Draft EIR.

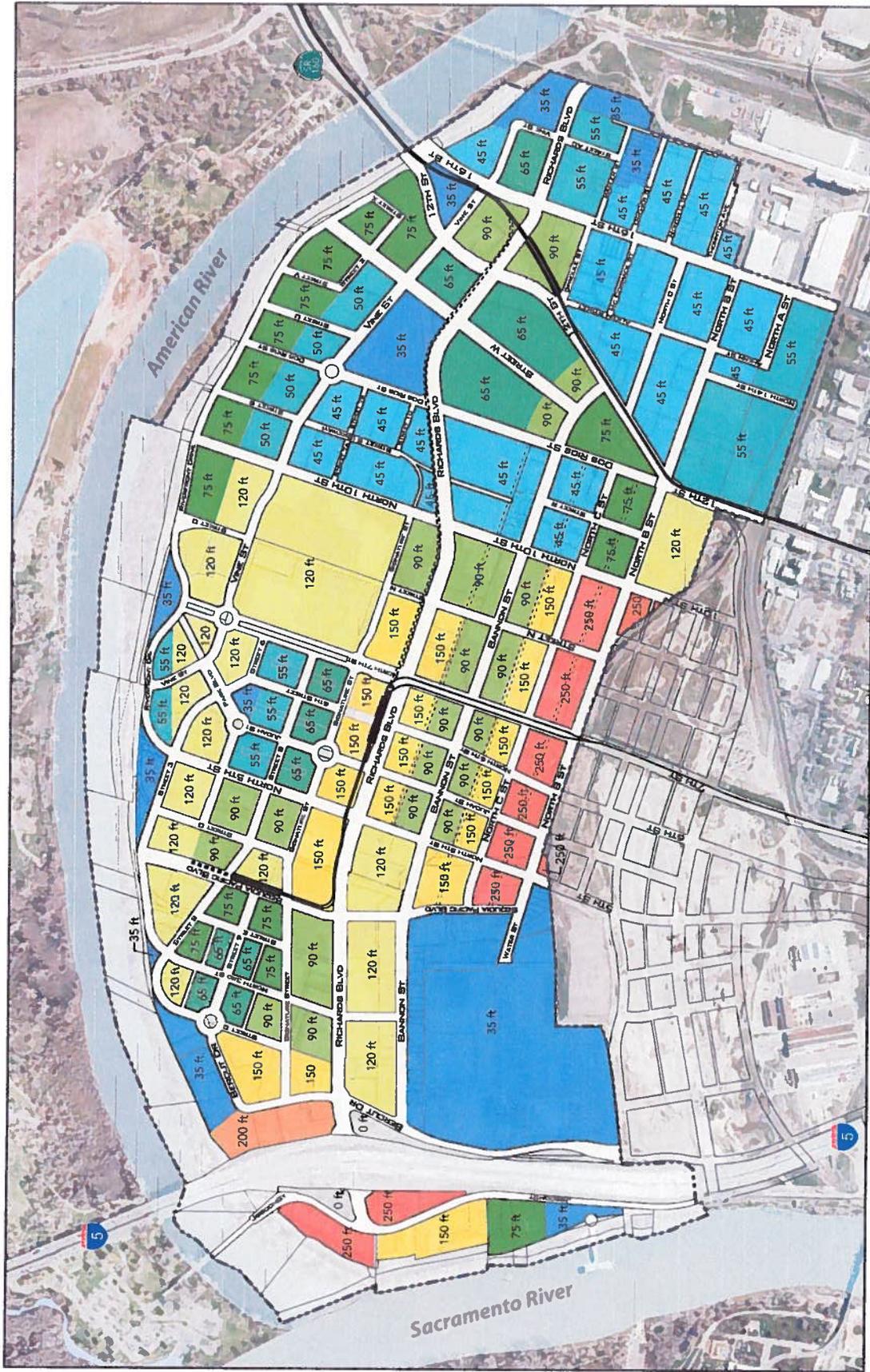


Figure 3.4 Allowable Height Map

River District Specific Plan Boundary

-  Existing Parcels
-  LRT Line / Station Platform

HEIGHT ZONES *measured relative to existing grade

	0 ft		35 ft		55 ft		120 ft
	45 ft		65 ft		75 ft		150 ft
	90 ft		90 ft		200 ft		250 ft

CHAPTER 4: MITIGATION MONITORING PLAN

Chapter 4

Mitigation Monitoring Plan

Section 21081.6 of the Public Resources Code requires reporting on, monitoring of, mitigation measures adopted as part of the environmental review process. This Mitigation Monitoring Plan (MMP) is designed to aid the City in its implementation and monitoring of mitigation adopted for the River District Specific Plan.

The mitigation measures are taken from the River District Specific Plan Draft EIR, as revised in the Final EIR.

The components of the MMP are:

1. **Impacts.** Each impact is numbered as they appeared in the Draft EIR.
2. **Mitigation Measures.** Each mitigation measure is numbered as they appeared in the Draft EIR. Any revisions to the text of a mitigation measure, as shown in Chapter 2 of this Final EIR, are included in this MMP.
3. **Implementing Party.** Identifies the entity that will be responsible for implementing the mitigation.
4. **Timing.** Each action must take place prior to the time at which a threshold could be exceeded. Implementation of the action must occur prior to, or during, some part of approval, project design, or construction on an ongoing basis. The timing for each measure is identified.
5. **Verification of Compliance.** Provides an area for verification of compliance.

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Impact	Mitigation Measure	Implementing Party	Timing	Verification of Compliance
<p>5.1-1: Construction activities within the RDSP area could result in NO_x levels above 85 pounds per day.</p>	<p align="center">5.1 Air Quality</p> <p>MM 5.1-1(a) <i>The following shall be incorporated into all City construction contracts and included on all construction plans</i></p> <ul style="list-style-type: none"> • <i>Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.</i> • <i>Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.</i> • <i>Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.</i> • <i>Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</i> • <i>All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.</i> • <i>Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.</i> <p><i>Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.</i></p> <p>MM 5.1-1(b) <i>The following shall be incorporated into all construction plans for projects that estimated construction related NO_x emissions exceed 85 lbs/ day.</i></p> <p><i>Category 1: Reducing NO_x emissions from off-road diesel powered equipment</i></p> <p><i>The project shall provide a plan, for approval by the lead agency and SMLAQMD, demonstrating that the heavy-duty (> 50 horsepower) self-propelled off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NO_x reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction; and</i></p>	<p align="center">Contractor</p>	<p align="center">Prior to Approval of Construction Plans</p>	

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The project representative shall submit to the lead agency and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.

MM 5.1-1(c) The following shall be incorporated into all construction plans for projects that estimated construction related NO_x emissions exceed 85 lbs/ day.

Category 2: Controlling visible emissions from off-road diesel powered equipment

The project shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the lead agency and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supersede other SMAQMD or state rules or regulations.

and/or:

If at the time of construction, the SMAQMD has adopted a regulation applicable to construction emissions, compliance with the regulation may completely or partially replace this mitigation. Consultation with SMAQMD prior to construction will be necessary to make this determination.

MM 5.1-1(d) The following shall be incorporated into all construction plans for projects that estimated construction related NO_x emissions exceed 85 lbs/ day.
If projected construction related emissions for a project are not reduced below the 85 lbs/ day by application of MM 5.1-1 (b&c), then an off-site construction mitigation fee shall be applied. The construction mitigation fee shall be calculated based upon the SMAQMD's current construction mitigation fee at the time of project specific evaluation. Verification of payment of the mitigation fee

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	<p><i>shall be provided to the City prior to issuance of any grading permits</i></p>			
<p>5.1-2: Construction within the RDSP could result in PM₁₀ concentrations that exceed acceptable thresholds.</p>		<p>MM 5.1-2(a) <i>Comply with MM 5.1-1(a)</i> MM 5.1-2(b) <i>Grading and ground disturbance activities shall not exceed 15 acres per day for any individual development project.</i></p>	<p>Contractor Applicant</p>	<p>Prior to Approval of Construction Plans During Construction</p>
<p>5.1-6: Implementation of the RDSP, in conjunction with other construction activities in the SVAB, would increase cumulative construction-generated NO_x levels above 85 pounds per day.</p>	<p>MM 5.1-6 <i>Comply with MM 5.1-1 (a – d)</i></p>	<p>Contractor</p>	<p>Prior to Approval of Construction Plans</p>	
<p>5.1-8: Implementation of the RDSP, in conjunction with other development in the SVAB, would emit particulate pollutants associated with construction activities at a cumulative level equal to, or greater than, five percent of the CAAQS (50 micrograms/ cubic meter for 24 hours).</p>	<p>MM 5.1-8 <i>Comply with MM 5.1-2(a & b)</i></p>	<p>Contractor Applicant</p>	<p>Prior to Approval of Construction Plans During Construction</p>	

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5.2 Biological Resources

5.2-2:
Implementation of the RDSP could adversely affect special-status birds due to the substantial degradation of the quality of the environment or reduction of the population or habitat below self-sustaining levels due to loss or disturbance of nesting and/or foraging habitat.

MM 5.2-2(a) *Preconstruction surveys for burrowing owls shall be conducted in accordance with the Burrowing Owl Survey Protocol and Mitigation Guidelines (The California Burrowing Owl Consortium 1993), which calls for surveying out to 500 feet from project limits where suitable habitat is present. If owls are identified in the biological study area, mitigation measures will be implemented as outlined in the CDFG's 1995 Staff Report on Burrowing Owl Mitigation (California Department of Fish and Game 1995). These measures will include those listed here.*

If occupied owl burrows are found within the biological study area, a determination will be made by a qualified biologist in consultation with the CDFG regarding whether work will affect the occupied burrows or disrupt reproductive behavior.

If it is determined that construction will affect occupied burrows during August through February, the subject owls will be passively relocated from the occupied burrow(s) using one-way doors. One-way doors will be in place for a minimum of 48 hours before burrows are excavated.

If it is determined that construction will physically affect occupied burrows or disrupt reproductive behavior during the nesting season (March through July), avoidance is the only mitigation available. Construction will be delayed within 300 feet of occupied burrows until it is determined that the subject owls are not nesting or until a qualified biologist determines that juvenile owls are self sufficient or are no longer using the natal burrow as their primary source of shelter.

MM 5.2-2(b) *Construction and demolition activities shall be conducted during the non-nesting season (-August 1 through March 19) whenever feasible.*

If construction or demolition activities occur during the nesting season (between March 20 and July 30), a qualified biologist shall conduct a survey for nesting Swainson's hawk within a 0.5 mile of the demolition/ construction activities using the California Department of Fish and Game's (CDFG) Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley or as required by CDFG.

Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities, and shall be conducted in accordance with the California Department of Fish and Game (CDFG) protocol as applicable.

If no active Swainson's hawk nests are identified a copy of the preconstruction survey and letter report stating the survey results shall be sent to the City of Sacramento and no further mitigation is required.

If active nests are found, measures consistent with the CDFG Staff Report Regarding Mitigation for Impacts to Swainson's Hawks in the Central Valley of California shall be implemented. These measures include, but shall not be limited to:

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<p>5.2-3: Implementation of the RDSP could adversely affect special-status mammals due to the substantial degradation of the quality of the environment or reproduction or habitat below self-sustaining levels.</p>	<p>No intensive disturbances (such as heavy equipment operation associated with construction, use of cranes, or rock-crushing) or other project-related activities that may cause nest abandonment or forced fledging, can be initiated within 200 yards (buffer zone) of an active nest between March 20 and July 30. The size of the buffer area may be adjusted by a qualified biologist</p> <p>If demolition/ construction activities are unavoidable within the buffer zone, the project applicant shall retain a qualified biologist to monitor the nest to determine if abandonment occurs. If the nest is abandoned and the nestlings are still alive, the project applicant shall retain the services of a qualified biologist to reintroduce the nesting(s) (recovery and backing). Prior to implementation, any backing plan shall be reviewed and approved by the Environmental Services Division and Wildlife Management Division of the CDFG.</p> <p>Completion of the nesting cycle will be determined by a qualified biologist.</p> <p>MM 5.2-2(c) Prior to any grading, demolition, or construction activities from March 15 to May 15 within 100 feet of the bridges over the American River adjacent to the project site, a preconstruction survey shall be conducted by a qualified biologist within 15 days of the start of project-related activities. If active nests are present, no construction shall be conducted within 100 feet of the edge of purple martin colony (as demarcated by the active nest hole closest to the construction activity) at the beginning of the purple martin breeding season from March 15 to May 15. The buffer areas shall be avoided to prevent disturbance to the nest(s) until it is no longer active. The size of the buffer areas may be adjusted in a qualified biologist and CDFG determine is would not be likely to have adverse effects on the purple martins. No project activity shall commence within the buffer areas until a qualified biologist confirms that the nest(s) is no longer active.</p>	<p>Applicant</p>	<p>Prior to Demolition</p>
<p>5.2-3: Implementation of the RDSP could adversely affect special-status mammals due to the substantial degradation of the quality of the environment or reproduction or habitat below self-sustaining levels.</p>	<p>MM 5.2-3 Prior to demolition activities, the project applicant shall retain a qualified biologist to conduct a focused survey for bats and potential roosting sites within the area of disturbance. If no roosting sites or bats are found, a letter report confirming absence shall be sent to the City of Sacramento and no further mitigation is required.</p> <p>If bats are found roosting outside of the nursery season (May 1 through October 1), then they shall be evicted as described under (c) below. If bats are found roosting during the nursery season, then they shall be monitored to determine if the roost site is a maternal roost. This can occur either by visual inspection of the bat pups, if possible, or monitoring the roost for sounds of bat pups after the adults leave for the night. If the roost is determined to not be a maternal roost, then the bats shall be evicted as described under (c). Because bat pups cannot leave the roost until they are mature enough, eviction of a maternal roost cannot occur during the nursery season. A 250-foot (or as determined in consultation with CDFG) buffer zone shall be established around the roosting site within which no construction shall occur.</p>	<p>Applicant</p>	<p>Prior to Demolition</p>

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<p>5.2-4: Implementation of the RDSP could result in the loss of CDFG-defined sensitive natural communities, such as an elderberry savanna, resulting in a substantial adverse effect.</p>	<p><i>Eviction of bats shall be conducted using bat exclusion techniques, developed by Bat Conservation International (BCI) and in consultation with CDFG, that allow the bats to exist the roosting site but prevent re-entry to the site. This would include, but not be limited to, the installation of one-way exclusion devices. The devices would remain in place for seven days and then the exclusion points and any other potential entrances shall be sealed. This work shall be completed by a BCI-recommended exclusion professional.</i></p> <p>MM 5.2-4 Prior to any ground-disturbing, demolition, or construction activities, the project applicant shall retain a qualified biologist to conduct a survey to identify and document all potential valley elderberry longhorn beetle habitat (VELB). The survey and evaluation methods shall be performed consistent with the US Fish and Wildlife Service's (USFWS) VELB survey methods. The survey shall include a stem count of stems greater than, or equal to, one-inch in diameter and an assessment of historic or current VELB use. If no such habitat is found, mitigation is not necessary.</p> <p><i>Avoidance</i></p> <p>The proposed project shall be designed to avoid ground disturbance within 100 feet of the dripline of elderberry shrubs identified in the survey, as noted in (a) above, as having stems greater than or equal to one inch in diameter. The 100-foot buffer could be adjusted in consultation with the USFWS. If avoidance is achieved, a letter report confirming avoidance shall be sent to the City of Sacramento and no further mitigation is required.</p> <p>Before any ground-disturbing activity, a qualified biologist shall flag the elderberry shrubs that will be retained adjacent to the biological study area. Thereafter, the City shall ensure that a minimum 4-foot-tall temporary, plastic mesh-type construction fence (Tensor Polygrid or equivalent) is installed at least 100-feet from the driplines of the flagged elderberry shrubs. This fencing is intended to prevent encroachment by construction vehicles and personnel. The fencing shall be strung tightly on posts set at a maximum interval of 10 feet. The fencing shall be installed in a way that prevents equipment from enlarging the work area beyond the delineated work area. The fencing shall be checked and maintained weekly until all construction is completed. Signs shall be placed at intervals of 50 feet and must be readable at a distance of 20 feet. This buffer zone will be marked by signs stating:</p> <p><i>"This is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment."</i></p> <p>No construction activity, including grading, clearing, storage of equipment or machinery shall be allowed until this condition is satisfied. The fencing and a note reflecting this condition will be shown on the construction plans.</p> <p>In addition to (b)(1-3) above, the following shall also be implemented:</p>			
		<p style="text-align: center;">Applicant</p>	<p style="text-align: center;">Prior to Ground Disturbance, Demolition, or Construction</p>	

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		<p>The City will ensure that dust control measures are implemented for all ground-disturbing activities in the project area. These measures may include application of water to graded and disturbed areas that are unvegetated; however the City or its contractor may use other measures more appropriate for site-specific conditions, as long as dust is minimized to the maximum extent practicable. To avoid attracting Argentine ants, at no time will water be sprayed within the driplines of elderberry shrubs.</p> <p>Pursuant to the USFWS VELB Guidelines, the City will implement the following measures to mitigate for the direct and indirect impacts on VELB before groundbreaking occurs for the proposed project.</p> <p>If disturbance within 100-feet of the driplines, or approved equal by the USFWS, of the elderberry shrub with stems greater than or equal to one-inch in diameter is unavoidable, then the project applicant shall retain the services of a qualified biologist to develop VELB mitigation plan in accordance with the current USFWS mitigation guidelines for unavoidable take of VELB habitat pursuant to either Section 7 or Section 10(a) of the Federal Endangered Species Act. The mitigation plans shall be reviewed and approved by the USFWS prior to any disturbance within the 100-foot dripline.</p>
		<p align="center">Compensatory Mitigation</p> <p align="center">Transplant Directly Affected Elderberry Shrubs</p> <p>Elderberry shrubs will be transplanted when the plants are dormant, approximately November through the first two weeks in February, after they have lost their leaves. Transplanting during the non-growing season will reduce shock to the plant and increase transplantation success. The project applicant shall follow the specific transplanting guidance provided in the USFWS VELB Guidelines.</p> <p>Shrubs shall be transplanted to the French Camp Conservation Bank, or another UFWs-approved site. Elderberry seedlings and associated native plants will also be established at the site according to the ratios outlined in the Guidelines. See USFWS Biological Opinion, page 6, Table 1 issued on October 8, 2009 for the ratios.</p>
		<p align="center">Compensate for Direct Impacts on Elderberry Shrubs</p> <p>According to the USFWS VELB Guidelines, adversely affected shrubs that are "transplanted or destroyed" should be mitigated for according to the measures outlined in Table 1 of the USFWS VELB Guidelines. The City will mitigate for impacts on the shrubs by purchasing mitigation credits at a USFWS-approved mitigation bank. A summary of the required mitigation is provided in Table 3.7-2. As shown in the table, the proposed project would require 22 elderberry seedlings and 28</p>

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<p>5.2-5: Implementation of the RDSP could result in a violation of City Code Section 12.64.040 (related to Heritage trees)</p>	<p>associated native plants (six VELB credits) to be planted at a USFWS-approved mitigation bank. Currently, VELB mitigation credits are available at French Camp Conservation Bank. The shrubs identified for transplantation will be transplanted to this mitigation bank.</p> <p>If the VELB is delisted by the USFWS prior to the initiation of any ground disturbing, demolition, or construction activities, the project applicant shall comply with any requirements that accompany the VELB delisting notice.</p>			
<p>5.3-2: Implementation of the RDSP could cause a substantial change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5.</p>	<p>MM 5.2-5 Prior to the removal of any Heritage tree, the project applicant shall contact the City's Arborist and develop and enact a tree mitigation plan in compliance with the City's requirements.</p>	<p>Applicant</p>	<p>Prior to Removal of Heritage Tree</p>	
<p>5.3-2: Implementation of the RDSP could cause a substantial change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5.</p>	<p>MM 5.3-2 a. Prior to any excavation, grading or other construction on the project site, and in consultation with Native American Tribes and the City's Preservation Director, a qualified archaeologist will prepare a testing plan for testing areas proposed for excavation or any other ground-disturbing activities as part of future projects, which plan shall be approved by the City's Preservation Director. Testing in accordance with that plan will then ensue by the qualified archaeologist, who will prepare a report on findings, and an evaluation of those findings, from those tests and present that report to the City's Preservation Director. Should any findings be considered as potentially significant, further archaeological investigations shall ensue, by the qualified archaeologist, and the archaeologist shall prepare reports on those investigations and evaluations relative to eligibility of the findings to the Sacramento, California or National Registers of Historic & Cultural Resources/ Places and submit that report to the City's Preservation Director and SHPO with recommendations for treatment, disposition, or reburials of significant findings, as appropriate. Also, at the conclusion of the pre-construction testing, evaluation and reports and recommendations, a decision will be made by the City's Preservation Director as to whether on-site monitoring during any project-related excavation or ground-disturbing activities by a qualified archaeologist will be required.</p> <p>b. Discoveries during construction: For those projects where no on-site archaeological monitoring was required, in the event that any prehistoric subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted, and a qualified archaeologist will be consulted to assess the significance of the find. Archaeological test excavations shall be conducted by a qualified archaeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archaeologist, representatives of the City and the qualified archaeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject</p>	<p>Applicant</p>	<p>Prior to Ground Disturbance, Demolition, or Construction</p>	

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<p>Cumulative 5.3-3: Implementation of the RDSP, in conjunction with other development within the Central Valley, could cause a substantial change in the significance of a historic or archaeological resource as defined in CEQA Guidelines Section 15064.5.</p>	<p><i>to scientific analysis and professional museum curation. In, a report shall be prepared by the qualified archeologist according to current professional standards.</i></p> <p><i>c. If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.</i></p> <p><i>d. If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.</i></p> <p><i>e. In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.</i></p> <p><i>f. If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner, and City's Preservation Director, shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for reinterment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place. Work can continue on other parts of the project site while the unique archeological resource mitigation takes place.</i></p>	<p align="center">Applicant</p>	<p align="center">Prior to Ground Disturbance, Demolition, or Construction</p>
	<p align="center"><i>Implement Mitigation Measure 5.3-2</i></p>		

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5.4 Hazards and Hazardous Materials	
<p>5.4-1: Construction associated with development in accordance with the RDSP could result in the exposure of people to hazards and hazardous materials during construction activities.</p>	<p>MM 5.4-1(a) Prior to any ground-disturbing or site construction activities associated with redevelopment of a parcel east of 12th Street, a determination shall be made by the County's Environmental Management Department (EMD) as to whether the parcel is within 1,000 feet of the following County Assessor's Parcels. In so, the applicant shall contact the County of Sacramento's Local Enforcement Agency, per Title 27, California Code of Regulations, Section 21190. The applicant shall comply with all requirements of the EMD regarding development and use of the parcel.</p> <ul style="list-style-type: none"> • 003-0032-008 • 003-0032-009 • 001-0160-010 • 001-0160-011 • 003-0032-012 • 003-0041-006 • 001-0170-022 • 003-00410-003 <p>MM 5.4-1(b) Prior to demolition or renovation of structures, the project applicant shall provide written documentation to the City that asbestos-containing materials and/or lead-based paint have been abated and that any remaining hazardous substances and/or waste have been removed in compliance with application State and local laws.</p>
	Applicant
	Prior to Ground Disturbance or Construction
5.6 Noise and Vibration	
<p>5.6-1: Implementation of the RDSP could result in exterior noise levels that are above the upper value of the normally acceptable category for various land uses due to an increase in noise levels.</p>	<p>MM 5.6-1 Future development projects in the RDSP Area consisting of noise sensitive receptors shall have an acoustical analysis prepared to measure any potential project specific noise impacts and identify specific noise attenuation features to reduce impacts associated with exterior noise to a less than significant level, to the extent feasible, consistent with the Policies of the General Plan.</p>
	Applicant
	Prior to Approval of Building Plans
<p>5.6-2: Implementation of the RDSP could result in residential interior noise levels of Ldn 45 or greater caused by an increase in noise</p>	<p>MM 5.6-2 Implement Mitigation Measure 5.6-1</p>
	Applicant
	Prior to Approval of Building Plans

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<p>5.6-3: Construction of the development in accordance with the RDSP could result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance.</p>	<p>MM 5.6-3 The contractor shall ensure that the following measures are implemented during all phases of construction.</p> <ul style="list-style-type: none"> Whenever construction occurs near residential or other noise-sensitive uses (on or offsite), temporary barriers shall be constructed around the construction site to shield the ground floor and lower stories of the noise-sensitive uses. The barriers shall be of 3/4-inch Medium Density Overlay (MDO) plywood sheeting, or other material of equivalent utility and appearance, and shall achieve a Sound Transmission Class of STC-30, or greater, based on certified sound transmission loss data taken according to ASTM Test Method E90, or as approved by the City of Sacramento Building Official. The barrier shall not contain any gaps at its base or face, except for site access and surveying openings. The barrier height shall be designed to break the line of sight and provide at least a 5 dB A insertion loss between the noise producing equipment and the upper-most Construction equipment staging areas shall be located as far as feasible from residential areas while still serving the needs of construction contractors. Quieter "sonic" pile-drivers shall be used unless engineering studies are submitted to the City that show this is not feasible and cost-effective, based on geotechnical considerations. 	<p style="text-align: center;">Contractor</p>	<p style="text-align: center;">During All Phases of Construction</p>	
<p>5.6-4: Implementation of the RDSP could result in existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction.</p>	<p>MM 5.6-4 Implement Mitigation Measure 5.6-3 and</p> <ol style="list-style-type: none"> During construction, should damage occur despite the above mitigation measures, construction operations shall be halted and the problem activity shall be identified. A qualified engineer shall establish vibration limits based on soil conditions and the types of buildings in the immediate area. The contractor shall monitor the buildings throughout the remaining construction period and follow all recommendations of the qualified engineer to repair any damage that has occurred to the pre-existing state, and to avoid further structural damage. Prior to individual development projects, the applicant shall have a certified vibration consultant prepare a site-specific vibration analysis for residential uses and historic structures that are within the screening distance (shown in Figure 5.6-3) for freight and passenger trains or light rail trains. The analysis shall detail how the vibration levels at these receptors would meet the applicable vibration standards to avoid potential structural damage and annoyance. The results of the analysis shall be incorporated into project design. 	<p style="text-align: center;">Contractor</p>	<p style="text-align: center;">During All Phases of Construction</p>	
<p>5.6-5: Implementation of the RDSP could result in adjacent residential and</p>	<p>MM 5.6-5 Implement Mitigation Measure 5.6-4b.</p>	<p style="text-align: center;">Applicant</p>	<p style="text-align: center;">Prior to Approval of Building Plans</p>	

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<p>commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations.</p>				
<p>5.6-6: Implementation of the RDSP could result in exposure of historic buildings and archaeological sites to vibration-peak-particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations.</p>	<p><i>MM 5.6-6 Implement Mitigation Measure 5.6-4 and 5.6-5</i></p>	<p>Contractor</p>	<p>During All Phases of Construction</p>	
<p>Cumulative 5.6-7: Implementation of the RDSP along with other development in the region could result in an increase in interior and exterior noise levels in the Policy Area that are above acceptable levels.</p>	<p><i>MM 5.6-7 Implement Mitigation Measure 5.6-1</i></p>	<p>Applicant</p>	<p>Prior to Approval of Building Plans</p>	
<p>5.6-8: Implementation of the RDSP could result in cumulative construction noise and vibration levels that exceed the</p>	<p><i>MM 5.6-8 Implement Mitigation Measures 5.6-3 and 5.6-4</i></p>	<p>Contractor</p>	<p>During All Phases of Construction</p>	

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<p>standards in the City of Sacramento Noise Ordinance as well as vibration-peak-particle velocities greater than 0.5 inches per second.</p> <p>5.6-9: Implementation of the RDSP could result in cumulative impacts on adjacent residential and commercial areas exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations.</p>	<p align="center">MM 5.6-9 Implementation of Mitigation Measure 5.6-4(b)</p>	<p align="center">Applicant</p>	<p align="center">Prior to Approval of Building Plans</p>	
<p>5.10-1: Implementation of the RDSP could result in potentially significant impact at study intersections in 2015.</p>	<p align="center">5.10 Transportation and Circulation</p> <p>MM 5.10-1 Error! Reference source not found. (a) <i>At the I-5 southbound ramps / Richards Boulevard intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.</i></p> <p>(b) <i>At the I-5 northbound ramps / Richards Boulevard intersection, modify/ restripe the eastbound approach to provide two left-turn lanes and two through lanes and adjust the signal timing. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.</i></p> <p>(c) <i>At the 3rd Street / Richards Boulevard intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to monitor and adjust the signal timing when needed.</i></p> <p>(e) <i>At the 12th Street / 16th Street / Richards Boulevard intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to monitor and adjust the signal timing when needed.</i></p> <p>(f) <i>At the 7th Street / North B Street intersection, add one eastbound left-turn lane to provide one</i></p>	<p align="center">Applicant</p>	<p align="center">Prior to Issuance of Building Permits</p>	

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<p>5.10-4: Implementation of the RDSP could result in potentially significant impact on study freeway interchanges in 2015.</p>	<p>left-turn lane and one through-right turn lane; modify the westbound approach lanes to provide one left-turn lane and one through-right turn lane; add one northbound right-turn lane to provide one left-through lane and one right-turn lane; provide protected left-turning movements for the eastbound and westbound left-turn lanes and provide split phasing for the northbound and southbound movements; and optimize signal timing. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.</p> <p>(h) At the 16th Street / North B Street intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to monitor and adjust the signal timing when needed.</p> <p>(i) At the 14th Street / F Street intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to monitor and adjust the signal timing when needed.</p> <p>(j) At the 16th Street / H Street intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to monitor and adjust the signal timing when needed.</p> <p>(k) At the 5th Street / I Street intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to monitor and adjust the signal timing when needed.</p> <p>(l) At the 6th Street / J Street intersection, prohibit parking during the p.m. peak hour for 100 feet along the right side of westbound J Street to provide one combination through-left lane, two through lanes, and one combination through-right turn lane; modify the northbound lanes to provide one left-turn lane and two through lanes; and optimize signal timing.</p>			
<p>5.10-5: Implementation of the RDSP could result in potentially significant impact on study freeway off-ramp queues in 2015.</p>	<p>MM 5.10-4 Prior to building permit, each developer shall pay the I-5 impact fee that is in effect at the time of the issuance of building permit.</p>	<p>Applicant</p>	<p>Prior to Issuance of Building Permits</p>	
<p>5.10-10: Implementation of the RDSP could</p>	<p>MM 5.10-5 Implement MM 5.10-1(a)</p>	<p>Applicant</p>	<p>Prior to Issuance of Building Permits</p>	
<p>5.10-10: Implementation of the RDSP could</p>	<p>MM 5.10-10 (a) At the I-5 southbound ramps / Richards Boulevard intersection, add a third westbound left-turn lane approximately 100 feet in length; modify the eastbound approach lanes to provide one through lane, one through-right turn lane, and one right-turn lane; and optimize signal</p>	<p>Applicant</p>	<p>Prior to Issuance of Building Permits</p>	

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result in potentially significant impact at study intersections in 2035.

timing. To accommodate these modifications without widening proposed roadways modifications at the adjacent I-5 northbound ramps are required. At the I-5 northbound ramps / Richards Boulevard intersection, the City shall reduce the length of the eastbound left-turn lane to approximately 100 feet; convert one eastbound through lane to a second left-turn lane; and optimize signal timing. The City, in coordination with Caltrans, is in the process of preparing a Project Study Report for this interchange and the final lane configurations will be an element of that study.

The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.

(b) At the Berrut Drive / Richards Boulevard intersection, provide two left-turn lanes and a left-through-right turn lane; modify the southbound lanes to provide a right-turn lane and a combination left-through-right turn lane; and optimize signal timing. The City, in coordination with Caltrans, is in the process of preparing a Project Study Report for this interchange and the final lane configurations will be an element of that study.

The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.

(c) At the North 4th Street / Richards Boulevard intersection, provide two northbound left-turn lanes, and one through-right turn lane; add one westbound right-turn lane with overlap signal phasing, to provide one left-turn, two through lanes, and one right-turn lane; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.

(e) At the 7th Street / Richards Boulevard intersection, modify the eastbound approach to provide two left-turn lanes, one through lane, and one through-right turn lane; add lanes to the northbound approach to provide two left-turn lanes, two through lanes, and one right-turn lane with overlap signal phasing; increase the traffic signal cycle length from 100 to 150 seconds during both the a.m. and p.m. peak hours; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.

(f) At the Street W / Richards Boulevard intersection, the RDSP Finance Plan shall include the cost to modify the eastbound approach to add one northbound right-turn lane to provide one left-turn lane, one through lane, and one right-turn lane; monitor and adjust the signal timing when needed.

(g) At the 12th Street / Richards Boulevard intersection, the RDSP Finance Plan shall include the

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cost to remove one westbound through lane and add one eastbound through lane, this could be accomplished without widening the street; monitor and adjust the signal timing when needed.

(h) At the 16th Street / Richards Boulevard intersection, the RDSP Finance Plan shall include the cost to remove one westbound through lane west of the intersection to add one eastbound left-turn lane, this could be accomplished without widening the street; monitor and adjust the signal timing when needed.

(i) At the Vine Street / Street W intersection, add one northbound right-turn lane to provide one left-through-right turn lane, and one right-turn lane; add one southbound left-turn lane to provide one left-turn lane, one left-through-right turn lane; add one eastbound through lane to provide one left-turn lane, one through lane, one through-right turn lane; provide a fully actuated traffic signal; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.

(j) At the Vine Street / 12th Street intersection, add two eastbound through lanes to provide three through lanes, one through-right turn lane; convert Vine Street to one-way eastbound between 12th Street and 16th Street, there would be no road widening in this section; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.

(k) At the 16th Street / Vine Street intersection, convert Vine Street to one-way eastbound between 12th Street and 16th Street and add one eastbound left-turn lane, this could be accomplished without widening the street. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.

(m) At the 10th Street / North B Street intersection, add one eastbound through lane to provide one left-turn lane, one through lane, and one through-right turn lane, this can be accomplished without widening the existing street; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP.

(o) At the 14th Street / North B Street intersection, convert the westbound left-through lane to a left-turn only lane and provide protected left-turn signal phasings; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP.

(p) At the Abern Street / North B Street intersection, convert eastbound left-through lane to a left-turn only lane to provide one left-turn lane and one through-right turn lane; convert the westbound left-

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through lane to a left-turn only lane to provide one left-turn lane and one through-right turn lane; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP.

(l)-At the 10th Street / C Street intersection, add one left-turn lane to provide one left-turn lane and one through-right turn lane to southbound, eastbound and westbound approaches; provide leading protected left-turn phase for southbound approach; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.

(u)-At the 14th Street / C Street intersection, install a new traffic signal at the time when one or more warrants are satisfied; provide one northbound right-turn lane by prohibiting on-street parking for 150 feet during the p.m. peak hour. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.

(v)-At the 16th Street / C Street intersection, convert the eastbound through lane to a left-through lane to provide one left-turn lane and one through-left lane; provide split signal phasing for eastbound and westbound traffic movements; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.

(w)-At the 7th Street / F Street intersection, modify the northbound and southbound approaches to provide one left-turn lane and one through-right turn lane; modify the westbound lanes on F Street to provide one left-through lane and one right-turn lane; provide permitted left-turn signal phasing for the east and westbound movements; provide overlap signal phasing for the westbound right turn movement; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.

(x)-At the 10th Street / F Street intersection, install a traffic signal at the time when one or more warrants are satisfied. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.

(y)-At the 14th Street / F Street intersection, add one southbound left-turn to provide one left-turn lane and one through-right turn lane, this would require converting the angle parking to parallel parking on the east side of 14th Street north of F Street; provide leading, protected-permitted signal phasing for the southbound left turn movement; monitor and adjust the signal timing when needed. The City has

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<p>5.10-13: Implementation of the RDSP could result in potentially significant impact on</p>	<p><i>included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.</i></p> <p><i>(c) At the 7th Street / G Street intersection, modify westbound lanes to provide one left-turn lane, one through lane and one right-turn lane; provide permitted phasing for the northbound left turn movement; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.</i></p> <p><i>(aa) At the 5th Street / H Street intersection, add one northbound right-turn lane to provide one left-turn lane, one through lane and one right-turn lane; monitor and adjust the signal timing when needed. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.</i></p> <p><i>(bb) At the 6th Street / H Street intersection, provide protected signal phasing for the southbound left turn movement.</i></p> <p><i>(cc) At the 16th Street / H Street intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to increase the signal cycle length to 100 seconds and re-optimize signal splits during the p.m. peak hour.</i></p> <p><i>(ee) At the 5th Street / I Street intersection, the RDSP Finance Plan shall pay City's Traffic Operations Center to monitor and adjust the signal timing when needed.</i></p> <p><i>(ff) At the 6th Street / I Street intersection, prohibit parking during the p.m. peak hour for 100 feet along the right side of westbound I Street to provide one through-left lane, two through lanes, and one through-right turn lane; modify the northbound approach to provide one left-turn lane and two through lanes; monitor and adjust the signal timing when needed.</i></p> <p><i>(gg) At the 3rd Street / J Street intersection, modify the southbound I-5 off-ramp approach to the intersection to provide one left-through lane, two through lanes, and one right-turn lane. The City has included the cost of this improvement in the RDSP Financing Plan which will be approved for the RDSP. The fair share contribution shall be collected by the City prior to the issuance of building permits.</i></p>	<p align="center">Applicant</p>	<p align="center">Prior to Issuance of Building Permits</p>	
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<p>study freeway interchanges in 2035.</p>	<p>5.10-14: Implementation of the RDSP could result in potentially significant impact on study freeway off-ramp queues in 2035.</p>		<p><i>MM 5.10-14 Implement MM 5.10-10(gg)</i></p>		<p>Applicant</p>		<p>Prior to Issuance of Building Permits</p>		
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