City of SACRAMENTO
Community Development

Prepared for the City of Sacramento

Sutter Park Neighborhood Project
Final Environmental Impact Report

SCH No. 2012112036
(P12-031)

February 2014

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Sutter Park Neighborhood Project

Final Environmental Impact Report

SCH: 2012112036

(P12-031)

Prepared for:

City of Sacramento
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February 2014

12010083.01

TABLE OF CONTENTS

Chapter/Section **Page**

1 INTRODUCTION AND LIST OF COMMENTERS 1-1
1.1 Purpose of this Document 1-1
1.2 Background 1-1
1.3 Organization of the Final EIR 1-2
1.4 List of Commenters 1-3

2 REVISIONS TO THE DRAFT EIR 2-1
2.1 Introduction 2-1

3 COMMENTS AND RESPONSES 3-1
3.1 Introduction 3-1

4 MITIGATION MONITORING PLAN 4-1
4.1 Introduction 4-1
4.2 Mitigation Measures 4-1
4.3 MMP Components 4-1

Revised Exhibits

Revised Exhibit 3-6 Tentative Subdivision 2-7
Revised Exhibit 3-7 Conceptual Site Plan 2-9
Revised Exhibit 5.8-5 Existing Transit Facilities 2-10
Revised Exhibit 5.9-3 Proposed Parks 2-11
Revised Exhibit 5.8-5 Existing Transit Facilities 3-11

Tables

Table 1-1 Comment Letters Regarding the Draft EIR 1-4
Table 4-1 Sutter Park Neighborhood Mitigation Monitoring Plan 4-3

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1 INTRODUCTION AND LIST OF COMMENTERS

1.1 PURPOSE OF THIS DOCUMENT

This document includes all agency and public comments received on the Draft Environmental Impact Report (Draft EIR, State Clearinghouse (SCH) #2012112036) for the Sutter Park Neighborhood Project (proposed project). Written comments were received by the City of Sacramento during the public comment period held from October 11, 2013 through November 25, 2013. This document includes written responses to each comment received on the Draft EIR. The responses correct, clarify, and amplify text in the Draft EIR, as appropriate. These changes do not alter the conclusions of the Draft EIR.

This Final EIR document has been prepared in accordance with the California Environmental Quality Act (CEQA) and, together with the Draft EIR (and Appendices), constitutes the EIR for the proposed project that will be used by the decision makers during project hearings.

1.2 BACKGROUND

The proposed project analyzed in the Draft EIR would establish a Planned Unit Development (PUD) on the property on which Sutter Memorial Hospital and its associated offices and related-care facilities are located. The area is comprised of approximately 19 acres located in the Coloma Terrace neighborhood of East Sacramento in the City of Sacramento. The proposed project would require a General Plan amendment to change the land use designation from Public/Quasi-Public to Traditional Neighborhood Low. This designation provides for moderate-intensity housing and neighborhood-support uses including: single-family detached dwellings; single-family attached dwellings (e.g., duplexes, triplexes, townhomes); accessory second units; limited neighborhood-serving commercial on lots two acres or less; and compatible public, quasi-public, and special uses. The proposed project would also require a rezone from Hospital to approximately 18 acres R-1A (PUD), 0.4 acres RMX (PUD), and 0.87 acres R-3A (PUD). The proposed project includes the development of approximately 19 acres of mixed-use residential development. The project would include approximately 5,000 square feet of commercial retail, up to 125 residential units, and 1.39 acres of parks and open space, excluding the common area located within the cottages. The project would include the necessary roadway and utilities infrastructure, which would tie into existing offsite infrastructure.

The City approvals/actions that will be considered for the proposed project include, but are not limited to:

- General Plan Amendment [Public/Quasi-Public to Traditional Neighborhood Low (19.36± acres)];
- Rezone 18.09± net acres of H to R-1A (PUD), 0.40± net acres of H to RMX (PUD), 0.87± net acres of H to R-3A (PUD);

- Tentative Subdivision Map and associated Subdivision Modifications (as detailed on the Tentative Map); and
- PUD Establishment and PUD Schematic Plan.

Review of the proposed project by the Planning and Design Commission would be conducted as a part of the EIR review and entitlements process. The project entitlements would ultimately require approval by the City Council.

State approvals/actions that would be considered for the proposed project include, but are not limited to:

- Office of Statewide Health Planning & Development ("OSHPD") Decommissioning of Onsite Hospital Facilities.

In accordance with the CEQA Guidelines, a Notice of Preparation (NOP) was distributed November 14, 2012 for a 30-day agency and public review period. The NOP was distributed to responsible agencies, interested parties, business owners, residences, and landowners within 500 feet of the project area. The purpose of the NOP was to provide notification that an EIR for the project would be prepared and to solicit input on the scope and content of the document. The NOP and comment letters received on the NOP are included in Appendix A and Appendix B of the Draft EIR, respectively.

A Notice of Completion (NOC) and copies of the Draft EIR were filed with the State Clearinghouse on October 11, 2013. An official 45-day public review period for the Draft EIR was established by the State Clearinghouse, ending on November 25, 2013. A Notice of Availability (NOA) for the Draft EIR was published in the Sacramento Daily Recorder on October 11, 2013. Agencies and property owners within 500 feet of the property area were notified by mail of the document's availability. Emails were sent to interested parties who had previously provided the City with email addresses. The Draft EIR was also published on the City's website. Copies of the Draft EIR were available for review at the following locations:

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

Sacramento Public Library
828 I Street
Sacramento, CA 95814

1.3 ORGANIZATION OF THE FINAL EIR

The Final EIR is organized as follows:

Chapter 1 – Introduction and List of Commenters: This chapter summarizes the project under consideration and describes the contents of the Final EIR. This chapter also contains a list of all of the

agencies or persons who submitted comments on the Draft EIR during the public review period, presented in order by agency, organization, individual, and date received.

Chapter 2 – Revisions to the Draft EIR: This chapter summarizes text changes made to the Draft EIR in response to comments made on the Draft EIR and/or staff- or applicant-initiated text changes. Changes to the text of the Draft EIR are shown by either a line through the text that has been deleted or double underlined where new text has been inserted. The revisions contain clarification, amplification, and corrections that have been identified since publication of the Draft EIR. The text revisions do not result in a change in the analysis and conclusions presented in the Draft EIR.

Chapter 3 – Comments and Responses: This chapter contains the comment letters received on the Draft EIR followed by responses to individual comments. Each comment letter is presented with brackets indicating how the letter has been divided into individual comments. Each comment is given a binomial with the letter number appearing first, followed by the comment number. For example, comments in Letter 1 are numbered 1-1, 1-2, 1-3, and so on. Immediately following the letter are responses, each with binomials that correspond to the bracketed comments.

If the subject matter of one letter overlaps that of another letter, the reader may be referred to more than one group of comments and responses to review all information on a given subject. Where this occurs, cross-references to other comments are provided.

Some comments on the Draft EIR do not pertain to CEQA environmental issues or address the adequacy of the analysis contained in the Draft EIR. Responses to such comments, though not required, are included to provide additional information. When a comment does not directly pertain to environmental issues analyzed in the Draft EIR, does not ask a question about the adequacy of the analysis contained in the Draft EIR, expresses an opinion related to the merits of the project, or does not challenge an element of or conclusion of the Draft EIR, the response will note the comment and provide additional information where appropriate. The intent is to recognize the comment. Some comments express opinions about aspects of the proposed project, and these are included in the Final EIR for consideration by the decision-makers.

Chapter 4 – Mitigation Monitoring Plan: This chapter contains the Mitigation Monitoring Plan (MMP) to aid the City in its implementation and monitoring of measures adopted in the EIR.

1.4 LIST OF COMMENTERS

The City of Sacramento received seven (7) comment letters during the comment period on the Draft EIR for the proposed project. Table 1-1 below indicates the numerical designation for each comment letter, the author of the comment letter, and the date of the comment letter.

Table 1-1 Comment Letters Regarding the Draft EIR

Letter #	Entity	Author(s) of Comment Letter/e-mail	Date Received
Agencies - State			
Letter 1	California Department of Transportation	Tracy Frost, Chief Office of Transportation and Planning—South	November 19, 2013
Letter 2	California State Clearinghouse and Planning Unit	Scott Morgan, Director	November 26, 2013
Agencies - Local			
Letter 3	Sacramento Regional Transit	Chris Pair, Assistant Planner	November 22, 2013
Organizations			
Letter 4	Sacramento Area Bicycle Advocates	Jordan Lang, Project Analyst	November 25, 2013
Letter 5	Citizens Advocating Rational Development	Nick R. Green, President	November 25, 2013
Individuals			
Letter 6		Gary Kamei	November 4, 2013
Letter 7		Laurel Groff	November 25, 2013

2 REVISIONS TO THE DRAFT EIR

2.1 INTRODUCTION

This chapter summarizes text changes made to the Draft EIR either in response to a comment letter or initiated by city staff or in response to a modification in the project as proposed by the project applicant. New text is indicated in double underline and text to be deleted is reflected by a ~~strike through~~. Text changes are presented in the page order in which they appear in the Draft EIR.

2.2 DRAFT EIR REVISIONS

The site plan for the proposed project has been revised, as shown in Revised Exhibit 3-7. As discussed in the Draft EIR, access to the proposed project would be provided from two new access points at 51st Street just west of C Street and to/from the fourth leg (north) at the 51st Street and F Street intersection. As shown in Revised Exhibit 3-7, the three existing access points would be reduced to two project access points. The access points at E Street (into the proposed Sutter "A" Street) and at the F Street/53rd Street intersection would remain as access points to the proposed project. The existing access point at F Street between 52nd Street and 53rd Street would no longer provide vehicular access to the proposed project. Sutter "C" Street would continue to provide an internal vehicular connection between Sutter "D" Street and Sutter "E" Street, as discussed in the Draft EIR. However, the portion of Sutter C Street between Sutter E Street and existing F Street would no longer be used for vehicular circulation, but would provide pedestrian and bicycle access only. This change is a design modification initiated by the project applicant following discussion with the City of Sacramento Public Works Department. This modification would not change any of the conclusions provided in the Draft EIR. It is expected that vehicular traffic accessing the project site from F Street would use the remaining two access points. According to the traffic analysis for the project, the previously proposed intersection at this access point (F Street between 52nd and 53rd Street) would have a post-project a.m. and p.m. peak hour inbound and outbound traffic volume of 15 and 24 vehicles, respectively. Diversion of these vehicles to the remaining access points at either F Street/51st Street or F Street/53rd Street is not expected to result in a change to the projected level of service (LOS A at either intersection), and the conclusions in the Draft EIR remain the same.

An additional change to the proposed site plan includes the addition of a Pocket Park on the east side of Parkway B at F Street that could preserve existing mature trees at this location. Also, the shape of the Central Green (median park on Parkway B) was modified to address the circulation issue discussed on page 5.8-55 of the Draft EIR and now incorporates tapered ends similar to what was depicted on Exhibit 5.8-24 of the Draft EIR. This modification would increase the parkland acreage from 1.24 to 1.39 acres throughout the Draft EIR; however it would not change the analysis or conclusions. Therefore, only revisions to Chapter 3, "Project Description" and Section 5.9, "Public Services and Recreation" are shown below for informational purposes. These project modifications would not change any of the impact conclusions in the Draft EIR. The preservation of existing trees would not change the Draft EIR's

conclusions with respect to potential conflicts with the City's Tree Preservation Ordinance (Impact 5.3-4), because the analysis conservatively assumed that all 33 heritage trees onsite would be removed or adversely impacted by the project. Modifications to the parks in the site plan would not affect the Draft EIR's conclusions with respect to the need for expanded recreational facilities (Impact 5.9-6), because the change in park configuration would not alter the requirement that the project provide neighborhood and community park facilities in accordance with the Quimby Act. Lastly, the change in the shape of the Central Green median park would not affect the Draft EIR's conclusions regarding internal circulation, because the revision would implement the suggested change depicted on Exhibit 5.8-24 of the Draft EIR.

Similar to the proposed site plan changes described above, the No 53rd Street Extension Alternative would be revised to alter the existing access point at F Street between 52nd Street and 53rd Street to no longer provide vehicular access to the proposed project. The portion of Sutter C Street between Sutter E Street and existing F Street would no longer be used for vehicular circulation, but would provide pedestrian and bicycle access only. Also, the No 53rd Street Extension Alternative would include the addition of a Pocket Park on the east side of Parkway B at F Street. Finally, similar to the changes to the proposed site plan, the No 53rd Street Alternative would include a modification to the shape of the Central Green (median park on Parkway B) to incorporate tapered ends similar to what was depicted on Exhibit 5.8-24 of the Draft EIR. These project modifications would not change any of the impact conclusions in the Draft EIR for Alternative 3, No 53rd Street Extension, for the reasons described above. The No 53rd Street Extension Alternative would continue to be similar to the proposed project in terms of development of the project, with similar impacts and mitigation measures.

EXECUTIVE SUMMARY

The second paragraph on page ES-6 is revised as follows:

> With this access alternative, the project site would not have access at 53rd Street, but it would include ~~four~~ three other access locations similar to the proposed project. The north leg of the 53rd Street and F Street would continue to provide inbound only movement to the adjacent medical building. This alternative would reduce the number of access points to the new development and would provide an alternate circulation system. This alternative would meet the objectives of the project by providing a range of new housing types similar in scope and scale to the existing neighborhood.

CHAPTER 1 INTRODUCTION

The text under section 1.74 "Required Permits and Approvals" on page 1-13 has been revised as follows:

> The City approvals/actions that would be considered for the proposed project include, but are not limited to:

- General Plan Amendment [Public/Quasi-Public to Traditional Neighborhood Low (19.36± acres)];
- Rezone 18.09~~56±~~ net acres of H to R-1A (PUD), 0.40~~.23±~~ net acres of H to RMX (PUD), 0.87~~.57±~~ net acres of H to R-3A (PUD);
- Tentative Subdivision Map and associated Subdivision Modifications (as detailed on the Tentative Map); and
- PUD Establishment and PUD Schematic Plan.

CHAPTER 2 SUMMARY OF ENVIRONMENTAL EFFECTS

The second bullet on page 2-4 is revised as follows:

- **Alternative 3: No 53rd Street Extension.** With this access alternative, the proposed project access at 53rd Street would not occur, but the project would include ~~four~~ three other access locations similar to the proposed project. The north leg of the 53rd Street and F Street would continue to provide inbound-only movement to the adjacent medical building.

CHAPTER 3 PROJECT DESCRIPTION

The third paragraph and Table 3-3 on page 3-20 are revised as follows:

The proposed project includes the development of approximately 19 acres of mixed-use residential development. The project would include approximately 5,000 square feet of commercial retail, up to 125 residential units, and ~~four parks totaling 1.24 acres~~1.39 acres of parks and open space, excluding the common area located within the cottages. The project would include the necessary roadway and utilities infrastructure, which would tie into existing offsite infrastructure (see Exhibit 3-6, Tentative Subdivision).

A summary of land uses for the proposed project is included in Table 3–3 (see Exhibit 3-7, Conceptual Site Plan). Proposed project elements are described below.

Table 3-3 Project Elements Summary

Proposed Project Element	Acres	Units	Square Feet
Traditional Park Neighborhood Homes	7.79	52	
Traditional Park Neighborhood Alley Homes	1.90	17	
Garden Homes	1.31	20	
Residential Mixed Use	0.23	-	5,000
Cottage Homes	1.32	11	
Row Homes	0.56	3-17	
Park/Landscape	1.39~~1.24~~	-	

Source: Stonebridge 2013

Exhibit 3-6 on page 3-21 has been revised, as shown at the end of this chapter.

Exhibit 3-7 on page 3-23 has been revised, as shown at the end of this chapter.

The first full paragraph on page 3-26 has been revised as follows:

> Sutter A, Sutter C, Sutter D and Sutter E Streets are traditional local neighborhood streets which would provide access to individual lots and form the internal neighborhood circulation system. ~~The proposed Sutter C Street would connect to F Street at the approximate location of the existing southern entrance to the hospital.~~ The proposed Sutter D Street would connect to 53rd Street in the south and allow access to the parking lot for the existing medical office building. The proposed Sutter D Street terminates at 51st Street in the north. The proposed Sutter C Street would connect the proposed Sutter D Street to the proposed Sutter E Street. A landscaped utility easement was also added and would provide pedestrian and bicycle access to F Street at the approximate location of the existing southern entrance to the hospital. The proposed Sutter A Street would connect to the existing E Street, providing more neighborhood connectivity to the west. These streets would match adjacent existing neighborhood streets and could accommodate on-street parking on each side. Sidewalks would be adjacent to the curb.

SECTION 5.3 BIOLOGICAL RESOURCES

The text on page 5.3-13, Mitigation Measure 5.3-1(a) is revised to read as follows:

> *The contractor will implement the following measures to avoid or minimize loss of migratory bird nests:*
>
> *a. Vegetation removal activities will be carried out during the nonbreeding season (September 1-February 15~~31~~) for migratory birds.*

SECTION 5.8 TRANSPORTATION AND TRAFFIC

The first sentence of the second paragraph on page 5.8-2 is revised as follows:

> Access to the proposed project would be provided from ~~three~~ two existing access points, F Street/53rd Street intersection~~,~~ and E Street~~, and F Street between 52nd Street and 53rd Street~~. Two additional access points are proposed with the project: A new full access movement is proposed at 51st Street just west of C Street. The second project access is proposed to/ from the fourth leg (north) at the 51st Street and F Street intersection. The proposed project site plan is shown in Exhibit 5.8-1. Two access scenarios were evaluated for the proposed project:

In response to a comment on the Draft EIR, Exhibit 5.8-5 on page 5.8-9 has been revised, as shown at the end of this chapter (see Response to Comment 3-1 in Chapter 3, “Comments and Responses”).

The second paragraph under "Project Traffic" on page 5.8-23 is revised as follows:

> The proposed project vehicular access is provided along extensions of ~~three~~ two existing roadways (~~51st Street, 53rd Street, and C Street~~ F Street/53rd Street intersection and E Street) and along two new roadways (one extending southeast from 51st Street on the northern edge of the project area and one extending from F Street ~~at the 51st Street intersection between 52nd and 53rd Streets~~). Two access scenarios were evaluated for the project:

The first full paragraph on page 5.8-55 is revised as follows:

> As mentioned earlier, access to the proposed project is planned to be provided via two existing roadways (53rd Street and E Street), ~~one existing driveway on F Street,~~ and ~~and~~ two new access points (one on F Street and one on 51st Street). The proposed connector north of F Street would be perceived as an extension of 53rd Street through the proposed project. Therefore, this connector would be designed and constructed to match the 53rd Street features.

The last paragraph on page 5.8-55 is revised as follows:

> The "No 53rd Street Extension" scenario would not have an access at 53rd Street, but it would include ~~four~~ three other access locations similar to the proposed project. The north leg of the 53rd Street and F Street would continue to provide inbound only movement to the adjacent medical building. The projected daily volumes on the internal roadways for the "No 53rd Street Extension" scenario are shown in Exhibit 5.8-25. The proposed traffic controls at the internal intersections for the "No 53rd Street Extension" scenario are illustrated in Exhibit 5.8-26.

The bullets under "Proposed Project Scenario" on page 5.8-60 have been revised as follows:

> The site access intersections would provide the following traffic controls (Exhibit 5.8-24):
>
> - F Street/53rd Street: all-way stop control,
> - F Street/51st Street: two-way stop control on 51st Street and site access (Parkway B), and
> - ~~F Street/Site Access (C Street): side-street stop control on site access, and~~
> - 51st Street/Site Access (D Street): side-street stop control on site access.

The first full sentence on page 5.8-61 has been deleted as follows:

> of the main access points to the proposed site. ~~Another F Street access between 52nd Street and 53rd Street would carry approximately 41 and 63 vehicles during the AM and PM peak hours and can be categorized second primary access point to the proposed site.~~ All other access are projected to serve about 10-40 vehicles during the AM or PM peak hour. As shown earlier, all site access intersections are anticipated to operate at LOS B or better during the AM and PM peak hours.

SECTION 5.9 PUBLIC SERVICES AND RECREATION

Exhibit 5.9-3 on page 5.9-30 has been revised, as shown at the end of this chapter.

The first paragraph on page 5.9-35 is revised as follows:

> The proposed project would involve the construction of up to 125 single-family dwelling units, which would result in an estimated population of 318, as previously discussed. Recreational uses designated for the proposed project include approximately 1.39 acres of parks and open space, excluding the common area located within the cottages ~~1.24 acres consisting of a Central Park, two Garden Paseos, and a small Pocket Park~~.

SECTION 5.10 UTILITIES AND SERVICE SYSTEMS

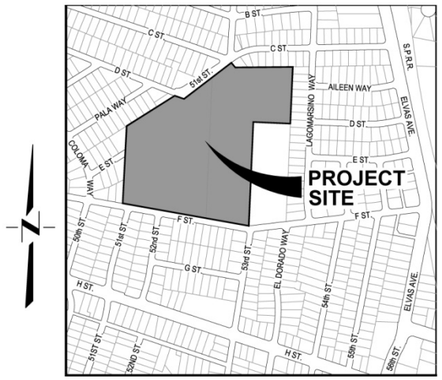
In response to a comment on the Draft EIR, the first full paragraph on page 5.10-14 is revised as follows (see Response to Comment 6-10 in Chapter 3, "Comments and Responses"):

> The Sutter Park Neighborhood Project would use existing storm drainage utility infrastructure that is within the roadways adjoining the project site and currently provides service to the existing hospital facility. New utility infrastructure would be routed within the new roadway network. Planned utilities include a centralized 18-inch storm drain. The 48-inch public storm drain that is located in an easement along the northeastern corner of the project site would be relocated to avoid conflicts with residential parcels. The new easement would transect the northeast corner of the project site east of the planned cottage homes ~~(see Exhibit 3-8, Proposed Utilities)~~. The proposed project would not require new offsite utilities. Removal and construction of onsite utilities is included as a project element analyzed in this environmental impact report.

CHAPTER 7 ALTERNATIVES

The last paragraph on page 7-14 is revised as follows:

> With this access alterative, the project site would not have access at 53rd Street, but it would include ~~four~~ three other access locations similar to the proposed project. The north leg of the 53rd Street and F Street would continue to provide inbound only movement to the adjacent medical building (see Exhibit 7-3). This alternative would reduce the number of access points to the new development and would provide an alternate circulation system.



VICINITY MAP

NTS

SITE MAP

MAJOR SUBDIVISION MODIFICATIONS

NO.	REASON
1	INTERSECTION SEPARATION <120'
2	TANGENT LENGTH
3	NON-STANDARD CUL-DE-SAC
4	VALLEY GUTTERS
5	STREET SECTION
6	PRIVATE ALLEY DRIVEWAY

DENOTES PROPOSED SUBDIVISION MODIFICATION

NOTES:

1. THIS MAP WAS PREPARED UNDER THE DIRECTION OF CHARLES W. CUNNINGHAM, RCE 30339.
2. ALL INFORMATION ON THIS MAP IS DEEMED TO BE OF A PRELIMINARY NATURE, AND IS NOT TO BE RELIED ON FOR SURVEY OR PROPERTY LINE INFORMATION.
3. THE EXISTING BOUNDARY AND TOPOGRAPHY INFORMATION IS BASED ON A SURVEY PERFORMED BY MORROW SURVEYING, INC., DATED JULY, 2011.
4. OWNER RESERVES THE RIGHT TO FILE MULTIPLE FINAL MAPS PURSUANT TO SECTION 66456.1 OF THE SUBDIVISION MAP ACT.
5. ALL EXISTING STRUCTURES WITHIN THE PROPERTY BOUNDARY ARE TO BE REMOVED.
6. PUBLIC UTILITY EASEMENTS WILL BE ESTABLISHED ON THE FINAL MAP BASED ON SPECIFIC DESIGN OF THE DRY UTILITY SYSTEM AND ARE NOT ENVISIONED TO BE 12.5' WIDE ADJACENT TO PUBLIC ROAD RIGHT-OF-WAYS IN ALL AREAS WITHIN THIS SUBDIVISION.

X12010083 01 005

Source: Received from StoneBridge Properties and Cunningham Engineering in 2013; Adapted by Ascent Environmental in 2013

OWNER :

SUTTER COMMUNITY HOSPITALS
OF SACRAMENTO
2880 GATEWAY OAKS DRIVE, SUITE 220
SACRAMENTO, CA. 95833
(916) 566-4817

APPLICANT:

STONEBRIDGE PROPERTIES
3600 AMERICAN RIVER DRIVE, SUITE 160
SACRAMENTO, CA 95864-5950
(916) 484-3200

CIVIL ENGINEER:

CUNNINGHAM ENGINEERING
2120 20TH STREET, SUITE THREE
SACRAMENTO, CALIFORNIA 95818
(916) 455-2026

ASSESSORS PARCEL NO.:

004-0010-006-0000 AND 004-0010-024-0000

ZONING:

EXISTING: H
PROPOSED: R-1A (PUD); R-3A (PUD); RMX (PUD)

GENERAL PLAN LAND USE:

EXISTING: PUBLIC/QUASI-PUBLIC
PROPOSED: TRADITIONAL NEIGHBORHOOD LOW

PROJECT ADDRESS:

5105 AND 5275 F ST, SACRAMENTO, CA

SUBDIVISION AREA:

19.364± ACRES

FLOOD ZONE:

ZONE X, REFER TO MAP NO. 0602660180G DATED AUGUST 16, 2012

BENCHMARK:

HILTI NAIL AT LIGHT BASE AT THE SE CORNER OF F AND 50TH STREET.
EL=27.75', NGVD '29.

SERVICE PROVIDERS:

WATER:	CITY OF SACRAMENTO
SEWER:	CITY OF SACRAMENTO
DRAINAGE:	CITY OF SACRAMENTO
SCHOOL DISTRICT:	SACRAMENTO CITY UNIFIED SD
PARK & RECREATION:	CITY OF SACRAMENTO
FIRE PROTECTION:	CITY OF SACRAMENTO
POLICE PROTECTION:	CITY OF SACRAMENTO
ELECTRIC:	SMUD
GAS:	PG&E

LAND USE SUMMARY

USE	LOT NUMBERS	AREA (NET)	# UNITS	DENSITY (UN/AC)
TRADITIONAL PARK NEIGHBORHOOD HOMES	LOTS 1-9, 14-25, 29, 44-64, 67, 80, 83	7.44 AC.	46	6.2
TRADITIONAL PARK NEIGHBORHOOD ALLEY HOMES	LOTS 10-13, 27-28, 30, 41-43, 65-66, 68, 79, 81-82, 84-89	2.30 AC.	22	9.6
GARDEN HOMES	LOTS 31-40, 69-78	1.28 AC.	20	15.6
RESIDENTIAL MIXED USE	LOT 26	0.23 AC.	1-4	-
COTTAGE HOMES	LOTS F1-F12 (LOT F12 TO BE A HOA LOT)	1.32 AC.	11	8.3
ROW HOMES	LOT H	0.56 AC.	3-17	-
PARK/LANDSCAPE LOTS	LOTS A-E, G, I & J	1.39 AC.	N/A	N/A
STREETS	N/A	4.38 AC.	N/A	N/A
ALLEYS	LOTS 1A-5A	0.46 AC.	N/A	N/A
TOTALS:		19.36 AC.	103-120	

Revised Exhibit 3-6

Tentative Subdivision

12010083 01 001

Source: City of Sacramento 2012; Adapted by Ascent Environmental in 2013

Revised Exhibit 3-7

Conceptual Site Plan

Source: Received from Kittelson & Associates, Inc. in 2013

X12010083 01 023

Revised Exhibit 5.8-5 **Existing Transit Facilities**

Source: Received from StoneBridge Properties in 2013; Adapted by Ascent Environmental in 2013

X12010083 01 018

Revised Exhibit 5.9-3 **Proposed Parks**

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3 COMMENTS AND RESPONSES

3.1 INTRODUCTION

This section contains the comment letters that were received on the Draft EIR. Following each comment letter is a response intended to either supplement, clarify, or amend information provided in the Draft EIR or refer the reader to the appropriate place in the document where the requested information can be found. Comments that are not directly related to environmental issues may be discussed or noted for the record. Where text changes in the Draft EIR are warranted based upon comments on the Draft EIR, those changes are generally included following the response to comment.

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BR

Letter 1

DEPARTMENT OF TRANSPORTATION
DISTRICT 3-SACRAMENTO AREA OFFICE
2379 GATEWAY OAKS DRIVE, SUITE 150
SACRAMENTO, CA 95833
PHONE (916) 274-0635
FAX (916) 274-0602
TTY 711
www.dot.ca.gov

Flex your power!
Be energy efficient!

November 19, 2013

032013-SAC-0148
03-SAC-50/PM R 1.95
SCH# 2012112036

Mr. Scott Johnson
City of Sacramento
Community Development
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

Sutter Park Neighborhood Project – Draft Environmental Impact Report (DEIR)

Dear Mr. Johnson:

Thank you for the opportunity to comment on the DEIR for the Sutter Park Neighborhood Project. The proposed project would establish a Planned Unit Development of mixed-residential uses on the property where Sutter Memorial Hospital and associated offices are currently located. The area comprises a 19-acre site in the East Sacramento Coloma Terrace neighborhood which is situated approximately 1.5 miles east of State Route (SR) 51, and approximately 1 mile north of United States Highway (US) 50. The development includes demolition and removal of the existing hospital and related structures, summing approximately 118,000 tons of materials, to provide for construction of up to 125 residential units. The following comments are based on the DEIR.

Construction Traffic

We recommend that truck and heavy equipment traffic be avoided on the State Highway System (e.g., US 50, SR 51) during commute hours (Monday-Friday 7:00 a.m. to 9:00 a.m., and 4:00 p.m. to 6:00 p.m.). 1-1

Transportation Management Plan (TMP)

If it is determined that traffic restrictions and detours are needed on or affecting State highways, a TMP or construction Traffic Impact Study may be required of the developer for approval by Caltrans prior to construction. TMPs must be prepared in accordance with Caltrans' *Manual on Uniform Traffic Control Devices*. Further information is available for download at the following web address: http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/pdf/camutcd2012/Part6.pdf 1-2

"Caltrans improves mobility across California"

Mr. Johnson/City of Sacramento
November 19, 2013
Page 2

Transportation Permit

Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, a completed transportation permit application with the determined specific route(s) for the shipper to follow from origin to destination must be submitted to: Caltrans Transportation Permits Office, 1823 14th Street, Sacramento, CA 95811-7119. See the following website for more information: http://www.dot.ca.gov/hq/traffops/permits/. 1-3

Please provide our office with copies of any further actions regarding this project. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any questions regarding these comments or require additional information, please contact Arthur Murray, Intergovernmental Review Coordinator at 916-274-0616 or by email at: Arthur.Murray@dot.ca.gov . 1-4

Sincerely,

Tracey Frost

TRACEY FROST, Chief
Office of Transportation Planning – South

c: Scott Morgan, State Clearinghouse

"Caltrans improves mobility across California"

Letter 1 Response

Tracy Frost, California Department of Transportation
November 19, 2013

1-1 The comment recommends that truck and heavy equipment traffic be avoided on the State Highway System during commute hours, Monday through Friday 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. As discussed in Section 5.8, “Transportation and Traffic,” the hours of operation may vary from day to day depending on the type of work underway at a given time, but demolition and construction operations would comply with all applicable City of Sacramento codes. In addition, implementation of Mitigation Measure 5.8-6 on page 5.8-52 would ensure that the Traffic Management Plan (TMP) would comply with City of Sacramento policies and practices.

1-2 The comment states that if traffic restrictions and detours are needed on or affecting State highways, a TMP may be required. As stated in Mitigation Measure 5.8-6, a TMP would be prepared prior to issuance of a demolition permit and the beginning of construction on the project site. The mitigation measure also states that the plan will be subject to review and approval by the City Department of Public Works and subject to review by the affected agencies.

1-3 The comment states that movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. The comment is noted.

1-4 The request for copies of any further actions regarding this project is noted.

Letter 2

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

November 26, 2013

Scott Johnson
City of Sacramento
300 Richards Boulevard
Sacramento, CA 95811

Subject: Sutter Memorial Site (P12-031)
SCH#: 2012112036

Dear Scott Johnson:

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 November 25, 2013, 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 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."

2-1

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.

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

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 3-SACRAMENTO AREA OFFICE
2379 GATEWAY OAKS DRIVE, SUITE 150
SACRAMENTO, CA 95833
PHONE (916) 274-0635
FAX (916) 274-0602
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November 19, 2013

032013-SAC-0148
03-SAC-50/PM R 1.95
SCH# 2012112036

Mr. Scott Johnson
City of Sacramento
Community Development
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

Sutter Park Neighborhood Project – Draft Environmental Impact Report (DEIR)

Dear Mr. Johnson:

Thank you for the opportunity to comment on the DEIR for the Sutter Park Neighborhood Project. The proposed project would establish a Planned Unit Development of mixed-residential uses on the property where Sutter Memorial Hospital and associated offices are currently located. The area comprises a 19-acre site in the East Sacramento Coloma Terrace neighborhood which is situated approximately 1.5 miles east of State Route (SR) 51, and approximately 1 mile north of United States Highway (US) 50. The development includes demolition and removal of the existing hospital and related structures, summing approximately 118,000 tons of materials, to provide for construction of up to 125 residential units. The following comments are based on the DEIR.

Construction Traffic

We recommend that truck and heavy equipment traffic be avoided on the State Highway System (e.g., US 50, SR 51) during commute hours (Monday-Friday 7:00 a.m. to 9:00 a.m., and 4:00 p.m. to 6:00 p.m.).

Transportation Management Plan (TMP)

If it is determined that traffic restrictions and detours are needed on or affecting State highways, a TMP or construction Traffic Impact Study may be required of the developer for approval by Caltrans prior to construction. TMPs must be prepared in accordance with Caltrans' *Manual on Uniform Traffic Control Devices.* Further information is available for download at the following web address: http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/pdf/camutcd2012/Part6.pdf

2-2

"Caltrans improves mobility across California"

Mr. Johnson/City of Sacramento
November 19, 2013
Page 2

Transportation Permit

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2-2 cont'd

Please provide our office with copies of any further actions regarding this project. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any questions regarding these comments or require additional information, please contact Arthur Murray, Intergovernmental Review Coordinator at 916-274-0616 or by email at: Arthur.Murray@dot.ca.gov .

Sincerely,

Tracey Frost

TRACEY FROST, Chief
Office of Transportation Planning – South

c: Scott Morgan, State Clearinghouse

"Caltrans improves mobility across California"

Letter 2 Response

Scott Morgan, California State Clearinghouse
November 26, 2013

2-1 The comment that the City of Sacramento complied with CEQA public review requirements is noted.

2-2 This is a duplicate of Comment Letter 1. Please see responses to comments 1-1 through 1-4.

Scott Johnson

Letter 3

From: Chris Pair <CPair@sacrt.com>
Sent: Friday, November 22, 2013 9:41 AM
To: Scott Johnson
Cc: Jeffrey Damon; Traci Canfield
Subject: Sutter Park Neighborhood Project DEIR, P12-031

Scott,

Regional Transit (RT) staff has reviewed the DEIR and has the following comment:

- Existing Transit Facilities Exhibit 5.8-5 incorrectly shows Bus Route 34 traveling on Elvas Avenue north of F Street and turning onto C Street in a westerly direction to 51st Street. Route 34 does not travel along these two segments. In this area around the hospital site it travels north on Elvas Avenue, left on F Street, right on Coloma Way, right on Pala Way, right on D Street, and then left onto 51st Street. 3-1

Thank you for the opportunity to comment. Please send any subsequent documents and hearing notices that pertain to this project as they become available. If you have further questions regarding these recommendations, please contact me at (916) 556-0514 or cpair@sacrt.com.

Chris Pair
Assistant Planner
Sacramento Regional Transit
Planning Dept
Phone (916) 556-0514
Fax (916) 456-1752

1

Letter 3 Response

Chris Pair, Sacramento Regional Transit
November 22, 2013

3-1 The comment states that Exhibit 5.8-5 incorrectly shows Bus Route 34 traveling on Elvas Avenue north of F Street and turning onto C Street in a westerly direction to 51st Street. Exhibit 5.8-5 on page 5.8-9 of Section 5.8, “Transportation and Traffic,” has been revised to show the correct route for Bus Route 34 (see Revised Exhibit 5.8-5). This revision corrects the graphic depicting existing facilities and does not result in a change in the analysis or conclusions of the Draft EIR with respect to impacts to transit facilities (Impact 5.8-3).

The request for copies of any further documents and notices regarding this project is noted.

Source: Received from Kittelson & Associates, Inc. in 2013

X12010083 01 023

Revised Exhibit 5.8-5 **Existing Transit Facilities**

SACRAMENTO AREA
BICYCLE ADVOCATES

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

Letter 4

November 25, 2013

Scott Johnson, Associate Planner
City of Sacramento Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
srjohnson@cityofsacramento.org

Subject: Draft Environmental Impact Report (DEIR) for the Sutter Park Neighborhood Project (P12-031)

Dear Mr. Johnson:

Thank you for the opportunity to comment on the subject DEIR. We believe the proposed project will improve conditions for bicyclists in the East Sacramento area for the following reasons:

1. It will complete the neighborhood street grid with low-volume, low-speed streets that will be conducive to bicycling by all ages and abilities of bicycle riders,

2. It will substantially reduce traffic volumes on most of the streets surrounding the project site compared to the existing condition (see Figure 5.8-14), and

3. The construction-period Traffic Management Plan will ensure that safe bicycle movements are maintained in the area (see Mitigation Measure 5.8-6).

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. 4-1

Sincerely,

Jordan Lang
Project Analyst

CC Ed Cox, Sacramento Alternatives Modes Coordinator (ecox@cityofsacramento.org)
Joseph Hurley, SMAQMD (jhurley@airquality.org)

Letter 4 Response

Jordan Lang, Sacramento Area Bicycle Advocates
November 25, 2013

4-1 The commenter's support for the proposed project is noted. As stated in the comment letter, the proposed project would complete the neighborhood street grid with low-volume, low-speed streets that would be conducive to bicycling by all ages and abilities of bicycle riders. Page 3-11 of the Draft EIR states that one objective of the project is "to connect the existing grid network by extending existing street patterns and selectively introducing new street connections that improve vehicular and pedestrian connectivity" (Project Objective #5). Impact 5.8-4, in Section 5.8, "Transportation and Traffic," concludes that the project would not alter or eliminate the existing bikeways or interfere with the implementation of the planned bikeways in the study area and that the proposed project should benefit pedestrians and cyclists by providing additional connections between C Street and F Street.

The comment also correctly states that the proposed project will substantially reduce traffic volumes on most of the streets surrounding the project site compared to the existing condition (see Figure 5.8-14). As discussed on page 5.8-24, using the methodology provided in the *Institute of Transportation Engineers Trip Generation Manual* (9th Edition), the proposed project would generate 2,065, daily trips with 122 AM peak trips and 191 PM peak trips. Comparing the proposed project with the existing land uses on the project site, the proposed project would generate fewer trips than the existing hospital, and the net trips would be reduced by 4,025 daily, 326 during the AM peak and 154 during the PM peak hour.

The comment also states that the construction-period Traffic Management Plan (TMP) will ensure that safe bicycle movements are maintained in the area (see Mitigation Measure 5.8-6). As discussed on page 5.8-52, the TMP will include the provision of a driveway access plan to maintain safe vehicular, pedestrian, and bicycle movements (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas), manual traffic control when necessary, and proper advance warning and posted signage concerning street closures, if any.

Letter 5

Scott Johnson
City of Sacramento
916 808 5842
300 Richards Boulevard
Sacramento, CA 95811

Re: **Sutter Memorial Site (P12-031)**

SCH #: 2012112036

Dear Mr. Johnson,

The undersigned represents Citizens Advocating Rational Development ("CARD"), a non-profit corporation dedicated to issues in development and growth.

This letter contains comments on the Draft Environmental Impact Report on the Sutter Memorial Site (P12-031), in accordance with CEQA and the Notice of Completion and Availability. Please ensure that these comments are made a part of the public record. 5-1

ENERGY

The DEIR does not discuss any requirements that the Project adopt energy saving techniques and fixtures, nor is there any discussion of potential solar energy facilities which could be located on the roofs of the Project. Under current building standards and codes which all jurisdictions have been advised to adopt, discussions of these energy uses are critical; the construction of 125 residential units and up to 5,000 sf of commercial retail space, will devour copious quantities of electrical energy, as well as other forms of energy. 5-2

WATER SUPPLY

The EIR (or DEIR – the terms are used interchangeably herein) does not adequately address the issue of water supply, which in California, is a historical environmental problem of major proportions.

What the DEIR fails to do is:

1. Document wholesale water supplies; 5-3
2. Document Project demand;
3. Determine reasonably foreseeable development scenarios, both near-term and long-term; 5-4
4. Determine the water demands necessary to serve both near-term and long-term development and project build-out. 5-5
5. Identify likely near-term and long-term water supply sources and, if necessary, alternative sources;
7. Identify the likely yields of future water from the identified sources;
8. Determine cumulative demands on the water supply system; 5-6
9. Compare both near-term and long-term demand to near-term and long-term supply options, to determine water supply sufficiency; 5-7
10. Identify the environmental impacts of developing future sources of water; and
11. Identify mitigation measures for any significant environmental impacts of developing future water supplies.
12. Discuss the effect of global warming on water supplies. 5-8

There is virtually no information in the DEIR which permits the reader to draw reasonable conclusions regarding the impact of the Project on water supply, either existing or in the future. 5-9

For the foregoing reasons, this EIR is fatally flawed.

AIR QUALITY/GREENHOUSE EMISSIONS/CLIMATE CHANGE

The EIR lacks sufficient data to either establish the extent of the problem which local emissions contribute to deteriorating air quality, greenhouse emissions or the closely related problem of global warming and climate change, despite the fact that these issues are at the forefront of scientific review due to the catastrophic effects they will have on human life, agriculture, industry, sea level risings, and the many other serious consequences of global warming. 5-10

This portion of the EIR fails for the following reasons:

1. The DEIR does not provide any support or evidence that the Guidelines utilized in the analysis are in fact supported by substantial evidence. References to the work of others is inadequate unless the document explains in sufficient detail the manner and methodology utilized by others. 5-11

2. Climate change is known to affect rainfall and snow pack, which in turn can have substantial effects on river flows and ground water recharge. The impact thereof on the project's projected source of water is not discussed in an acceptable manner. Instead of giving greenhouse emissions and global warming issues the short shrift that it does, the EIR needs to include a comprehensive discussion of possible impacts of the emissions from this project. 5-12

3. Climate change is known to affect the frequency and or severity of air quality problems, which is not discussed adequately. 5-13

4. The cumulative effect of this project taken with other projects in the same geographical area on water supply, air quality and climate change is virtually missing from the document and the EIR is totally deficient in this regard. 5-14

For the foregoing reasons, the EIR is fatally flawed. 5-15

ALTERNATIVE ANALYSIS

The alternative analysis fails in that the entire alternatives-to-the-project section provides no discussion of the effects of the project, or the absence of the project, on surrounding land uses, and the likely increase in development that will accompany the completion of the project, nor does it discuss the deleterious effects of failing to update the project upon those same surrounding properties and the land uses which may or have occurred thereon. 5-16

Thank you for the opportunity to address these factors as they pertain to the referenced DEIR.

Very truly yours,

CITIZENS ADVOCATING RATIONAL DEVELOPMENT

NICK R. Green

President

Letter 5 Response

Nick R. Green, Citizens Advocating Rational Development
November 25, 2013

5-1 Introductory comments are noted. It is noted at the outset that the comments are general in nature, and do not address the specific nature of the proposed project: an infill development that will replace an existing hospital with a traditional residential development within a similar neighborhood near the urban core of Sacramento. Specific comments and responses are provided below.

5-2 The comment states that the Draft EIR does not discuss any requirements to adopt energy saving techniques. Section 5.4, "Climate Change," of the Draft EIR contains an analysis of energy consumption as part of the analysis of greenhouse gas (GHG) emissions that would be generated by the project. As noted on page 5.4-13, in accordance with CEQA Guidelines 15183.5, the threshold of significance used to determine the significance of GHG emissions generated by the project (including emissions related to building energy consumption) is whether the proposed project would be consistent with the City's Climate Action Plan (CAP). As stated on page 5.4-15 of the Draft EIR, the project would be consistent with all applicable performance standards in the City's CAP.

Additionally, as noted in Appendix E under the response to Question 6 in the CAP Checklist, the proposed project would not include onsite renewable energy systems as required by the CAP. However, the 2013 Building Energy Efficiency Standards (Title 24, Part 6 of the CA Building Code) will take effect on July 1, 2014, which will result in all new buildings achieving at least 20 percent greater efficiency than the 2008 Energy Efficiency Standards for residential buildings and 25 percent greater efficiency for commercial buildings. By meeting an energy efficiency performance standard that is considerably more stringent than the minimum assumptions in the CAP, in lieu of onsite renewables, equivalent or better GHG reductions would be achieved.

5-3 The comment states that the Draft EIR fails to document wholesale water supplies and project demand. Section 5.10, "Utilities and Service Systems," discusses water supply and demand under Impact 5.10-1 and Impact 5.10-2 (see page 5.10-5 of the Draft EIR). As stated in Impact 5.10-1, the proposed project could result in a reduction in annual water demand of over 21 million gallons, which would be a substantial reduction in water demand when compared to existing use of approximately 40 million gallons. The residential aspect of the project would result in an annual water demand of approximately 18,250,000 gallons of water, and the mixed-use parcel could add approximately 365,000 gallons of water demand annually. The proposed project would include up to 125 residential units, which is below the 500 unit threshold for projects requiring water supply assessments (per CEQA Guidelines Section 15155) and water provision verifications. For these reasons and because the project would result in a decrease in demand on the City's existing water treatment plant, there is no need to consider distribution of larger volumes of water to the site.

5-4 The comment states that the Draft EIR fails to determine reasonably foreseeable development scenarios for water supply. The Draft EIR is an analysis of the development of the proposed project, which is the foreseeable development scenario. Impact 5.10-10 in Section 5.10 of the Draft EIR addresses the project's contribution to a cumulative impact on public utilities, which includes future demand in the service areas. Impact 5.10-10 concludes that the Sutter Neighborhood Project would not contribute to a cumulative impact to public utilities. The comment does not refer to any specific near-term or long-term development scenario, and no further response can be given.

5-5 The comment incorrectly states that the Draft EIR fails to identify water supply sources and water demand for the proposed project. Water supply sources are discussed on page 5.10-1, under "Environmental Setting." Please see Response to Comment 5-3 for a discussion of water demand for the proposed project. Also, please note that the proposed project would result in a decrease in water demand on the project site over existing conditions, which consist of an operating hospital, associated facilities, parking, and grounds.

5-6 The comment incorrectly states that the Draft EIR fails to determine cumulative demands on the water supply system. Section 5.10, "Utilities and Service Systems," discusses cumulative demand on public utilities under Impact 5.10-10 on page 5.10-24. During project operation, the Sutter Neighborhood Project would reduce water demand, wastewater generation, and solid waste disposal and therefore would not contribute to a cumulative impact to public utilities.

5-7 The comment states that the Draft EIR fails to determine water supply sufficiency or to identify and mitigate the environmental impacts of developing future sources of water. Please see Response to Comment 5-3 for a discussion of water supply sufficiency for the proposed project. Environmental impacts of developing future sources of water are discussed under Impact 5.10-2, on page 5.10-5 of the Draft EIR. The Sutter Park Neighborhood Project would decrease water demand by over 21 million gallons annually and there would be a decrease in demand on the City's existing water treatment plant. Therefore, there would not be need for the construction of new facilities as a result of project development. No mitigation related to developing future sources of water is required for the project.

5-8 The comment states that the Draft EIR fails to discuss the effect of global warming on water supplies. Water supply to the project would be provided through the City of Sacramento, which regularly plans for water supply and demand, as documented in its Urban Water Management Plan (UWMP). Consideration of the effects of climate change on water supply is included in UWMP requirements, under California Water Code Section 10631. Chapter 7 of the *City of Sacramento 2010 Urban Water Management Plan* addresses climate change and its potential threats to Sacramento, including more frequent, intense or persistent periods of drought due to decreasing snow pack in the Sierra Nevada mountains. Part of the City's response to these threats includes the development of greenhouse gas emission reduction and climate change adaptation strategies as part of Phase 1 of the City's Climate Action Plan. As described on page 5.10-2 of the Draft EIR, the UWMP analysis concluded

that the City has sufficient water supply entitlements to meet projected water demands during various hydrologic conditions, ranging from normal water years to severe drought, to the year 2035. As described in Impact 5.10-1, the Sutter Park Neighborhood Project is anticipated to require considerably less potable water than under the existing demands at the project site; thus, based on water supply and demand planning, adequate water is available to serve the project in the foreseeable future.

The City will continuously update the UWMP, as required by the Urban Water Management Planning Act, to maintain efficient use of urban water supplies, continue to promote conservation programs and policies, ensure that sufficient water supplies are available for future beneficial use, and provide a mechanism for response during water drought conditions.

5-9 The comment incorrectly states that the Draft EIR contains no information on the proposed project's impact on water supply. Please see responses to comments 5-3 through 5-7 for information on the Draft EIR's discussion of water supply and demand for the proposed project. The EIR includes adequate information regarding the project's demand for, and impact on, water supply in the City of Sacramento.

5-10 The comment incorrectly states that the Draft EIR lacks sufficient data to establish how local emissions contribute to GHG emissions and climate change. Section 5.4, "Climate Change," includes a discussion of the current state of climate change science, and GHG emissions sources in California; a summary of applicable regulations; and a description of project-generated GHG emissions and their contribution to global climate change.

5-11 The comment states that the Draft EIR does not provide any support or evidence that the Guidelines utilized in the analysis are in fact supported by substantial evidence. Section 5.4, "Climate Change," discusses Standards of Significance and the City's Phase II CAP on page 5.4-13. It is unclear as to which "Guidelines" the comment refers. Page 5.4-11 of the Draft EIR includes a discussion of the City's Phase I and Phase II Climate Action Plan (CAP) documents—which address climate change considerations in Sacramento—as well as the methodology used for determining the project's impacts. Appendix C includes the detailed model outputs for construction- and operation-related impacts, and Appendix E includes the CAP Consistency Checklist and supporting documentation.

5-12 The comment states that the Draft EIR needs to include a comprehensive discussion of possible impacts of the emissions from this project. The proposed project's contribution to GHG emissions is discussed under Impact 5.4-1, which begins on page 5.4-13. As noted in CEQA Guidelines Section 15183.5 (b), "a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances." The proposed project would generate GHG emissions during short-term construction and long-term operation that would not be cumulatively considerable because the proposed project is consistent with the City's CAP. This impact would be considered less than significant. The project's direct impact on the project's projected supply of water is discussed under Impacts 5.10-1 and 5.10-2.

5-13 The comment states that the discussion of climate change affecting the frequency and/or severity of air quality problems is not adequate. The comment does not identify specific shortfalls, but rather generally criticizes the analysis. Please see Section 5.2, “Air Quality” and Section 5.4, “Climate Change.” Short-term construction-related and long-term operation-related impacts (regional and local) were assessed in accordance with Sacramento Metropolitan Air Quality Management District (SMAQMD)-recommended methodologies. As stated on page 5.4-10 of the Draft EIR, Chapter 6 of the SMAQMD CEQA Guide to Air Quality Assessment outlines expectations and methodologies for the analysis of GHG emissions, and guidance on determining the significance and appropriate mitigation. SMAQMD recommends that both construction and operations-related GHG emissions be quantified for a proposed project, and that the significance of GHG emissions be determined in a manner based on whether such emissions are cumulatively considerable. SMAQMD also recommends that any thresholds of significance for GHG emissions be related to AB 32’s GHG reduction goals, and supported by substantial evidence.

5-14 The comment incorrectly states that the cumulative effect of the project taken with other projects in the same geographical area on water supply, air quality and climate change is virtually missing from the document. Please see page 5.10-24 for a cumulative discussion on water supply, page 5.2-25 for a cumulative discussion on air quality, and pages 5.4-13 through 5.4-16 for a cumulative discussion on climate change. As discussed extensively in Section 5.4, GHG impacts related to global climate change are inherently cumulative. Therefore, the EIR impact discussions analyze the proposed project’s potential contribution to the cumulative climate change effect.

5-15 The comment states that the Draft EIR’s analysis of air quality, GHG emissions, and climate change is fatally flawed. Please see responses to comments 5-10 through 5-14. Short-term construction-related and long-term operation-related impacts (regional and local) were assessed in accordance with SMAQMD-recommended methodologies. GHG emissions were modeled using the California Emissions Estimator Model (CalEEMod) Version 2011.1.1 computer program, which estimates construction and operations emissions of both criteria pollutants and GHG emissions. The project-specific air quality and GHG and climate change analyses in the Draft EIR followed agency-recommended methodologies, and detailed documentation is included in the EIR appendices; therefore, the comment is incorrect.

5-16 The comment incorrectly states that the alternative analysis fails in that the entire alternatives-to-the-project section provides no discussion of the effects of the project, or the absence of the project, on surrounding land uses. The EIR analyzes three alternatives to the Proposed Project, including two “No Project” alternatives: Alternative 1: No Project/No Development (Vacant Site) Alternative; Alternative 2: No Project/No Action (Vacant Hospital) Alternative; and Alternative 3: No 53rd Street Extension Alternative. A comparison of the impacts of the proposed project versus each of these alternatives begins on page 7-5 of Chapter 7, “Alternatives” of the Draft EIR. Table 7-5, on page 7-18, summarizes the environmental analyses provided for the project alternatives.

The comment also states that the alternative analysis fails to discuss the likely increase in development that will accompany the completion of the project. Growth-inducing impacts are discussed in Chapter 6, “Other CEQA Considerations,” pages 6-3 through 6-4. Potential growth inducing effects may occur when rezoning existing hospital use to single-family and multi-family residential and residential mixed-use. The growth inducement could result in the additional development of services and facilities that encourage the development of urban uses in surrounding areas. However, while the proposed project would connect to existing roadways, the project is located within a developed area and traffic improvements would not induce growth elsewhere. The proposed project would be able to tie into existing utility infrastructure and would not require the expansion of utilities infrastructure. Furthermore, the proposed project is located in an existing urban area, and is surrounded on all sides by existing development. As a result, the proposed project would be considered an infill project that would redevelop a site on which previous development occurred. Therefore, the proposed project would not result in growth inducing effects.

The comment also states that the alternatives analysis in the Draft EIR does not discuss the deleterious effects of failing to update the project upon those same surrounding properties and the land uses which may or have occurred thereon. This comment is unclear and no further response can be provided regarding the alternatives analysis. As discussed above, the Draft EIR discusses potential cumulative conditions and the proposed project’s contribution to potential cumulative effects, which takes into consideration future buildout of the City of Sacramento per the City’s 2030 General Plan. Please see page 6-6 of the Draft EIR, as well as the cumulative impact discussions in each technical section.

Letter 6

4 November 2013

Scott Johnson, Associate Planner
City of Sacramento, Community Development
Environmental Planning Services
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
srjohnson@cityofsacramento.org

Subject: Comments on the Draft Environmental Impact Report For the Sutter Park Neighborhood Project (P12-031) (SCH#:2012112036)

Dear Mr Johnson,

Per the instructions in the Notice of Availability dated October 8, 2013, below are my written comments on the subject draft ER. These comments are being submitted prior to the November 25, 2013 deadline.

Page ES-7, Table ES-1, 5.1-2: Create a new source of substantial light or glare.	Comment 1: My backyard opens to the green belt area adjacent to the Sutter Memorial staff parking lot D (northeast portion of the project). Along this green belt is a series of large mature fruitless mulberry trees. These tree create a natural barrier 30 to 40 feet high. This project would create a new source of substantial light and glare if these trees are removed. Mitigation needs to be required in this location.	6-1
Page ES-27, Table ES-1, 5.10-6: Result in the determination that adequate capacity is not available to serve the project's demand for stormwater conveyance or require the expansion of existing stormwater utilities.	Comment 2: My backyard opens to the green belt area adjacent to the Sutter Memorial staff parking lot D (northeast portion of the project). Along this green belt is stormwater surface drainage. Basically, property along Lagomarsino Way drains (at least the backyards) towards Sutter Memorial (back) rather than the front (Lagomarsino). Any construction or development needs to take this into consideration so mitigation needs to be considered in this location.	6-2

Exhibit 3-7, Conceptual Site Plan (Lot 19, 20, 21, 22) Traditional Park Neighborhood Homes	Comment 3: The Conceptual Site Plan shows Lots 20, 21 and 22 with trees along the backside of the lots. Are these tree the existing trees?	6-3
Page 3-25 The Traditional Park Neighborhood Homes	Comment 4: These appear to be the largest lots in the proposed project which would lead to larger homes. Will these homes be 2 stories? Will there be a mandatory set back or height limitation to proposed structures?	6-4
Page 3-26 Stormwater and Wastewater Collection. "The proposed project would use existing stormwater and wastewater utility infrastructure .."	Comment 5: There is existing stormwater surface collection drain located in the green belt area adjacent to staff parking lot D. How is this drainage infrastructure going to be utilized? It is going to be in the backyards of Lots 20, 21 and 22 on the Conceptual Site Plan.	6-5
Page 3-28 Phase IV – Vertical Construction	Comment 6: Privacy fences are mentioned in this paragraph. My backyard literally opens to the green belt adjacent to the staff parking lot D. What is going to happen my fence and gate? Will it just open up to my future neighbor's backyard?	6-6
Page 5.1-11 Existing Light and Glare	Comment 7: As stated in this paragraph, lighting is concealed from residences along 51st St, C St and Lagomarsino Way by trees (existing). Will these trees remain?	6-7
Page 5.10-1, 5.10 Utilities and Service Systems …. "This Draft EIR does not analyze potential improvements to off-site infrastructure related to existing conditions that would not be affected by the project."	Comment 8: This Draft EIR fails to address the stormwater surface drainage that exists on the within the existing project that direct affects adjacent properties. Specifically, there is existing stormwater surface drainage located within the green belt adjacent to the staff parking lot D with serves as the drainage collection for properties along Lagomarsino Way.	6-8

Page 5.10-11, 5.10.3 Storm Drainage	Comment 9: There is existing stormwater drainage along the green belts adjacent to staff parking lot D which is not sited along the existing drain line.	6-9
Page 5.10-14, "The 48-inch public storm drain that is located in an easement along the northeast corner of the project site would be relocated to avoid conflicts with residential parcels. Exhibit 3-8 Proposed Utilities	Comment 10: This statement would seem to indicate that consideration has been taken into account of the surface drainage located in the green belt adjacent to the staff parking lot D. However, there is no "Exhibit 3-8 Proposed Utilities" contained in the 422 page Draft EIR for review. Please explain and include Exhibit 3-8 Proposed Utilities for review.	6-10

I appreciate the opportunity to comment on the Draft EIR for the Sutter Park Neighborhood Project. I've included my contact information below if there are responses or questions regarding these comments.

Gary Kamei
354 Lagomarsino Way
Sacramento CA 95819
Gkamei.work@gmail.com

Letter 6 Response

Gary Kamei
November 4, 2013

6-1 The comment states that the proposed project would create a new source of light and glare if trees in the northeast portion of the project site are removed. As discussed under Impact 5.1-2 in Section 5.1, “Aesthetics,” the project would replace an existing source of light. The change from the current use to a mixed-used development would not increase the amount of light and glare on the project site. This would be a less-than-significant impact, and no mitigation is required. Chapter 4, Landscape Design, of the Sutter Park Neighborhood PUD Guidelines addresses the design and quality of the proposed lighting in the Sutter Park Neighborhood project, and General Plan Policy ER 7.1.6 requires that new development avoid creating unsafe and incompatible glare by incorporating design features to reduce or eliminate glare.

Impact 5.1-1 on page 5.1-20 discusses the removal of existing trees. Demolition and construction on the project site would result in the removal of existing mature trees. To the extent feasible, existing trees would be preserved. The project applicant would develop guidelines to identify trees that could remain onsite, based on such elements as the building footprint and the health of the selected trees. The guidelines would also include potential construction strategies to minimize potential effects to the dripline of existing trees that would remain. The proposed project includes landscaping and tree-planting that would mature over time to replace the existing trees.

6-2 The comment states that the backyards of properties along Lagomarsino Way drain towards Sutter Memorial Hospital rather than Lagomarsino Way and that any construction or development needs to take this into consideration. Drainage considerations will be incorporated in the drainage study, to be completed prior to project construction. The drainage study will comply with the City Design and Procedures Manual and will be reviewed and approved by the Department of Utilities (DOU). The drainage study will include an overland flow release map for the proposed project and will include sufficient offsite and onsite spot elevations to determine the direction of storm drain runoff. In addition, there are a number of conditions that will be placed on the Tentative Map to be approved by the DOU prior to the Final Map. These conditions could include:

- The applicant shall grant and reserve easements as needed, for water, drainage and sanitary sewer facilities, and for surface storm drainage, at no cost at or before the time of sale or other conveyance of any parcel or lot. A note stating the following shall be placed on the Final Map: "Reciprocal easements for ingress/egress, parking, utilities, drainage, water and sanitary sewer facilities, and surface storm drainage shall be granted and reserved, as necessary and at no cost, at or before the time of sale or conveyance of any parcel shown in this map."

- Per City Code, the Subdivider may not develop the project in any way that obstructs, impedes, or interferes with the natural flow of existing offsite drainage that crosses the

property. Furthermore, all lots shall be graded so that drainage does not cross lot or property lines. The project shall construct the required public and/or private infrastructure to handle runoff to the satisfaction of the DOU. If private infrastructure is constructed to handle runoff, the applicant shall dedicate the required private easements and/or, at the discretion of the DOU, the applicant shall enter into and record an Agreement for Maintenance of Drainage with the City, in a form acceptable to the City Attorney.

It should also be noted that while the comment states that there is a "green belt" adjacent to the Sutter Memorial staff parking lot D, this area is considered a drainage easement and not a greenbelt.

6-3 The comment asks if the trees shown in Exhibit 3-7, Conceptual Site Plan, are existing trees. The trees shown on the conceptual site plan are for illustrative purposes and are not intended to represent actual retained trees. As discussed in Response to Comment 6-1, demolition and construction on the project site would result in the removal of existing mature trees. To the extent feasible, existing trees would be preserved but cannot be guaranteed at this time. Impact 5.3-4 in Section 5.3, "Biological Resources," discusses compliance with the City's Tree Preservation Ordinance.

6-4 The comment asks if the Traditional Park Neighborhood Homes will be two stories and if there will be a mandatory setback or height limit. Although their exact locations have not been determined, some two-story homes would be permissible on Traditional Park Neighborhood lots. The maximum building height for the Traditional Park Neighborhood Homes would be 35 feet. According to the Sutter Park Neighborhood Project PUD Guidelines, streetscapes would be designed to create vertical and horizontal articulation, so that homes would not create a uniform row of similar rooflines.

All construction would be required to comply with the project's PUD Guidelines, which would be consistent with the City of Sacramento 2030 General Plan policies (see page 4-9 of the Draft EIR). The City's zoning ordinance and the approved PUD Guidelines would implement the City General Plan with specific development standards and design guidelines for the project. Sacramento zoning codes, including Title 17, Planning and Development Code. The PUD Guidelines include minimum principal setbacks for homes, including a minimum front setback of 15 feet and rear (to primary living space) setback of 15 feet. In addition, side-drive recessed garages (not principal buildings) may be set back a minimum of 3 feet from the rear property line. However, the DOU is requiring a 7.5-foot wide public utility easement located at the rear of the property on multiple lots, including lots 18-23. Per the DOU, no structures would be allowed in this area.

6-5 Please see Response to Comment 6-2.

6-6 The comment asks what is going to happen to fences and gates which back up to the drainage corridor located along Lagomarsino Way. It is expected that new fencing would be constructed at locations where fences currently include gates that back up to the existing drainage corridor. New fencing may be constructed to separate the existing gates to the drainage easement from new backyards. Alternately, if the construction contractor receives

permission from the existing homeowner, backyard fences with gates that currently open to the drainage easement would be removed and replaced by the construction contractor with similar fencing without gates.

6-7 The comment asks if trees along Lagomarsino Way, 51st Street, and C Street will remain. Please see responses to comments 6-1 and 6-3.

6-8 The comment states that the Draft EIR fails to address the stormwater surface drainage that exists within the existing project site that directly affects adjacent properties. Page 5.10-14 of Section 5.10, "Utilities and Services Systems," states that the 48-inch public storm drain that is located in an easement along the northeastern corner of the project site would be relocated to avoid conflicts with residential parcels. The new easement would transect the northeast corner of the project site east of the planned cottage homes.

6-9 The comment states that there is existing stormwater drainage along the green belt adjacent to staff parking lot D which is not sited along the existing drain line. The comment is noted. Please see Response to Comment 6-2.

6-10 The comment correctly states that there is no Exhibit 3-8 Proposed Utilities in the Draft EIR. The first full paragraph on page 5.10-14 is revised as follows:

> The Sutter Park Neighborhood Project would use existing storm drainage utility infrastructure that is within the roadways adjoining the project site and currently provides service to the existing hospital facility. New utility infrastructure would be routed within the new roadway network. Planned utilities include a centralized 18-inch storm drain. The 48-inch public storm drain that is located in an easement along the northeastern corner of the project site would be relocated to avoid conflicts with residential parcels. The new easement would transect the northeast corner of the project site east of the planned cottage homes ~~(see Exhibit 3-8, Proposed Utilities)~~. The proposed project would not require new offsite utilities. Removal and construction of onsite utilities is included as a project element analyzed in this environmental impact report.

As explained in Response to Comment 6-2, the drainage study subject to approval by the DOU will determine the direction of existing storm drain runoff. The drainage study will be required to comply with the DOU's "Do No Harm" policy, per section 11 (Storm Drainage Design Standards) of the City's Design and Procedures Manual and, if not, provide 5,000 cubic feet of detention per each additional acre of impervious area. Per City Code, project construction would not be allowed to develop in any way that obstructs, impedes, or interferes with the natural flow of existing offsite drainage that crosses the property, and all lots would be graded so that drainage does not cross lot or property lines. The exact location and size of project storm drain lines will be finalized following the drainage study, and the project would construct the required public and/or private infrastructure to handle runoff to the satisfaction of the DOU.

Letter 7

From: Laurel Groff [mailto:laurelgroff@gmail.com]
Sent: Sunday, November 24, 2013 7:13 PM
To: Scott Johnson
Subject: Sutter Park Neighborhood Project EIR Comments

November 24, 2013

Scott Johnson, Associate Planner
City of Sacramento, Community Development Department
Environmental Planning Services
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
srjohnson@cityofsacramento.org

Dear Mr. Johnson:

Thank you for the opportunity to submit public comments on the draft environmental impact report for the Sutter Park Neighborhood project. Overall, my neighbors and I are please at the thoughtfulness that has gone into the project so far, from the outreach to the details contained in the EIR. We do have some concerns, however, which are detailed below. 7-1

Construction Noise
We feel there is not enough notice that will be given to residents. If the construction companies must give one week notice to the city, it may not allow enough time for residents to make alternate arrangements (e.g., taking a baby to a family member's house for naps). One solution we would like to suggest is having a Twitter feed and/or text alert subscription service for residents to opt-in for advance notification. Perhaps when the notice is delivered to the city, the project managers can send an electronic update at the same time. 7-2

Sewer
Even though the sewer district recommended a sewer study, I did not see that as part of the draft EIR. Instead, it said the project would connect with existing city mains. I agree that the load on the system might be less than what a hospital uses, but I am concerned about the quality of surrounding mains. 7-3

1

As an example, one of the connection points would be the main that runs underneath the areas of D Street, Pala, 51st, and C.. The City Utilities Department has been out there frequently in the past few years to repair a couple of mains that keep breaking down. A neighbor at Pala had a city main that broke and subsequently caused damage to his water and sewer mains. Because the damage was on his property--sans easement--he was responsible for the cost to repair (even though it was caused by a city main problem). This is the problem I can see being repeated over and over again for neighbors surrounding the project, and I think should be addressed in advance. These mains need to be repaired and upgraded to avoid problems for existing and new residents of the project. Our mains are anywhere from 80-100+ years old. 7-3 cont'd

Proposed Housing Styles

We felt the Italian Renaissance style was inconsistent with the surrounding neighborhood--it is more reminiscent of houses in the Fab 40s (late remodels) and the suburbs. Most remodels in this area have been sticking with craftsman, tudor, or spanish styles (similar to those styles reflected in the EIR). 7-4

Traffic Concerns

Parameters of Traffic Study: The date of the traffic study and the times selected (7-9 am and 4-6 pm) do not sufficiently reflect the true neighborhood traffic. November 6, 2012, was a Presidential election day--consider how many people connected to lobbying and government live in our neighborhood--Election Day is the day you stay late at work and/or meet people at campaign parties and places downtown. Overall, the traffic load in the evening was lower than the morning, which gives weight to this conjecture. The 24-hour nature of a hospital belies the 8-5 timeframe that you looked at. I totally understand why you looked at peak commute hours, but my personal observations are that traffic varies widely throughout the day and night. Again, I believe this led to some incorrect conclusions. 7-5

New Entrance at 51st/C/D (Multiple Issues)

Traffic Load: When I calculated the percentage increase or decrease in traffic estimates, it looks as though D Street will have a 20% traffic increase, which I do not think that is insignificant, especially given the massive reductions in most other areas. Again, I go back to the assumptions around when the study was conducted. I would definitely recommend repeating this study on a truly normal day--and, during a 24-hour period. 7-6

Lack of Stop Signs and Traffic Calming Measures: We are highly concerned about the lack of traffic calming measures and signage proposed for the area of 51st street, C, and D Streets. If you stand at the intersection of D and Pala and look northwest (down D to Coloma), you will see the significant slope of D Street from Coloma to the turn at 51st and C streets. This causes all drivers to speed up, whether intentionally or naturally. Speeding is a major issue already on this street, and in our 4 years we have seen several accidents in this area--especially just beyond where the new entrance is proposed. Second, for some reason the curve of 51st street encourages people to swing or rip around onto D and Pala. If there will be an increase of traffic of at least 20% on D Street, it is essential that additional traffic calming measures be put into place in order to keep pedestrians, other drivers, and neighborhood pets safe. 7-7

Some suggestions include:

2

--Add stop signs to 51st street at new D street entrance, making it a 3-way stop (goal: reduce traffic speed from those turning from C or D streets--making the entire entrance more safe for drivers and pedestrians).

--Add speed humps to D Street from Coloma to the new D Street entrance (these are already in place on D Street from 45th Street to McKinley Way). This will slow people down on the slope prior to making the sharp turn onto 51st Street. It will also increase the value of lots/new homes that are in this vicinity, in my opinion.

--Examine whether or not additional signage and/or traffic calming measures are needed at the intersection of Pala Way and D Street.

Thank you for listening. We look forward to seeing this project continue to develop over the coming months.

7-7 cont'd

Sincerely,

Laurel Groff

3

Letter 7 Response

Laurel Groff
November 25, 2013

7-1 Introductory comments are noted. The comment states there are some concerns with the project, which are addressed below in responses 7-2 through 7-7.

7-2 The comment states that a one-week notice, identified in Mitigation Measure 5.7-2f, that identifies the dates and hours during which high-noise-generating construction (i.e. demolition of the existing onsite structures) will occur and the location of such activities, is not enough notice for residents surrounding the project site. The comment also suggests having a Twitter feed and/or text alert subscription service for residents to opt-in for advance notification. The comment is noted. The project applicant/construction contractor would notify adjacent properties of future noise-generating construction activity as soon as possible, if possible prior to the one week specified in Mitigation Measure 5.7-2f. The project applicant will evaluate and use social media as a means of notifying residents of potentially disruptive construction and demolition activities.

7-3 The comment states that there is a concern regarding the quality of aging city mains surrounding the proposed project. The comment correctly states that the project's contribution of flow to the sewer system would be less than what currently occurs with the existing hospital operations.

Regarding the existing condition of the City's sewer mains in the area, according to the City of Sacramento, the wastewater infrastructure within the project area was constructed between the 1920's and 1940's and consists of clay pipe, most of which is located in backyard easements. Within this area, root intrusion has been a constant maintenance problem. According to current City records, root intrusion is the source of all sanitary sewer overflows in the project area, rather than an overload of capacity. As a result, City crews are often in the project area cleaning pipe and responding to blockages. Occasionally City crews, during the cleaning operations, will find a pipe that is structurally in bad shape and in need of a point repair, which will be fixed within 30 days of finding the defect. This area of the system does not appear to have an abnormal amount of structural defects when compared to the rest of the system. As a result, there are no Capital Improvement Plans (CIP) planned to replace the infrastructure at this time. However, the City intends to implement a 3 year, $1.5 million root control program in approximately winter 2013/2014 and spring 2014 that will treat about 250 miles of pipe in areas with the most root problems, which includes this project area. This CIP should significantly reduce root growth and, hence, problems. As noted in the Draft EIR, the City has determined that the combined sewer system would have the capacity to serve the proposed project. The proposed project would not exacerbate the existing condition related to root intrusion, and this existing condition is being addressed by the City through its CIP.

7-4 The comment states that the Italian Renaissance style is inconsistent with the surrounding neighborhood while the Craftsman, Tudor, and Spanish styles are more appropriate. The

comment does not address the adequacy of the analysis in the EIR, and the comment is noted.

7-5 The comment states that the date of the traffic study and the times selected (7-9 a.m. and 4-6 p.m.) do not sufficiently reflect the true neighborhood traffic and that on Presidential Election Day the traffic load in the evening was lower than the morning. For the purpose of preparing a traffic impact study for development projects, it is common practice to analyze AM and PM commuters peak periods. The peak periods represent the times of the day when the highest volume of traffic travels through the neighborhood. In addition, daily traffic is generally analyzed to evaluate average daily demand relative to the capacity of the roadway. The procedures and methodologies of roadway facilities analysis are outlined in *Highway Capacity Manual* (Transportation Research Board 2000, 2010). The transportation section of the Draft EIR analyzed both the AM, PM peak hours and daily traffic volume Level of Service.

The fact that the traffic counts were conducted on a Presidential Election Day does not unreasonably affect the analysis. Presidential Election Day is not an official holiday (local, State, or Federal holiday) and schools are in session on this day. Traffic counts were conducted while the existing hospital was fully operational. Additionally, the November 6, 2012 traffic counts when compared with previous counts available within the study area were found to be slightly higher than the traffic counts conducted in 2011 and used in the *J Street and Folsom Boulevard Lane Conversion Traffic Study* (May 2012) and *Sutter Memorial Existing Conditions Transportation & Traffic Report* (Fehr & Peers, June 2011). This higher count provides a basis for a foreseeably “worst case” traffic impact analysis; the higher the volume of existing traffic, the less capacity a roadway has to accommodate more traffic. Overall, the November 6, 2012 PM peak counts were approximately 9 percent higher than the previous years’ data. Therefore, the traffic counts conducted for this project are considered appropriate and a conservative basis for the analysis.

7-6 The comment states that the percentage increase or decrease in traffic estimates looks as though D Street will have a 20 percent traffic increase. Please see Response to Comment 7-5 above. According to Table 5.8-15, page 5.8-48 of the Draft EIR, the proposed project would add 82 daily trips to D Street, but D Street would continue to operate at an acceptable level of service A (LOS A), and the impact of the project at this location would be less than significant.

7-7 The comment states that if there will be an increase of traffic of at least 20 percent on D Street, it is essential that additional traffic calming measures be put into place in order to keep pedestrians, other drivers, and neighborhood pets safe. The location of the new road (D Street) would be designed in accordance with the sight distance requirements as defined by Caltrans Highway Design Manual. The proposed D Street at 51st Street is designed with a side street stop. An All-Way stop warrant was performed at the proposed D Street/ 51st Street intersection using the Caltrans’ *Manual of Uniform Traffic Control Devices*. The analysis shows that an All-Way stop is not warranted at this location.

The existing speed lump along 51st Street close to the proposed D Street would be relocated to a new location along 51st Street to provide a calming measure along 51st Street. The relocation of this speed lump would be a condition of approval to this project and shall be to the satisfaction of the City's Department of Public Works. It should also be noted that that the existing conditions along the northern boundary of the project include approximately 500 feet of uninterrupted fencing along 51st Street. The proposed project would modify this section by adding seven to eight driveway curb cuts and a stop-controlled intersection. These modifications, along with associated neighborhood pedestrian activity, would add to the residential character of the area and could serve as traffic-calming measures to reduce the speed of vehicles traveling along 51st Street.

The comment regarding the existing speeding on D Street will be forwarded to the Department of Public Works, Transportation Division Investigation group to determine if any additional measures/signs are recommended to improve the existing traffic conditions especially within the area that was mentioned in the comment letter (D Street/51st Street bend). Any additional measures would be completed by the City as a separate project in response to existing conditions. This would not change the analysis in the EIR.

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4 MITIGATION MONITORING PLAN

4.1 INTRODUCTION

Section 15097 of the California Environmental Quality Act (CEQA) Guidelines requires public agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a “mitigated negative declaration” or specified environmental findings related to environmental impact reports.

The following is the Mitigation Monitoring Plan (MMP) for the Sutter Park Neighborhood project. The intent of the MMP is to prescribe and enforce a means for properly and successfully implementing the mitigation measures identified within the Draft EIR for this project.

4.2 MITIGATION MEASURES

The mitigation measures are taken from the Sutter Park Neighborhood Draft EIR and are assigned the same number as in the Draft EIR. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

4.3 MMP COMPONENTS

The components of the attached table, which contains applicable mitigation measures, are addressed briefly, below.

Impact: This column summarizes the impact stated in the Draft EIR.

Mitigation Measure: All mitigation measures that were identified in the Sutter Park Neighborhood Draft EIR are presented, and numbered accordingly.

Action: For every mitigation measure, one or more actions are described. The actions delineate the means by which the mitigation measures will be implemented, and, in some instances, the criteria for determining whether a measure has been successfully implemented. Where mitigation measures are particularly detailed, the action may refer back to the measure.

Implementing Party: This item identifies the entity that will undertake the required action.

Timing: Implementation of the action must occur prior to or during some part of project approval, project design or construction or on an ongoing basis. The timing for each measure is identified.

Monitoring Party: The City of Sacramento is primarily responsible for ensuring that mitigation measures are successfully implemented. Within the city, a number of departments and divisions would

have responsibility for monitoring some aspect of the overall project. Other agencies, such as the Sacramento Metropolitan Air Pollution Control District, may also be responsible for monitoring the implementation of mitigation measures. As a result, more than one monitoring party may be identified.

Table 4-1 Sutter Park Neighborhood Mitigation Monitoring Plan

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
5.3 Biological Resources					
5.3-1: Loss of raptor nests. Tree removal during the raptor breeding season could result in mortality of eggs or young. Construction activities adjacent to active nests could also result in nest abandonment. Loss of an active raptor nest would be a significant impact.	**5.3-1: Avoid disturbing active raptor nests.** The following mitigation measure would apply to the proposed project to reduce construction impacts on tree-nesting raptors: a. The construction contractor shall ensure that all tree removal activities take place between September 1 and February 15 to avoid removing active raptor nests.				
	b. For construction activities occurring between February 16 and August 31, the construction contractor shall retain a qualified biologist to conduct preconstruction surveys for nesting raptors and to identify active nests on and within 0.25 mile of the demolition and construction site. The surveys shall be conducted no more than 30 days before the beginning of construction activities that could remove trees or otherwise disturb nesting raptors. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) will be followed.	If trees are removed between February 16 and August 31, hire a qualified biologist to conduct preconstruction surveys, as outlined in Mitigation Measure 5.3-1b	Project applicant	Prior to issuance of grading permit	Community Development Department
	c. If active nests are found, the construction contractor shall establish appropriate buffers around the nests. The qualified biologist will determine an adequate buffer for the species and nest. No project activity shall commence within the buffer area until a qualified biologist confirms that any young have fledged and the nest is no longer active. Monitoring of the nest by a qualified biologist shall be required if the activity has the potential to adversely affect the nest. For Swainson's hawk nests, DFG guidelines (1994) recommend maintenance of 0.25 mile buffers around Swainson's hawk nests in developed areas, but the size of the buffer may be adjusted if a qualified	Establish appropriate buffers, as outlined in Mitigation Measure 5.3-1c	Project applicant	Prior to issuance of grading permit	Community Development Department

Table 4-1 Sutter Park Neighborhood Mitigation Monitoring Plan

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
	biologist, in consultation with CDFW, determines that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist will be required if the activity has potential to adversely affect the nest.				
5.3-2: Impacts on migratory birds. Tree and shrub removal during the breeding season could result in avian mortality of eggs or young. Construction activities adjacent to active nests could also result in nest abandonment. Loss of an active nest would be considered a significant impact based on the Migratory Bird Treaty Act (1918).	**5.3-2: Avoid disturbing active migratory bird nests.** The following mitigation measure would apply to construction of the proposed project to reduce impacts on migratory birds: The contractor will implement the following measures to avoid or minimize loss of migratory bird nests: a. Vegetation removal activities will be carried out during the nonbreeding season (September 1-February 15) for migratory birds.				
	b. For construction activities occurring between February 16 and August 31, the construction contractor shall retain a qualified biologist to conduct preconstruction surveys for nesting migratory birds and to identify active nests on and within 0.25 mile of the demolition and construction site. The surveys shall be conducted no more than 30 days before the beginning of construction activities that could remove trees or otherwise disturb nesting migratory birds.	If trees are removed between February 16 and August 31, hire a qualified biologist to conduct preconstruction surveys for nesting migratory birds, as outlined in Mitigation Measure 5.3-2b	Project applicant	Prior to issuance of grading permit	Community Development Department
	c. If active nests are found, the construction contractor shall establish appropriate buffers around the nests. The qualified biologist will determine an adequate buffer for the species and nest. No project activity shall commence within the buffer area until a qualified biologist confirms that any young have fledged and the nest is no longer active. Monitoring of the nest by a qualified biologist shall be required if the activity has the potential to adversely affect the nest. Monitoring of the nest by a qualified biologist will be required if the activity has potential to adversely affect the nest.	Establish appropriate buffers, as outline in Mitigation Measure 5.3-2c	Project applicant	Prior to issuance of grading permit	Community Development Department

Table 4-1 Sutter Park Neighborhood Mitigation Monitoring Plan

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
5.3-3: Loss of bat colonies during building demolition. Implementation of the proposed project involves demolition of existing abandoned buildings and other structures. These buildings provide potential roost structures for common and special-status bats. Demolition, sealing, or other construction activities at these facilities could result in disturbances to active bat colonies that could affect the survival of young or adult bats. Loss of an active bat colony would be considered a significant impact.	**5.3-3: Ensure bats are absent from roost sites.** The following mitigation measure would apply to construction of the proposed project to reduce impacts on bats:				
	▪ The construction contractor shall retain a qualified biologist to conduct surveys for roosting western red bats prior to tree removal. If evidence of bat use is observed, the number of bats using the roost will be determined. Bat detectors may be used to supplement survey efforts. If no evidence of bat roosts is found, then no further study shall be required.	Hire qualified biologist and conduct surveys for roosting western red bats prior to tree removal.	Project applicant	Prior to issuance of tree removal permit	Community Development Department
	▪ If tree roosting bats are found, bats shall be excluded from the roosting site before the tree is removed. A mitigation program addressing compensation, exclusion methods, and roost removal procedures shall be developed by a qualified biologist in consultation with CDFW before implementation. Exclusion efforts may be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young). Once it is confirmed that bats are not present in the original roost site, the tree may be removed.	Develop and implement a mitigation program addressing compensation, exclusion methods, and roost removal procedures, per Mitigation Measure 5.3-3	Project applicant	Prior to issuance of tree removal permit	Community Development Department and CDFW
5.3-4: Conflict with tree preservation ordinance. Implementation of the proposed project could result in the removal of, or damage to, heritage trees identified on the project site. Because heritage trees are protected under the City Code, removal of mature heritage trees would be a significant impact.	**5.3-4: Comply with tree preservation ordinance.** The following mitigation measure would apply to the proposed project to reduce impacts on heritage trees: The project applicant would implement the following measures to avoid and minimize impacts on mature heritage tree and native oak trees and comply with the Sacramento City Code (Section 12.64.020):	Develop and implement a mitigation program to comply with Sacramento City Code Section 12.64.020 to minimize impacts on mature heritage trees and native oak trees	Project applicant	Prior to issuance of tree removal permit	Community Development Department
	▪ The project proponent shall obtain written permission from the City (tree removal permit) to grant the removal of identified heritage trees and mature native oak trees. (prior code §45.04.216).				
	▪ The project proponents shall insure that thirty-three heritage trees that are removed are replaced within				

Table 4-1 Sutter Park Neighborhood Mitigation Monitoring Plan

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
	the new neighborhood with similar species of trees. Details on heritage trees species and locations can be found in the Biological Resources Assessment (ECORP 2013). ▪ The project proponents shall work with the City arborist to determine appropriate number, types, size of replacement plantings, maintenance requirements and location. ▪ The project proponent shall ensure that replacement trees are established and maintained for at least three years to ensure long-term health and viability. ▪ To ensure protection of Heritage trees to be retained on the project site (if any are identified), protective fencing shall be installed at the dripline during construction. ▪ Grading, trenching, equipment or materials storage, parking, paving, irrigation, and landscaping will be prohibited within the fenced areas. ▪ No signs, ropes or cables will be attached to trees to be retained. ▪ No oil, fuel, concrete mix or other deleterious substance shall be placed in, or allow to flow into, the drip line area of any tree to be retained. ▪ Grade elevation shall not change by more than two feet within thirty (30) feet of the drip line area of a retained Heritage tree.				

Table 4-1 Sutter Park Neighborhood Mitigation Monitoring Plan

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
5.5 Cultural Resources					
5.5-2: Disturb archaeological resources. Implementation of the proposed project could cause a substantial change in the significance of an archaeological resource or disturb human remains. There are no known archaeological resources on the project site and the area has been highly disturbed. However, ground-disturbing activities could cause a substantial change in the significance of an as yet undiscovered archaeological resource as defined in CEQA Guidelines Section 15064.5 or disturb any human remains, including those interred outside of formal cemeteries. This is considered a potentially significant impact.	**5.5-2: Halt ground-disturbing activity.** 1) In the event that any prehistoric or historic-era subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, are discovered during construction-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City of Sacramento Community Development Department shall be notified. The City shall consult with a qualified archeologist retained at the applicant's expense to assess the significance of the find. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), representatives of the City and the qualified archaeologist shall meet to determine the appropriate course of action, with the City making the final decision. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report shall be prepared by the qualified archaeologist according to current professional standards.	Ground-disturbing activity within 100 feet of the resources shall be halted and a qualified archeologist shall be retained, per Mitigation Measure 5.5-2	Project applicant and Community Development Department	During construction	Community Development Department
	2) If the archaeologist determines that some or all of the affected property qualifies as a Native American Cultural Place, including a Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine (Public Resources Code §5097.9) or a Native American historic, cultural, or sacred site, that is listed or may be eligible for listing in the California Register of Historical Resources pursuant to Public Resources Code §5024.1, including any historic or prehistoric ruins, any burial ground, any archaeological or historic site (Public Resources	Follow recommendations of archaeologist, per Mitigation Measure 5.5-2	Project applicant and Community Development Department	During construction	Community Development Department

Table 4-1 Sutter Park Neighborhood Mitigation Monitoring Plan

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
	Code §5097.993), the archaeologist shall recommend to the City potentially feasible mitigation measures that would preserve the integrity of the site or minimize impacts on it, including any or a combination of the following: ▪ Avoidance, preservation, and/or enhancement of all or a portion of the Native American Cultural Place as open space or habitat, with a conservation easement dedicated to the most interested and appropriate tribal organization. If such an organization is willing to accept and maintain such an easement, or alternatively, a cultural resource organization that holds conservation easements; ▪ An agreement with any such tribal or cultural resource organization to maintain the confidentiality of the location of the site so as to minimize the danger of vandalism to the site or other damage to its integrity; or ▪ Other measures, short of full or partial avoidance or preservation, intended to minimize impacts on the Native American Cultural Place consistent with land use assumptions and the proposed design and footprint of the development project for which the requested grading permit has been approved. ▪ After receiving such recommendations, the City shall assess the feasibility of the recommendations and impose the most protective mitigation feasible in light of land use assumptions and the proposed design and footprint of the development project. The City shall, in reaching conclusions with respect to these recommendations, consult with both the project applicant and the most appropriate and interested tribal organization				

Table 4-1 Sutter Park Neighborhood Mitigation Monitoring Plan

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
	3) If human remains are discovered at any project construction sites during any phase of construction, all ground-disturbing activity within 50 feet of the remains shall be halted immediately, and the City of Sacramento Community Development Department and the County coroner shall be notified immediately. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project applicant shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of state law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project applicant shall implement approved mitigation, to be verified by the City, before the resumption of ground-disturbing activities within 50 feet of where the remains were discovered.	Ground-disturbing activity within 50 feet of the remains shall be halted and Community Development Department and the County coroner shall be notified immediately	Project applicant	During construction	Community Development Department
5.5-3: Destroy a unique paleontological resource. Although the City of Sacramento is not known to be highly sensitive for paleontological resources, earth-disturbing activities could potentially damage	**5.5-3: Cease operation and retain qualified paleontologist.** Should paleontological resources be identified at any project construction sites during any phase of construction, the construction manager shall cease operation at the site of the discovery and immediately notify the City of Sacramento Community Development Department. The project applicant shall retain a qualified paleontologist to provide an	Cease operation at the site of discovery and immediately notify Community Development Department. The project applicant shall retain a qualified paleontologist	Project applicant	During construction	Community Development Department

Table 4-1 Sutter Park Neighborhood Mitigation Monitoring Plan

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
paleontological resources. This is considered a potentially significant impact.	evaluation of the find and to prescribe mitigation measures to reduce impacts to a less-than-significant level. In considering any suggested mitigation proposed by the consulting paleontologist, the Community Development Department shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.				
5.6 Hazards and Hazardous Materials					
5.6-1: Expose people to asbestos-containing materials, or other hazardous materials or situations. Existing hospital buildings may contain asbestos, lead, or other hazardous substances that could be released into the environment if not properly removed, contained, transported, and disposed of. This is a potentially significant impact.	**5.6-1: Minimize potential for accidental release of hazardous materials.** a Prior to demolition, the project applicant shall submit a written plan to the SCEMD describing the methods to be used to (1) identify locations that could contain hazardous residues; (2) remove plumbing fixtures known to contain, or potentially containing, hazardous materials; (3) determine the waste classification of the debris; (4) package contaminated items and wastes; and (5) identify disposal site(s) permitted to accept such wastes. Demolition shall not occur until the plan has been accepted by the SCEMD and all potentially hazardous components have been removed to the satisfaction of SCEMD staff.	Submit written hazardous materials plan, per Mitigation Measure 5.6-1a, for approval to the SCEMD. Comply with hazardous materials plan to remove all potentially hazardous components from the site.	Project applicant	Prior to issuance of demolition permit	Community Development Department, SCEMD
	b Prior to demolition of existing structures, the project applicant shall provide written documentation to the City that asbestos testing and abatement, as appropriate, has occurred in compliance with applicable federal, state, and local laws.	Provide written documentation that asbestos testing and abatement has occurred	Project applicant	Prior to issuance of demolition permit	Community Development Department

Table 4-1 Sutter Park Neighborhood Mitigation Monitoring Plan

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
	c Prior to demolition of existing structures, the project applicant shall provide written documentation to the City that lead-based paint testing and abatement, as appropriate, has been completed in accordance with applicable state and local laws and regulations. Abatement will include the removal of lead contaminated soil (considered soil with lead concentrations greater than 400 parts per million in areas where children are likely to be present).Implementation of this mitigation measure would require that asbestos-containing building materials, lead-based paint, and other hazardous substances in building components are identified, removed, packaged, and disposed of in accordance with applicable state laws and regulations.	Provide written documentation that lead-based paint testing and abatement, as appropriate, has been completed	Project applicant	Prior to issuance of demolition permit	Community Development Department
5.6-2: Expose people to existing contaminated soil during construction. Site preparation activities associated with the Sutter Park Neighborhood Project, including excavation, grading, and trenching, could encounter contaminated soil or buried debris that may contain hazardous substances. This is a potentially significant impact.	**5.6-2: Phase II environmental site assessment and remediation.** a The applicant shall prepare a Phase II Environmental Site Assessment consistent with ASTM standards. The Phase II assessment will utilize the evaluation conducted in the Phase I Environmental Site Assessment to identify areas with an elevated potential for hazardous material contamination. At a minimum, the Phase II investigation shall include further investigation and/or sampling of: ▪ the soils around the maintenance building; ▪ the soils beneath the generator building and broiler room in the maintenance building; ▪ the northeastern portion of the project (under the parking area) for heavy metals, PAHs, and dioxins; ▪ the former incinerator sites for heavy metals, polynuclear aromatic hydrocarbons, and dioxins;	Prepare a Phase II Environmental Site Assessment consistent with ASTM standards	Project applicant	Prior to issuance of demolition permit	Community Development Department

Table 4-1 Sutter Park Neighborhood Mitigation Monitoring Plan

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
	▪ soil and water sampling around the former and current UST locations for contamination with petroleum hydrocarbons; ▪ the soils under the former cooling tower for copper; ▪ the soil at the bottom of identified wells and sumps for waste oils and petroleum hydrocarbons; and ▪ soil vapor, as appropriate.				
	b In the event that site investigations find evidence of contamination, waste discharges, underground storage tanks, abandoned drums, or other environmental impairment within the project site, the SCEMD shall be notified and a site remediation plan shall be prepared that: (1) specifies measures to be taken to protect workers and the public from exposure to potential hazards; and (2) certifies that the proposed remediation measures would clean up the contaminants, dispose of the wastes, and protect public health in accordance with federal, state, and local requirements. All remediation would be consistent with DTSC's residential standards and may include soil removal or in situ treatment options. Commencement of work in areas of potential hazards shall not proceed until the site remediation plan has been executed to the satisfaction of the SCEMD.	SCEMD shall be notified and a site remediation plan shall be prepared, per Mitigation Measure 5.6-2(b)	Project applicant	During site investigation	Community Development Department/ SCEMD
	c A site health and safety plan that meets the intent of Cal-OSHA requirements shall be prepared and in place prior to commencing work on any contaminated sites. The project applicant shall be responsible for oversight of plan implementation.	Prepare a site health and safety plan, per Mitigation Measure 5.6-2(c)	Project applicant	Prior to commencing work on any contaminated sites	Community Development Department
	d In the event that previously unidentified USTs or other features or materials that could present a threat to human health or the environment are	Construction in the area shall cease immediately and a qualified	Project applicant	During excavation and grading	Community Development Department/

Table 4-1 Sutter Park Neighborhood Mitigation Monitoring Plan

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
	discovered during excavation and grading, construction in the area shall cease immediately. A qualified professional shall evaluate the location and hazards, and make appropriate recommendations. Work shall not proceed in that area until identified hazards are managed to the satisfaction of the SCEMD. If previously unidentified wells are located during demolition, a well destruction permit shall be obtained from SCEMD.	professional shall evaluate the location and hazards, and make appropriate recommendations			SCEMD
5.7 Noise					
5.7-2: Increase in ambient noise levels during construction. During construction activities at the project site, heavy construction equipment and demolition activities would generate elevated noise levels at nearby receptors. Construction activities would be limited to the hours permitted by City Code Section 8.68, however interior noise levels would potentially exceed established standards for residential structures. Therefore, this impact would be potentially significant.	**5.7-2a: Locate rock-crushing equipment away from residences.** The contractor shall locate any and all rock-crushing equipment to the interior site and no less than 200 feet from the nearest offsite structure.	If rock-crushing equipment is used on-site, include location of rock-crushing equipment in construction plans, per Mitigation Measure 5.7-2a	Project applicant	Prior to issuance of demolition permit	Community Development Department
	5.7-2b: Maximize distance between construction/demolition staging areas and residences. The contractor shall ensure that the distances between on-site construction and demolition staging areas and the nearest surrounding residences are maximized to the extent possible (and in all instances are no less than 50 feet).	Maximize distance between construction/demolition staging areas and residences in construction plans	Project applicant	Prior to issuance of demolition and grading permits	Community Development Department
	5.7-2c: Require mufflers on all internal combustion engines. All project construction and demolition equipment that use internal combustion engines shall be fitted with manufacturer's mufflers or equivalent. The contractor shall keep a monthly log of construction equipment maintenance and status to ensure that all onsite equipment is appropriately muffled.	Require mufflers on all internal combustion engines	Project applicant	During demolition and construction	Community Development Department

Table 4-1 Sutter Park Neighborhood Mitigation Monitoring Plan

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
	5.7-2d: Shielding of demolition noise by existing buildings. Project construction and demolition activities shall be conducted to take maximum advantage of shielding afforded by existing buildings and structures. For example, where it is possible to conduct some demolition activities from within the shell of a building which is to be removed, thereby utilizing the existing building walls as a noise barrier, such an approach shall be utilized. Furthermore, buildings providing shielding of demolition activities shall be left in place during demolition of screened buildings, unless it is infeasible to do so.	Include feasible shielding of demolition noise by existing buildings and structures in demolition plans, per Mitigation Measure 5.7-2d	Project applicant	Prior to issuance of demolition permit	Community Development Department
	5.7-2e: Localized shielding of ground level noise sources with portable barriers. Stationary, ground-level, noise sources, such as jack hammers, compressors, and pumps, which would cause a substantial increase in noise levels at nearby residences during use, shall be shielded from view (i.e. preventing direct line of sight from source to receptors and back) through the use of portable sound curtain systems to be located immediately adjacent to the noise source in question. Each enclosure, which can be Contractor constructed of a variety of materials including noise-insulating blankets/quilts, shall achieve a minimum noise reduction coefficient of 0.75 and a minimum sound transmission class of 25. The material of the barrier shall be weather and abuse resistant, and shall exhibit superior hanging and tear strength with a surface weight of at least 1 pound per square foot. When temporary barrier units are joined together, the mating surfaces shall be flush with each other. Gaps between barrier units, and between the bottom edge of the barrier panels and the ground, shall be closed with material that would completely close the gaps, and would be dense enough to attenuate noise. Placement, orientation, size, and density of acoustical barriers shall be reviewed and approved by a City-approved acoustical consultant upon initial installation.	Include localized shielding of ground level noise sources with portable barriers in demolition plans, per Mitigation Measure 5.7-2e	Project applicant	Prior to issuance of demolition permit	Community Development Department
		Review placement, orientation, size, and density of acoustical barriers in demolition plans	Project applicant, City-approved acoustical consultant	Prior to issuance of demolition permit	Community Development Department

Table 4-1 Sutter Park Neighborhood Mitigation Monitoring Plan

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
	5.7-2f: Provide notification of noisiest construction/demolition activities to local community. The contractor shall provide disclosure notices to nearby residences within 250 feet of the project site boundaries that identifies the dates and hours during which high-noise-generating construction (i.e. demolition of the existing onsite structures) will occur and the location of such activities. This notice shall be provided at least one week prior to initiation of such activities.	Provide notification of high-noise generating construction/demolition activities to residences within 250 feet of the project site at least one week prior to construction or demolition activities	Project applicant	Prior to demolition and construction	Community Development Department
5.8 Transportation and Traffic					
5.8-6: Construction-related impacts to circulation.	**5.8-6:** Before issuance of a demolition permit and the beginning of construction on the project site, the project applicant shall prepare a detailed Traffic Management Plan that will be subject to review and approval by the City Department of Public Works and subject to review by the affected agencies The plan shall ensure maintenance of acceptable operating conditions on local roadways and transit routes. At a minimum, the plan shall include: ▪ The number of truck trips, time, and day of street closures, if any. ▪ Time of day of arrival and departure of trucks. ▪ Limitations on the size and type of trucks; provision of a staging area with a limitation on the number of trucks that can be waiting. ▪ Provision of a truck circulation pattern. ▪ Provision of a driveway access plan to maintain safe vehicular, pedestrian, and bicycle movements (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas). ▪ The maintenance of safe and efficient access routes for emergency vehicles. ▪ Efficient and convenient transit routes. ▪ Manual traffic control when necessary.	Prepare a detailed Traffic Management Plan, per Mitigation Measure 5.8-6	Project applicant	Before issuance of a demolition permit and the beginning of construction on the project site	Department of Public Works

Table 4-1 Sutter Park Neighborhood Mitigation Monitoring Plan

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
	▪ Proper advance warning and posted signage concerning street closures, if any. ▪ Provisions for pedestrian safety. ▪ Provisions for temporary bus stops, if necessary. A copy of the construction traffic management plan shall be submitted to local emergency response agencies, and these agencies shall be notified at least 14 days before the commencement of demolition or construction.				