

## RESPONSE TO COMMENTS

This Response to Comments document contains comments received during the public review period of the 65<sup>th</sup> Street Hampton Inn & Suites Project (proposed project) Initial Study/Mitigated Negative Declaration (IS/MND). The proposed project includes development of two (2) four-story hotels and a 10,000-square foot commercial retail building on the project site. The first phase of construction will include a 72,139-square foot hotel, Hampton Inn & Suites, on the eastern portion of the site, which will consist of four floors with a total of approximately 117 rooms. Specific development plans have not been prepared for the second phase (a hotel and commercial retail building) at this time. Requested project approvals include a Staff-Level Site Plan Review for the Hampton Inn & Suites hotel.

An IS/MND was prepared for the proposed project in March 2015. The City of Sacramento, as lead agency, released the IS/MND for public review beginning on March 20, 2015 and ending on April 20, 2015 pursuant to CEQA Guidelines Section 15105. The IS/MND and supporting documents were made available at the City of Sacramento Planning Department at 300 Richards Blvd, Third Floor, Sacramento, CA 95811 and online at the City of Sacramento website. According to CEQA Guidelines Sections 15073 and 15074, the lead agency must consider the comments received during consultation and review periods together with the IS/MND. Comments on an IS/MND are typically responded to in the Staff Report prepared for project hearings. In addition, the CEQA Guidelines do not require the lead agency to send responses directly to commenters. Unlike within an Environmental Impact Report, comments received on an IS/MND are not required to be attached to the IS/MND, nor must the lead agency make specific written responses to public agencies. Nevertheless, the City of Sacramento as the lead agency has chosen to provide responses to all of the comments received during the public review process for the proposed project IS/MND.

### LIST OF COMMENTERS

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The City of Sacramento received five comment letters on the IS/MND for the proposed project during the public comment period. The comment letters were authored by the following State agency, local agencies, group, and resident:

Letter 1	Erik Fredericks, California Department of Transportation
Letter 2	Trevor Cleak, Central Valley Regional Water Quality Control Board
Letter 3	Robb Armstrong, Sacramento Regional County Sanitation District
Letter 4	Tahoe Park Neighborhood Association Land Use Committee
Letter 5	Tim Olmstead, Resident

## **RESPONSE TO COMMENTS**

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The Response to Comments section includes responses to the comment letters submitted regarding the proposed project. Each comment letter received has been numbered alphabetically. To the extent that any revisions to the IS/MND text are required based on the comments received, new text is identified as double underlined and deleted text is shown as struck through.

**LETTER 1: ERIK FREDERICKS, CALIFORNIA DEPARTMENT OF TRANSPORTATION**

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Comment noted. The project applicant would obtain an encroachment permit for any work or traffic control that would encroach onto State Right of Way. Additionally, Sections 12.20.020 and 12.20.030 of the Sacramento City Code require the applicant to prepare and implement a Construction Traffic Management Plan before issuance of demolition permit and beginning of construction for the project. The Plan is subject to review and approval by the City Department of Public Works and any affected agency, including Caltrans. The Plan shall ensure maintenance and acceptable operating conditions on local roadways and transit routes. The Plan shall include a list of minimum requirements such as, temporary traffic control, detour routes, driveway access etc. Any traffic-related mitigation measures would be incorporated into the construction plans prior to the encroachment permit process.

The swales shall be sized per the latest edition of the Sacramento Stormwater Quality Design Manual for the Sacramento Region (current draft May 2014). The swales are typically designed to filter the “first flush” which is calculated using the rational method ( $Q=CiA$ ) with an intensity of 0.18 for the Sacramento Region. The swales shall have a minimum bottom width of two feet, side slopes of 3.1 or shallower, and a longitudinal slope of approximately one percent. In addition, the swales should be completely covered by a grass layer (no shrubs, gravel or wood chips). Drought tolerant grasses can be used to reduce the water use.

The proposed project site is located within the Sacramento Drainage Basin 31 watershed area. The City of Sacramento completed the Sump 31 Drainage Improvement Project in 2005 to upgrade the existing storm drain system and remedy localized flooding within certain areas in the watershed area. The Sump 31 project included construction of a seven acre detention basin at 65<sup>th</sup> Street and Broadway (Basin 31 Detention Pond) and the installation of a 66-inch pipe as part of the detention pond improvements. The Sump 31 improvements were sized to accommodate runoff from the proposed project site and buildout of the General Plan. The commenter’s request regarding the point of discharge of runoff and a copy of the site drainage report will be forwarded to the applicant and the appropriate City of Sacramento Departments responsible for reviewing and approving the site drainage report.

**LETTER 2: TREVOR CLEAK, CENTRAL VALLEY REGIONAL WATER QUALITY CONTROL BOARD**

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Comment noted. As described on page 47 of Section 7, Hydrology and Water Quality, of the IS/MND, A base Storm Water Pollution Prevention Plan (SWPPP) and Construction Site Monitoring Program (CSMP), in accordance with 2009 Construction General Permit requirements, would be prepared as part of the proposed project. The SWPPP would include Best Management Practices (BMPs) in order to prevent, or reduce to the greatest feasible extent, adverse impacts to water quality from erosion and sedimentation. A monitoring and reporting framework and an Erosion and Sediment Control Plan would also be included during construction of the project to ensure appropriate BMPs are followed. The BMPs would ensure proper compliance with the Construction General Permit requirements during construction of the proposed project, and implement a post-construction water quality feature that would provide appropriate treatment measures during operation of the proposed project based on the City of Sacramento Stormwater Quality Standards. In addition, it should be noted that the proposed storm water quality grassy swales would be used for filtration of stormwater runoff from the project site.

The storm water quality swales are proposed near Redding Avenue, adjacent to the Sacramento RT corridor, and adjacent to 65th Street. The storm water quality swales would collect and filter stormwater from the project site prior to entering the City's storm drainage system. In addition, the grading design plan would comply with the criteria of Sacramento City Code Chapter 15.92 and has been designed to conserve water to the greatest degree possible while also providing for the more stringent requirements of overland release protection and handicapped accessibility regulations. It should be noted that the layout of the swales, the slope directions, and the drain pipe systems are schematic and preliminary. Final swale design would be determined during design. Furthermore, all infill projects are required to meet the City's Design and Procedures Manual, Section 11, regarding Storm Drainage Design Standards. Specifically, the proposed project would be required to comply with the City's "Do Not Harm" policy. The "Do Not Harm" policy sets the standard for design and construction and requires that all existing affected drainage systems function as well, or better, as a result of the proposed construction, and that an increase in flooding or in water surface elevation with negative impacts to individuals, streets, structures, infrastructure, or property does not occur.

Known contaminated soils on the project site or vicinity do not exist. Geotechnical borings were completed within the project site on February 5 and 28, 2007. The borings were drilled to depths of approximately 30 to 45 feet below the existing grade. As noted previously, the Phase II Environmental Site Assessment determined that soil and/or groundwater contamination do not exist for the project site. Thus, construction would not encounter contaminated soils and groundwater quality would not be affected.

The project is not located on an industrial site and industrial uses are not proposed. In addition, the property will not be used for commercial irrigated agriculture. Furthermore, aquatic resources are not located on or in the vicinity of the project site.

**LETTER 3:     ROBB ARMSTRONG, SACRAMENTO REGIONAL COUNTY SANITATION DISTRICT**

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Comment noted. Wastewater treatment would be provided by the Sacramento Regional County Sanitation District (SRCSD), and sewer conveyance would be provided by the City of Sacramento via both the Combined Sewer System (CSS) and the Separated Sewer System (SSS). The SSS consists of a network of pipelines that collect wastewater with conveyance into major trunk-sewer lines owned and operated by the County Sanitation District 1 (CSD-1), which then conveys the mixed flow to the Sacramento Regional Wastewater Treatment Plant (SRWTP) in Elk Grove. Each site within the City is responsible for local drainage and would tap into the local street drainage system. It should be noted that the 65th Street Station Area Financing Plan containing in-lieu fees is in the process of being adopted by the City of Sacramento; the project site is included in the 65th Street Station Area Financing Plan area and would be subject to the fees of the plan. The in-lieu fees included in the 65th Street Station Area Financing Plan are currently being developed, and would be applied to the proposed project at the time of adoption.

The comment provides useful and relevant information regarding the wastewater treatment services available to the project site by the Regional Sanitation District.

The CSS collects and conveys wastewater and stormwater to two pump station facilities operated by the City: Sump Pump Station 1/1A and Sump Pump Station 2/2A. SRCSD reimburses the City for certain costs the City incurs to operate and maintain Sump Pump 2A. Sump Pump Station 1/1A is not normally used during the summer (during dry weather periods) and is only operated as needed during wet weather or large storm events. Sump Pump Station 2/2A is the primary pump station facility for the CSS, and is operated continuously throughout the year.

The SRCSD is contracted to accept up to 60 million gallons per day ("mgd") of combined wastewater and stormwater runoff from the CSS. Combined flows are managed by the Sump Pump Station 2/2A facility operated by the City. Flows in excess of 60 mgd are routed either through the Pioneer Reservoir or to the CWTP for storage and, when necessary, for primary treatment. The Pioneer Reservoir and interceptor have storage capacity of 23 million gallons ("MG") and 5 MG, respectively. The CWTP has additional storage capacity of 9.2 MG (including the CWTP interceptor). The City uses these facilities to store and sometimes to provide primary treatment to wet weather combined wastewater flow in excess of the 60 mgd SRCSD capacity limit. Stored combined wastewater is eventually routed back to Sump Pump Station 2/2A for transport to the SRCSD's SRWTP for further treatment and eventual discharge to the Sacramento River.

The project proponents would be required to pay an appropriate share of the capitol costs into the Combined Sewer Mitigation Fee in order to mitigate demands of increased growth on existing or new CSS facilities. See page 72 of the IS/MND, Section 12, Utilities and Service Systems, for a discussion regarding the projects potential for impacts to the CSS. Cumulative flows associated with the project will be quantified in the sewer study to ensure wet and dry weather capacity limitations are not exceeded. The utility plan and sewer study will be reviewed and approved by the Department of Utilities prior to Building Permits being issued.

Based on the analysis included in the South 65th Street Area Plan Draft EIR, implementation of the Area Plan, which includes the proposed project land use, would not result in wastewater impacts

related to the capacity of the CSS or SSS in the South 65th Street Area Plan. According to the Master EIR, the SRCSD anticipates an expansion of the SRWTP from 181 million gallons per day (mgd) average dry weather flow (ADWF) to 213 mgd ADWF to accommodate projected service area demand through the SRWTP 2020 Master Plan timeframe. The Master EIR concluded that the City's incremental contribution to the regional wastewater facilities would be less than significant. Because the proposed project is consistent with the land uses included in the City's General Plan, the 65th Street Station Area Plan, and the South 65th Street Area Plan Draft EIR, implementation of the proposed project would result in a less-than-significant impact.

**LETTER 4:     TAHOE PARK NEIGHBORHOOD ASSOCIATION LAND USE COMMITTEE**

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Comment noted. The commenter's request regarding the fair share fee for pedestrian and bicycle improvements required by Mitigation Measure 11-2 will be forwarded to the City's Department of Public Works for their consideration. As a matter of fact, the pedestrian countdown signals requested at 65<sup>th</sup> Street crosswalk at the Highway 50 off ramp mentioned in the comment letter was already installed by Public Works Department on March 27, 2015.

In addition, the driveway along 65<sup>th</sup> Street and Redding Avenue requested by the commenter shall be designed according to City of Sacramento driveway standards.

**LETTER 5: TIM OLMSTEAD, RESIDENT**

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Comment noted. The commenter's suggestions regarding overall planning for the area surrounded by 67<sup>th</sup> Street, Folsom Blvd, 69<sup>th</sup> Street and Q Street as well as proposing building placement and vehicle access are outside the scope of this project. All impacts resulting from this project have been found to be less than significant with mitigation, supporting the preparation of a mitigated negative declaration. Therefore, an alternative site analysis is not required.



**DEPARTMENT OF TRANSPORTATION**

DISTRICT 3 – SACRAMENTO AREA OFFICE  
2379 GATEWAY OAKS DRIVE, STE 150 – MS 19  
SACRAMENTO, CA 95833  
PHONE (916) 274-0635  
FAX (916) 263-1796  
TTY 711



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April 20, 2015

032015-SAC-0053  
03-SAC-50/R 2.634  
SCH# 2015032065  
DR14-257

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

**65<sup>th</sup> Street Hampton Inn & Suites – Mitigated Negative Declaration (MND)**

Dear Mr. Johnson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The proposed project is development of two four-story hotels, a 10,000-square foot commercial retail building, and improvement to the Sacramento Regional Transit District (SRTD) 65<sup>th</sup> Street station. The first of two phases of construction will include development of the Hampton Inn Suites Hotel with 116 rooms. The second phase will include construction of a second four-story 100-room-hotel adjacent to the Hampton Inn & Suites building, and SRTD 65<sup>th</sup> Street station improvements which will include a light rail crossing, a curb ramp, and a raised platform. The project is located at 1817 65<sup>th</sup> Street adjacent the westbound (wb) United States Highway 50 (US 50) off-ramp. The following comments are based on the MND.

Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this local development for impacts to the State Highway System in keeping with our mission, vision and goals for sustainability/livability/economy, and safety/health. We provide these comment consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

***Multimodal Improvements in Project Vicinity***

Caltrans applauds project proponents for the consideration and commitment to the implementation of transit improvements for the SRTD 65<sup>th</sup> Street station as part of the second phase of the 65<sup>th</sup> Street Hampton Inn & Suites Project.

Caltrans also concurs with the following mitigation measures listed in the MND:

“TRANS-1 - At the time of issuance of a building permit, the project applicant shall pay, on a fair-share basis, the cost of the City of Sacramento Traffic Operations Center to implement ITS improvements on all major streets including Elvas Avenue, Folsom Boulevard, and 65th Street.

TRANS-2 - At the time of issuance of a building permit, the project applicant shall pay, on a fair-share basis, the cost of the designated pedestrian and bicycle improvements in the 65th Street Station Area Plan area.

TRANS-3 - At the time of issuance of a building permit, the project applicant shall pay, on fair-share basis, the cost of widening the westbound US 50 off-ramp at 65th Street.”

### ***Encroachment Permit***

Please be advised that any work or traffic control that would encroach onto the State Right of Way (ROW) requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to the address below.

Charles Laughlin  
California Department of Transportation  
District 3 Office of Permits  
703 B Street  
Marysville, CA 95901

Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website link below for more information.  
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

### ***Hydraulics***

The project proposes to construct 4,685 feet of grassy swales to capture, treat, and store stormwater. Caltrans requests the criteria used to determine the size of the swales.

Caltrans requests the points of discharge of runoff from the grassy swales into City's storm drain systems. Regarding Sump 31 improvement, which may include the project site, the points of discharge into the Sump 31 system must ensure that localized flooding does not occur.

Runoff must not be redirected toward the US 50 / 65<sup>th</sup> Street westbound off-ramp.

Caltrans requests a copy of the project site drainage report for review.

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.

Mr. Scott Johnson / City of Sacramento, Community Development  
April 20, 2015  
Page 3

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](mailto:arthur.murray@dot.ca.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read "Eric Fredericks".

ERIC FREDERICKS, Chief  
Office of Transportation Planning – South

c: Scott Morgan, State Clearinghouse



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**Central Valley Regional Water Quality Control Board**

13 April 2015

Scott Johnson  
City of Sacramento  
300 Richards Blvd, Third Floor  
Sacramento, CA 95811

CERTIFIED MAIL  
7014 2870 0000 7535 8287

**COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE  
DECLARATION, 65<sup>TH</sup> STREET HAMPTON INN AND SUITES PROJECT, SCH# 2015032065,  
SACRAMENTO COUNTY**

Pursuant to the State Clearinghouse's 30 March 2015 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the 65<sup>th</sup> Street Hampton Inn and Suites Project, located in Sacramento County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

**Construction Storm Water General Permit**

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/constpermits.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml).

### **Phase I and II Municipal Separate Storm Sewer System (MS4) Permits<sup>1</sup>**

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/municipal\\_permits/](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/).

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/phase\\_ii\\_municipal.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml)

### **Industrial Storm Water General Permit**

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/industrial\\_general\\_permits/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml).

### **Clean Water Act Section 404 Permit**

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

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<sup>1</sup> Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

### **Clean Water Act Section 401 Permit – Water Quality Certification**

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

### **Waste Discharge Requirements**

If USACOE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/help/business\\_help/permit2.shtml](http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml).

### **Regulatory Compliance for Commercially Irrigated Agriculture**

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program.

There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board’s website at: [http://www.waterboards.ca.gov/centralvalley/water\\_issues/irrigated\\_lands/app\\_approval/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml); or contact water board staff at (916) 464-4611 or via email at [IrrLands@waterboards.ca.gov](mailto:IrrLands@waterboards.ca.gov).
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory



13 April 2015

Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at [IrrLands@waterboards.ca.gov](mailto:IrrLands@waterboards.ca.gov).

**Low or Limited Threat General NPDES Permit**

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2013-0074.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf)

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2013-0073.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf)

If you have questions regarding these comments, please contact me at (916) 464-4684 or [tleak@waterboards.ca.gov](mailto:tleak@waterboards.ca.gov).



Trevor Cleak  
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento



March 24, 2015

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Scott Johnson, Associate Planner  
City of Sacramento, Community Development  
Environmental Planning Services  
300 Richards Blvd., 3<sup>rd</sup> Floor  
Sacramento, CA 95811

**Subject: Notice of Availability/Intent to Adopt – Mitigated Negative Declaration  
for 65<sup>th</sup> Street Hampton Inn & Suites Project (DR14-257)**

Dear Mr. Johnson:

Sacramento Regional County Sanitation District (Regional San) has the following comments regarding the Mitigated Negative Declaration for the 65<sup>th</sup> Street Hampton Inn & Suites Project.

Regional San is not a land-use authority. Projects identified within Regional San planning documents are based on growth projections provided by land-use authorities. Sewer studies will need to be completed to assess the impacts of any project that has the potential to increase flow demands. Onsite and offsite impacts associated with constructing sanitary sewer facilities to provide service to the subject project should be included in this environmental impact report.

Customers receiving service from Regional San are responsible for rates and fees outlined within the latest Regional San ordinances. Fees for connecting to the sewer system are set up to recover the capital investment of sewer and treatment facilities that serves new customers. The Regional San ordinance is located on the Regional San website at <http://www.srcsd.com/ordinances.php>.

Local sanitary sewer service for the proposed project site will be provided by the City of Sacramento's local sewer collection system. Ultimate conveyance to the Sacramento Regional Wastewater Treatment Plant (SRWTP) for treatment and disposal will be provided via Sump 2/2A and the Regional San City Interceptor system. Cumulative impacts of the proposed project will need to be quantified by the project proponents to ensure wet and dry weather capacity limitations within Sump 2/2A and the City Interceptor system are not exceeded.

On March 13, 2013, Regional San approved the Wastewater Operating Agreement between the Sacramento Regional County Sanitation District and the City of Sacramento. The following flow limitations are outlined in this agreement:

<i>Service Area</i>	<i>Flow Rate (MGD)</i>
<i>Combined Flows from Sump 2 and Sump 2A</i>	<i>60</i>
<i>Combined flows from Sumps 2, 2A, 21, 55, and 119</i>	<i>98</i>
<i>Total to City Interceptor of combined flows from Sumps 2, 2A, 21, 55, 119, and five trunk connections</i>	<i>108.5</i>



The SRWTP provides secondary treatment using an activated sludge process. Incoming wastewater flows through mechanical bar screens through a primary sedimentation process. This allows most of the heavy organic solids to settle to the bottom of the tanks. These solids are later delivered to the digesters. Next, oxygen is added to the wastewater to grow naturally occurring microscopic organisms, which consume the organic particles in the wastewater. These organisms eventually settle on the bottom of the secondary clarifiers. Clean water pours off the top of these clarifiers and is chlorinated, removing any pathogens or other harmful organisms that may still exist. Chlorine disinfection occurs while the wastewater travels through a two mile "outfall" pipeline to the Sacramento River, near the town of Freeport, California. Before entering the river, sulfur dioxide is added to neutralize the chlorine. The design of the SRWTP and collection system was balanced to have SRWTP facilities accommodate some of the wet weather flows while minimizing idle SRWTP facilities during dry weather. The SRWTP was designed to accommodate some wet weather flows while the storage basins and interceptors were designed to accommodate the remaining wet weather flows.

A NPDES Discharge Permit was issued to Regional San by the Central Valley Regional Water Quality Control Board (Water Board) in December 2010. In adopting the new Discharge Permit, the Water Board required Regional San to meet significantly more restrictive treatment levels over its current levels. Regional San believed that many of these new conditions go beyond what is reasonable and necessary to protect the environment, and appealed the permit decision to the State Water Resources Control Board (State Board). In December 2012, the State Board issued an Order that effectively upheld the Permit. As a result, Regional San filed litigation in California Superior Court. Regional San and the Water Board agreed to a partial settlement in October 2013 to address several issues and a final settlement on the remaining issues were heard by the Water Board in August 2014. Regional San began the necessary activities, studies and projects to meet the permit conditions. The new treatment facilities to achieve the permit and settlement requirements must be completed by May 2021 for ammonia and nitrate and May 2023 for the pathogen requirements.

Regional San currently owns and operates a 5-mgd Water Reclamation (WRF) that has been producing Title 22 tertiary recycled since 2003. The WRF is located within the SRWTP property in Elk Grove. A portion of the recycled water is used by Regional San at the SRWTP and the rest is wholesaled to the Sacramento County Water Agency (SCWA). SCWA retails the recycled water, primarily for landscape irrigation use, to select customers in the City of Elk Grove. It should be noted that Regional San currently does not have any planned facilities that could provide recycled water to the proposed project or its vicinity. Additionally, Regional San is not a water purveyor and any potential use of recycled water in the project area must be coordinated between the key stakeholders, e.g. land use jurisdictions, water purveyors, users, and the recycled water producers.

If you have any questions regarding these comments, please contact me at 916-876-6104

Sincerely,



Robb Armstrong  
Regional San Development Services & Plan Check

Cc: SASD Development Services, Sarena Moore – Policy & Planning

## Scott Johnson

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**From:** TPNA Land Use Committee <tpnalanduse@gmail.com>  
**Sent:** Tuesday, April 14, 2015 2:27 PM  
**To:** Scott Johnson  
**Cc:** eedelmayer@jacksonprop.com; David Gonsalves; Maria Alvarez; TPNA Land Use Committee  
**Subject:** Mitigated Negative Declaration for 65th Street Hampton Inn and Suites Project DR14-257  
**Attachments:** Hampton Inn TPNA Letter.pdf

To: Scott Johnson, Associate Planner

April 14, 2015

City of Sacramento, Community Development Department

300 Richards Boulevard

Sacramento, CA 95811

(916) 808-5842

Subject: Mitigated Negative Declaration for 65<sup>th</sup> Street Hampton Inn and Suites Project DR14-257

In response to the MND for Project DR14-257 the Tahoe Park Neighborhood Association Land Use Committee respectfully submits the following:

### Issue 11 – Transportation and Circulation

It is requested that the fair share amount for mitigation measure TRANS-2 be applied to the pedestrian/bicycle issues identified in our previous correspondence to Antonio Ablog, Associate Planner, City of Sacramento, (copy attached). The 65<sup>th</sup> Street Station Area Plan , final EIR identified “Q” street as a major pedestrian route.

Additional pedestrian safety measure recommended. Treatment of the driveway crossings of the sidewalk at 65<sup>th</sup> Street and Redding avenue should be constructed per Plate 15-4, of the City of Sacramento , Design and Procedures Manual, Section 15 Street Design Standards. As stated in Safe Routes To School literature “Properly designed driveways, as they cross sidewalks, can enhance pedestrian safety by providing a consistent surface and reminding drivers that they are crossing a sidewalk.”

Tahoe Park Neighborhood Association Land Use Committee.

Antonio Ablog  
Sacramento City Planner

The Tahoe Park Neighborhood Association met with Jackson Properties Inc. and a representative of California State University Sacramento in regards to the Hampton Inn project now under consideration in the vicinity of 65th Street and Q Street. We are writing today to express our concerns about potential impacts to the surrounding area. Our concerns are as follows:

1. The pedestrian crosswalk at 65th Street at the Highway 50 is already parlous under current conditions for residents and CSUS students. The proposed changes to this intersection will exacerbate an already troublesome crossing. To mitigate pedestrian impacts we suggest the following:
  - Add warning flasher or enhanced signage to alert drivers exiting and entering the highway to the pedestrian crossing/pedestrian in the crosswalk.
  - To increase pedestrian visibility, we recommend that the vehicle limit line be set back further from its current position.
  - Add pedestrian countdown signals, like the type used at Folsom Boulevard and Power Inn Road, to increase safety.
2. The area of Q Street between Redding Avenue and Regional Transit light rail station lacks pedestrian amenities thus forcing pedestrians to walk in the east bound traffic lane to traverse the area. CSUS students currently utilize the area frequently, and it will likely experience an uptick in pedestrian traffic due to hotel guests utilizing the Regional Transit system. To increase pedestrian safety we suggest:
  - Adding sidewalk and bike lanes to the two tenths of mile without sidewalks on Q Street.

We appreciate Jackson Properties Inc., California State University Sacramento, and City of Sacramento planning staff for their engagement and dialogue regarding the proposed project, which TPNA generally supports.

Thank You  
Tahoe Park Neighborhood Association

## Scott Johnson

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**From:** tomatocity <tomatocity@gmail.com>  
**Sent:** Tuesday, March 24, 2015 12:52 AM  
**To:** Scott Johnson; Antonio Ablog  
**Cc:** Tim Olmstead  
**Subject:** NOTICE OF AVAILABILITY/INTENT TO ADOPT - MITIGATED NEGATIVE DECLARATION FOR 65TH STREET HAMPTON INN & SUITES PROJECT (DR14-257)

Hello Scott Johnson and Antonio Ablog,

Today I read a post on Nextdoor Tahoe Park "65th St. Hampton Inn & Suites project"

Although I am not in favor of some of the current development in the City of Sacramento I am in favor of doing the development that favors everyone. Here is my response to that post and to you the representatives of the City of Sacramento and Citizens of the City of Sacramento.

. The proposed location is too congested and has vehicle entrance and exit concerns. South bound exit is a major concern. Not to complain without a solution...

. Option A: <http://goo.gl/maps/I6Y85> this should be the best location. The reorganization of the properties surrounded by 67th Street, Folsom Blvd, 69th Street, and Q Street. Better access to LightRail, excellent vehicle entrance and exit, does not border personal property, is close to public transit, shopping, dining, gasoline, and freeway access. More work for the City of Sacramento but would provide excellent vehicle access plus cleanup and organization of the existing businesses. Huge Plus for this area. This plan would increase the costs to Hampton Inn and very little backlash to the City of Sacramento.

. Option B: <http://goo.gl/maps/mBc8X> the 59th Street / SMUD Yard does not border personal or commercial housing, is close to public transit, shopping, dining, gasoline, and freeway access. Would be better suited for Hampton Inn and the local neighborhoods. Very good entrance and exit, freeway access,

. Option C: <http://goo.gl/maps/S6Rjl> the SMUD Offices Building location does not border personal or commercial housing, is close to public transit, shopping, dining, gasoline, and freeway access. This would include increased costs but the City of Sacramento should not be concerned with the costs vs the correct (permanent) location with less impact on the City of Sacramento and its citizens.

Tim Olmstead

3333 53rd Street

Sacramento, CA 95820

916 837-0652

[tomatocity@gmail.com](mailto:tomatocity@gmail.com)