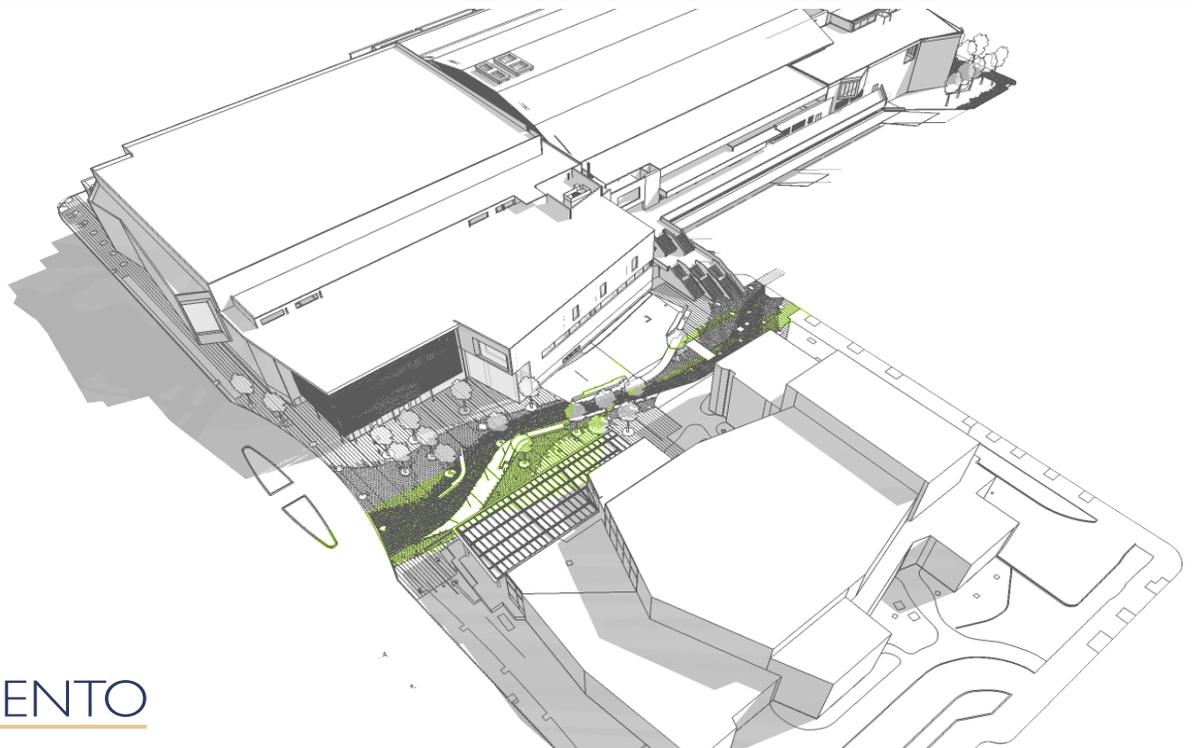




Sacramento Convention Center Renovation and Expansion and 15th/K Street Hotel Projects

Final Environmental Impact Report | June 2018



SACRAMENTO CONVENTION CENTER RENOVATION AND EXPANSION & 15TH/K STREET HOTEL PROJECTS

Final Environmental Impact Report

Prepared for
City of Sacramento

June 2018

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CHAPTER 1

Introduction and List of Commenters

1.1 Purpose of this Document

This document includes all agency and public written comments received on the Draft Environmental Impact Report (Draft EIR, SCH # 2017082008) for the Sacramento Convention Center Renovation and Expansion project and the 15th/K Street Hotel project. Also included are changes in the text of the Draft EIR either in response to written comments or initiated by staff.

Written comments were received by the City of Sacramento during the public comment period from November 15, 2017 through January 2, 2018. This document includes written responses to each comment received on 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 projects that will be used by the decision-makers during project hearings. The responses and text changes correct, clarify, and amplify text in the Draft EIR, as appropriate. These changes do not alter the conclusions of the Draft EIR.

1.2 Summary of Proposed Projects

Project Locations

The SCC project site and the Hotel project site are located within the City of Sacramento's Central City community. The SCC project site is generally bounded by 13th Street to the west, 15th Street to the east, J Street to the north, and K Street to the south. The SCC project site includes the existing Sacramento Convention Center and adjacent Panattoni Building and outdoor Activities Plaza, but excludes the Sacramento Community Center Theater.

The proposed Hotel project site is currently developed with a surface parking lot, and is bounded by a six-story office building to the west (1414 K Street), K Street to the north, 15th Street to the east, and Kayak Alley to the south.

SCC Project

The proposed SCC project would include the following modifications to the existing SCC facility in downtown Sacramento:

- 65,514 square feet of additional event space (exhibit halls, meeting rooms, and ballrooms);

- 34,835 square feet of additional pre-function space (e.g., lobbies, landings);
- 306 square foot increase of retail space;
- 6,508 square foot reduction of outdoor terrace space; and
- 36,254 square feet of additional support space (e.g., administrative office, kitchen, store rooms).

The project would also include the demolition of the adjacent Panattoni Building at 1030 15th Street, which is comprised of 15,863 square feet of commercial office space.

The renovated and expanded SCC would be a larger structure relative to the existing facility. Demolition and construction activities would take place throughout the facility.

Construction and demolition components on the east side of the SCC would include demolition of the existing Panattoni Building and construction of a new East Lobby in its place, which would create access to the Convention Center from 15th Street. The upper levels of the new East Lobby structure would accommodate administrative uses. In addition, the east terrace on the second level would be eliminated and new meeting rooms would be added in its place.

Project components on the west side of the existing SCC would include demolition of the portion of the facility constructed in 1974, which includes 3 exhibition halls and a number of other uses, and construction of a new west building in its place, which would include new exhibit space, a new west lobby, pre-function space facing J Street, a new kitchen and food service space, service areas, and an expanded second floor outdoor terrace. A 40,000 sf ballroom and back-of-house uses such as hallways and kitchen spaces would be constructed on the second level of the new west building.

The new west building would have a larger footprint than the existing west building. As a result, the building footprint would extend further to the north and west, reducing available pedestrian space along the building's 250-foot J Street frontage by 20 feet and along the building's 400-foot 13th Street frontage by 20 feet. In addition, the existing 250-foot long, pullout space on J Street would be replaced by a smaller turnout that would be a single-car width relative to the existing two-car width turnout. The area of the existing turnout to be eliminated would be replaced by sidewalk that aligns with the sidewalk that fronts the east building. This building and sidewalk extension would provide access to the planned 13th/J Street Downtown/Riverfront Streetcar stop.

At the southwest side of the west building, the landscaped walkway between the SCC and the Community Center Theater (CCT), to the south, would be eliminated and replaced with an outdoor activities plaza, which would include an outdoor amphitheater facing the main activities plaza and K Street pedestrian connection, as well as landscaping and pedestrian improvements. Project components on the west side of the SCC would also include renovation of the central plant that provides heating, cooling and power to the Convention Center and the adjacent CCT.

The proposed expanded and reconfigured SCC would be a venue for an array of various conference and entertainment events during the year. One of the primary objectives of the proposed improvements to the SCC would be to allow a more efficient transition between events, allowing for an increase in the total number of annual events accommodated at the SCC. The total number of events would be affected by a number of factors, such as the relative success of Visit Sacramento or a private operator in attracting events, and the number of touring events each year. It is estimated that the proposed SCC would generate an additional 1,790 attendees per event day.

Different types of events typically are presented on different days and at different times, and may overlap. For purposes of a conservative analysis, it has been assumed that on an annual basis there would be events attended by a range of numbers of attendees with total event attendance ranging from a few hundred per day for smaller events to over 15,000 per day for the largest events.

Hotel Project

The proposed Hotel project would include demolition of the existing parking lot and subsequent construction of a 350-room hotel. The EIR anticipates that the proposed Hotel project would include construction of an approximately 24-story hotel. The hotel would be anticipated to include the following elements:

- 170,000 square feet (sf) of hotel space, including up to 350 rooms, located on upper levels;
- 70,000 sf of meeting/conference space, located across 4 lower levels;
- Up to 130,000 sf of building amenities such as lobbies, including approximately 6,000 sf of restaurant space and a pool deck on approximately the 5th floor on the southwest corner of the structure;
- 15,000 sf of service and loading facilities; and
- 65,000 sf of parking space, anticipated to provide approximately 200 on-site parking spaces on 2 subterranean floors.
- A pedestrian bridge that would span K Street, connecting the second level floors of both the hotel and the proposed SCC East Lobby. The exact elevation of the pedestrian bridge is not known at this time, however, it is assumed that the pedestrian bridge would be designed to provide clearance for vehicular traffic along K Street, including trucks and other freight vehicles accessing the SCC loading docks.

Based on conceptual planning studies, the proposed Hotel building would be approximately 300 feet tall and include approximately 24 above-ground stories and two subgrade parking levels. The main entrance would front 15th Street and the ground floor would include the hotel lobby, building support toward the southwest, and loading dock facilities along K Street. Directly above the ground level would be approximately three levels dedicated to building amenities and meeting space. The second level would provide access to the proposed east lobby of the SCC via a

proposed pedestrian bridge. The floors above the meeting and hotel amenity levels would be dedicated to hotel rooms and would be massed toward the north and eastern perimeters of the structure. The floor above the meeting levels would include a proposed amenity deck that would feature an outdoor terrace area toward the south west of the structure. The amenity deck would likely include an outdoor pool area.

The proposed Hotel project is anticipated to include two subgrade parking levels accommodating approximately 200 parking spaces. The below-grade floors would be constructed with a waterproof foundation and outer walls to prevent groundwater infiltration during seasonal periods where the water table would be at or above the lowest depth of the subgrade parking levels. This design would avoid the need for a seasonal dewatering system.

1.3 Project Actions

SCC Project

The proposed SCC project is anticipated to require but may not be limited to, the following City actions:

- Certification of the EIR to determine that the EIR was completed in compliance with the requirements of CEQA, that the decision-making body has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City of Sacramento;
- Adoption of a Mitigation Monitoring Plan (MMP), which specifies the methods for monitoring mitigation measures required to eliminate or reduce the project's significant effects on the environment;
- Adoption of Findings of Fact, and for any impacts determined to be significant and unavoidable, a Statement of Overriding Considerations;
- Revocation of a condominium map as authorized by California Civil Code Section 4295 for APNs 006-0115-016, -017, -018, -019 and -020 (Panattoni Building);
- Approval of a lot merger for APNs 006-0115-016, -017, -018, -019 and -020 and Lot A (Panattoni Building);
- Approval of a Conditional Use Permit to waive a portion of the ground floor retail requirement on L Street;
- Approval of a variance from the City's Noise Ordinance to allow extended construction hours and operation of the outdoor amphitheater;
- Approval of a demolition permit;
- Approval of a grading permit to regulate land disturbances, landfill, soil storage, pollution, and erosion and sedimentation resulting from construction activities; and

- Approval of a groundwater memorandum of understanding from the City of Sacramento for construction dewatering.

The proposed SCC project is expected to include, but may not be limited to, the following actions by entities other than the City:

- Approval of a pre-treatment permit from the Sacramento Regional County Sanitation District to allow discharges associated with construction de-watering to the CSS; and
- Approval of a stationary source permit from the Sacramento Metropolitan Air Quality Management District (SMAQMD).

Hotel Project

The proposed Hotel project would require the following City actions:

- Certification of the EIR to determine that the EIR was completed in compliance with the requirements of CEQA, that the decision-making body has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City of Sacramento;
- Adoption of a Mitigation Monitoring Plan (MMP), which specifies the methods for monitoring mitigation measures required to eliminate or reduce the project's significant effects on the environment;
- Adoption of Findings of Fact, and for any impacts determined to be significant and unavoidable, a Statement of Overriding Considerations;
- Approval of a Site Plan and Design Review Permit;
- Approval of a demolition permit;
- Approval of a grading permit to regulate land disturbances, landfill, soil storage, pollution, and erosion and sedimentation resulting from construction activities; and
- Approval of a groundwater memorandum of understanding from the City of Sacramento for construction dewatering.

The proposed Hotel project is anticipated to include, but may not be limited to, the following actions by entities other than the City:

- Approval of a pre-treatment permit from the Sacramento Regional County Sanitation District to allow discharges associated with construction de-watering to the CSS; and
- Approval of a stationary source permit from the Sacramento Metropolitan Air Quality Management District (SMAQMD).

1.4 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 describes changes and refinements made to the proposed projects since publication of the Draft EIR. These refinements, clarifications, amplifications, and corrections, which are described as a narrative in the beginning of the chapter, would not change the environmental analysis and conclusions presented in the Draft EIR for the reasons discussed in Chapter 2. This chapter also summarizes text changes made to the Draft EIR in response to comments made on the Draft EIR and staff-initiated text changes. Changes to the text of the Draft EIR are shown by either ~~strike through~~ where text has been deleted, or double underline where new text has been inserted.

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 A1 are numbered A1-1, A1-2, A1-3, 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 that were submitted to the City do not pertain to substantial environmental issues or do not 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 proposed projects, or does not question an element of or conclusion of the Draft EIR, the response notes the comment and may provide additional information where appropriate. Many comments express opinions about the merits or specific aspects of the proposed projects and these are included in the Final EIR for consideration by the decision-makers.

Chapter 4 – Mitigation Monitoring Plans: This chapter contains the Mitigation Monitoring Plans (MMPs) to guide the City in its implementation and monitoring of measures adopted in the

EIR, and to comply with the requirements of Public Resources Code Section 21081.6(a). There are two separate MMPs – one for the SCC project and one for the Hotel project.

1.5 Public Participation and Review

The City of Sacramento has complied with all noticing and public review requirements of CEQA. This compliance included notification of all responsible and trustee agencies and interested groups, organizations, and individuals that the Draft EIR was available for review. The following list of actions took place during the preparation, distribution, and review of the Draft EIR:

- A Notice of Preparation (NOP) for the EIR was filed with the State Clearinghouse on August 2, 2017. The official 30-day public review comment period for the NOP ended on September 1, 2017 (SCH# 2017082008). The NOP was distributed in particular to governmental agencies, organizations, and persons interested in the proposed projects. The City sent the NOP to agencies with statutory responsibilities in connection with the proposed projects with the request for their input on the scope and content of the environmental information that should be addressed in the EIR. The NOP was also published on the City’s website and filed at the County Clerk’s office.
- A Notice of Completion (NOC) and copies of the Draft EIR were filed with the State Clearinghouse on November 15, 2017. An official 45-day public review period for the Draft EIR was established by the State Clearinghouse, ending on December 29, 2017. A Notice of Availability (NOA) for the Draft EIR was published in the Daily Recorder on November 15, 2017 and sent to property owners within 500 feet of the project sites, appropriate public agencies, and interested parties. The Draft EIR was also published on the City’s website at <http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>.
- Copies of the Draft EIR were available for review at the following location:

City of Sacramento
Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
- Hard copies of the NOA and Draft EIR Executive Summary, as well as the Draft EIR on CD were provided publicly at the following location:

Sacramento Central Library
828 I Street
Sacramento, CA 95814

1.6 List of Commenters

The City of Sacramento received 10 comment letters during the comment period on the Draft EIR for the proposed projects. 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 of Comment Letter/e-mail
Agencies – Federal, State, and Local			
A1	Sacramento Regional County Sanitation District (Regional San, SRCSD)	Robb Armstrong, Regional San Development Services & Plan Check	November 16, 2017
A2	United Auburn Indian Community of the Auburn Rancheria (UAIC)	Gene Whitehouse, Chairman	December 13, 2017
A3	Sacramento Municipal Utility District (SMUD)	Nicole Goi, Regional & Local Government Affairs	December 28, 2017
A4	Sacramento Metropolitan Air Quality Management District (SMAQMD)	JJ Hurley, Associate Air Quality Planner/Analyst, Land Use & CEQA section-Communication, Land Use & Mobile Sources Division	January 2, 2018
A5	Governor's Office of Planning and Research (OPR)	Scott Morgan, Director, State Clearinghouse	January 2, 2018
Organizations			
O1	California Applicants' Attorneys Association	Andrea Robertson	November 16, 2017
O2	California Alliance for a Cleaner Tomorrow Inc. (CACTI)	Eric Christen	January 2, 2018
O3	Downtown Sacramento Partnership	Michael Ault, Executive Director	January 2, 2018
O4	Sacramento Area Bicycle Advocates (SABA)	Jordan Lang, Project Analyst	January 2, 2018
O5	WALKSacramento	Chris Holm, Project Analyst	January 5, 2018
Individual			
I1	Angelo G. Tsakopoulos		May 18, 2018

CHAPTER 2

Revisions to the Draft EIR

2.1 Introduction

This chapter describes changes made to the proposed projects since the publication of the Draft EIR as well as text changes made to the Draft EIR either in response to a comment letter or initiated by City staff or in response to modifications to the proposed projects.

Under CEQA, recirculation of all or part of an EIR may be required if significant new information is added after public review and prior to certification. According to State CEQA Guidelines section 15088.5(a), new information is not considered significant “unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement.” More specifically, the Guidelines define significant new information as including:

- A new significant environmental impact resulting from the project or from a new mitigation measure;
- A substantial increase in the severity of an environmental impact that would not be reduced to insignificance by adopted mitigation measures;
- A feasible project alternative or mitigation measure considerably different from those analyzed in the Draft EIR that would clearly lessen the environmental impacts of the project and which the project proponents decline to adopt; and
- A Draft EIR that is so fundamentally and basically inadequate and conclusory that meaningful public review and comment were precluded.

The changes to the proposed projects and text changes described below update, refine, clarify, and amplify the project information and analyses presented in the Draft EIR. No new significant impacts are identified, and no information is provided that would involve a substantial increase in severity of a significant impact that would not be mitigated by measures agreed to by the City. In addition, no new or considerably different alternatives or mitigation measures have been identified. Finally, there are no changes or set of changes that would reflect fundamental inadequacies in the Draft EIR. Recirculation of any part of the EIR therefore is not required.

2.2 Changes to the Proposed Projects

This section summarizes changes made to the proposed projects. The summary included here is intended to succinctly describe changes to elements of the proposed projects and any changes to maps since publication of the Draft EIR. Specific text changes to the Draft EIR are noted below in Section 2.3, Text Changes to the Draft EIR. Revised Draft EIR figures are included at the end of this chapter. These changes are minor and do not change the environmental analysis or significance conclusions described in the Draft EIR.

Sacramento Convention Center Renovation and Expansion

Following publication of the Draft EIR, site plan and building design changes were made to the SCC project to reflect the evolving schematic design process. Changes to the description of the proposed SCC project that have occurred since publication of the Draft EIR include:

- Slight modifications to the exact square footages and configurations of the ballrooms, meeting rooms, prefunction spaces, and lobbies;
- Relocation of meeting space on the 2nd Floor to both the west side and east side of the building;
- Reduction in the amount of 2nd Floor outdoor terrace space;
- Consolidation of kitchen space to only the 2nd Floor;
- Relocation of the box office from the northern lobby along J Street to the West Lobby;
- Reconfiguration of the outdoor Activities Plaza, including identification of a bicycle travel pathway connecting 13th Street to 14th Street, allowing continued bicycle access along the K Street alignment;
- Addition of signage, precast benches and planters, security and ambient lighting to the north façade on J Street; and
- Greater building articulation along 13th Street including the use of glazing, precast and metal panels.

2.3 Text Changes to the Draft EIR

This section summarizes text changes made to the Draft EIR either in response to a comment letter, initiated by City staff, or in response to a modification to the proposed projects. 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.

The text revisions provide clarification, amplification, and corrections that have been identified since publication of the Draft EIR. The text changes do not result in a change in the analysis or conclusions of the Draft EIR.

S, Summary

Page S-31, Impact 4.4-1 is revised to read:

4.4-1: Construction of the proposed projects could cause a substantial adverse change in the significance of paleontological resource, or an archaeological resource, including human remains or ~~traditional~~ tribal cultural resources.

Page S-35, Mitigation Measure 4.9-2 in Table S-3, Summary of Impacts and Mitigation Measures, is revised as follows:

<p>4.9-2: The proposed projects could adversely affect public transit operations.</p>	<p>PS</p>	<p>LTS</p>	<p>Mitigation Measure 4.9-2 (SCC)</p> <p>Implement Event Transportation Management Plan (ETMP) to the satisfaction of the City Traffic Engineer and subject to the performance standards set forth within it including:</p> <ol style="list-style-type: none"> 1. <u>Pedestrian Flows</u>: Through pedestrian flow management, pedestrians do not spill out of sidewalks onto streets with moving vehicles, or out of crosswalks when crossing the street, particularly along J Street, 13th Street, and 15th Street. 2. <u>Bicycle Flows</u>: <u>During event that utilize the outdoor Activities Plaza, ensure that east-west bicycle travel is accommodated within the vicinity of the SCC (between 13th and 14th streets).</u> 3. <u>Vehicle Queuing</u>: Traffic on eastbound J Street does not queue back due to event-related traffic, particularly eastbound right-turning vehicles conflicting with pedestrians crossing the south leg crosswalk at the J Street/13th Street intersection. 4. <u>Bus/Paratransit</u>: Specific locations are provided to accommodate public buses and paratransit vehicle stops within one block of the SCC. 5. <u>Ridesharing</u>: Specific locations are provided for pick-up / drop-off areas such that Transportation Network Companies (e.g., Uber, Lyft), taxis, and other ridesharing services do not impede vehicular or pedestrian flow. 6. <u>Truck Staging</u>: Delivery trucks exclusively use the truck bays located along K Street west of 15th Street and do not block vehicular or bicycle access for extended periods of time. <p>The ETMP is included in Appendix L. It would be implemented for all large events with a combined daily attendance of 5,000 persons or more between the SCC and hotel event space. Due to the variation in event size, type, location, and travel characteristics, specific ETMP elements should be reviewed on a case-by-case basis to determine the appropriateness for a specific event day. Key ETMP elements relevant to large events centered at the SCC facility include the following:</p> <ul style="list-style-type: none"> • At the J Street/13th Street intersection, position equipment and multiple traffic control officers (TCOs) and operate the intersection in one of the following two ways: <ol style="list-style-type: none"> 1. Implement Option 1 (illustrated in Figure 4.9-22), which includes the following temporary measures: <ul style="list-style-type: none"> - Convert the northbound approach to right-turn only and prohibit through movements using traffic cones and advance warning signage. - Convert the southbound approach to one through lane and one left-turn lane using traffic cones and advance warning signage. - Prohibit use of the east leg crosswalk using barricades and TCOs. - Operate the north/south approaches as permissive (i.e., operate concurrently) signal phases. - Maintain same cycle length to facilitate coordinated through traffic progression, though signal offset may need to be adjusted. 2. Implement Option 2 (illustrated in Figure 4.9-23), which includes the following temporary measures: <ul style="list-style-type: none"> - TCOs temporarily take control of the intersection and switch signal operations to flashing red. 	<p>LTS</p>	<p>NA</p>
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		<ul style="list-style-type: none"> - TCOs prohibit vehicles from entering the intersection during a 20-second pedestrian crossing window, whereby TCOs wave through pedestrians to cross at all marked crosswalks and diagonally through the intersection. - TCOs prohibit pedestrians from entering crosswalks outside of the pedestrian crossing window and wave through vehicles. TCOs provide approximately 50, 17, and 13 seconds for the eastbound, northbound, and southbound vehicular flows, respectively. These approaches would maintain the same lane configurations as currently present. <ul style="list-style-type: none"> • At the K Street/13th Street intersection, position multiple TCOs to manage pedestrian and vehicular traffic flows. 	
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Chapter 2, Project Description

Section 2.4.2, beginning on page 2-9 is revised to read:

2.4.2 Project Elements

The proposed SCC project would include the following modifications to the existing SCC facility in downtown Sacramento:

- ~~65,514~~62,260 square feet of additional event space (exhibit halls, meeting rooms, and ballrooms);
- ~~34,835~~15,954 square feet of additional pre-function space (e.g., lobbies, landings);
- ~~306~~92 square foot increase of retail space (street retail and new café);
- ~~6,508~~2,390 square foot reduction of outdoor terrace space; and
- ~~36,254~~33,563 square feet of additional support space (e.g., administrative office, kitchen, store rooms).

The project would also include the demolition of the adjacent Panattoni Building at 1030 15th Street, which is comprised of ~~15,863~~36,085 square feet of commercial office space.

Table 2-2 summarizes the existing and proposed development in the proposed SCC project.

**TABLE 2-2
SACRAMENTO CONVENTION CENTER EXPANSION AND RENOVATION
DETAIL OF PROPOSED SPACE CHANGES**

	Existing	Demo	New	Unchanged	Net SF	Net Change
Exhibit Halls						
Hall A	55,000			55,000	55,000	0
Hall B	33,000			33,000	33,000	0
Hall C	24,864	24,864			0	-24,864
Hall D	12,321	12,321			0	-12,321
Hall E	12,321	12,321			0	-12,321
New Exhibit Space			<u>75,172</u> <u>71,980</u>	<u>88,000</u>	<u>75,172</u> <u>71,980</u>	<u>75,172</u> <u>71,980</u>

**TABLE 2-2
SACRAMENTO CONVENTION CENTER EXPANSION AND RENOVATION
DETAIL OF PROPOSED SPACE CHANGES**

	Existing	Demo	New	Unchanged	Net SF	Net Change
Total	137,506	49,506	75,172 <u>71,980</u>	<u>88,000</u>	163,172 <u>159,980</u>	25,666 <u>22,474</u>
Meeting Rooms						
100A	253	253			0	-253
100B	480	480			0	-480
101	336	336			0	-336
102	406	406			0	-406
103	644	644			0	-644
104	920	920			0	-920
105	667	667			0	-667
201	522	522			0	-522
202	3,596	3,596			0	-3,596
203	2,418	2,418			0	-2,418
204	3,596	3,596			0	-3,596
205	726	726			0	-726
301	1,015			1,015	1,015	0
302	665			665	665	0
303	665			665	665	0
304	875			875	875	0
305	875			875	875	0
316	896			896	896	0
317	608			608	608	0
318	576			576	576	0
319	928			928	928	0
New Meeting Space - North West Building (Upper Lvl)			<u>2,616</u> <u>7,472</u>		<u>2,616</u> <u>7,472</u>	<u>2,616</u> <u>7,472</u>
New Meeting Space – East Building (Upper Lvl)			<u>9,080</u> <u>6,092</u>		<u>9,080</u> <u>6,092</u>	<u>9,080</u> <u>6,092</u>
Future Buildout – East Building (Ground Lvl)			<u>1,342</u>		<u>1,342</u>	<u>1,342</u>
New Meeting Space – Southeast			<u>2,716</u>		<u>2,716</u>	<u>2,716</u>
Total	21,667	14,564	44,412 <u>14,906</u>	<u>7,103</u>	21,515 <u>22,009</u>	-152 <u>342</u>
Ballrooms						
East Ballroom	24,282			24,282	24,282	0
New Ballroom (Phase 2 Upper Lvl)			<u>40,000</u> <u>39,444</u>		<u>40,000</u> <u>39,444</u>	<u>40,000</u> <u>39,444</u>
Total	24,282	0	<u>40,000</u> <u>39,444</u>	<u>24,282</u>	64,282 <u>63,726</u>	<u>40,000</u> <u>39,444</u>

**TABLE 2-2
SACRAMENTO CONVENTION CENTER EXPANSION AND RENOVATION
DETAIL OF PROPOSED SPACE CHANGES**

	Existing	Demo	New	Unchanged	Net SF	Net Change
Lobbies & Prefunction						
West Lobby (Ground Lvl)	6,000	6,000			0	-6,000
<u>New West Lobby</u> (Ground Lvl)			<u>5,564</u> <u>10,274</u>		<u>5,564</u> <u>10,274</u>	<u>5,564</u> <u>10,274</u>
West Prefunction (Ground Lvl)			<u>4,708</u>		<u>4,708</u>	<u>4,708</u>
West <u>Meeting Room</u> Prefunction (Upper Lvl)			<u>4,708</u> <u>8,374</u>		<u>4,708</u> <u>8,374</u>	<u>4,708</u> <u>8,374</u>
East Lobby (Upper Lvl)	9,000			9,000	9,000	0
New East Lobby (Ground Lvl)			<u>5,882</u> <u>4,262</u>		<u>5,882</u> <u>4,262</u>	<u>5,882</u> <u>4,262</u>
East Prefunction (Upper Lvl)			<u>5,907</u> <u>7,937</u>		<u>5,907</u> <u>7,937</u>	<u>5,907</u> <u>7,937</u>
J Street Lobby (Ground Lvl)	7,000			7,000	7,000	0
New North Prefunction Lobby @ J St (Ground Lvl)			<u>4,326</u> <u>873</u>		<u>4,326</u> <u>873</u>	<u>4,326</u> <u>873</u>
Northwest Prefunction (Ground Lvl)	15,842	15,596			246	-15,596
Prefunction (Upper Lvl)	12,188			12,188	12,188	0
New <u>Ballroom</u> Prefunction (<u>Phase 2</u> Upper Lvl)			<u>8,779</u> <u>5,738</u>		<u>8,779</u> <u>5,738</u>	<u>8,779</u> <u>5,738</u>
Street retail	1,364	658			706	-658
New Retail <u>Café</u>			<u>964</u> <u>750</u>		<u>964</u> <u>750</u>	<u>964</u> <u>750</u>
Total	51,394	22,254	<u>34,835</u> <u>38,208</u>	<u>19,188</u>	<u>63,975</u> <u>67,348</u>	<u>42,584</u> <u>15,954</u>
Subtotal without Terrace	234,849	86,324	<u>164,419</u> <u>164,539</u>	<u>26,291</u>	<u>312,944</u> <u>313,064</u>	<u>78,095</u> <u>78,215</u>
Terrace						
Existing Outdoor Terrace	10,000	40,000 <u>2,390</u>		<u>7,610</u>	<u>7,610</u>	-40,000 <u>2,390</u>
New Outdoor Terrace (Phase 2)			3,492		3,492	3,492
Total	10,000	40,000 <u>2,390</u>	3,492	<u>7,610</u>	<u>3,492</u> <u>7,610</u>	-6,508 <u>2,390</u>
Service/Admin/Kitchen/Etc.						
Operations, Catering & AV office area	4,343	4,343			0	-4,343
Administrative & <u>Food</u> <u>Service Offices</u> (<u>above</u> <u>Deck</u> Ground Lvl)			<u>6,778</u> <u>7,278</u>		<u>6,778</u> <u>7,278</u>	<u>6,778</u> <u>7,278</u>
<u>Operations & Box Offices</u>			<u>2,456</u>		<u>2,456</u>	<u>2,456</u>

**TABLE 2-2
SACRAMENTO CONVENTION CENTER EXPANSION AND RENOVATION
DETAIL OF PROPOSED SPACE CHANGES**

	Existing	Demo	New	Unchanged	Net SF	Net Change
<u>New Food Service Receiving Offices (above Kitchen Ground Lvl)</u>			<u>2,204</u> <u>728</u>		<u>2,204</u> <u>728</u>	<u>2,204</u> <u>728</u>
Kitchen	4,074	4,074			0	-4,074
New Kitchen (Upper Lvl)			<u>5,687</u> <u>7,515</u>		<u>5,687</u> <u>7,515</u>	<u>5,687</u> <u>7,515</u>
New support spaces (Phase 2 Ballroom Area)			<u>21,070</u> <u>17,085</u>		<u>21,070</u> <u>17,085</u>	<u>21,070</u> <u>17,085</u>
New Plating Kitchen (Phase 2)			<u>3,997</u>		<u>3,997</u>	<u>3,997</u>
Pantry – East Lobby (Ground Lvl)			169		169	169
Support Spaces (all floors)	98,855	35,169	<u>40,407</u> <u>41,918</u>	<u>63,686</u>	<u>403,793</u> <u>105,604</u>	<u>4,938</u> <u>6,749</u>
Support Spaces (Basement)	45,190			45,190	45,190	0
Total	152,462	43,586	<u>79,840</u> <u>77,149</u>	<u>108,876</u>	<u>488,746</u> <u>186,025</u>	<u>36,254</u> <u>433,563</u>
<i>Subtotal Terraces, Service/ Admin/Kitchen/Etc.</i>	<i>162,462</i>	<i><u>53,586</u></i> <i><u>45,976</u></i>	<i><u>83,332</u></i> <i><u>77,149</u></i>	<i><u>116,486</u></i>	<i><u>192,208</u></i> <i><u>193,635</u></i>	<i><u>29,746</u></i> <i><u>31,173</u></i>
Total Convention Center	397,311	<u>139,910</u> <u>132,300</u>	<u>247,751</u> <u>241,688</u>	<u>265,011</u>	<u>505,152</u> <u>506,699</u>	<u>407,841</u> <u>109,388</u>
Panattoni Building	36,085	36,085			0	-36,085
Total Project	433,396	<u>175,995</u> <u>168,385</u>	<u>247,751</u> <u>241,688</u>	<u>265,011</u>	<u>505,152</u> <u>506,699</u>	<u>71,756</u> <u>73,303</u>

SOURCE: City of Sacramento, 20172018; Populous, 20172018.

The renovated and expanded SCC would be a larger structure relative to the existing facility. Demolition and construction activities would take place throughout the facility, as described below (see **Figure 2-4**).

Construction and demolition components on the east side of the SCC would include demolition of the existing Panattoni Building and construction of a new East Lobby in its place, which would create access to the Convention Center from 15th Street. The upper levels of the new East Lobby structure would accommodate new meeting rooms and prefunction administrative uses. The east terrace on the upper level would be reduced in size and meeting rooms would be added. In addition, the east terrace on the second level would be eliminated and new meeting rooms would be added in its place. Outside of the East Lobby would be an outdoor area called the East Plaza which would extend to the 15th Street sidewalk. The section of the East Plaza near K Street would be landscaped and include similar landscaping elements to the Activities Plaza, described below. The

proposed floorplans for the basement level, ground level, intermediate level, and upper level of the expanded and renovated SCC are provided in **Figure 2-5** and **Figure 2-6**.

Project components on the west side of the existing SCC would include demolition of the portion of the facility constructed in 1974, which includes 3 exhibition halls and a number of other uses, and construction of a new west building in its place, which would include new exhibit space, a new west lobby, ~~pre function space facing J Street~~, a new kitchen, ~~and food service space, and~~ service areas, ~~and an expanded second floor outdoor terrace~~. New exhibit space on the ground level (Exhibit Floor) of the new west building would be constructed at the same grade as the existing exhibit space to be retained on the east side of the ESC. The new exhibit space configuration would allow for the use of the new exhibit space (Exhibit Halls C and D) and remaining existing exhibit space (Exhibit Halls A and B) to be combined into a single 160,000-square-foot exhibition area. A new upper level (Ballroom Level) would include a 39,444 40,000 sf ballroom, prefunction space, and west meeting space. Between the upper and ground levels would be an intermediate level that would include back-of-house uses such as hallways and kitchen administrative spaces would be constructed on the second level of the new west building. The new west building would include a Mechanical Level, above the Upper Level, which would include two small mechanical mezzanine areas with elevator access to the eastern of the two mezzanines.

The new west building would have a larger footprint than the existing west building. As a result, the building footprint would extend further to the north, ~~and west, and south~~, reducing available pedestrian space along the building's 250-foot J Street frontage by 20 feet and along the building's 400-foot 13th Street frontage by 20 feet. In addition, the existing 250-foot long, pullout space on J Street would be replaced by a smaller turnout that would be a single-car width relative to the existing two-car width turnout. The area of the existing turnout to be eliminated would be replaced by sidewalk that aligns with the sidewalk that fronts the east building. This building and sidewalk extension would provide access to the planned 13th/J Street Downtown/Riverfront Streetcar stop.

At the southwest side of the west building, the landscaped walkway between the SCC and the Community Center Theater (CCT), to the south, would be eliminated and replaced with an outdoor ~~a~~Activities ~~p~~Plaza, which would include an outdoor ~~amphitheater~~ performance area, oriented toward a stage on the outside of the Community Center Theater, event zone adjacent to the new section of the SCC, pathway allowing for bicycle travel along the K Street alignment through the Activities Plaza, facing the main activities plaza and K Street pedestrian connection, as well as landscaping and pedestrian improvements (see Figure 2-7). Project components on the west side of the SCC would also include renovation of the central plant area on the Basement Level that provides heating, cooling and power to the Convention Center and the adjacent CCT.

Page 2-18, the first three paragraphs are revised to read:

The reconfigured and expanded SCC would be a steel and concrete structure, with the primary entrances on the first level on the J Street (existing), 13th Street (near K Street), and 15th Street sides of the building (see Figure 2-4). The reconfigured SCC would create streetwalls measuring 80 feet along J Street, 60 feet along 13th Street, and 70 feet along 15th Street, with access to an open-air amphitheater ~~from in the a~~Activities Plaza on the southwest northwest side of the building-Community Center Theater. Loading would continue to take place on K Street between 14th and 15th Street (see **Figure 2-6**). The Activities Plaza would allow for landscaping and terracing (see Figure 2-7). The parapet of the roof of the new SCC structure would rise approximately 60 feet above ground level, with a streetwall height of about 45 feet above J, 13th and 15th streets (see **Figures 2-8, 2-9, 2-10**).

Like the existing SCC east building, the proposed reconfigured and expanded SCC would be comprised of a two primary event levels with an intermediate level for administrative and service functions-level structure. The first floor would include the exhibit space, north, east, and west lobbies, pre-function space, kitchens, storage, loading docks and service areas (see **Figure 2-5**).

The proposed SCC second floor level would include ~~existing and~~ new ballrooms, existing and new meeting rooms, pre-function spaces, ~~a kitchen~~, service spaces, administration spaces, and the existing east terrace that would be covered as part of the proposed project ~~an outdoor terrace overlooking the amphitheater and Activities Plaza between the SCC and the Community Center Theater~~ (see **Figure 2-6**).

Page 2-22, the third paragraph is revised to read:

The proposed SCC would be lit for visibility during events and at other times of the day and night. Interior lighting may be seen through first floor glass panels or doors, or through walls that may be opened to the Activities Plaza or outdoor terraces. Exterior lighting for the proposed SCC would be provided to illuminate different areas of the facility and Activities Plaza including in-ground lighting along the J Street length of the new west building and throughout the Activities Plaza. The type of lighting and its intensity would vary, however, depending on how the venue is being used at any given time.

Page 2-24, the Bicycles discussion is revised to read:

Bicycles

The proposed SCC project would comply with the requirements of the Planning and Development Code for the provision of short- and long-term bicycle parking (see Sacramento Planning and Development Code (PDC), Sacramento City Code, Chapter

17.608.030 and 17.608.040, Section N). The proposed SCC Bicycle Plan is depicted in **Figure 2-13**~~12~~. ~~Approximately seven long-term employee-secured bike parking spaces would be provided, most likely near the main entrances or near the proposed SCC administrative offices. The SCC project would include short-term bicycle parking on-site. The specific locations for bicycle parking would be determined at a later design stage, however, it is likely that short-term bicycle parking would be constructed near each of the three lobbies (North, East, and West) and throughout the Activities Plaza. Short-term patron bicycle parking spaces would most likely be provided in the Activities Plaza or near the east or west lobby entrances.~~

Page 2-26, the third paragraph is revised to read:

The main pedestrian ~~entry~~ entries to the ~~proposed~~ expanded and reconfigured SCC would be located on the north, east, and west sides of the facility (facing J, 15th, and 13th streets, respectively), ~~with an additional entry on the east side (facing 15th Street).~~ Key pedestrian flows would be expected to originate from the west at the intersection of J and 13th streets, from the west and south at 13th Street near K Street, from the east and north from 15th Street between J and K streets (see **Figure 2-12**).

Page 2-28, the fifth paragraph is revised to read:

Electrical service to the SCC would be provided by the Sacramento Municipal Utility District (SMUD) through service from its 12-kV system, while the Community Center Theater would be switched over and fed by SMUD's 21-kV system, similar to the proposed hotel. The main electrical system connection to the SCC is located at the northwest corner of the K Street and 14th Street intersection and enters the building on the easterly side. With the proposed demolition of the western portion of the SCC, this connection would be relocated. Aside from connections that may be necessary to tie project systems to the SMUD system under adjacent streets, no further offsite improvements to the SMUD electrical system would be required, although transformers may need to be added to the existing SCC electrical vault to provide enough power supply to the SCC project site.

Page 2-34, the first paragraph is revised to read:

Truck Routes

Construction vehicles would follow the established City truck routes, and as depicted on **Figure 2-14**~~13~~ (Construction Truck Routes), inbound truck trips would access the project site from J Street or 15th Street. The direction of outbound truck trips would be determined by the destination of the truck, especially during demolition when trucks would be transporting demolition materials to recycling facilities or landfills.

Page 2-43, the first bullet under the list of actions by entities other than the City, is revised to read:

The proposed SCC project is expected to include, but may not be limited to, the following actions by entities other than the City:

- ~~Approval of a construction activity stormwater permit, including a Stormwater Pollution Prevention Plan, from the Central Valley Regional Water Quality Control Board (CVRWQCB);~~

Page 2-44, the first bullet under the list of actions by entities other than the City, is revised to read:

The proposed Hotel project is anticipated to include, but may not be limited to, the following actions by entities other than the City:

- ~~Approval of a construction activity stormwater permit, including a Stormwater Pollution Prevention Plan, from the Central Valley Regional Water Quality Control Board (CVRWQCB);~~

Chapter 3, Land Use and Employment

Page 3-25, second paragraph is revised to read:

The proposed SCC project would expand and renovate the existing SCC, and the expanded and renovated facility would continue to serve its existing function as a regional convention center. The proposed SCC project would include demolition of approximately ~~105,200-132,300~~ sf of existing convention center space in the western side of the SCC and approximately 11,500 sf of existing commercial office space in the Panattoni building, and the subsequent construction of ~~73,500-71,980~~ sf of new exhibit space, ~~14,500-14,906~~ sf of new meeting rooms, a new ~~40,000-39,444~~ sf ballroom, a new East Lobby, and upgraded lobbies, kitchen facilities, loading areas, outdoor terrace, administrative offices and related support areas. On a net basis, the proposed SCC project would add a net of ~~48,990-73,303~~ sf to the SCC project site.

Section 4.4, Cultural Resources

Page 4.4-23, Impact 4.4-1 is revised to read:

Impact 4.4-1: Construction of the proposed projects could cause a substantial adverse change in the significance of a paleontological resource, or an archaeological resource, including human remains or ~~traditional~~ tribal cultural resources.

Page 4.4-26, Mitigation Measure 4.4-1(b)(i)(4) is revised to read:

- 4) *If preservation in place is feasible, this may be accomplished through one of the following means: (1) modifying the construction plan to avoid the resource; (2) incorporating the resource within open space; (3) capping and covering the resource before building appropriate facilities on the resource site; or (4) deeding the resource site into a permanent conservation easement.*

Page 4.4-26, Mitigation Measure 4.4-1(b)(i)(6) is revised to read:

- 6) *Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2, including creation of a treatment plan. Treatment for most resources would consist of (but would not be ~~not~~ limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.*

Section 4.6, Global Climate Change

Page 4.6-16, the first paragraph under the SCC Project heading of Impact 4.6-1 is revised to read:

The ~~SCC Hotel~~ would not be owned or operated by the City of Sacramento and is not required to demonstrate consistency with the City of Sacramento's latest IO CAP. As a result, this discussion only pertains to the SCC project.

Section 4.8, Noise and Vibration

Page 4.8-15, second paragraph is revised to read:

Construction of the proposed SCC project would occur over approximately 39 months starting in either April 2018 or January 2019 and concluding in March 2021. Construction of the SCC would require demolition of a total of approximately ~~116,700~~ 168,385 square feet (s) of building space and the construction of ~~73,500-71,980~~ 73,500-71,980 sf of new exhibit space, ~~14,500-14,906~~ 14,500-14,906 sf of new meeting rooms, a new ~~40,000-39,444~~ 40,000-39,444 sf ballroom, a new East Lobby, and upgraded lobbies, kitchen facilities, loading areas, outdoor terrace, administrative offices and related support areas. The SCC project would construct approximately ~~52,000-73,303~~ 52,000-73,303 net square feet of additional building space.

Construction of the SCC would occur under either a phased or full shutdown construction schedule.

Under the phased construction schedule, construction of the east side of the SCC building including office space, utilities and the east lobby would begin in April 2018 and be completed over a 15-month period. In June 2019, the west side would be demolished and the new kitchen and exhibit space would be constructed along with a new 2nd story ballroom. The ~~40,000~~39,444 sf ballroom would be divisible into three small ballrooms or a reduced ballroom with the last third divided into five meeting rooms. The Convention Center on the east side would remain open throughout construction. Events would be relocated to the east side and would use the junior ballroom, east meeting rooms, and Exhibit Halls A and B - all on the east side. All of the project except the ballroom would be completed by early December 2020 and the Convention Center would resume operations in early December. Work on the ballroom would continue until June March 2021 and would be available for use then.

Under the full shutdown construction schedule, construction would start in January 2019, but only on utilities and the demolition of the Pannattoni building and construction of the new east lobby. The Convention Center would cease operations in mid to late July 2019 and all the rest of the work would commence. As noted above, the ~~40,000~~39,444 sf ballroom would be divisible into 3 small ballrooms or a reduced ballroom with the last third divided into 5 meeting rooms. All of the project except the ballroom would be completed by early December 2020 and the Convention Center would resume operations in early December. Work on the ballroom would continue until June March 2021 and would be available for use then.

Page 4.8-17, Mitigation Measure 4.8-1(e) is revised to read:

- e) Machines or equipment shall not start up prior to 7:00 a.m., Monday through Saturday, and prior to 9:00 a.m. on Sunday.*

Section 4.9, Transportation and Circulation

Page 4.9-60, Table 4.9-17 is revised as follows:

**TABLE 4.9-17
PEAK HOUR SIDEWALK PEDESTRIAN VOLUMES AND LOS – BASELINE PLUS SCC PROJECT CONDITIONS**

Sidewalk Street Segment ¹	Side	Actual Width ² (ft)	Effective Width ² (ft)	AM Peak Hour			PM Peak Hour		
				Pedestrians ³	Pedestrian Flow Rate (ped/minute/ft) ⁴	LOS	Pedestrians ³	Pedestrian Flow Rate (ped/minute/ft) ⁴	LOS
J Street between 12th Street and 13th Street	North	13	5	317	1.2	B	479	1.9	B
J Street between 12th Street and 13th Street	South	13	8	387	0.9	B	552	1.4	B
J Street between 13th Street and 14th Street	North	15	8	127	0.3	A	170	0.4	A
J Street between 13th Street and 14th Street	South	16	8	760	1.9	B	1,005	2.5	B
J Street between 14th Street and 15th Street	South	8	6	135	0.4	A	249	0.8	B
K Street between 12th Street and 13th Street	Mall	40	22.5	655	0.6	B	1,680	1.5	B
13th Street between I Street and J Street	West	16	8	939	2.3	B	1,071	2.6	B
13th Street between J Street and K Street	West	17	9	410	0.9	B	500	1.1	B
13th Street between J Street and K Street	East	12	8.5	507	1.2	B	670	1.5	B
13th Street between K Street and L Street	West	13	4	566	2.8	B	827	4.1	C
13th Street between K Street and L Street	East	8	6.5	142	0.4	A	207	0.6	A
14th Street between I Street and J Street	East	19	10	505	1.0	B	609	1.2	B
15th Street between I Street and J Street	West	15	5	374	1.5	B	468	1.8	B
<u>15th Street between J Street and K Street</u>	<u>West</u>	<u>15</u>	<u>5</u>	<u>406</u>	<u>1.6</u>	<u>B</u>	<u>746</u>	<u>2.9</u>	<u>B</u>

NOTES:

"-" indicates that proposed project dimensions are not currently available based on the level of detail incorporated into the conceptual project design. Therefore, pedestrian flow rates and corresponding LOS results cannot be determined at this time.

1. Sidewalk locations for having greatest pedestrian flows are shown in the table.

2. "Actual Width" of crosswalks based on distance between building / fence / outer edge of sidewalk and curb / planting strip. "Effective Width" of sidewalk subtracts obstruction (such as poles or benches) widths, 2 feet for shy distance away from buildings and 1.5 feet for shy distance away from low walls, fences, or curbs per HCM guidance.

3. Pedestrian volumes estimated based parking garage/lot/on-street usage, locations of transit stops, and convention center entrances.

4. Pedestrian flow rate calculated for peak 15-minutes based on a suggested 0.85 PHF per page 23-24 of 2010 HCM. Shaded cells represent LOS E or F.

SOURCE: Fehr & Peers, 2017.

Page 4.9-68, Table 4.9-21 is revised as follows:

**TABLE 4.9-21
PEAK HOUR SIDEWALK PEDESTRIAN VOLUMES AND LOS – BASELINE PLUS SCC PROJECT AND HOTEL PROJECT CONDITIONS**

Sidewalk Street Segment ¹	Side	Actual Width ² (ft)	Effective Width ² (ft)	AM Peak Hour			PM Peak Hour		
				Pedestrians ³	Pedestrian Flow Rate (ped/minute/ft) ⁴	LOS	Pedestrians ³	Pedestrian Flow Rate (ped/minute/ft) ⁴	LOS
J Street between 12th Street and 13th Street	North	13	5	645	2.5	B	863	3.4	C
J Street between 12th Street and 13th Street	South	13	8	391	1.0	B	585	1.4	B
J Street between 13th Street and 14th Street	North	15	8	175	0.4	A	230	0.6	B
J Street between 13th Street and 14th Street	South	16	8	984	2.4	B	1,292	3.2	C
J Street between 14th Street and 15th Street	South	8	6	135	0.4	A	249	0.8	B
K Street between 12th Street and 13th Street	Mall	40	22.5	1,009	0.9	B	2,266	2.0	B
K Street between 14th Street and 15th Street	South	15	7	815	2.3	B	1,190	3.3	C
13th Street between I Street and J Street	West	16	8	1,086	2.7	B	1,255	3.1	C
13th Street between J Street and K Street	West	17	9	490	1.1	B	601	1.3	B
13th Street between J Street and K Street	East	12	8.5	656	1.5	B	862	2.0	B
13th Street between K Street and L Street	West	13	4	752	3.7	C	1,076	5.3	C
13th Street between K Street and L Street	East	8	6.5	188	0.6	B	269	0.8	B
14th Street between I Street and J Street	East	19	10	663	1.3	B	797	1.6	B
15th Street between I Street and J Street	West	15	5	483	1.9	B	604	2.4	B
<u>15th Street between J Street and K Street</u>	<u>West</u>	<u>15</u>	<u>5</u>	<u>981</u>	<u>3.8</u>	<u>C</u>	<u>1,515</u>	<u>5.9</u>	<u>C</u>
15th Street between K Street and L Street	West	--	--	1,591 ⁵	--	--	2,445 ⁵	--	--

NOTES:

"--" indicates that proposed project dimensions are not currently available based on the level of detail incorporated into the conceptual project design. Therefore, pedestrian flow rates and corresponding LOS results cannot be determined at this time.

1. Sidewalk locations for having greatest pedestrian flows are shown in the table.

2. "Actual Width" of crosswalks based on distance between building / fence / outer edge of sidewalk and curb / planting strip. "Effective Width" of sidewalk subtracts obstruction (such as poles or benches) widths, 2 feet for shy distance away from buildings and 1.5 feet for shy distance away from low walls, fences, or curbs per HCM guidance.

3. Pedestrian volumes estimated based parking garage/lot/on-street usage, locations of transit stops, and convention center entrances.

4. Pedestrian flow rate calculated for peak 15-minutes based on a suggested 0.85 PHF per page 23-24 of 2010 HCM. Shaded cells represent LOS E or F.

5. Absent a detailed site plan, pedestrian flow estimates assume that all pedestrian ingress/egress would occur at a hotel front door located on the west side of 15th Street south of K Street.

SOURCE: Fehr & Peers, 2017.

Page 4.9-85, Mitigation Measure 4.9-2 is revised to read:

Mitigation Measure 4.9-2 (SCC)

Implement Event Transportation Management Plan (ETMP) to the satisfaction of the City Traffic Engineer and subject to the performance standards set forth within it including:

1. *Pedestrian Flows: Through pedestrian flow management, pedestrians do not spill out of sidewalks onto streets with moving vehicles, or out of crosswalks when crossing the street, particularly along J Street, K Street, 13th Street, and 15th Street.*
2. *Bicycle Flows: During event that utilize the outdoor Activities Plaza, ensure that east-west bicycle travel is accommodated within the vicinity of the SCC (between 13th and 14th streets).*
32. *Vehicle Queuing: Traffic on eastbound J Street does not queue back due to event-related traffic, particularly eastbound right-turning vehicles conflicting with pedestrians crossing the south leg crosswalk at the J Street/13th Street intersection.*
43. *Bus/Paratransit: Specific locations are provided to accommodate public buses and paratransit vehicle stops within one block of the SCC.*
54. *Ridesharing: Specific locations are provided for pick-up / drop-off areas such that Transportation Network Companies (e.g., Uber, Lyft), taxis, and other ridesharing services do not impede vehicular or pedestrian flow.*
65. *Truck Staging: Delivery trucks exclusively use the truck bays located along K Street west of 15th Street and do not block vehicular or bicycle access for extended periods of time.*

Page 4.9-90, second to last paragraph is revised to read:

The SCC project site is located along the planned Class I bike path on K Street between 13th Street and 14th Street. The current conceptual design shows a pathway allowing for bicycle travel along the K Street alignment through the Activities Plaza between the Class I bike path as a shared bicycle-pedestrian path that meanders through the project site from 13th Street and to 14th Street. The pathway would be paved with a different color pavement to delineate the path through the Activities Plaza. According to the current SCC project conceptual design, the area planned for the Class I bike path is co-located with a proposed outdoor Activities Plaza, where performances and other events would be held. During events, the outdoor Activities Plaza would attract crowds and could potentially be enclosed to allow for ticketing and crowd management. The presence of crowds and potential physical barriers associated with outdoor events would impede bicycle access via the planned bicycle travel Class I bike pathway, effectively breaking a critical

contiguous bicycle route through downtown Sacramento. This would be considered a **potentially significant** impact.

Page 4.9-91, Mitigation Measure 4.9-4(a) is revised to read:

Mitigation Measure 4.9-4(a) (SCC)

- i. *As part of the event transportation management plan (ETMP), station multiple traffic control officers (TCOs) at the K Street/13th Street intersection to facilitate bicycle crossings during large events.*
- ii. *During outdoor events, ensure that east-west bicycle travel is accommodated within the vicinity of the SCC (between 13th and 14th streets). Potential options include:*
 - a. *Maintain clear path of travel along the planned ~~Class I bike~~ bicycle travel pathway through the project site during outdoor events. Situate fencing and/or barriers in a manner that does not physically block the planned bike path. Install signage notifying event attendees of the presence of the bike path and discouraging event attendees from dwelling on the path.*
 - b. *Provide viable east-west bicycle detour around the SCC site during outdoor events. Detours should be sufficiently signed and marked to provide bicyclists with a clear path of travel.*

Page 4.9-101, second paragraph is revised to read:

The SCC project site is located along the planned Class I bike path on K Street between 13th Street and 14th Street. The current conceptual design shows a pathway allowing for bicycle travel along the K Street alignment through the Activities Plaza between the Class I bike path as a shared bicycle pedestrian path that meanders through the project site from 13th Street to and 14th Street. The pathway would be paved with a different color pavement to delineate the path through the Activities Plaza. According to the current SCC project conceptual design, the area planned for the Class I bike path is co-located with a ~~proposed outdoor Activities Plaza~~, where performances and other events would be held. During events, the outdoor Activities Plaza would attract crowds and could potentially be enclosed to allow for ticketing and crowd management. The presence of crowds and potential physical barriers associated with outdoor events would impede bicycle access via the planned bicycle travel ~~Class I bike~~ pathway, effectively breaking a critical contiguous bicycle route through downtown Sacramento. This would be considered a **potentially significant** impact.

Section 4.10, Utilities

Page 4.10-7, last paragraph and Table 4.10-1 and the following paragraph on the following page are revised as follows:

As shown in Table 4.10-1, the proposed SCC project would develop a net total of 51,978 62,260 sf of additional convention/meeting space, relative to the existing SCC, which would be anticipated to increase the residential-equivalent ADWF by approximately 6,2387,471 gpd.

**TABLE 4.10-1
WASTEWATER GENERATION**

Facility Type	# of Units	ESD factor	Generation Rate ¹	Average Dry Weather Flow (ADWF)
Proposed SCC Project				
Convention Center	51,978 <u>62,260</u> sf	0.3/1,000 sf (Halls, Lodges, & Auditoriums)	120 gpd/1,000 sf	6,238 <u>7,471</u> gpd
SCC Total				6,238<u>7,471</u> gpd
SCC Project and Hotel Project				
Hotel Room	350 rooms	0.3/room	120 gpd/room	42,000 gpd
Restaurant	6,000 sf	2.0/1,000 sf (Restaurant – Dine-In)	800 gpd/1,000 sf	4,800 gpd
Meeting Space	70,000 sf	0.3/1,000 sf (Halls, Lodges, & Auditoriums)	120 gpd/1,000 sf	8,400 gpd
Hotel Total				55,200 gpd
SCC + Hotel Total				61,438<u>62,671</u> gpd

NOTES:

1. 400 gpd x ESD factor.

SOURCE: Personal communication, City of Sacramento DOU, Ochoa, Sarai, 2017, ESA, 2017.

Given the anticipated development of 350 hotel rooms, the anticipated increase in ADWF is 42,000 gpd. The proposed 6,000 sf of restaurant uses in the proposed Hotel would increase ADWF by approximately 4,800 gpd and the anticipated development of 70,000 square feet of conference/ballroom space is anticipated to increase the ADWF by approximately 8,400 gpd. The total increase in ADWF from the proposed Hotel project would be approximately 55,200 gpd and the combined anticipated increase in ADWF from the SCC project and Hotel project would be approximately ~~61,438~~ 62,671 gpd.

Page 4.10-9, first paragraph is revised to read:

The proposed SCC is expected to increase the sanitary sewer flows due to the increases in the square footage convention space, events, and attendance. These factors would result in an increase total anticipated increase in the ADWF of ~~between 28,198 gpd and 53,173~~

approximately 7,471.2 gpd. The CSS has more than enough capacity to convey wastewater flows during dry weather. During wet weather, wastewater in the CSS is commingled with stormwater. Because the majority of the SCC site is currently comprised of impermeable surfaces, the proposed expansion and renovations would not increase impermeable surfaces such that there would be an increase in stormwater runoff compared to current conditions. However, additional wastewater flows into the CSS could exceed existing capacity during storm events, and this is considered a **potentially significant** impact.

Page 4.10-9, third paragraph is revised to read:

The proposed projects are expected to increase the sanitary sewer flows due to the increases in the square footage convention space, events, and attendance. These factors would result in a total anticipated increase in the ADWF of ~~between 98,723 gpd and 157,333~~ approximately 62,671.2 gpd. The CSS has more than enough capacity to convey wastewater flows during dry weather light storm events. During wet weather, wastewater in the CSS is commingled with stormwater. Because the majority of the project sites are currently comprised of impermeable surfaces, the proposed projects would not increase impermeable surfaces such that there would be an increase in stormwater runoff compared to current conditions. In fact, the proposed SCC includes the use of green roof technology that would absorb and attenuate stormwater runoff from the SCC into the CSS. However, additional wastewater flows into the CSS could exceed existing capacity during heavy storm events, and this is considered a **potentially significant** impact.

Page 4.10-10, Impact 4.10-2 discussion is revised to read:

Impact 4.10-2: The proposed projects would increase demand for wastewater treatment.

SCC Project

The proposed SCC would increase the amount of wastewater requiring treatment at the SRWWTP of approximately ~~3,037~~ 7,471.2 gpd ADWF. This amount of wastewater would not exceed the current excess capacity of approximately 75 mgd at the SRWWTP and the increase of wastewater flows would not exceed the dry or wet weather treatment capacity at the SRWWTP. RegionalSan expects per capita consumption to fall 25 percent over the next 20+ years through the ongoing installation and use of water meters as well as compliance with conservation mandates such as the state Water Conservation Act of 2009 (SB X7-7).¹ As a result, substantial additional conservation is expected throughout RegionalSan's service area, and the existing 181 mgd ADWF capacity will be sufficient for at least 40 more years.² Thus, no additional wastewater treatment facilities would

¹ City of Sacramento, 2015. *2035 General Plan Master EIR*, Certified March 3, 2015, p. 4.13-16.

² Sacramento Regional County Sanitation District, 2014. *EchoWater Draft Environmental Impact Report*. Available: <http://www.regionalsan.com/echowater-project>. Accessed April 2014 as cited in City of Sacramento. *2035 General Plan Master EIR*, Certified March 3, 2015, p. 4.13-16.

need to be constructed to accommodate the increase in wastewater from the proposed SCC, and this impact is **less than significant**.

SCC Project and Hotel Project

The proposed SCC and Hotel projects would increase the amount of wastewater requiring treatment at the SRWWTP of approximately ~~3,037~~ 62,671.2 gpd ADWF. This amount of wastewater would not exceed the current excess capacity of approximately 75 mgd at the SRWWTP and the increase of wastewater flows would not exceed the dry or wet weather treatment capacity at the SRWWTP. Regional San expects per capita consumption to fall 25 percent over the next 20+ years through the ongoing installation and use of water meters as well as compliance with conservation mandates such as the state Water Conservation Act of 2009 (SB X7-7).³ As a result, substantial additional conservation is expected throughout RegionalSan's service area, and the existing 181 mgd ADWF capacity will be sufficient for at least 40 more years.⁴ Thus, no additional wastewater treatment facilities would need to be constructed to accommodate the increase in wastewater from the proposed SCC, and this impact is **less than significant**.

Page 4.10-12, Impact 4.10-4 discussion is revised to read:

As development occurs throughout the region, wastewater flows requiring treatment at the SRWWTP will increase. The SRWWTP currently has an excess capacity of approximately 75 ~~76~~ mgd, which would be available for a substantial portion of growth in the region. The RegionalSan's 2020 Master Plan identifies improvements needed to expand to 207 mgd, in order to accommodate growth in its service area through 2020 based on SACOG projections. Additionally, the RegionalSan is considering upgrades to enable compliance with revised and anticipated Regional Board effluent requirements. The proposed projects' contributions to cumulative scenario significant impacts would be less than one-tenth of one percent of the SRWWTP's total capacity. The proposed projects would only increase wastewater requiring treatment by up to ~~157,333~~ 62,671 gpd ADWF which could be accommodated within the growth projections used to prepare the 2020 Master Plan. Therefore, the proposed projects' contribution would not be considerable, and the resulting impact would be **less than significant**.

Page 4.10-18, last paragraph is revised to read:

The following impact analysis evaluates the potential for the proposed projects to result in impacts related to solid waste facilities. The analysis focuses on wastes generated by the proposed projects' potential impacts to solid waste handling and disposal facilities located outside the City. Potential changes in solid waste generation are evaluated using

³ City of Sacramento, 2015. *2035 General Plan Master EIR*, Certified March 3, 2015, p. 4.13-16.

⁴ Sacramento Regional County Sanitation District, 2014. *EchoWater Draft Environmental Impact Report*. Available: <http://www.regionalsan.com/echowater-project>. Accessed April 2014 as cited in City of Sacramento. *2035 General Plan Master EIR*, Certified March 3, 2015, p. 4.13-16.

waste generation data from current convention center operations of an average of 27 tons per month or 324 tons per year, and for the hotel a generation rate of 3.2 lbs/unit-day. Using these factors, the estimated increase in solid waste from the SCC can be calculated based on the increase in event square footage of ~~48,990~~ 62,260 square feet, from 183,455 sf to 245,715 sf, resulting in an increase of approximately ~~5~~ 9.2 tons per month or approximately ~~60~~110.2 tons per year. Waste generated by the proposed Hotel project would be approximately 175 tons per year. Combined, the SCC and Hotel projects would generate approximately 285.16 tons of solid waste per year.

Page 4.10-19, fourth paragraph is revised to read:

Operation of the proposed SCC would result in the generation of municipal wastes in accordance with the proposed increase in use intensity on site. Waste from operations would include household, commercial, and office wastes. As described in the methodology above, the proposed SCC would generate a total of approximately ~~60~~ 110.2 tons of solid waste per year.

Page 4.10-20, third paragraph is revised to read:

Operation of the proposed projects would result in the generation of municipal wastes in accordance with the proposed increase in use intensity on site. Waste from operations would include household, commercial, and office wastes. As described in the methodology above, the proposed SCC would generate a total of approximately ~~65~~ 110.2 tons of solid waste per year. Waste generated from the proposed Hotel would be approximately 175 tons per year and the combined total for both projects would be approximately 285.16 tons of solid waste per year.

Page 4.10-21, third paragraph is revised to read:

Growth proposed under the 2035 General Plan would result in residences in the city producing an additional 69,300 tons of solid waste per year. Furthermore, using employment rates at buildout, it can be estimated that businesses would be producing an additional 112,080 tons of solid waste per year. Thus by 2035, the city would be producing an additional 181,380 tons of solid waste per year. This does not take into account mandatory reduction and diversion programs, which include diversion of at least 50 percent of waste, thus reducing the total to a conservative estimate of 90,690 tons per year. Available landfill capacity would be sufficient to accommodate these increases, along with the additional estimated ~~65~~ 285.16 tons per year from the proposed projects. For these reasons, the proposed projects would not be cumulatively considerable, and the solid waste impacts would be **less than significant**.

Chapter 6, Project Alternatives

Page 6-6, Table 6-1 is revised as follows:

**TABLE 6-1
COMPARISON OF SCC EVENT SQUARE FOOTAGE BETWEEN ALTERNATIVES**

Event Space Type	Proposed SCC Project	SCC Alternative 1	SCC Alternative 2	SCC Alternative 3	SCC Alternative 4
Exhibit Hall	460,000 <u>159,980</u> sf	137,000 sf	145,300 sf	195,300 sf	160,000 sf
Meeting Space ¹	45,000 <u>22,009</u> sf	21,667 sf	37,645 sf	56,904 sf	45,000 sf
Ballroom	40,000 <u>63,726</u> sf	24,282 sf	24,282 sf	40,000 sf	40,000 sf
Event Space Total	245,000 <u>245,715</u> sf	182,949 sf	207,227 sf	292,204 sf	245,000 sf

NOTE:

1. Meeting space includes the existing ballroom on the second floor that can be transformed into meeting space.

SOURCE: Populous, 20172018.

Page 6-9, the second, third, and fourth paragraphs are revised to read:

As described in Table 6-1, above, the renovated SCC under SCC Alternative 2 would have more event square footage, relative to the existing SCC, but would have less event square footage relative to the proposed SCC project, by approximately ~~37,773~~38,488 sf. Thus, under SCC Alternative 2, the renovated SCC would have a higher attendee capacity than could be accommodated at the existing SCC facility but a lower capacity than could be accommodated by the proposed SCC project. In addition, SCC Alternative 2 would not include improvements to event staging areas (a feature that would allow for improved staging and subsequent higher frequency of events), which are included in the proposed SCC project. Thus, the renovated SCC under SCC Alternative 2 would have lower attendee capacity and lower event frequency capacity relative to the proposed SCC project.

Under SCC Alternative 2, there would be fewer improvements to SCC service and logistical facilities, relative to the proposed SCC project. Improvements under the proposed SCC project, including a ~~new shared~~ renovated central plant, new storage, and new service kitchen on the second level, would not take place under SCC Alternative 2.

Construction under SCC Alternative 2 would not require demolition of the western half of the SCC or the Panattoni building, ~~however elimination of the~~ The eastern terrace would be fully eliminated and ~~construction of~~ second level meeting spaces would be ~~included~~ constructed in its place. Renovation of the SCC under SCC Alternative 2 would be less intensive than construction under the proposed SCC project, reducing the anticipated duration and intensity of construction.

Page 6-13, the second and third paragraphs are revised to read:

As described in Table 6-1, above, under SCC Alternative 3 the renovated SCC would have approximately ~~47,204~~ 46,489 sf more event space than under the proposed SCC project, an increase of 19% compared to the proposed SCC project. SCC Alternative 3 would also include more square footage for event staging areas, which would complement the increase in event space, improving event staging to allow for stacking of events, similar to the improved event-staging capabilities of the proposed SCC project.

Under SCC Alternative 3 improvements to SCC service and logistical facilities would be similar to the proposed SCC project, including ~~a new shared central plant and new storage areas~~. However, Alternative 3 would propose a new shared and expanded central plant on the basement level of the SCC, while the proposed SCC project would only renovate the existing shared plant. ~~the shared central plant would be located on the basement level, under SCC Alternative 3, where it would be located on the first level under the proposed SCC project.~~

Chapter 8, Acronyms and Abbreviations

Page 8-7, upper portion of the list is revised to include:

SRWTP	Sacramento Regional Wastewater Treatment Plant
<u>SRWWTP</u>	<u>Sacramento Regional Wastewater Treatment Plant</u>
SVAB	Sacramento Valley Air Basin

Changes to Figures

All revised Draft EIR figures are included at the end of this chapter.

Figure 2-4, Project Concept Design/Building Massing, is revised to show updated SCC project design.

Figure 2-5, SCC First Floor Plan, is revised to show the revised First Floor Plan.

Figure 2-6, SCC Second Floor Plan, is revised to show the Intermediate Level Plan, as Figure 2-6a and the Upper Level Plan, as Figure 2-6b.

Figure 2-7, Project Landscape Concept Terrace Plan, is revised to show the revised plan for the Activities Plaza.

Figure 2-8, SCC J Street Elevation, is revised to show the revised north view of the SCC and is retitled to “North View of Renovated and Expanded SCC Structure.”

Figure 2-9, SCC 13th Street Elevation, is revised to show the revised west view of the SCC and is retitled to “West View of Renovated and Expanded SCC Structure.”

Figure 2-10, SCC 15th Street Elevation, is revised to show the revised east view of the SCC and is retitled to “East View of Renovated and Expanded SCC Structure.”

Figure 2-12, Pedestrian Circulation Concept Design, is retitled to “Pedestrian and Bicycle Plan”, and is revised to show the updated SCC design and include the Bicycle Plan.

Figure 2-13, Bicycle Plan, is removed.

Figure 2-14, Construction Truck Routes, is renumbered to Figure 2-13.

Figure 4.1-1, Photo Location Map, is revised to show the correct street names for 13th Street and 14th Street.

Changes to Appendices

Appendix L2, Draft Sacramento Convention Center and 15th/K Hotel Event Transportation Management Plan (TMP) is revised to reflect text changes noted above.

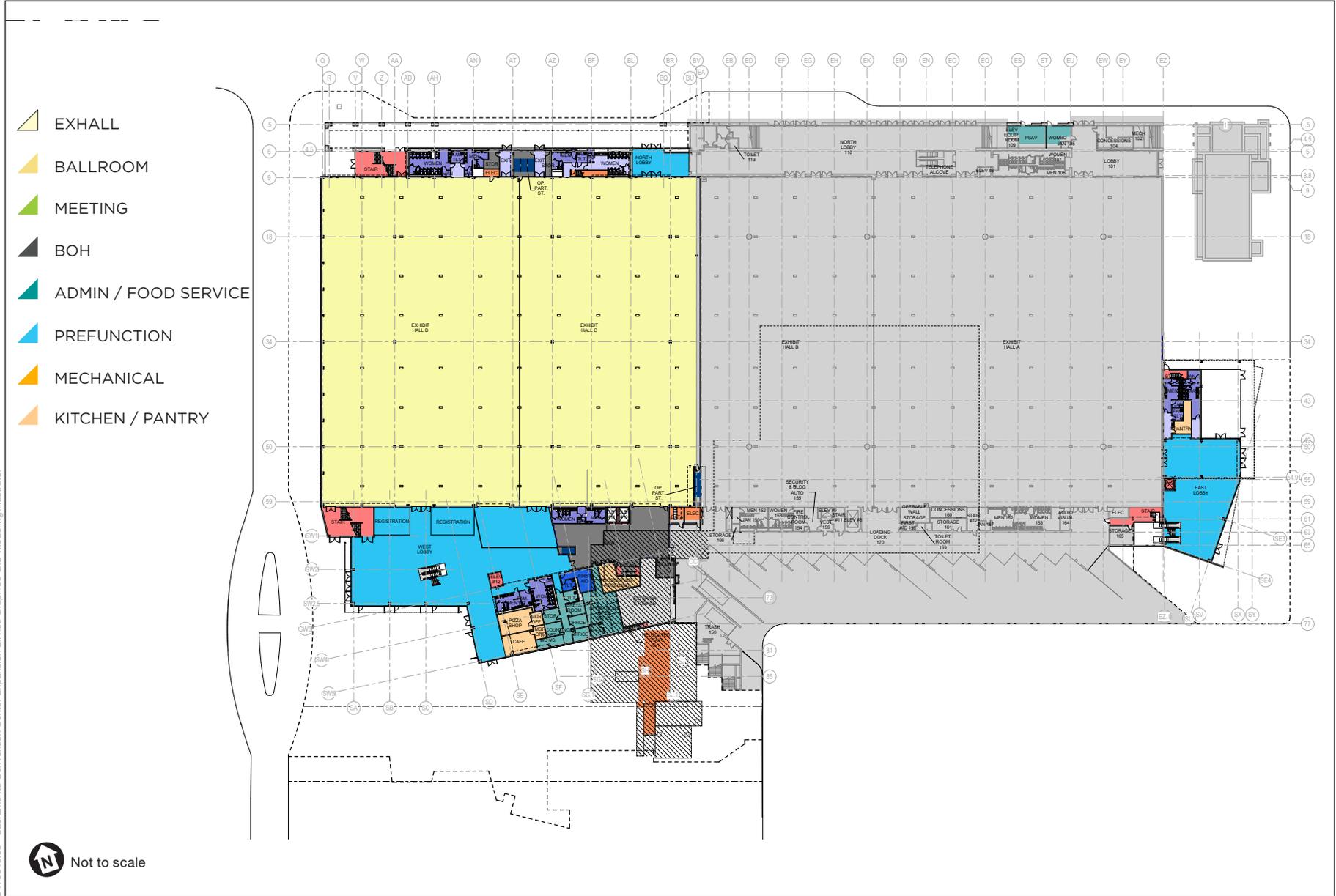


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SOURCE: Populous, 2018

Sacramento Convention Center Renovation and Expansion and 15th/K Street Hotel EIR

Figure 2-4
Project Concept Design/Building Massing



SOURCE: Populous, 2018

Sacramento Convention Center Renovation and Expansion and 15th/K Street Hotel EIR

Figure 2-5
SCC First Floor Plan





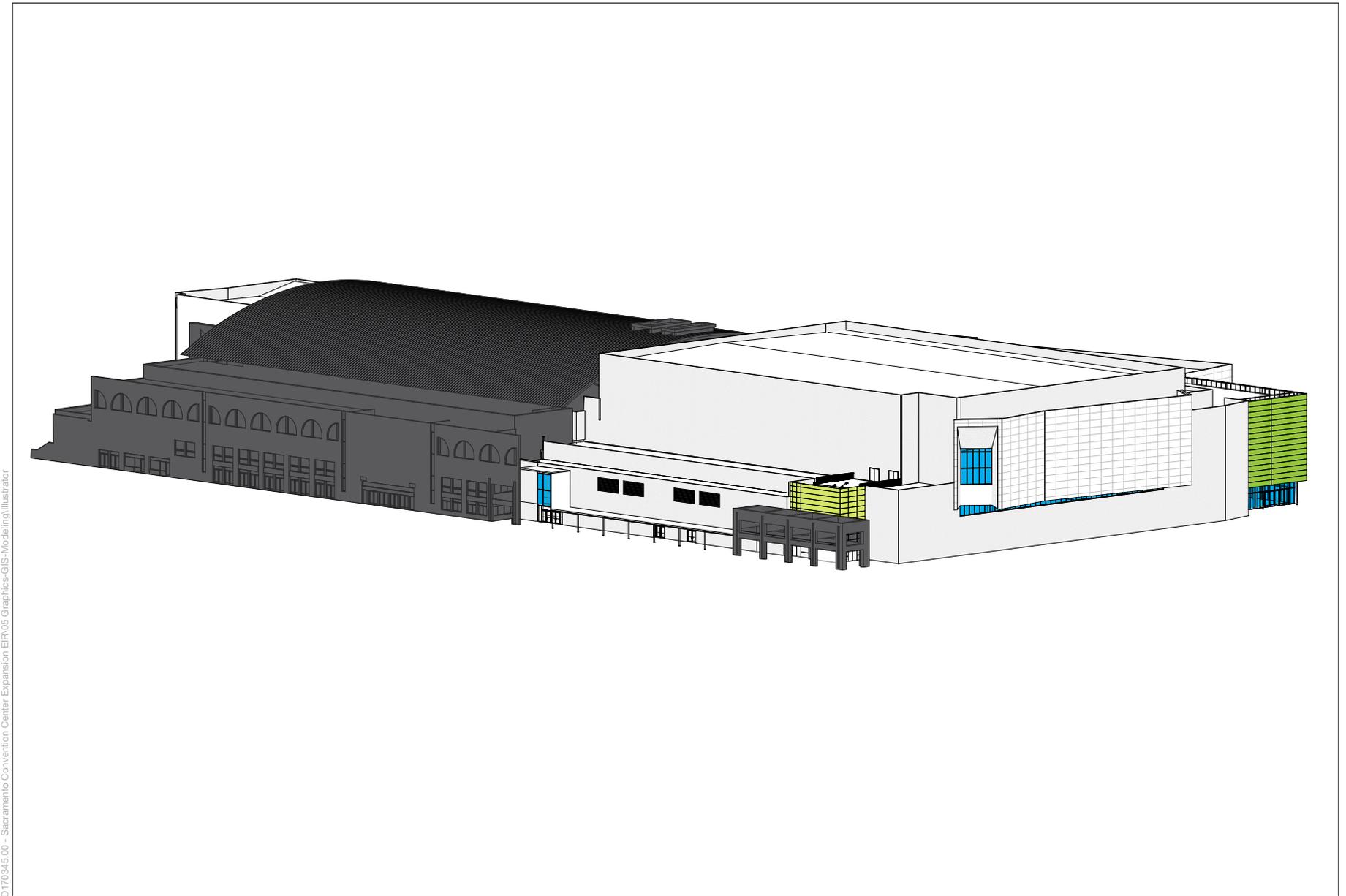
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SOURCE: Populous, 2018

Sacramento Convention Center Renovation and Expansion and 15th/K Street Hotel EIR

Figure 2-7
Project Landscape Concept Terrace Plan





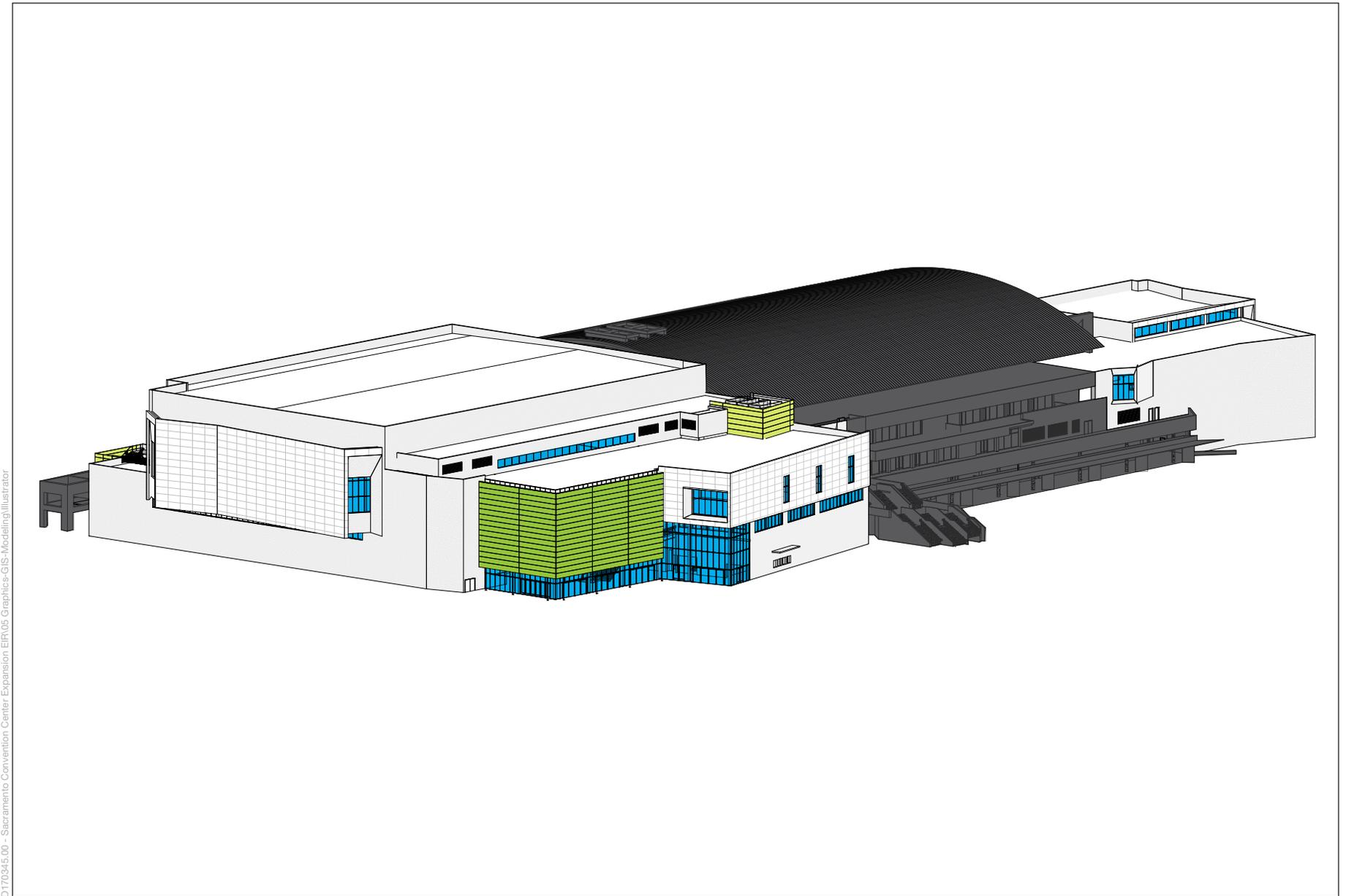
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SOURCE: Populous, 2018

Sacramento Convention Center Renovation and Expansion and 15th/K Street Hotel EIR

Figure 2-8
North View of Renovated and Expanded SCC Structure





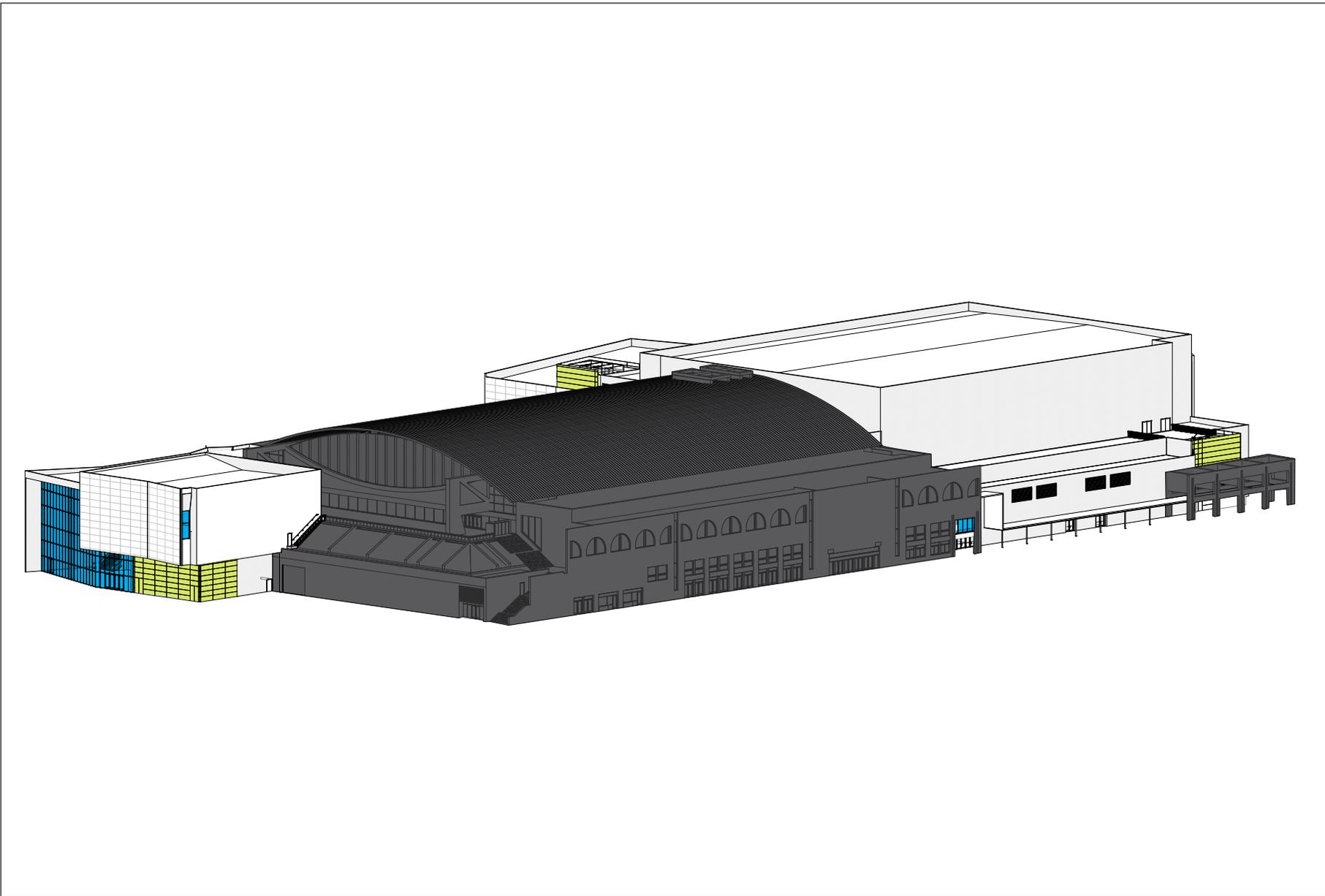
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SOURCE: Populous, 2018

Sacramento Convention Center Renovation and Expansion and 15th/K Street Hotel EIR

Figure 2-9
West View of Renovated and Expanded SCC Structure

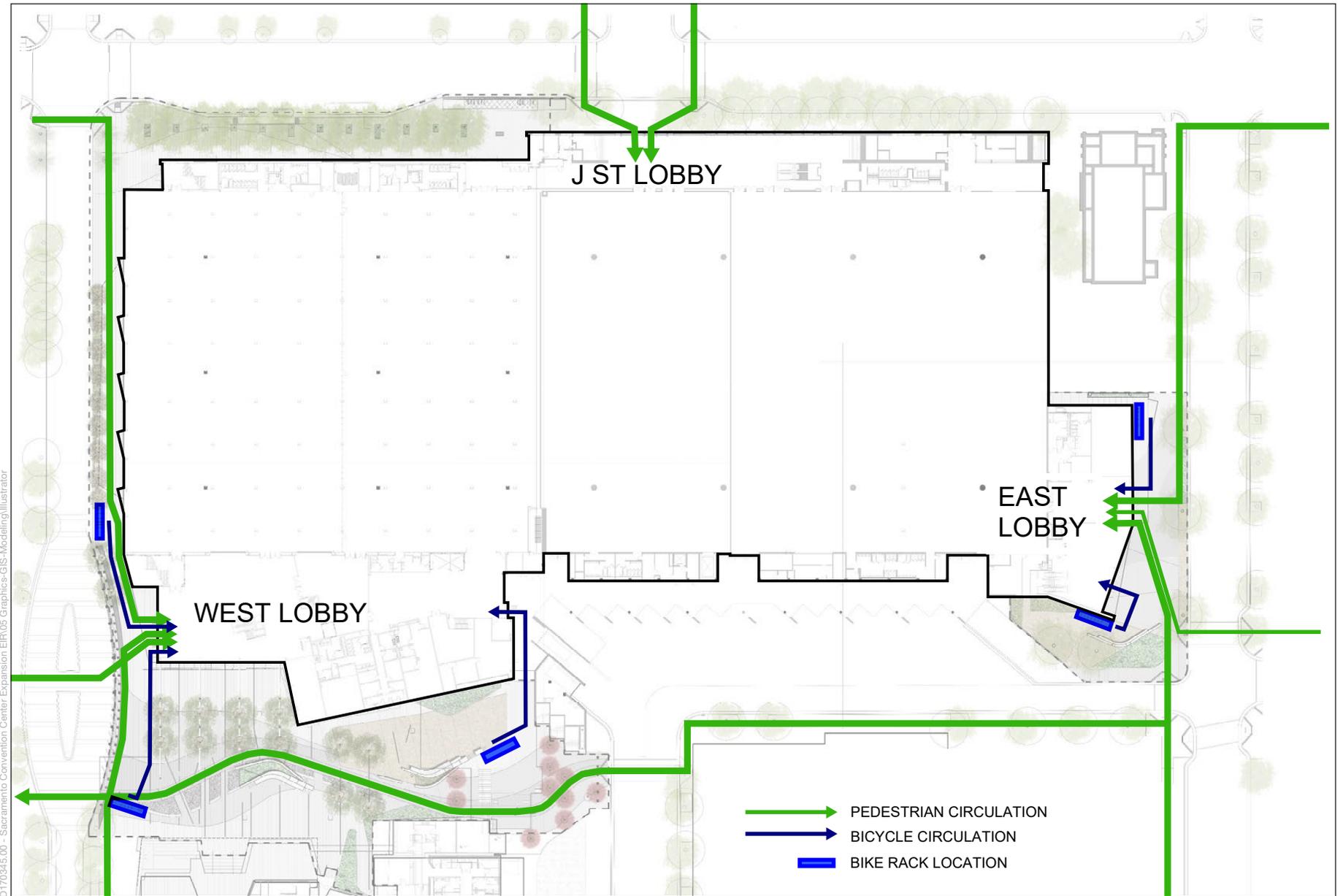
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SOURCE: Populous, 2018

Sacramento Convention Center Renovation and Expansion and 15th/K Street Hotel EIR

Figure 2-10
East View of Renovated and Expanded SCC Structure

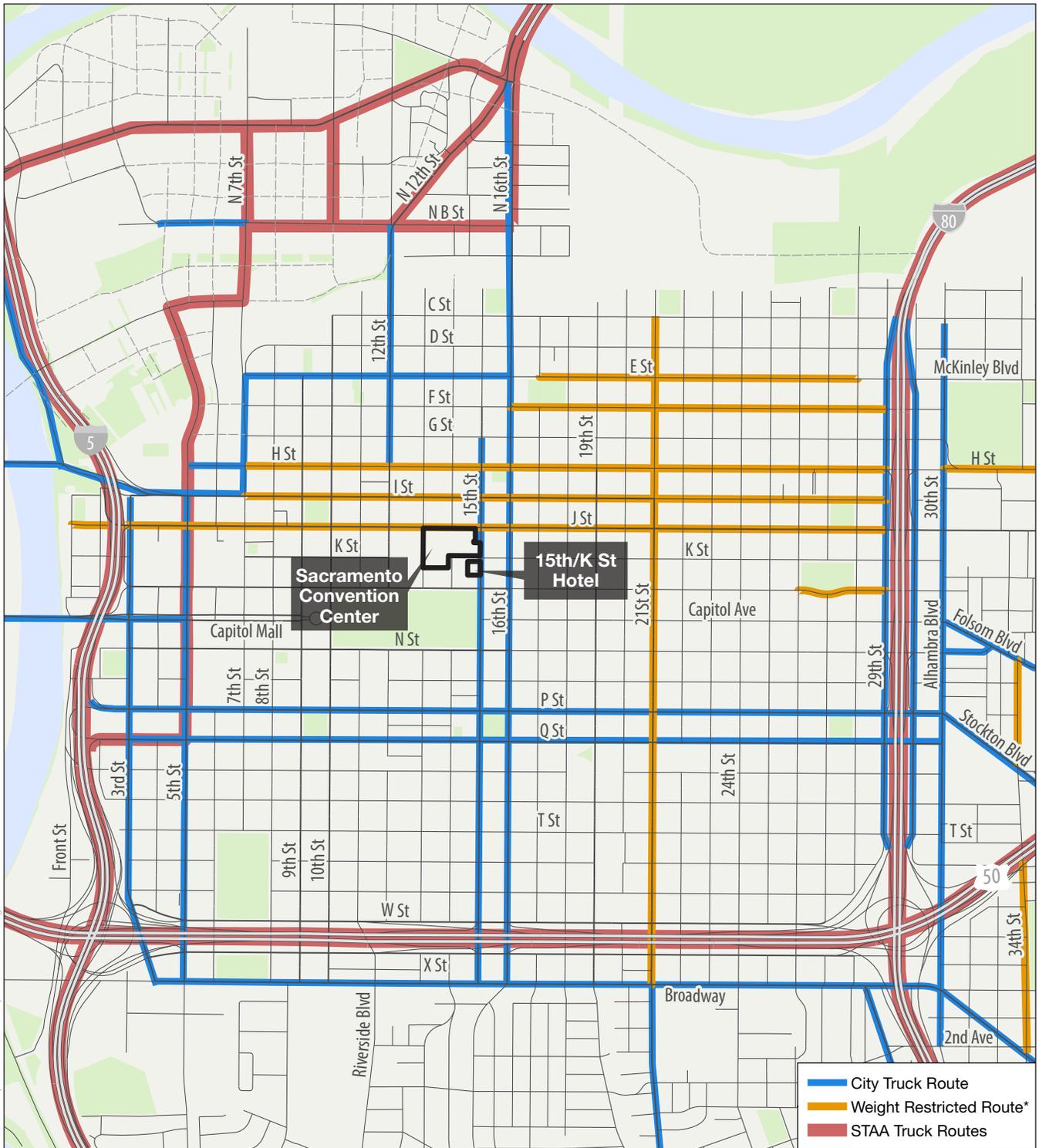


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SOURCE: Populous, 2017

Sacramento Convention Center Renovation and Expansion and 15th/K Street Hotel EIR

Figure 2-12
Pedestrian and Bicycle Plan



* City Code 10.24.020:
Trucks exceeding a manufacturer's gross vehicle weight rating of ten thousand pounds prohibited.

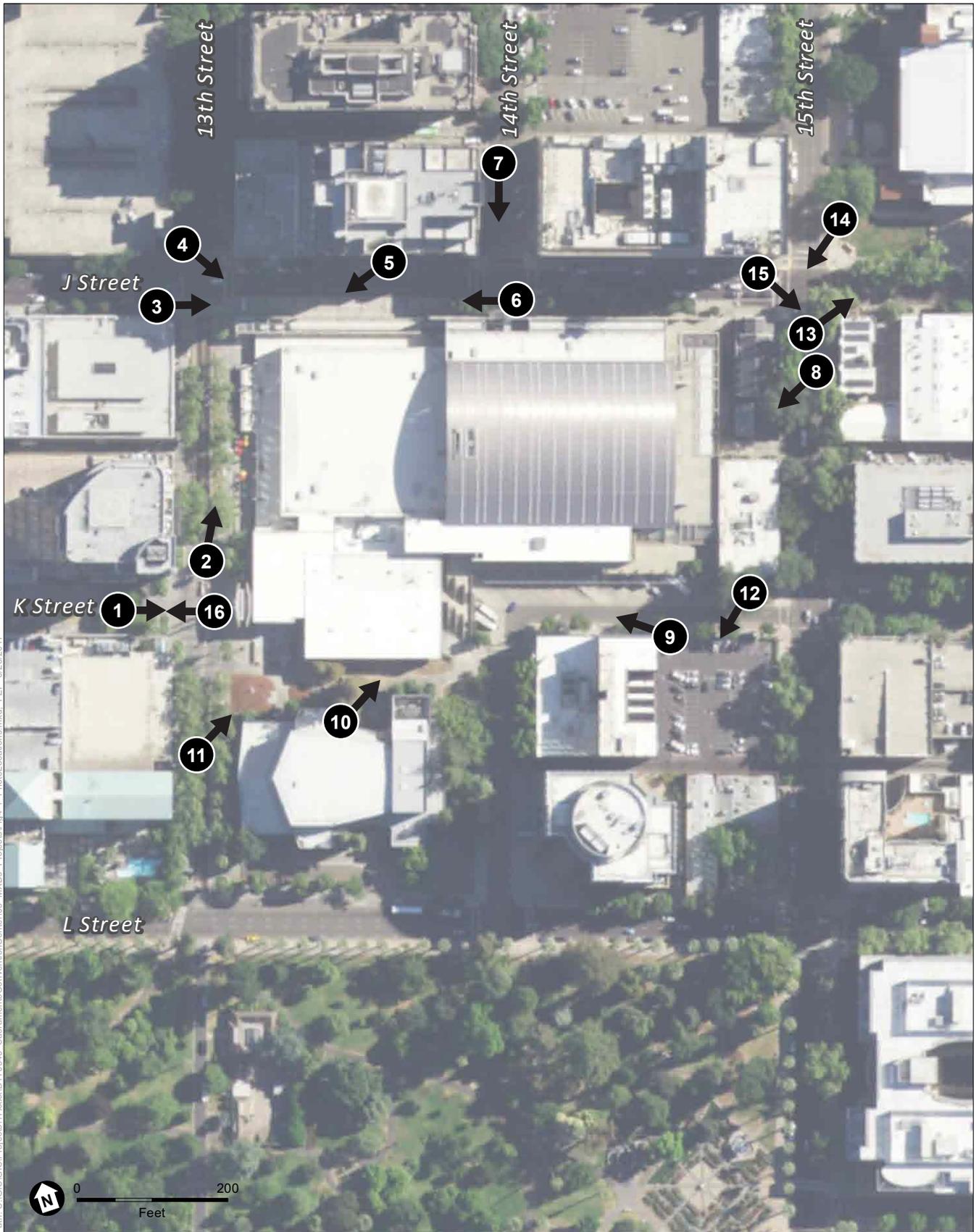
Not to scale

SOURCE: Fehr & Peers, 2017

Sacramento Convention Center Renovation and Expansion and 15th/K Street Hotel EIR

Figure 2-13
Construction Truck Routes





Path: U:\GIS\GIS\Projects\17xxxx\170345 SacramentoConventionCenter\03 MXDs Projects\Fig4-1 PhotoLocations.mxd FEP 6/26/2017

SOURCE: Esri, 2015; ESA, 2017

Sacramento Convention Center Expansion EIR

Figure 4.1-1
Photo Location Map



Appendix L2
**Draft Sacramento Convention
Center and 15th/K Hotel Event
Transportation Management
Plan (TMP)
May 2018**

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1. INTRODUCTION

ETMP PURPOSE

The purpose of the Event Transportation Management Plan (ETMP) is to outline strategies to provide safe, convenient, and efficient access for all modes of travel to and from events held at the Sacramento Convention Center (SCC) and the proposed 15th/K hotel. The ETMP seeks to minimize conflicts between vehicles, pedestrians, bicycles, and transit riders, while providing access to the project sites via each of these travel modes.

Combined, the proposed buildout of the SCC expansion project and hotel project would result in a net increase of 135,514 square feet of event space to the project sites (see **Table 1**). In total (including the existing SCC event space), the 318,969 square feet of event space would provide capacity for approximately 10,600 attendees during concurrent maximum events at both facilities.

TABLE 1: PROJECT EVENT SPACE SUMMARY

Project	Existing Event Space	Proposed Net New Event Space	Total Proposed Event Space
Sacramento Convention Center	183,455 sf	65,514 sf	248,969 sf
15 th /K Hotel	--	70,000 sf	70,000 sf
Total	183,455 sf	135,514 sf	318,969 sf

The Draft EIR analyzed event scenarios that assumed a maximum weekday event at the expanded SCC alone as well as a second scenarios that assumed concurrent maximum weekday events at both facilities. As a result, the impacts and mitigation measures discussed in the Draft EIR represent a worst-case condition. However, based on historical operations at the SCC, it is expected that a maximum weekday event would occur infrequently at the expanded SCC facility, and moreover, would rarely occur simultaneously at both the SCC and proposed 15th/K hotel. Therefore, the ETMP outlines necessary transportation demand strategies for a variety of event types, sizes, and start/end times in order to avoid ‘over-planning’ for an event scenario that rarely occurs.

The ETMP is intended to be a flexible document, which would be amended by the City as conditions change, and based on experience and input from additional parties, including the City, SCC operator, Hotel operator, police/fire, and local transit agencies. As discussed on page 6, a comprehensive update will be needed prior to the SCC expansion project opening after detailed planning and operations information becomes available and additional detailed stakeholder input is received. It is likely that this ETMP will need to be updated one or more times in response to the following:

- Changes in the size of event space included in the SCC expansion

- Changes in background roadway network (which would influence traffic management)
- Development of adjacent parcels (which would influence available parking and pedestrian flows)
- In response to vehicular congestion and pedestrian crowding observed during monitoring of events.

ROLES AND RESPONSIBILITIES

Table 2 describes the roles and responsibilities for key agencies and entities that would play important roles in implementing the ETMP.

Similar to other event venues, it is expected that the SCC and Hotel operators will enter into agreement(s) with various agencies and/or vendors to provide the improvements necessary to implement this Event ETMP. Since the City’s Police and Public Works Departments are responsible for maintaining and operating the roadway system in the immediate project vicinity, they will have responsibility for collaboratively working with the SCC and Hotel operators to implement, operate, and/or oversee many of the recommended strategies contained in this ETMP.

This document purposefully does not identify the specific entity which will carry out certain actions because contractual, logistical, and other details have not yet been finalized. However, the ETMP has been prepared at this time because the Draft EIR incorporates as mitigation measures the performance standards contained herein. In many instances, responsibilities are assigned to the City, the SCC operator, or the Hotel operator. This generalization reflects that a number of departments ranging from Police, to Public Works, to Parking may have lead responsibility. Alternatively, the responsibility could be placed on the SCC or Hotel operators or a subcontractor hired by either the City, the SCC operator, or the Hotel operator for a certain task.

TABLE 2: ROLES AND RESPONSIBILITIES

Agency or Entity	Roles and Responsibilities
SCC Operator	The SCC operator (the entity responsible for the operation and maintenance of the SCC) is responsible, along with the City, for implementing the ETMP and complying with its performance standards.
Hotel Operator	The Hotel operator (the entity responsible for the operation and maintenance of the proposed 15 th /K hotel) is responsible, along with the City, for implementing the ETMP and complying with its performance standards.
City of Sacramento Department of Public Works (DPW)	The City of Sacramento DPW has jurisdiction over the City’s public right-of-way (ROW), traffic operations, and on street parking. It manages all surface transportation infrastructure and systems in the City, including roads, sidewalks, bicycle lanes, parking, and traffic control. Recommendations related to physical or operational changes to the ROW and/ or traffic operations or circulation have to be reviewed / approved by the DPW.

TABLE 2: ROLES AND RESPONSIBILITIES

City of Sacramento Police Department (Sac PD)	The Sacramento Police Department is responsible for emergency response, preparation/implementation of traffic control plans, incident management, and coordination with the Sacramento Fire Department and the California Highway Patrol as needed.
City of Sacramento Fire Department (SFD)	The Sacramento Fire Department provides fire suppression and emergency medical services to the residents, visitors, and workers within Sacramento.
City of Sacramento Parking Services	Parking Services is a division within the DPW that manages all aspects of the City's parking assets including lots, garages, and on-street spaces.
Sacramento Regional Transit District (RT)	Sacramento RT provides transit service to the Sacramento region with a combination of light rail transit (LRT), bus, and shuttle bus routes. Recommendations related to physical or operational changes to transit facilities or operations must be approved by RT.

REPORT ORGANIZATION

The remainder of this report consists of the following chapters, which have been ordered such that discussions in later chapters build upon data and findings from earlier chapters.

- Chapter 2 (Project Description) – discusses the SCC and hotel projects including their location, project site plan, anticipated activities, and general vehicular, transit, pedestrian, and bicycle access.
- Chapter 3 (Travel Characteristics) – discusses the expected use of bicycle, pedestrian, transit, and vehicular travel modes to access the SCC and hotel during events.
- Chapter 4 (Transit Element) – discusses existing and planned transit services during SCC and hotel events.
- Chapter 5 (Bicycle Element) – discusses existing and planned bicycle facilities that may be used to access the SCC and hotel and on-site bicycle parking.
- Chapter 6 (Parking and Pedestrian Element) – presents the anticipated parking demand and supply under near-term and long-term conditions. This chapter also presents anticipated pedestrian flows during the busiest hours before and after an SCC and/or hotel event.
- Chapter 7 (Traffic, Parking, and Pedestrian Management) – Due to the complex inter-relationship between arriving traffic, parking within the project vicinity, and techniques needed to manage the flow of traffic, this chapter simultaneously discusses these topics and presents recommendations.
- Chapter 8 (Performance Standards and Monitoring) – This chapter presents a set of performance standards that describe the desired level of operating standards that should be achieved during SCC and hotel events. It also discusses the mitigation monitoring plan that should be implemented to ensure that standards are met.

This draft ETMP purposefully does not address items such as communications and wayfinding. These topics, while clearly important, would require not yet available detailed planning/operational information for the SCC and input from agencies, the SCC operator, the Hotel operator, and individual property owners. Subsequent updates to the ETMP, including a comprehensive update prior to the SCC expansion's initial opening, will be necessary and will need to address communications and wayfinding (among a variety of other topics).

2. PROJECT DESCRIPTION

SCC EXPANSION PROJECT

The SCC project site consists of approximately 6.52 acres spread over more than two city blocks in downtown Sacramento. The project site is located on the blocks bounded by 13th, 15th, J, and K streets, including the adjacent abandoned K Street right of way (between 13th and 14th streets). The project location is illustrated on **Figure 1**.

SCC Project Site Plan

Figure 2 shows the most recent project conceptual site plan provided by Populous, the SCC project architect. Key aspects of it include the following:

- The project would add an additional 65,514 square feet of event space (exhibit halls, meeting rooms, and ballrooms) to the existing SCC facility, increasing the total SCC event space to 248,969 square feet. The expansion would allow for more frequent, larger events at the SCC facility.
- The project would include the construction of a new East Lobby, providing a new pedestrian access point along the eastern frontage of the SCC facility. Pedestrian access to and from the SCC facility would also be available via the reconfigured J Street Lobby (at 14th Street) and reconfigured West Lobby (near the K Street/13th Street intersection).
- The project would include a new outdoor activities plaza along the K Street alignment between 13th Street and 14th Street, immediately south of the SCC facility and north of the Community Center Theater. In addition to hosting occasional outdoor events, the activities plaza would include a Class I bicycle facility to accommodate bicyclists traveling east-west along the K Street bicycle corridor.
- Truck loading and unloading would continue to occur at the SCC loading docks located on the north side of K Street between 14th and 15th Streets. No modifications to the truck loading area would be included as part of the proposed expansion project.
- The project site plan does not include any off-street parking within its boundary. As is discussed in Chapter 6 of the ETMP, vehicular parking would continue to be accommodated in local parking facilities within the vicinity of the SCC facility.

SCC Site Access

SCC project event attendees would utilize a variety of travel modes including transit (bus and light rail), walking, bicycling, and driving to access events at the SCC facility. Additionally, it is anticipated that charter buses, Paratransit, rideshare companies (e.g., Uber and Lyft), and taxis would be used by SCC project event attendees.

Regional vehicular access to the SCC project vicinity would be available via Interstate 5 (I-5), the W-X Freeway, State Route 160 (SR 160), Business 80 (Capital City Freeway), and State Route 99 (SR 99). The project site is situated within the downtown Sacramento grid system, providing a variety of local roadway connections to the surrounding regional freeway network. **Figure 3** shows the roadway network within the immediate vicinity of the SCC facility, including directionality, number of lanes, and functional class. Key roadways serving the SCC facility include I Street, J Street, L Street, 12th Street, 15th Street, and 16th Street. K Street and 13th Street provide direct access to parking facilities within close proximity to the SCC facility that would be utilized by project event attendees.

Passenger loading and unloading would occur at designated loading areas on J Street between 13th and 15th Streets and at a new loading area on 15th Street north of K Street, adjacent to the new East Lobby (see Figure 2).

The primary pedestrian entry points for the SCC project would be located at the West, J Street, and East Lobbies. Secondary entry points would be available elsewhere around the periphery of the SCC facility, including the outdoor activities plaza located along the K Street right-of-way between 13th and 14th Streets.

SCC Activities

Under existing operations, the SCC serves as a venue for a variety of conference, convention, meeting, and tradeshow events throughout the year. Depending on the size and space requirements of a given event, multiple events are held at the SCC on the same day.

With the proposed expansion project, it is expected that the SCC would be capable of accommodating larger, more frequent events on an annual basis. The precise number, size, and timing of events expected with the completion of the proposed SCC expansion is not known at this time. These attributes would be affected by a number of factors, including the relative success of the SCC operator in booking events.

HOTEL PROJECT

The proposed hotel project would be located on the site of the existing surface parking lot located at the southwest corner of the K Street/15th Street intersection, immediately south of the SCC facility.

Hotel Project Conceptual Site Plan

A detailed site plan for the hotel has not been developed to date, though specific land use characteristics have been provided by the City of Sacramento. The hotel project would have 350 rooms and 70,000 gross square feet of meeting and event space. A pedestrian bridge above and across K Street would connect the hotel directly to the new SCC East Lobby. The hotel would also include a restaurant, gift shop, and guest amenities (i.e., swimming pool, fitness center, etc.). Refer to **Figure 4** for a conceptual project site plan.

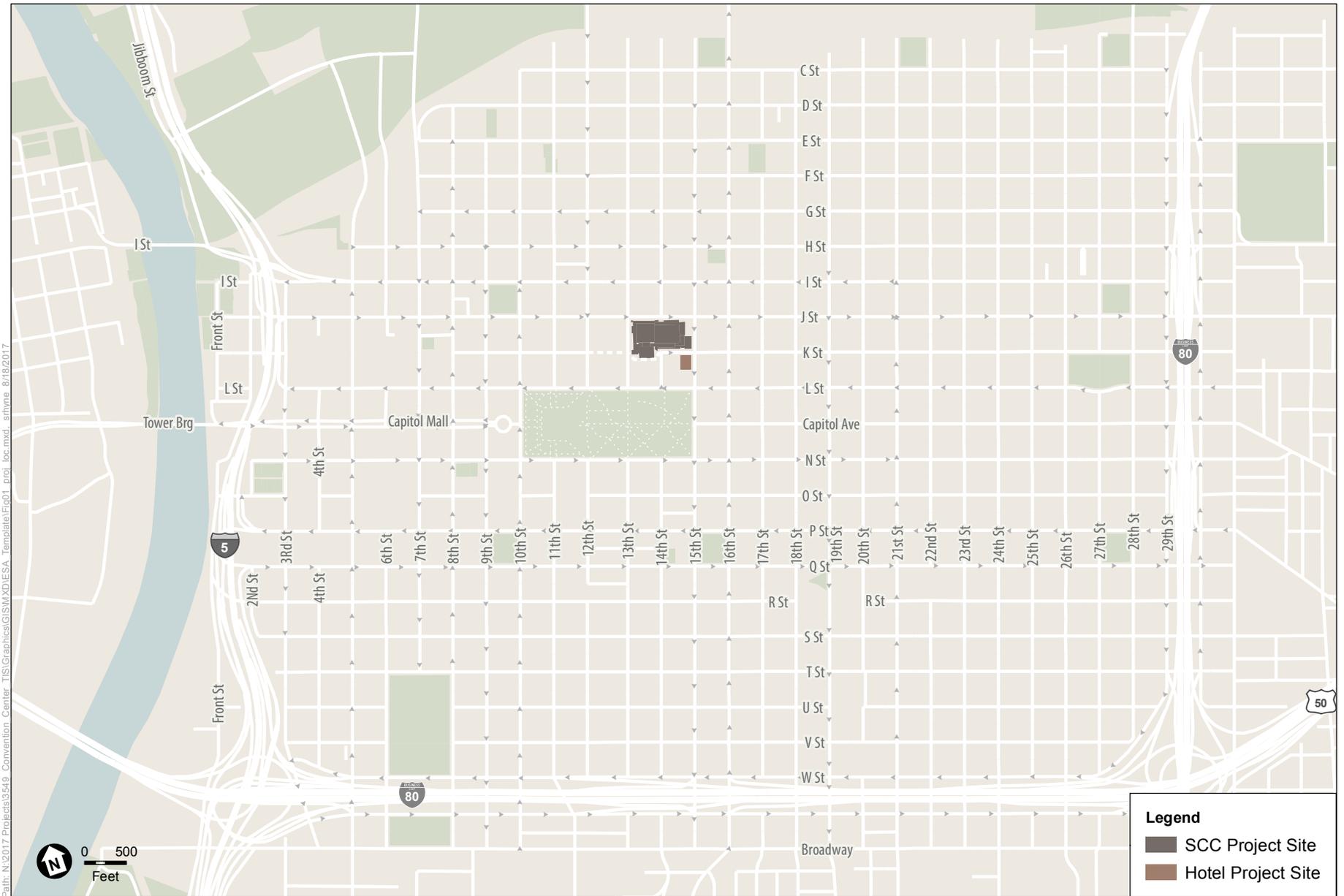
Hotel Project Site Access

The hotel lobby would be located along the project's 15th Street frontage, serving as the primary entry point for hotel guests and event attendees. Event attendees would also be able to access the hotel from the SCC via the proposed pedestrian bridge over K Street, providing seamless connectivity for major events

that utilize both facilities. Passenger loading would be accommodated on the west side of 15th Street between K Street and Kayak Alley either through on-street curbside loading or an off-street porte cochere configuration.

As indicated on Figure 4, a total of 200 below-ground vehicular parking spaces would be provided for use by hotel guests. For analysis purposes, it is assumed that ingress to the hotel parking structure (and check-in area) would be provided on the south end of the project's 15th Street frontage, while egress would be onto K Street (e.g., right out only) west of 15th Street. Ultimately, the hotel developer may elect to also provide egress onto 15th Street via Kayak Alley; however, assuming that all vehicular egress would occur onto K Street is a more conservative assumption for the purposes of the transportation analysis. The final configuration of hotel project driveways should be reflected in the comprehensive ETMP update to be completed before the project opens.

As identified in the current conceptual site plan, truck loading docks would be located on the south side of K Street west of 15th Street, immediately opposite the SCC truck loading area. A total of three truck docks would be provided. The precise location and size of the truck loading docks are subject to modification during the hotel project design review process.



SOURCE: Fehr & Peers, 2017

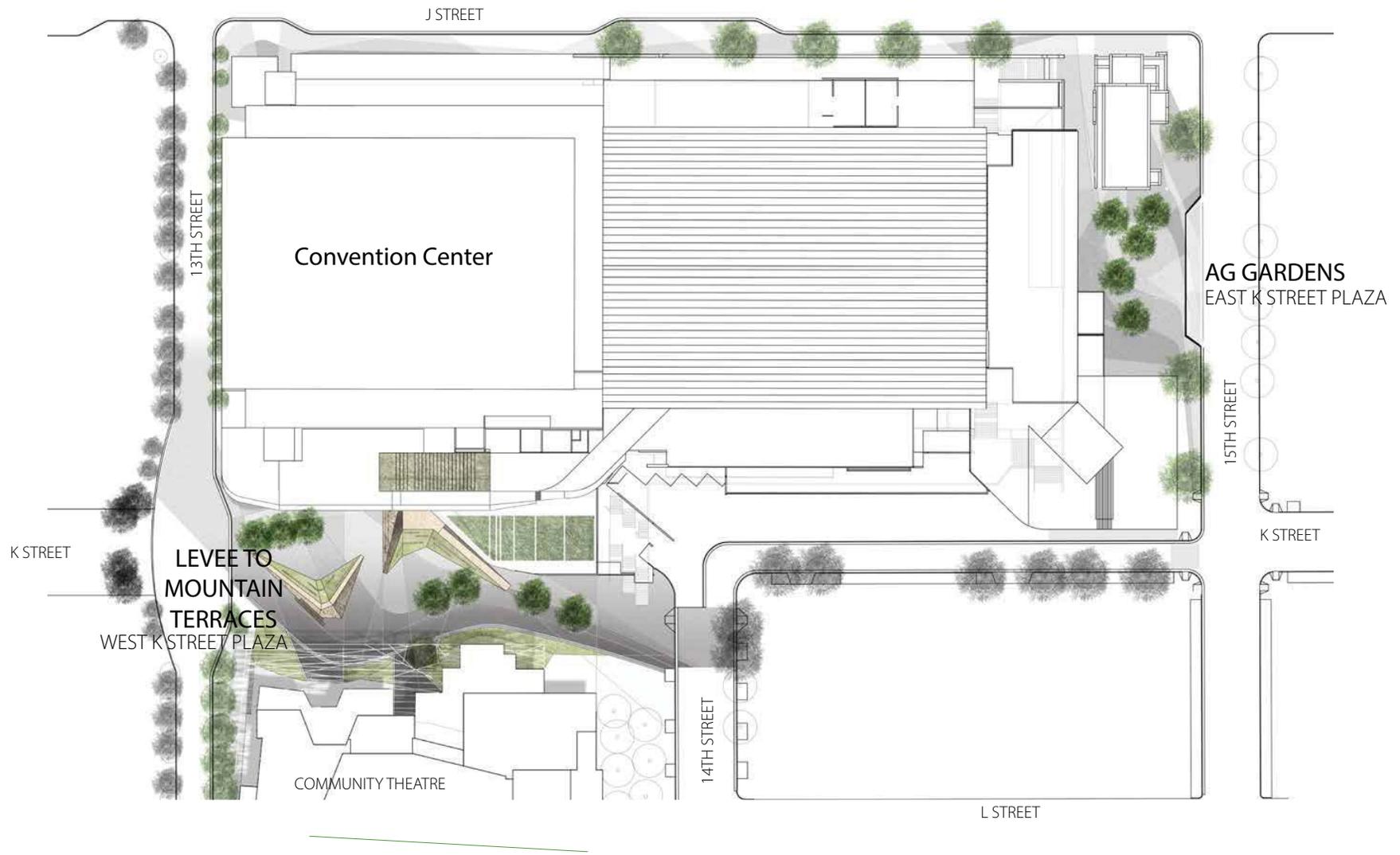
Sacramento Convention Center Renovation and Expansion and 15th/K Street Hotel EIR

Figure 1

Project Location



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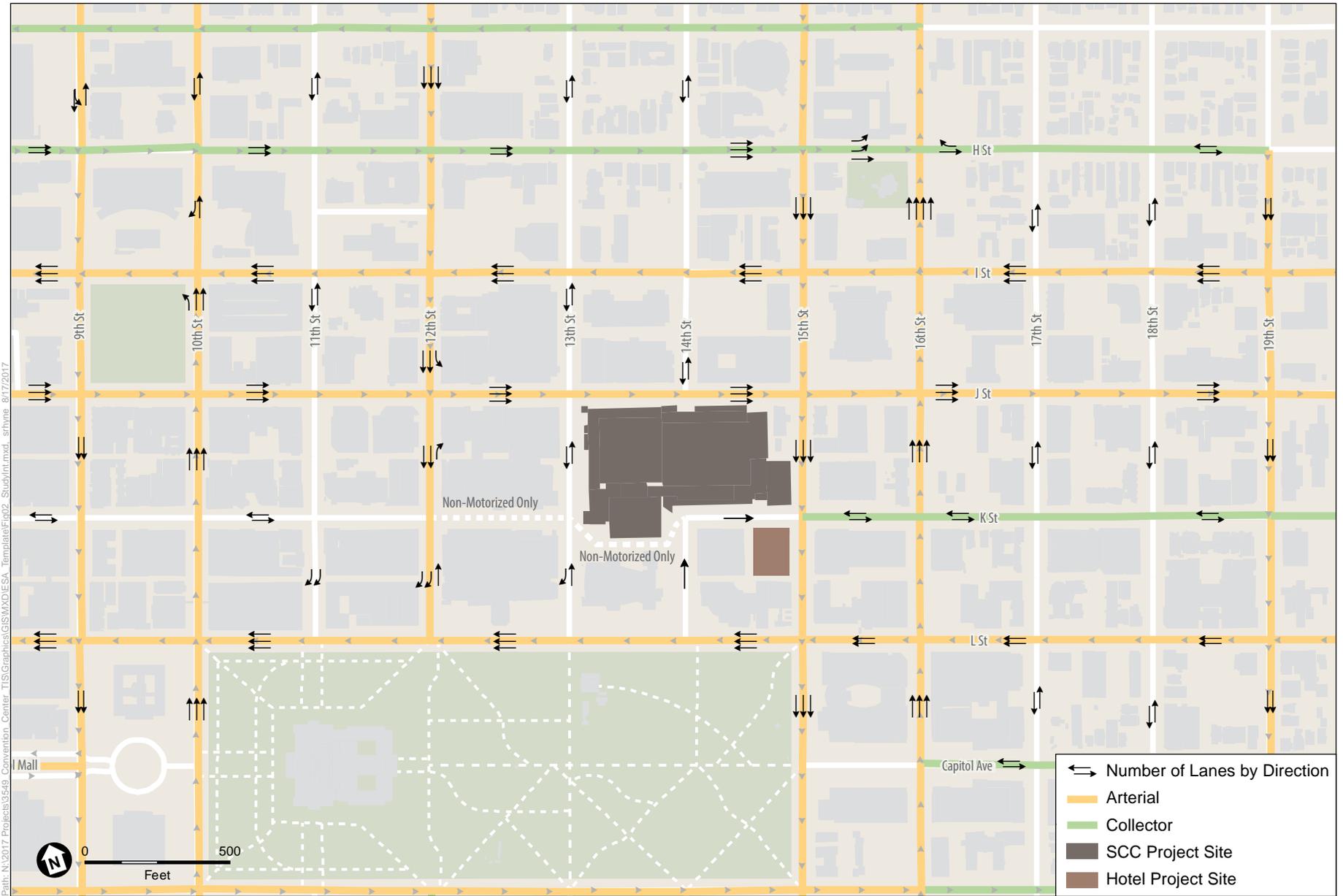
SOURCE: ESA, 2017

Sacramento Convention Center Renovation and Expansion and 15th/K Street Hotel EIR

Figure 2

SCC Project Conceptual Plan





SOURCE: Fehr & Peers, 2017

Sacramento Convention Center Renovation and Expansion and 15th/K Street Hotel EIR

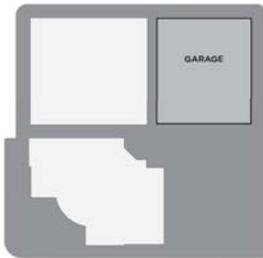
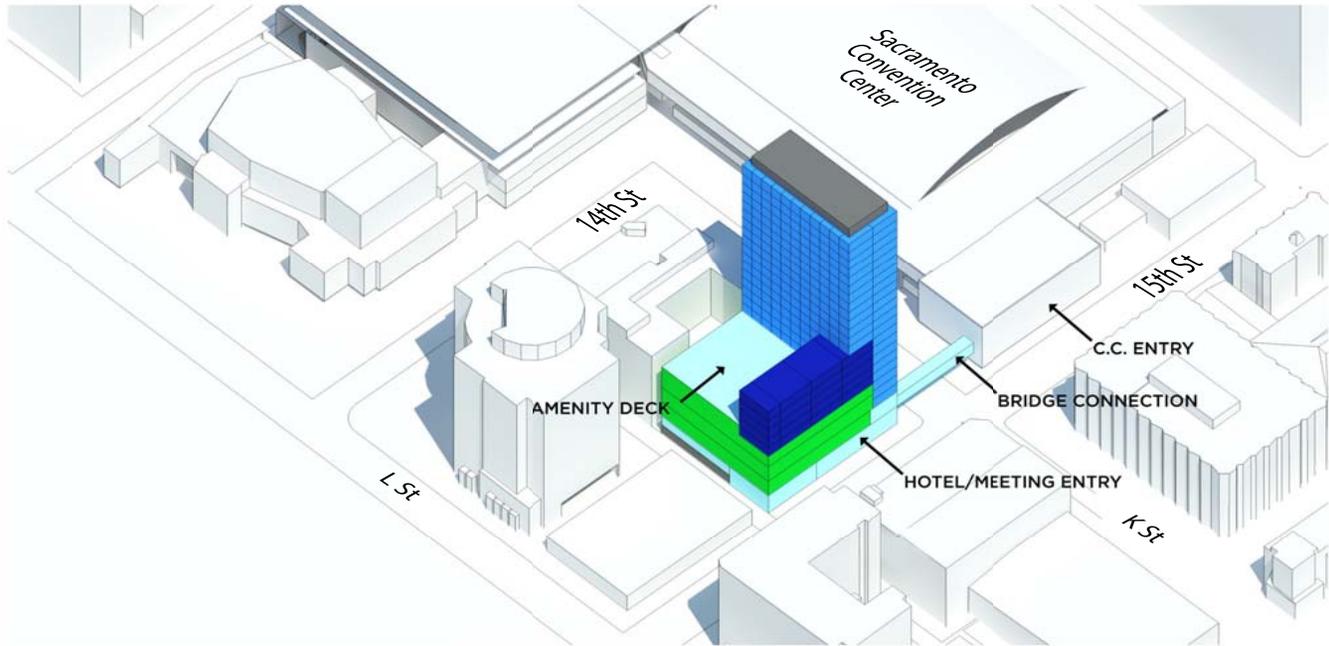
Figure 3

Existing Roadway Network

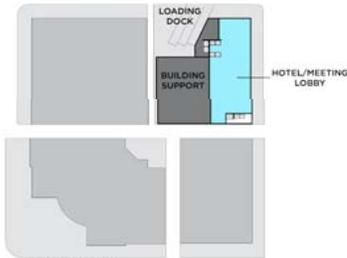
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PROGRAM AREA SF

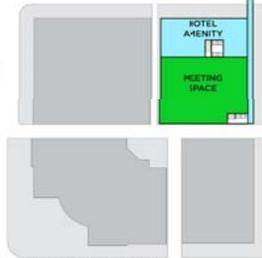
HOTEL BAYS	350
170,000 SF	KEYS
MEETING SPACE	70,000
4 LVLS	GSF
BUILDING AMENITIES	120,000
	GSF
SERVICE + LOADING	15,000
	GSF
PARKING	200
65,000 SF	SPACES
<small>*MORE MAY BE NEEDED DEPENDING ON CITY ORDINANCES</small>	
375,000 GSF	EXCLUDING PARKING



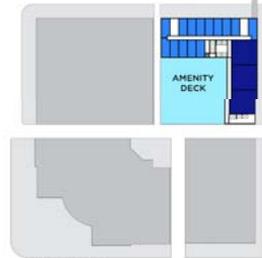
UNDERGROUND PARKING (2 LEVELS)



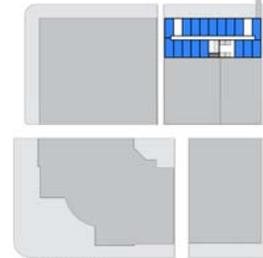
GROUND LEVEL



MEETING SPACE + HOTEL



HOTEL LEVEL



HOTEL LEVEL

SOURCE: City of Sacramento

ANALYSIS PERIODS

For the purposes of the Draft EIR, a reasonably foreseeable and conservative ‘design event’ was selected for analysis in order to evaluate day-to-day transportation operations, as well as the magnitude of anticipated change the proposed projects would have on those operations. Considering the transportation conditions in downtown Sacramento and the expected variability in the size, type, timing, and travel characteristics of SCC and hotel events, a design event is typified by the following characteristics:

- Weekday with one or more events held within the main SCC building (i.e., excludes events held in Memorial Auditorium or Community Center Theatre) and/or the proposed hotel event space.
- Neither the first or last day of a multi-day event.
- Event attendee arrival and departure patterns coincide with typical downtown Sacramento morning and evening commute time periods (approximate 8 AM event start and 5 PM event conclusion).
- Event does not have significant attendee transportation management component (that could otherwise reduce vehicle trip generation).

Events that meet these criteria generally have the greatest effect on the downtown Sacramento transportation system, and therefore represent ‘worst-case’ conditions for the purposes of the transportation analysis.

CONCURRENT EVENTS

A scenario could occur when events at the SCC coincide with multiple major community events such as a Sacramento Kings basketball game or concert at Golden 1 Center and/or other large special events in downtown Sacramento, Old Sacramento, and Midtown.

The potential for an overlapping event day in which the SCC hosts a large event and the Kings play a home game exists throughout the NBA preseason, regular season, and playoffs (October through June). During the week, Kings home games typically begin in the evening, while weekend games can begin during the afternoon or evening. Since professional sports schedules are announced several months in advance of the season (e.g., NBA schedules are typically released in August), it will be possible to know precisely when such overlapping activities will occur (in terms of both event start/end times and event days) and plan for them accordingly. This is also true for concerts, in which event dates and start times are known well in advance of the event.

Major events in downtown Sacramento typically occur during the evenings or weekends (e.g., the Farm to Fork Festival on Capitol Mall or performances at Memorial Auditorium). Major events occur in Old Sacramento throughout the year during certain weekdays, weekends, and holidays. Midtown Sacramento hosts a “Second Saturday” art/entertainment evening event on the second Saturday of each month.

Due to the uncertainty surrounding the size, timing, and operations of future large SCC events, it is not possible to determine the exact frequency of overlapping major events. However, if large SCC events overlap with other major nearby events and experience similar start/end times, event attendees would rely

on many of the same roadways, freeways, and light rail and bus services. Therefore, advance planning for such events, though rare, would be necessary.

ETMP EVENT SCENARIOS

The event scenarios discussed in this ETMP include small, medium, and large events. Attendance ranges for each scenario are defined as follows:

- Small – Fewer than 1,500 attendees
- Medium – 1,500 to 4,999 attendees
- Large – more than 5,000 attendees

The attendee figures listed above represent the combined daily attendance total for events held at both the SCC and hotel facilities.

The ETMP is recommended to be implemented for all large events with a combined daily attendance of 5,000 persons or more between the SCC and hotel event space. Based on existing programming of the SCC, approximately four event days per year generate 5,000 attendees or more. However, with the addition of the hotel event space and the expectation of larger, more frequent events at the SCC associated with its expansion, the number of event days for which the ETMP is warranted is expected to increase with the proposed projects (though the specific number of days is not known).

Due to the variation in event size, type, and travel characteristics, specific ETMP elements should be reviewed on a case-by-case basis to determine the appropriateness for a specific event. Factors that could affect the implementation of select ETMP measures include:

- Event day of the week
- Event start and end times
- Location of an event within each facility (e.g., large events concentrated on the east side of SCC facility would experience less travel activity along the western 13th Street frontage and vice versa)
- Other variables that could affect travel behavior (e.g., large events known to experience very high vehicle occupancy or extensive transportation demand management strategies resulting in lowered vehicle trip generation)

For small and medium events, it is anticipated that portions (but not all elements) of the ETMP should be considered for implementation. City staff, SPD, the SCC operator, the Hotel operator, and other permitting agencies should regularly coordinate efforts to ensure effective implementation of the ETMP.

3. TRAVEL CHARACTERISTICS OF EVENT ATTENDEES

This chapter describes the anticipated travel modes to be used by SCC and hotel event attendees. It also discusses expected vehicular travel routes and the spatial distribution of parking utilization surrounding project site.

MODE SPLIT

Table 3 displays the projected travel modes for SCC and hotel event attendees. Local attendees represent those who reside in the Sacramento region and travel from their home to the SCC and back during an event day. Non-local attendees represent those who reside outside of the Sacramento region and stay in Sacramento area hotels over the duration of SCC events, traveling between their hotel and the SCC on event days. Refer to Chapter 4.9 of the Draft EIR for supporting details.

TABLE 3: ESTIMATED TRAVEL MODE FOR EVENT ATTENDEES

Mode	Local Attendee Mode Share	Non-Local Attendee Mode Share	Overall Mode Share
Private Vehicle	78%	10%	62%
Uber/Lyft/Taxi	12%	15%	13%
Transit	6%	--	4%
Walk/Bike	4%	75%	21%

Source: Fehr & Peers, 2017.

VEHICULAR TRIPS AND DIRECTIONAL DISTRIBUTION

As is discussed in Chapter 4.9 of the Draft EIR, the proposed expanded SCC facility would generate an estimated 2,877 inbound vehicle trips during the AM peak hour and 3,069 outbound vehicle trips during the PM peak hour assuming a maximum SCC event. A simultaneous maximum event at the hotel would generate an additional estimated 1,176 inbound vehicle trips during the AM peak hour and 1,223 outbound vehicle trips during the PM peak hour. In total, maximum events at both facilities would generate an estimated 4,053 inbound vehicle trips during the AM peak hour and 4,292 outbound vehicle trips during the PM peak hour.

A number of City streets would provide access to and from the SCC and hotel project sites. Inbound vehicle trips generated by maximum events at the SCC and hotel are expected to be geographically distributed as follows (only primary routes are shown and consequently values do not sum to 100 percent):

- Eastbound J Street at 10th Street: 30 percent
- Southbound 12th Street at H Street: 20 percent
- Northbound 16th Street at L Street: 17 percent
- Westbound K Street and L Street at 17th Street: 13 percent
- Southbound 15th Street at H Street: 6 percent

Refer to Chapter 6 for specific use of parking lots/garages and on-street spaces and Chapter 7 for anticipated peak hour pedestrian flows.

4. TRANSIT ELEMENT

The area surrounding the SCC and proposed hotel has a diverse supply of available transit service, including light rail (LRT) service and bus service provided by the Sacramento Regional Transit District (SacRT), Paratransit service, and bus service provided by other transit operators in the Sacramento region. Additionally, Amtrak intercity rail service is available at the Sacramento Valley Station.

EXISTING AND PROJECTED TRANSIT SERVICE

The SCC and hotel project sites are located less than ¼-mile from the existing LRT Blue Line, which has stations within the proximity of the SCC on K Street and 12th Street. Additionally, LRT Gold Line and Green Line service is available approximately ½ mile to the west of the SCC facility. The Blue and Gold Lines operate throughout the week on 15-minute peak headways and 30-minute evening and weekend headways. The Green Line operates during weekdays only on 30-minute headways.

In the future, the planned Downtown Riverfront Streetcar will serve the SCC vicinity. A streetcar stop is planned in front of the SCC facility at the J Street/13th Street intersection, connecting SCC event attendees with retail, hotel, and transportation (e.g., Sacramento Valley Station) destinations in downtown Sacramento, Midtown, Old Town Sacramento, and West Sacramento. As discussed in the Draft EIR, the final SCC project site plan is required to incorporate any necessary design elements associated with the planned streetcar project.

SCC EVENT TRANSIT DEMAND

As detailed in the Draft EIR, an estimated four percent of SCC and hotel event attendees would utilize transit for travel to and from major events, totaling more than 400 persons on a maximum event day at both facilities. The majority of these trips are expected to be completed using LRT or streetcar rather than local or regional bus service.

Typically, SCC and hotel event transit demand is not expected to overburden existing and planned transit service. However, currently unforeseeable fluctuations in transit demand could occur for certain events with a greater proclivity to attract transit users. Under circumstances where SCC and hotel event transit demand is expected to be exceptionally high, the SCC operator and/or Hotel operator should coordinate with SacRT and other public transit providers to ensure that adequate transit capacity is available to meet demand before and after major events.

5. BICYCLE ELEMENT

According to the Draft EIR, bicycle travel to and from SCC and hotel events is expected to be nominal. However, the project sites are well-situated within the downtown Sacramento bicycle network for SCC and hotel event attendees who elect to ride.

The City of Sacramento has an extensive bicycle network in the Downtown Sacramento area. In addition to utilizing designated bikeways, bicyclists may also ride on all roadways in the City. The three classes of bicycle facilities are described below.

- Multi-use paths (Class I) – are paved trails that are separated from roadways. Class I facilities are generally shared with pedestrians and may be adjacent to an existing roadway, or may be entirely independent of existing vehicular facilities.
- On-street bike lanes (Class II) – are striped lanes on roadways designated for use by bicycles through striping, pavement legends, and signs.
- On-street bike routes (Class III) – are designated roadways for shared bicycle/vehicle use indicated by signs only. Class III Bicycle Routes are often striped with the shared-lane arrow, or “sharrow,” reminding drivers and cyclists to share the roadway.

Figure 5 shows existing bicycle facilities near the project sites. Event attendees accessing the project sites via bicycle would utilize existing bike facilities on 13th Street (Class II north of L Street and Class II south of L Street) and K Street (Class I west of 13th Street, Class III east of 14th Street, and Class II east of 15th Street). The SCC project includes a new Class I bike facility through the K Street alignment between 13th and 14th Street that would provide additional connectivity for bicyclists traveling along the southern edge of the SCC facility.

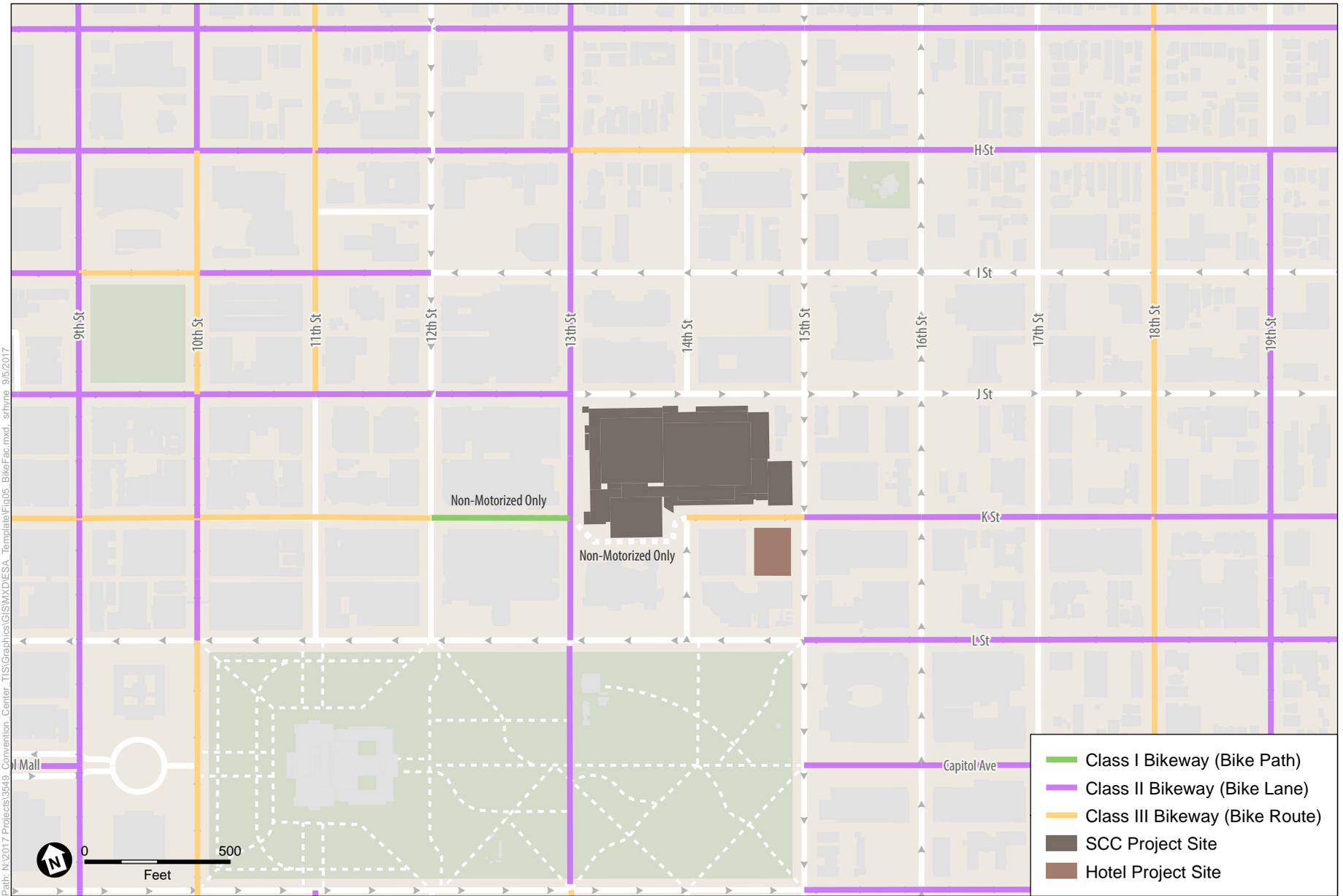
Under future conditions, bicycle facility improvements recommended as part of the Grid 3.0 plan would further enhance bicycle connectivity to project sites. Most notably, Grid 3.0 includes a protected bike lane on 15th Street within the vicinity of the project sites, supplementing 13th Street with an additional north-south bicycle corridor.

BICYCLE PARKING

Bicycle storage would be provided near the West and East Lobbies of the SCC. The West Lobby bicycle storage area would be located along the K Street right of way west of the K Street/13th Street intersection. The East Lobby bicycle storage area would be located on the west side of 15th Street just south of J Street, immediately south of St. Paul’s Episcopal Church.

Bicycle storage would be provided at the hotel site per City code.

A bikeshare station with capacity for up to five bikes is currently located immediately south of the SCC West Lobby. Future bikeshare program expansion could increase the number of bikes available at the dock nearest to the SCC.



SOURCE: Fehr & Peers, 2017

Sacramento Convention Center Renovation and Expansion and 15th/K Street Hotel EIR

Figure 5

Existing Bicycle Facilities

6. PARKING ELEMENT

EVENT PARKING DEMAND

Based on the Draft EIR, maximum weekday events at both the SCC and hotel would generate demand for approximately 3,800 parking spaces. Based on expected arrival patterns, approximately 2,850 of these attendees would arrive at downtown Sacramento parking facilities during the AM peak hour.

EXISTING PARKING FACILITIES

Figure 6 displays the supply of public off-street parking in the project vicinity. These parking areas are a mix of public and private ownership and represent the current available supply of parking available for public use during a typical weekday. On-street parking is limited within the project vicinity due to the frequency of driveways, block lengths, and parking restrictions.

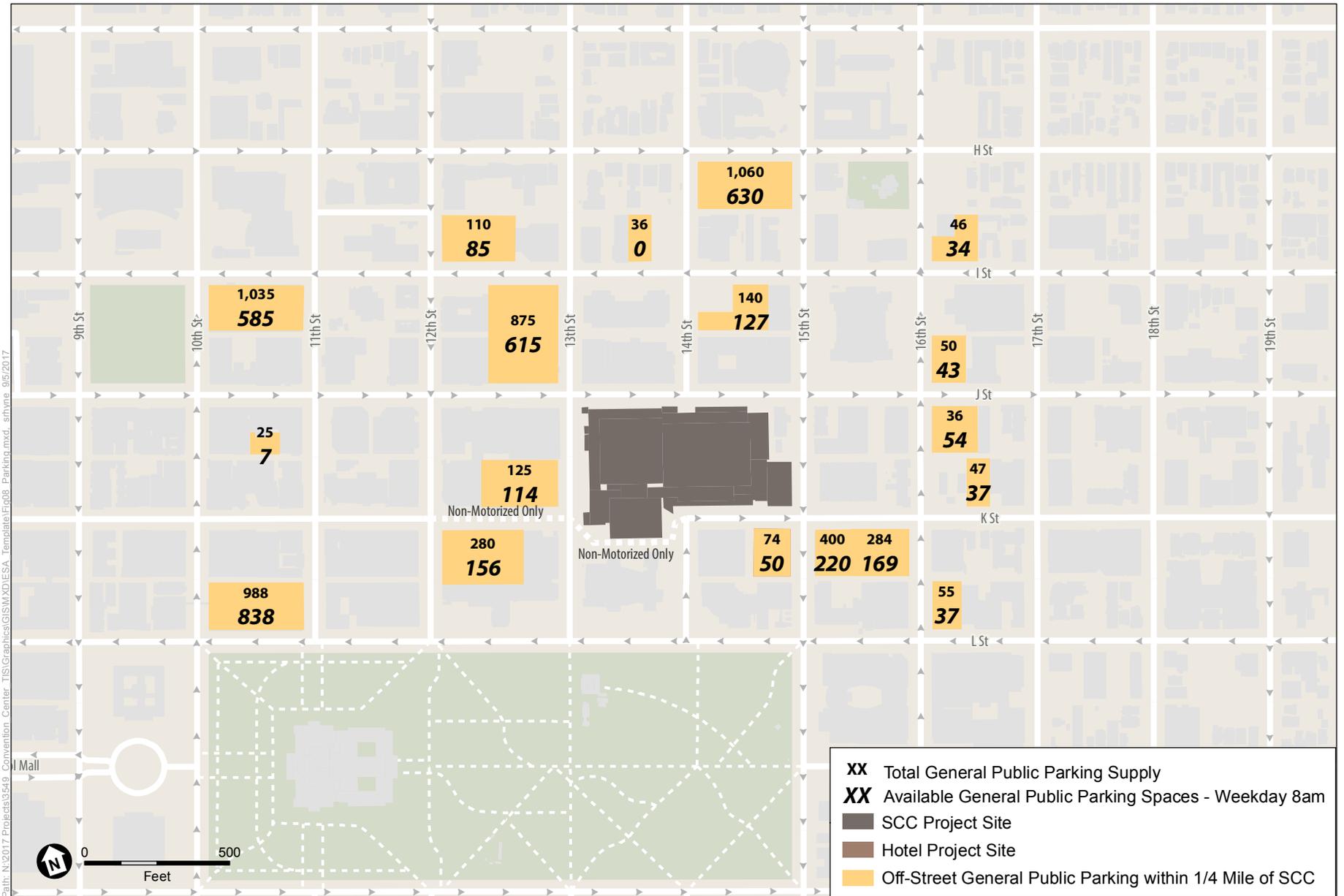
As illustrated in Figure 6, approximately 5,700 public off-street parking spaces are present within ¼ mile of the project site. Weekday parking occupancy surveys conducted at parking lots and garages within the vicinity of the SCC facility from 7:30 AM to 8:30 AM revealed that approximately 3,800 public parking spaces were unoccupied. This represents the estimated available supply at off-site locations in the project vicinity for a weekday daytime SCC and/or hotel event.

Typically, SCC event attendees tend to utilize parking facilities closest to the SCC facility, including the 13th Street/J Street garage, the garages located on K Street between 15th and 16th Streets, and Memorial Garage. Similarly, event attendees traveling to a hotel event would be expected to behave in a similar manner. Non-local event attendees staying in nearby hotels (e.g., the Hyatt or Sheraton) typically park in on-site parking facilities owned and operated by the hotels.

SCC PARKING MANAGEMENT STRATEGIES

Under existing conditions, parking management strategies vary depending on the type and size of event. For SCC events with a high share of non-local attendees lodging in nearby hotels, parking information for hotel owned and operated parking facilities is distributed by hotel operators along with general lodging information. For large SCC events with high expected parking demand, the City of Sacramento advises event attendees to utilize City parking facilities and in some circumstances, offers special event rates at nearby City parking facilities (e.g., Memorial Garage). For select events, SCC event attendees can also utilize the City's SacPark website to reserve parking in advance at participating off-street parking locations.

These strategies require some degree of coordination among the various entities involved with events, including the SCC operator, the Hotel operator, the City of Sacramento, and private parking garage operators (including nearby downtown Sacramento hotels). Additional strategies, including an expanded parking wayfinding system, could be considered to further facilitate the use of downtown parking facilities during SCC and hotel events.



SOURCE: Fehr & Peers, 2017

Sacramento Convention Center Renovation and Expansion and 15th/K Street Hotel EIR

Figure 6

Existing Weekday General Public Parking Supply and Availability

7. TRAFFIC, PARKING, AND PEDESTRIAN MANAGEMENT

This chapter describes the recommended temporary traffic control strategies that would be implemented around the SCC and hotel project vicinity during a large event day. These would be applied for both weekday and weekend event days with 5,000 or more combined daily attendees at the SCC and hotel event space.

The level of controls needed varies with the size, type, and travel characteristics of large events at the SCC and hotel; thus, it is not expected that all events will require the full selection of traffic control strategies. Moreover, the timing and duration of temporary traffic control strategies would vary based on the variance of attendee arrival and departure patterns associated with each event type (e.g., a business conference would experience a surge of arrivals and departures during the AM and PM peak hours, respectively, while a consumer tradeshow would experience arrivals and departures spread throughout the day). City staff, SPD, the SCC operator, and the Hotel operator should address events on a case-by-case basis to determine the suitable level and timing of transportation management necessary to ensure safe and convenient access for all event attendees.

TRAFFIC CONTROL OVERVIEW

Under Baseline plus SCC Project and Baseline plus SCC and Hotel Projects conditions, without any mitigation measures in place, traffic congestion would worsen on downtown roadways. Large events at the SCC would generate increased vehicular and pedestrian volumes, worsening traffic congestion on J Street and 13th Street within the vicinity of the SCC facility. A simultaneous large event at the hotel would similarly generate increase vehicular and pedestrian volumes, worsening traffic congestion on 15th Street and K Street within the vicinity of the hotel. Worsened congestion would increase delay for vehicles and transit operations while increasing the potential for vehicular conflicts with pedestrian and bicyclists.

The temporary traffic controls measures listed below (and discussed in greater detail the Draft EIR) are recommended to minimize the adverse effects of event-related congestion and enhance access for all event attendees.

- At the J Street/13th Street intersection, position equipment and multiple traffic control officers (TCOs) and operate the intersection in one of the following two ways:
 - Implement Option 1, which includes the following temporary measures:
 - Convert the northbound approach to right-turn only and prohibit through movements using traffic cones and advance warning signage. Bicyclists may be waved through the intersection if conditions are deemed acceptable by the TCOs.
 - Convert the southbound approach to one through lane and one left-turn lane using traffic cones and advance warning signage.

- Prohibit use of the east leg crosswalk using barricades and TCOs.
- Operate the north/south approaches as permissive (i.e., operate concurrently) signal phases.
- Maintain existing 100 second cycle length (during peak periods) to facilitate coordinated through traffic progression, though signal offset may need to be adjusted.
- Extend walk intervals to 60, 60, and 21 seconds for the north, south, and west leg crossings, respectively.

- or -

- Implement Option 2, which includes the following temporary measures:
 - TCOs temporarily take control of the intersection and switch signal operations to flashing red.
 - TCOs prohibit vehicles from entering the intersection during a 20-second pedestrian crossing window, whereby TCOs wave through pedestrians to cross at all marked crosswalks and diagonally through the intersection.
 - TCOs prohibit pedestrians from entering crosswalks outside of the pedestrian crossing window and wave through vehicles. TCOs provide approximately 50, 17, and 13 seconds for the eastbound, northbound, and southbound vehicular flows, respectively. These approaches would maintain the same lane configurations as currently present.
- At the K Street/13th Street intersection, position multiple TCOs to manage pedestrian and vehicular traffic flows.
- Prohibit westbound traffic from entering the segment of K Street between 15th Street and 16th Street. Position traffic cones, barricades, and signage to prohibit northbound left-turn and westbound through movements at the K Street/16th Street intersection. This strategy would divert approximately 230 PM peak hour vehicular trips away from heavy pedestrian flows at the K Street/15th Street intersection, reducing the potential for vehicle-pedestrian conflicts.
- Position a single Traffic Control Officer at the K Street/15th Street and K Street/16th Street intersections to monitor conditions (but not assign right-of-way)
- During outdoor events, ensure that east-west bicycle travel is accommodated within the vicinity of the SCC (between 13th and 14th streets). Potential options include:

- Maintain clear path of travel along the planned Class I bike path through the project site during outdoor events. Situate fencing and/or barriers in a manner that does not physically block the planned bike path. Install signage notifying event attendees of the presence of the bike path and discouraging event attendees from dwelling on the path.
- Provide viable east-west bicycle detour around the SCC site during outdoor events. Detours should be sufficiently signed and marked to provide bicyclists with a clear path of travel.

Several TCOs identified in **Table 4** should be deployed at the discretion of the Police Department. For these locations, the Police Department should assess and adjust the TCO roles, responsibilities, and staffing needs based on on-going monitoring activities.

TABLE 4: TRAFFIC CONTROL OFFICERS

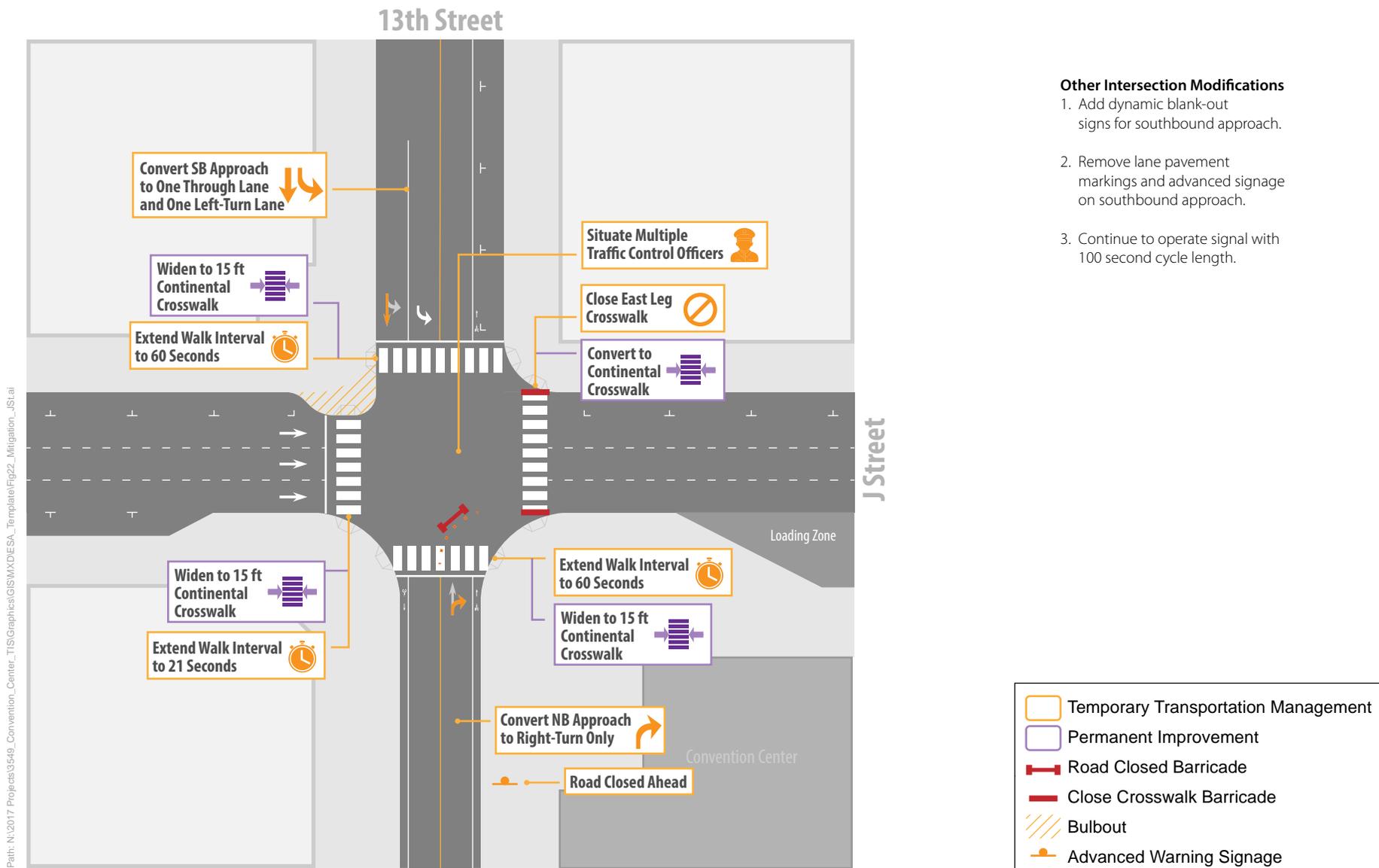
Location	TCO(s)
J Street/13 th Street	2
K Street/13 th Street	2
K Street/15 th Street	1
K Street/16 th Street	1
Total	6

INFRASTRUCTURE IMPROVEMENTS

In addition to the temporary traffic control measures described above, the Draft EIR recommended several permanent physical improvements to facilitate pedestrian travel to and from the SCC and hotel:

- Install pedestrian bulbouts at the following locations:
 - J Street/13th Street intersection – northwest corner
 - K Street/15th Street intersection – northeast, southeast, and southwest corners
- Install 15-foot wide continental crosswalks at the following locations:
 - J Street/13th Street intersection – all legs
 - J Street/14th Street intersection – east and west legs
 - J Street/15th Street intersection – west leg
 - K Street/15th Street intersection – all legs

Figures 7, 8, and 9 illustrate the various temporary and permanent improvements.



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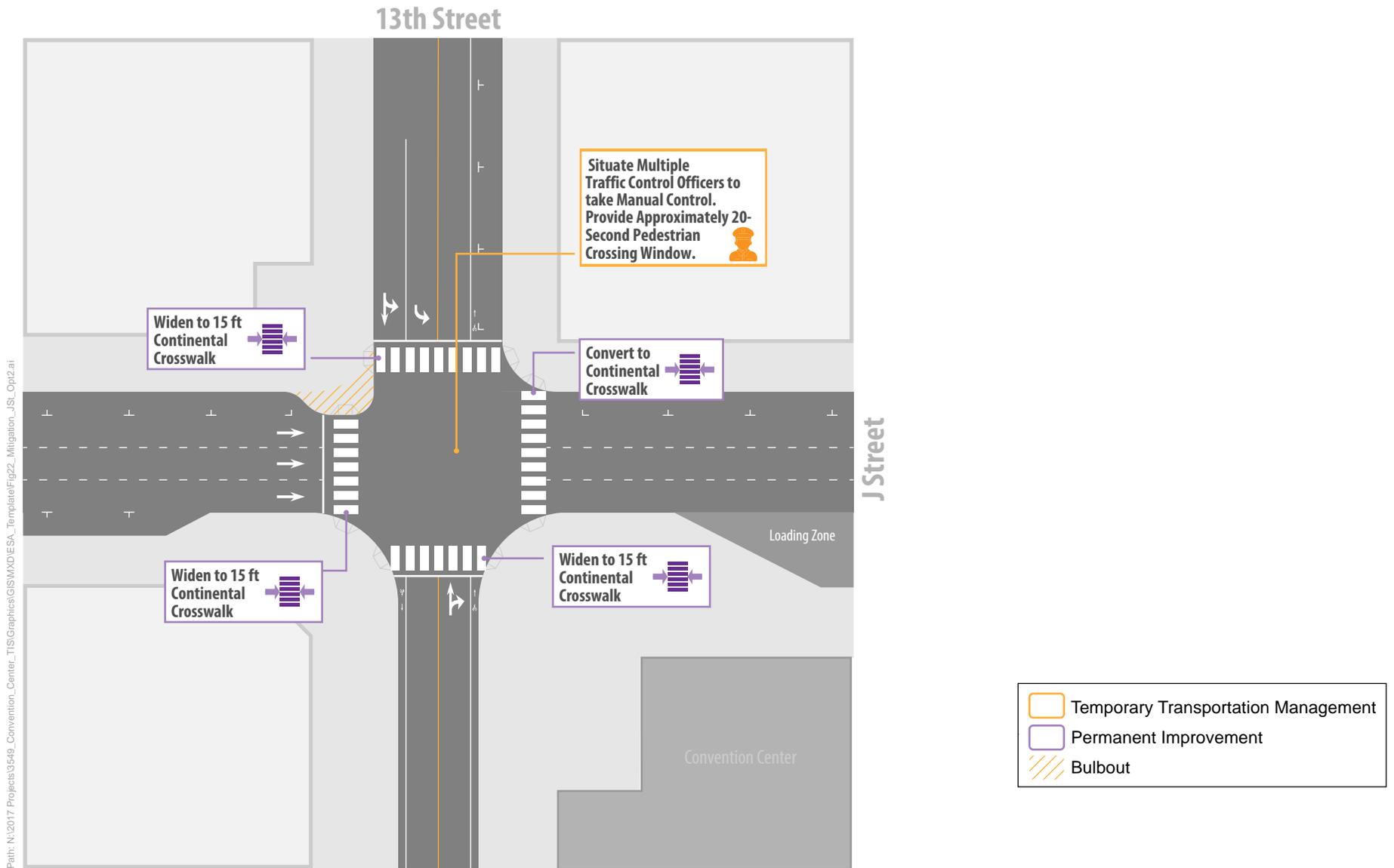
SOURCE: Fehr & Peers, 2017

Sacramento Convention Center Renovation and Expansion and 15th/K Street Hotel EIR

Figure 7



Traffic Management on J Street at 13th Street - Option 1



SOURCE: Fehr & Peers, 2017

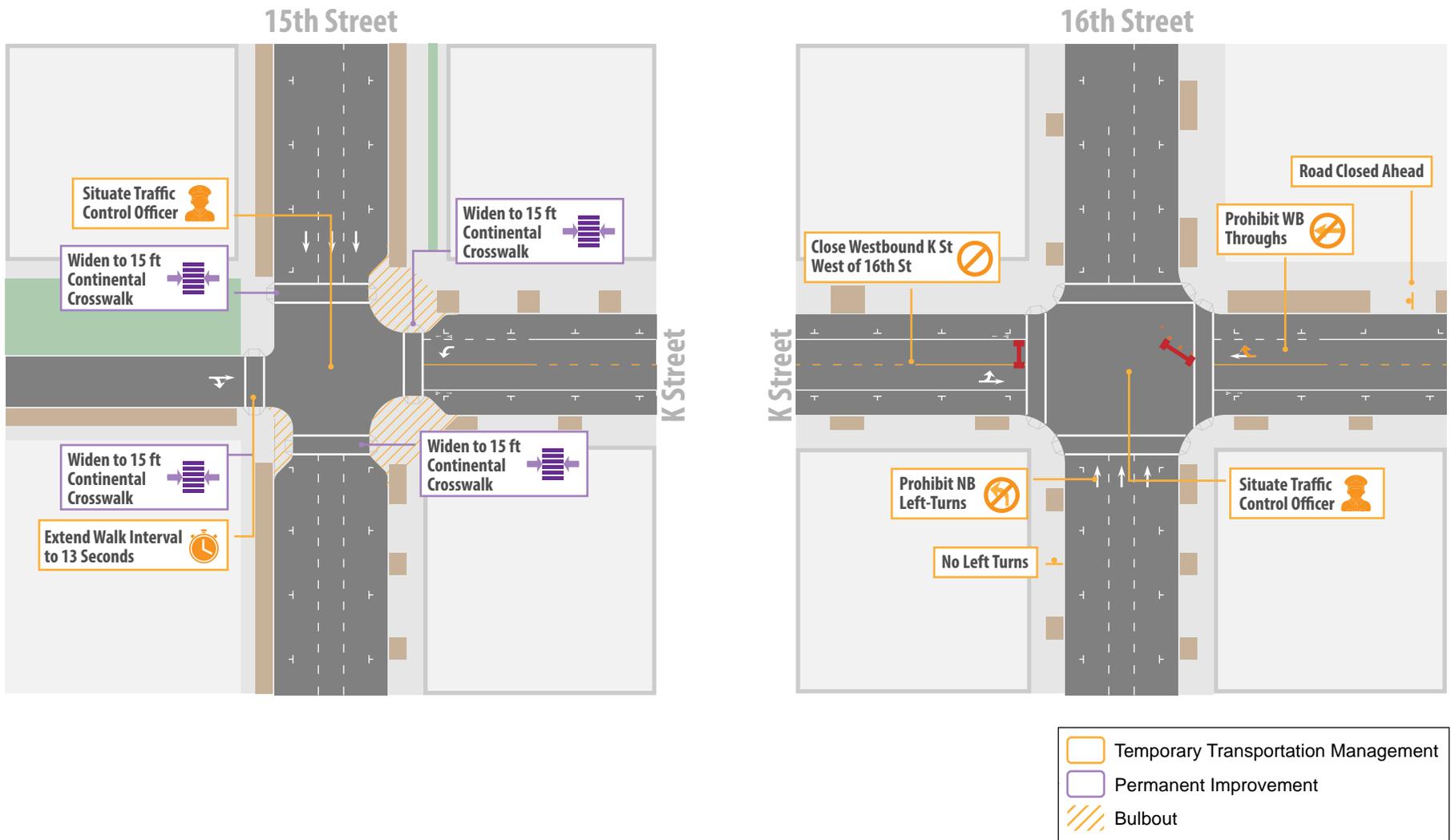
Sacramento Convention Center Renovation and Expansion and 15th/K Street Hotel EIR

Figure 8



Traffic Management on J Street at 13th Street - Option 2

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SOURCE: Fehr & Peers, 2017

Sacramento Convention Center Renovation and Expansion and 15th/K Street Hotel EIR



Figure 9
Traffic Management on K Street at 15th and 16th Street

8. PERFORMANCE STANDARDS AND MONITORING

This chapter presents the Performance Standards, for which the project operations will be measured against. These Performance Standards are incorporated into Mitigation Measure 4.9-2 (SCC) of the Draft EIR.

PERFORMANCE STANDARDS

This ETMP includes various Performance Standards that must be met. Once the project is in operation and initial monitoring results are available, the results will be measured against these criteria. If not achieved, the SCC operator and Hotel operator is required to work with the appropriate agency or stakeholder group to ensure that the standards are met. The following Performance Standards have been developed:

1. Pedestrian Flows: Through pedestrian flow management, pedestrians do not spill out of sidewalks onto streets with moving vehicles, or out of crosswalks when crossing the street, particularly along J Street, K Street, 13th Street, and 15th Street.
2. Bicycle Flows: During events that utilize the outdoor Activities Plaza, ensure that east-west bicycle travel is accommodated within the vicinity of the SCC (between 13th and 14th streets).
3. Vehicle Queuing: Traffic on eastbound J Street does not queue back due to event-related traffic, particularly eastbound right-turning vehicles conflicting with pedestrians crossing the south leg crosswalk at the J Street/13th Street intersection.
4. Bus/Paratransit: Specific locations are provided to accommodate public buses and paratransit vehicle stops within one block of the SCC.
5. Ridesharing: Specific locations are provided for pick-up / drop-off areas such that Transportation Network Companies (i.e., Uber, Lyft, etc.), taxis, and other ridesharing services do not impede vehicular or pedestrian flow.
6. Truck Loading: Delivery trucks exclusively use the truck bays located along K Street west of 15th Street and do not block vehicular or bicycle access for extended periods of time.

MONITORING METHODS AND DOCUMENTATION

The following monitoring activities would occur during the first year of operations at the expanded SCC facility.

Large Evening Monitoring Plan

- *Two large events with a combined daily attendance of 5,000 persons or more between the SCC and hotel event space.*

These events will provide a representative sample of operating conditions for events at the SCC and hotel, and will be measured against the above Performance Standards. Prior to monitoring these events, a meeting will be held with the City, the SCC operator, and/or the Hotel operator to identify the specific monitoring locations, durations, and staffing responsibilities. The monitoring effort will focus on the ETMP elements and Performance Standards contained in this document. The monitoring effort will include both observational and empirical data collection.

The monitoring will identify deficiencies in the event planning/operations and recommend measures that can be implemented to resolve these issues. This effort will consist of collecting observational data to assess which elements of the ETMP need to be immediately modified in advance of subsequent events. The following plan elements will be reviewed:

- Pre- and Post-Event Traffic Management
- Pedestrian Circulation
- Bicycle Parking and Access
- Transit Loading and Access
- Vehicular Pick-ups / Drop-offs
- Traffic Congestion and Queuing
- Wayfinding / Signage
- Parking
- Staffing
- General Safety/Security

Documentation: The results of the two monitored events will be documented into the “*SCC Expansion Year One Travel Monitoring Report*”. This report will include photos, charts, and eyewitness accounts of site operations. It will include an assessment of the extent to which the established Performance Standards are met, exceeded, or are unmet. For those standards that are not met, specific recommendations will be provided which would enable the standard to be achieved. The report will be submitted to the City for review. Once finalized, the report will be made available to the public through the City website.

CHAPTER 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 by the City intended to 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. However, in some cases when the text change is extensive, the reader is instead referred to Chapter 2, Revisions to the Draft EIR, where all the text changes can be found.

Occasionally, a response to a comment provides a cross-reference to another response to comment. This occurs when the same, or very similar, comment was made or question asked, and an appropriate response was included elsewhere.



November 16, 2017

REGIONALSAN

TAKING THE WASTE OUT OF WATER

Sacramento Regional County Sanitation District

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

Subject: Notice of Availability – Draft Environmental Impact Report for the Sacramento Convention Center Renovation and Expansion and 15th Street/K Street Hotel Projects

Main Office

10060 Goethe Road
Sacramento, CA 95827-3553
Tel: 916.876.6000
Fax: 916.876.6160

Treatment Plant

8521 Laguna Station Road
Elk Grove, CA 95758-9550
Tel: 916.875.9000
Fax: 916.875.9068

Board of Directors

Representing:

- County of Sacramento
- County of Yolo
- City of Citrus Heights
- City of Elk Grove
- City of Folsom
- City of Rancho Cordova
- City of Sacramento
- City of West Sacramento

Prabhakar Somavarapu
District Engineer

Ruben Robles
Director of Operations

Christoph Dobson
Director of Policy & Planning

David O'Toole
Director of Internal Services

Joseph Maestretti
Chief Financial Officer

Claudia Goss
Public Affairs Manager

www.regionalsan.com

Dear Mr. Johnson,

Sacramento Regional County Sanitation District (Regional San) has reviewed the subject Environmental Impact Report and has the following comments.

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 wastewater flow demands. Onsite and offsite impacts associated with constructing sanitary sewer facilities to provide service to the project should be included within 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 treatment facilities that serves new customers. The Regional San ordinance is located on the Regional San website at: <http://www.regionalsan.com/ordinances-agreements>.

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 that both 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 San County Sanitation District and the City of Sacramento. The following flow limitations are outlined within this agreement:

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

Any proposed groundwater remediation work anticipated to occur as part of the project and proposed to be discharged into Regional San facilities will require the necessary discharging permit from Regional San. Permitting will be handled through Regional San's Wastewater Source Control Section (WSCS). The City must abide by the Regional San Ordinance as well as the requirements contained in a wastewater discharge permit.

1
2
3
4
5

Mr. Scott Johnson
November 16, 2017
Page 2

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.

6

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.

7

If you have any questions regarding this letter, please feel free to contact me at (916) 876-6104 or by email: armstrongro@sacsewer.com.

Sincerely,

Robb Armstrong

Regional San Development Services & Plan Check

cc: SASD Development Services

Letter A1 Response **Robb Armstrong, Sacramento Regional County Sanitation District (Regional San, SRCSD)**
November 16, 2017

- A1-1 The City acknowledges that the Sacramento County Regional Sanitation District (Regional San) is not a land use authority and does not generate growth projections for its service area. As discussed in Section 4.10, Utilities and Service Systems, of the Draft EIR, the proposed SCC and Hotel Projects would not connect directly to Regional San sewage collection facilities, but would instead connect to the City's existing combined sewer system. Construction of on-site sanitary sewer systems, and connection to the City's sewer system, are discussed in the impact assessment in Section 4.10.1 of the Draft EIR, and throughout other environmental impact analysis sections of the EIR, as relevant to each CEQA resource area. Please refer to these sections of the Draft EIR for more information.
- A1-2 The comment refers to Regional San ordinances that establish rates and fees for sewer system connections and service. The comment does not address the environmental impact report for the proposed SCC and Hotel projects. The comment is noted and will be conveyed to the City Council for its consideration.
- A1-3 As described in the Environmental Setting of Section 4.10 in the Draft EIR, the City has developed several strategies to reduce or avoid outflow and overflow events, including rehabilitation and expansion of Sumps 1/1A and 2. Thus, improvements to Sump 2/2A would be managed by the City and funded jointly by the City (for City projects) and fees imposed on new development, as necessary, to maintain the wet and dry weather capacity of the system. Mitigation Measure 4.10-1 requires the payment of fees consistent with the Consolidated Ordinance (CO). The CO is used to pay for upkeep and upgrading of wastewater and stormwater systems. The continued upkeep of these systems by Regional San, using the fees collected, would avoid exceeding the system's capacity during peak storms.
- As discussed in Impact 4.10-2 on page 4.10-10 of the Draft EIR, peak wastewater flows from the SCC and Hotel sites to the SRWWTP would be approximately 3,037 gallons per day (gpd). This amount of wastewater would not exceed the current excess capacity of approximately 75 million gallons per day (mgd) at the SRWWTP. During storm events, flow rates in the CSS can increase by a factor of approximately 2 to 3, and system capacity can be exceeded, particularly during peak flows. Additional wastewater flows from the SCC and Hotel during peak storm events could exceed existing CSS capacity. However, as described above, implementation of Mitigation Measure 4.10-1 would administer measures to manage wastewater, drainage and dewatered groundwater flows in a manner that would not exceed the existing capacity of the CSS during storm events.

The proposed SCC and Hotel projects' contributions to cumulative scenario impacts would be less than one tenth of one percent of the SRWWTP's total capacity. The proposed projects would increase wastewater requiring treatment by up to 157,333 gpd (ADWF); the proposed projects are consistent with the growth projections used to prepare the Regional San's 2020 Master Plan.

As discussed for Impact 4.10-3, under existing conditions, the wastewater conveyance systems within the Downtown Sacramento area flood and overflow during major storm events. The vast majority of existing land area in the vicinity of the project sites are hardscape and impervious. As described in Impact 4.10-1, the proposed projects would result in increased wastewater flows that could further tax the CSS system during major storm events. The proposed projects' contributions to wastewater flow conveyance in the CSS would be cumulatively considerable. However, implementation of Mitigation Measure 4.10-3, which implements Mitigation Measure 4.10-1, would require the payment of CCS and/or fair share fees to administer infrastructure improvements to manage wastewater, drainage and dewatered groundwater flows in a manner that would not exceed the existing capacity of the CSS during storm events.

- A1-4 The comment includes excerpted information from the Wastewater Operating Agreement between Regional San and the City of Sacramento. As noted in Section 4.10 of the Draft EIR, the City has entered into a contract with the SRWWTP to convey up to a total capacity of 108.5 mgd of wastewater combined from Sumps 2, 2A, 21, 55, and 119. These flows would be routed along Regional San's Interceptor pipeline for conveyance to Regional San's treatment facility, and ultimate treatment. Wastewater, drainage, and dewatered groundwater flows from the CCSP area, which includes the project sites, would be required to be managed so as to not exceed the agreed upon limitation. The comment is noted and will be conveyed to the City Council for its consideration.
- A1-5 As discussed on page 4.7-10 of the Draft EIR, dewatered groundwater discharges to the City's sewer system would be regulated and monitored by the City's Utilities Department pursuant to Department of Utilities Engineering Services Policy No. 0001, adopted as Resolution No. 92-439. The City requires that any short-term discharge be permitted, or an approved memorandum of understanding (MOU) for long-term discharges be established, between the discharger and the City. Short-term limited discharges of seven-days duration or less must be approved through the City Department of Utilities by acceptance letter. The MOU must specify the type of groundwater discharge, flow rates, discharge system design, a City-approved contaminant assessment of the proposed groundwater discharge indicating tested levels of constituents, and a City-approved effluent monitoring plan to ensure contaminant levels remain in compliance with State standards or Regional San and

Regional Water Board-approved levels. All groundwater discharges to the sewer must be granted a Regional San discharge permit.

As a standard precautionary action, the Regional Water Board would be notified prior to beginning any site preparation or grading and the applicant would adhere to all requests and recommendations from the Regional Water Board. Prior to discharge, a National Pollutant Discharge Elimination System (NPDES) permit would be required that would specify standards for testing, monitoring, and reporting, receiving water limitations, and discharge prohibitions. Compliance with all applicable laws and regulations at the federal, State, and local levels would prevent the exposure of individuals and the environment to hazards associated with contaminated groundwater by ensuring that contaminated groundwater is routed to the Regional San treatment system and that dewatering activities do not interfere with ongoing groundwater cleanup in the Railyards Specific Plan (RSP) Area, if any.

- A1-6 The comment describes the process for providing secondary treatment for wastewater. The comment also describes Regional San's negotiation with the Central Valley Regional Water Quality Control Board over the specification of the NPDES Discharge Permit issued in 2010. The comment does not address the environmental impact report for the proposed projects. The comment is noted and will be conveyed to the City Council for its consideration.
- A1-7 The City of Sacramento does not supply recycled water to the project sites. Recycled water facilities or infrastructure are not proposed as part of the proposed projects and would have no impact on Regional San's existing recycled water facilities or conveyance.



MIWOK United Auburn Indian Community
MAIDU of the Auburn Rancheria

Gene Whitehouse
Chairman

John L. Williams
Vice Chairman

Calvin Moman
Secretary

Jason Camp
Treasurer

Gabe Cayton
Council Member

December 13, 2017

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

Subject: Notice of Availability - Draft Environmental Impact Report for the Sacramento Convention Center and 15th/ K Street Hotel Projects

Dear Scott Johnson,

Thank you for requesting information regarding the above referenced project. The United Auburn Indian Community (UAIC) of the Auburn Rancheria is comprised of Miwok and Southern Maidu (Nisenan) people whose tribal lands are within Placer County and whose service area includes El Dorado, Nevada, Placer, Sacramento, Sutter, and Yuba counties. The UAIC is concerned about development within its aboriginal territory that has potential to impact the lifeways, cultural sites, and landscapes that may be of sacred or ceremonial significance. We appreciate the opportunity to comment on this and other projects. The UAIC would like to consult on this project.

In order to ascertain whether the project could affect cultural resources that may be of importance to the UAIC, we would like to receive copies of any archaeological reports that are completed for the project. We also request copies of environmental documents for the proposed project so that we have the opportunity to comment on appropriate identification, assessment and mitigation related to cultural resources. We recommend UAIC tribal representatives observe and participate in all cultural resource surveys. If you are interested, the UAIC's preservation department offers a mapping, records and literature search services program that has been shown to assist project proponents in complying with the necessary resource laws and choosing the appropriate mitigation measures or form of environmental documentation during the planning process.

The UAIC's preservation committee would like to set up a meeting or site visit, and begin consulting on the proposed project. Based on the preservation committee's identification of cultural resources in and around your project area, UAIC recommends that a tribal monitor be present during any ground disturbing activities. Thank you again for taking these matters into consideration, and for involving the UAIC early in the planning process. We look forward to reviewing the documents requested above and consulting on your project. Please contact Marcos Guerrero, Cultural Resources Manager, at (530) 883-2364 or by email at mguerrero@auburnrancheria.com if you have any questions.

Sincerely,

Gene Whitehouse,
Chairman

CC: Marcos Guerrero, CRM

Letter A2 Gene Whitehouse, United Auburn Indian Community (UAIC)
Response December 13, 2017

A2-1 On July 31, 2017 and August 22, 2017, the City received letters from UAIC requesting consultation on the proposed projects. As described on pages 4.4-5 and 4.4-24 in Section 4.4, Cultural Resources, of the Draft EIR, the UAIC has been in ongoing consultation with the City of Sacramento as part of the AB 52 consultation process regarding these and other projects; the UAIC serves as a point of contact for regional Native American issues within the City. The City consulted with UAIC for the proposed SCC project and Hotel project. Based on that consultation, the City included mitigation measures in the Draft EIR (Mitigation Measure 4.4-1) regarding actions to take should an inadvertent discovery of tribal cultural resources, archaeological resources, or paleontological resources be discovered during construction of the SCC project or the Hotel project.

Following publication of the Notice of Availability (NOA) for the Draft EIR, UAIC submitted a comment letter to the City of Sacramento requesting consultation on the proposed projects. However, this letter reflects the UAIC's common approach of submitting standardized letters in response to NOAs in the City of Sacramento. The City determined that consultation had already occurred and the City had responded to UAIC's recommendations by proposing mitigation in the Draft EIR.

As discussed in Section 4.4, Cultural Resources, in the Draft EIR, tribal cultural resources present on the proposed project sites, if any, are anticipated to be subsurface pre-contact archaeological resources, for which, discovery during project activities would be inadvertent. Implementation of Mitigation Measure 4.4-1(a) would provide pre-construction training to all construction personnel and staff performing ground disturbing activities. In addition, implementation of Mitigation Measure 4.4-1(b) would provide a process for the treatment of previously undiscovered cultural resources, including tribal cultural resources. With implementation of Mitigation Measure 4.4-1(a) through (b), the impacts to tribal cultural resources would be reduced to less-than-significant levels.



Sent Via E-Mail

December 28, 2017

Scott Johnson
City of Sacramento
Community Development Department
Environmental Planning Services
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811-0128
SRJohnson@cityofsacramento.org

Subject: **Sacramento Convention Center Renovation and Expansion and the
15th/K Street Hotel Projects - Draft EIR (Clearinghouse No. 2017022008)**

Dear Mr. Johnson:

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the Draft EIR for the Sacramento Convention Center Renovation and Expansion and the 15th/K Street Hotel Projects. SMUD is the primary energy provider for Sacramento County and the proposed Project area. SMUD's vision is to empower our customers with solutions and options that increase energy efficiency, protect the environment, reduce global warming, and lower the cost to serve our region. As a Responsible Agency, SMUD aims to ensure that the proposed Project limits the potential for significant environmental effects on SMUD facilities, employees, and customers.

We have no comments to offer at this time, but would appreciate if the City of Sacramento would continue to keep SMUD facilities in mind as environmental review of the Project moves forward. Please reroute the Project analysis for SMUD's review if there are any changes to the scope of the Project.

If you have any questions regarding this letter, please contact SMUD's Environmental Management Specialist, Rob Ferrera, at rob.ferrera@smud.org or 916.732.6676

Sincerely,

Nicole Goi
Regional & Local Government Affairs
Sacramento Municipal Utility District
6301 S Street, Mail Stop A313
Sacramento, CA 95817
entitlements@smud.org

Cc: Rob Ferrera

Letter A3 **Nicole Goi, Sacramento Municipal Utilities District**
Response **December 28, 2017**

- A3-1 The comment acknowledges the opportunity for SMUD to comment on the proposed projects. SMUD offers no comment on the proposed projects at this time. This comment, while noted, does not require modification to the EIR's analysis or conclusions of significance. No further action is required.

January 2, 2018

SENT VIA E-MAIL ONLY

Scott Johnson
City of Sacramento, Community Development Department
Environmental Planning Services
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811
srjohnson@cityofsacramento.org

RE: *Draft Environmental Impact Report for the Sacramento Convention Center Renovation and Expansion & 15th/K Street Hotel Project*

Dear Mr. Johnson:

Thank you for providing the *Draft Environmental Impact Report for the Sacramento Convention Center Renovation and Expansion & 15th/K Street Hotel Project* (DEIR) to the Sacramento Metropolitan Air Quality Management District (SMAQMD) for review. SMAQMD staff comments on the project follow.

Operational Air Quality analysis- SMAQMD concurs with the findings in DEIR Appendix C-2 that the design features of the project will reduce the anticipated operational emissions associated with the project by 15% or more when compared to an unmitigated scenario.

1

Short-term (Construction) Air Quality analysis- The project is anticipated to exceed the SMAQMD threshold for construction as described Chapter 4.2, table 4.2-14. Please include an estimate of the fee needed to offset these emissions using the current rate of \$30,000 per ton of emissions plus a 5% administration fee (July 2017)¹. The estimated fee from the DEIR will be modified at the time of construction using the actual equipment list and the current offsite fee rate at that time.

2

Bicycle Facilities- SMAQMD recommends the inclusion of sufficient long-term bicycle parking for employees and short-term bicycle parking for convention center users, in accordance with the City of Sacramento’s 2035 General Plan Policy M 5.1.14: *Encourage Bicycle Use. The City shall encourage bicycle use in all neighborhoods, especially where short trips are most common.*

3

The DEIR should include an estimate of the total number of long-term and short-term bicycle parking spaces needed based on the total size of the facility after expansion. The DEIR should also show where the Bicycle parking will be located, and demonstrate that the final plan will include sufficient space for bicycle parking that complies with the City’s Bicycle Rack Design and Placement Standards. The final plan for the project should also account for future needs such as Bike Share systems.

¹ Information on the SMAQMD mitigation program is available at: <http://www.airquality.org/businesses/ceqa-land-use-planning/mitigation>

SMAQMD notes that 13th street is the primary North/South Bicycle connection for three blocks to the West and four blocks to the East. SMAQMD recommends that the City consider modifications to the plan to preserve and enhance this existing bicycle connection, especially during large events at the expanded facility.

4

SMAQMD notes that the area near the project site lacks throughway East/ West bicycle connections. K Street serves as a primary East/West bicycle connection on either side of the project site. The area along the K street corridor between 13th and 15th street is a significant gap in the current bicycle network. SMAQMD recommends that the City consider, either as a part of this plan or in conjunction with broader improvements to the area, a Class 1 bicycle facility to eliminate this East/West gap in the bicycle network. Potential solutions could include a 2-way protected bikeway on J Street, K Street, or L Street as best fits in with the proposed project, future streetcar line, and other projects within the area near the project site.

5

Transit- SMAQMD recommends that the City work with Sacramento Regional Transit to select the best location for the relocated bus stop on 15th Street, in conjunction with the planning for any future streetcar stations in the area.

6

Tree shading- SMAQMD notes that the proposed project includes the elimination of 38 existing trees, some of which provide substantial canopy shading. If feasible the SMAQMD encourages the project to include a sufficient number of trees to ensure substantial shade coverage of the proposed outdoor walkways and facilities, terraces, and along the projects perimeters. Trees clean the air, reducing carbon, ozone, and particulate matter in the atmosphere.

7

All projects are subject to SMAQMD rules at the time of construction. Specific rules that may relate to construction activities are attached. A complete listing of current rules is available at www.airquality.org or by calling 916-874-4800.

8

Please contact me at 916-874-2694 or jhurley@airquality.org if you have any questions regarding these comments.

Sincerely,

-JJ Hurley

Joseph James Hurley
Associate Air Quality Planner/Analyst
Land Use & CEQA section-Communication, Land Use & Mobile Sources Division
Sacramento Metropolitan Air Quality Management District
jhurley@airquality.org
916.874.2694

Cc: Paul Philley, SMAQMD

ATTACHMENT

SMAQMD Rules & Regulations Statement (revised 1/2017)

*The following statement is recommended as standard condition of approval or construction document language for **all** development projects within the Sacramento Metropolitan Air Quality Management District (SMAQMD):*

All projects are subject to SMAQMD rules in effect at the time of construction. A complete listing of current rules is available at www.airquality.org or by calling 916.874.4800. Specific rules that may relate to construction activities or building design may include, but are not limited to:

Rule 201: General Permit Requirements. Any project that includes the use of equipment capable of releasing emissions to the atmosphere may require permit(s) from SMAQMD prior to equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact the SMAQMD early to determine if a permit is required, and to begin the permit application process. Other general types of uses that require a permit include, but are not limited to, dry cleaners, gasoline stations, spray booths, and operations that generate airborne particulate emissions.

Portable construction equipment (e.g. generators, compressors, pile drivers, lighting equipment, etc.) with an internal combustion engine over 50 horsepower is required to have a SMAQMD permit or a California Air Resources Board portable equipment registration (PERP) (see Other Regulations below).

Rule 402: Nuisance. The developer or contractor is required to prevent dust or any emissions from onsite activities from causing injury, nuisance, or annoyance to the public.

Rule 403: Fugitive Dust. The developer or contractor is required to control dust emissions from earth moving activities, storage or any other construction activity to prevent airborne dust from leaving the project site.

Rule 414: Water Heaters, Boilers and Process Heaters Rated Less Than 1,000,000 BTU PER Hour. The developer or contractor is required to install water heaters (including residence water heaters), boilers or process heaters that comply with the emission limits specified in the rule.

Rule 417: Wood Burning Appliances. This rule prohibits the installation of any new, permanently installed, indoor or outdoor, uncontrolled fireplaces in new or existing developments.

Rule 442: Architectural Coatings. The developer or contractor is required to use coatings that comply with the volatile organic compound content limits specified in the rule.

Rule 453: Cutback and Emulsified Asphalt Paving Materials. This rule prohibits the use of certain types of cut back or emulsified asphalt for paving, road construction or road maintenance activities.

Rule 460: Adhesives and Sealants. The developer or contractor is required to use adhesives and sealants that comply with the volatile organic compound content limits specified in the rule.

Rule 902: Asbestos. The developer or contractor is required to notify SMAQMD of any regulated renovation or demolition activity. Rule 902 contains specific requirements for surveying, notification, removal, and disposal of asbestos containing material.

Other Regulations (California Code of Regulations (CCR))

17 CCR, Division 3, Chapter 1, Subchapter 7.5, §93105 Naturally Occurring Asbestos: The developer or contractor is required to notify SMAQMD of earth moving projects, greater than 1 acre in size in areas “Moderately Likely to Contain Asbestos” within eastern Sacramento County. The developer or contractor is required to comply with specific requirements for surveying, notification, and handling soil that contains naturally occurring asbestos.

13 CCR, Division 3, Chapter 9, Article 5, Portable Equipment Registration Program: The developer or contractor is required to comply with all registration and operational requirements of the portable equipment registration program such as recordkeeping and notification.

13 CCR, Division 3, Chapter 9, Article 4.8, §2449(d)(2) and 13 CCR, Division 3, Chapter 10, Article 1, §2485 regarding Anti-Idling: Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes. These apply to diesel powered off-road equipment and on-road vehicles, respectively.

Letter A4 Response **Joseph James Hurley, Sacramento Metropolitan Air Quality Management District**
January 2, 2018

- A4-1 The comment concurs with the conclusion in the Draft EIR, that design features would reduce the anticipated operational emissions associated with the proposed projects by 15%. This comment, while noted, does not require modification to the EIR's analysis or conclusions of significance.
- A4-2 The comment recommends addition to the Draft EIR of the estimated fee to offset projected short-term construction emissions. Payment of SMAQMD off-site mitigation fees are described in Mitigation Measure 4.2-2(d). As described for the mitigation measure, total fees would be quantified prior to construction for each of the proposed projects. Estimated fees for the proposed projects, based on existing rates and anticipated construction duration, would be approximately \$170,000, based on approximately 5.40 tons of NO_x emissions over the significance threshold and a 5% administrative fee. This amount is based on the revised construction schedule, as reviewed by the City Council in December 2017. The estimated fees are based on existing fee rates, which may be subject to change at a later date. This comment, while noted, does not require modification to the EIR's analysis or conclusions of significance.
- A4-3 The comment recommends the inclusion of sufficient long-term bicycle parking for employees and short-term bicycle parking to accommodate SCC and Hotel patrons.
- Page 4.9-28 of the Draft EIR sets forth two potential ways in which the SCC or the Hotel projects could adversely affect bicycle facilities. The projects would cause a significant impact if it would:
1. Adversely affect existing or planned bicycle facilities; or
 2. Fail to adequately provide for access by bicycle.
- If the projects were to provide inadequate bicycle parking, then they would be failing to enable attendees or guests and patrons to access the facilities by bicycle (criterion #2). However, for the reasons described below, the projects would provide adequate short- and long-term bicycle parking supply, and a significant impact was not identified in the Draft EIR on this basis.
- Page 2-24 of the Draft EIR states that the proposed SCC project would comply with the requirements of the Planning and Development Code (PDC) (Sacramento City Code, Chapter 17.608.030 and 17.608.040, Section N), which describes the requirements related to the quantity, location, and design of short- and long-term

bicycle parking for a variety of land use types. Short-term bicycle parking would be provided near the SCC lobbies, including near the Activities Plaza.

As stated on page 2-38 of the Draft EIR, the proposed Hotel would be required to include 12 long-term and 6 short-term bicycle parking spaces, based on anticipated development square footage, in compliance with Sacramento City Code section 17.608.030. The Hotel project would be developed consistent with City requirements for bicycle parking.

The Bicycle Rack Design and Placement Standards include guidance for the placement of bicycle racks in locations with convenient access to the destinations they serve, within a visible and well lit area, and with consideration for site conditions such as trees, street furniture, and adjacent pedestrian through zones. As such, adherence of both of the proposed projects to these standards would ensure that bicycle racks are placed in manner that does not adversely affect other functions and users of the public right-of-way, including pedestrians.

The comment's suggestion that the final plan for the project account for future bike share systems does not pertain to the adequacy of the environmental analysis. The City of Sacramento has been an active participant in the planning and deployment of the SACOG-led regional bikeshare system, including the passage of Ordinance 2018-0006 in March 2018 to formalize the operational and enforcement requirements for bikeshare businesses in the City. The comment is noted and will be conveyed to the City Council for its consideration.

A4-4 The comment recommends that the City consider improvements to the existing bicycle connection on 13th Street, including during large events at the SCC and Hotel. Page 4.9-13 and Figure 4.9-5 of the Draft EIR document the existing 13th Street bicycle facilities, which include Class II bike lanes within the vicinity of the project site. Traffic data collection indicates that 13th Street carries between 50 and 60 bicyclists during peak hours.

Planned bicycle facility improvements in Downtown Sacramento have been identified through extensive City planning efforts documented in the Bicycle Master Plan, Grid 3.0, and the Central City Specific Plan (Downtown Specific Plan). The development of these plans utilized a “layered network” approach, which is a holistic method for improving the transportation system for all modes. This approach is substantiated in Policy M.3.1 of the Central City Specific Plan, which aims to “promote safety and efficiency for all travel modes by prioritizing modes by block, [and] minimizing conflicts between competing modes on high volumes (transit, bike, motor vehicle) routes.” This approach does not attempt to prioritize bicycle travel on every street within Downtown Sacramento, but rather to identify select corridors to improve bicycle connectivity and accessibility while balancing bicycle accessibility against

accessibility for other travel modes. As such, the resulting bicycle network focuses bicycle facility enhancements on strategic east-west and north-south corridors through Downtown Sacramento in order to provide bicyclists with the greatest degree of comfort and trip flexibility while balancing the other multimodal needs of the Downtown Sacramento transportation system.

The City has not identified any planned improvements to the 13th Street bicycle lanes in the Bicycle Master Plan, Grid 3.0, or the Central City Specific Plan (Downtown Specific Plan). The City has identified planned bicycle priority corridors on 10th Street and 15th Street throughout the study area, providing nearby complementary north-south bicycle routes for the existing 13th Street bike lanes.

Improvements to bicycle facilities, including bicycle network improvements not previously identified in City planning documents, would be considered as mitigation measures in the Draft EIR if the proposed projects would be expected to cause significant impacts to bicycle facilities. Please see Response to Comment A4-3 for a description of bicycle facility impact significance criteria utilized in the Draft EIR.

If the SCC project and/or Hotel project were to eliminate the existing 13th Street bicycle facility or preclude future construction of a planned 13th Street bicycle facility (criterion #1), that would have been a significant impact because such actions would cause an inconsistency with the City's Bicycle Master Plan, and by extension, General Plan Policy M 5.1.1 (Bicycle Master Plan). Moreover, this would cause an inconsistency with the Central City Specific Plan (Downtown Specific Plan), which identifies future bicycle facility improvements throughout the study area. The analysis determined that this kind of effect would not occur, so a significant impact was not identified on this basis. If the SCC project and/or Hotel project were to physically obstruct bicycle travel on 13th Street, due to either physical changes to the existing bicycling facilities or by causing operating conditions that would prevent use of the existing bicycle facilities, then they would fail to enable event attendees or Hotel users to access the facilities by bicycle via the 13th Street bike lanes or other nearby bike lanes (criterion #2). The analysis determined that this kind of effect would not occur for either of the proposed projects, so a significant impact was not identified on this basis.

Moreover, the Draft EIR includes Mitigation Measure 4.9-4(a) (SCC), which requires that as part of the Event Transportation Management Plan (ETMP) implemented during large SCC events, multiple traffic control officers (TCOs) be stationed at the K Street/13th Street intersection to facilitate bicycle crossings. Moreover, the ETMP includes an option to convert the northbound 13th Street approach to J Street to right-turn only and prohibit through movements for vehicles, while allowing bicyclists to be waved through the intersection if conditions are deemed acceptable by TCOs. While this mitigation measure is not required in order to provide acceptable conditions for bicyclists traveling north-south along the 13th Street bike lanes, the

presence of TCOs during large events would facilitate the movement of all bicyclists, pedestrians, and vehicles traveling through the K Street/13th Street intersection and along the 13th Street corridor and discourage the use of the 13th Street curbside for passenger pick-ups and drop-offs, which would further enhance the bicycling environment on 13th Street during large SCC or Hotel events.

The analysis described above, and the bicycle facility impact analysis included on pages 4.9-90, 4.9-91, 4.9-101, and 4.9-102 of the Draft EIR, conclude that impacts to 13th Street bicycle facilities are determined to be less than significant and less than cumulatively considerable based on the aforementioned significance criteria.

A4-5 Page 4.9-13 and Figure 4.9-5 of the Draft EIR document the existing K Street bicycle facilities, which include Class II bike lanes west of 12th Street, a Class I bike path between 12th Street and 13th Street, a Class III bike route between 14th Street and 15th Street (between the two project sites, where K Street is eastbound only), and Class II bike lanes east of 15th Street. The K Street alignment between 13th Street and 14th Street currently lacks a formal bicycle facility, although bicyclists ride on the pathway that connects these two streets. Traffic data collection indicates that the segment of K Street west of 13th Street carries between 30 and 40 bicyclists during peak hours.

Please see Responses to Comments A4-3 and A4-4 for a detailed description of the City's prior planning activities related to future bicycle network improvements in the study area, criteria used to determine impacts to bicycles, and the implementation of an ETMP to guide bicycle travel during large events. Planned improvements to the K Street bicycle facilities within the vicinity of the project sites include an easily identifiable, marked bike route denoted by different pavement coloring and/or materials through the proposed Activities Plaza along the K Street alignment between 13th Street and 14th Street, generally located between the SCC building and the Community Center Theater. This planned improvement is consistent with the comment's recommendation for an east-west path through the project site.

A4-6 The comment recommends that the City work with Sacramento Regional Transit to select the best location for the relocated bus stop on 15th Street, in conjunction with the planning for any future streetcar stations in the area. This comment is consistent with the analysis presented in Impact 4.9-3 which describes the impact to transit access caused by the relocation of the existing bus stop on 15th Street between J Street and L Street that would result from the SCC project. Mitigation Measure 4.9-3 requires the City to coordinate with relevant transit providers to identify a suitable replacement bus stop location and install the replacement bus stop prior to the closure of the existing bus stop. No further response is required.

- A4-7 The comment recommends that the proposed projects include a sufficient number of trees to ensure substantial shade coverage of proposed outdoor walkways and facilities. The comment, while noted, does not require modification to the EIR's analysis or significance conclusions. The comment will be communicated to the City Council for its consideration.
- A4-8 The comment provides guidance on SMAQMD rules that apply to the proposed project. This comment, while noted does not require modification to the EIR's analysis or significance conclusions. No further action is required.



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

January 2, 2018

Scott Johnson
City of Sacramento
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

Subject: Sacramento Convention Center Renovation and Expansion and the 15th/K Street Hotel Projects
EIR
SCH#: 2017082008

Dear Scott Johnson:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on December 29, 2017, and no state agencies submitted comments by that date. 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 call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Letter A5 **Scott Morgan, State of California Governor’s Office of Planning
Response** **and Research, State Clearinghouse and Planning Unit**
January 2, 2018

- A5-1 The comment describes the process of circulating the Draft EIR for agency comments, conducted by the commenting agency (OPR). No agency provided a response to OPR’s request for comments on the Draft EIR. The comment is noted and will be communicated to the council for its consideration.

From: [Andrea Robertson](#)
To: [Scott Johnson](#)
Subject: RE: Notice of Availability of the Sacramento Convention Center Renovation and Expansion & 15th/K Street Hotel Draft EIR
Date: Thursday, November 16, 2017 4:38:34 PM

We are reading the EIR with great interest. One observation, the map in section 4 marked “Figure 4.1 – 1” Photo Map Location is incorrectly marked. 13th and 14th Street locations should be swapped. A quick question, the report is lengthy, can you reference the best section/pages in which to find impacts during construction and afterwards, on the adjacent properties. We zeroed in on Section 4, but couldn’t find the info we were looking for.

1
2

Many thanks,

Andrea Robertson
CA Applicants’ Attorneys Association
1303 J Street, suite 420

From: Scott Johnson [<mailto:SRJohnson@cityofsacramento.org>]
Sent: Wednesday, November 15, 2017 3:51 PM
To: Scott Johnson
Cc: Desmond Parrington; Jon Blank; Sabrina Tefft; Tom Buford
Subject: Notice of Availability of the Sacramento Convention Center Renovation and Expansion & 15th/K Street Hotel Draft EIR

This email is to inform you that the City of Sacramento, Community Development Department, as Lead Agency, has issued a **Notice of Availability (NOA) of a Draft Environmental Impact Report for the Sacramento Convention Center Renovation and Expansion & 15th/K Street Hotel Projects.**

The comment period is from November 11, 2017 to January 2, 2018.

As Lead Agency, the City of Sacramento has completed the Draft Environmental Impact Report (EIR) for the Sacramento Convention Center Renovation and Expansion & 15th/K Street Hotel Projects. The document is now available for public review and comment. The NOA is attached and is available, along with the Draft EIR, at the City’s Community Development Department webpage at: <http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>

Comments are invited from all interested parties. Written comments on the Draft EIR should be submitted to the following address no later than January 2, 2018. (Public counter hours are 9AM-4PM excluding weekends and holidays):

Scott Johnson, Associate Planner
City of Sacramento, Community Development Department
Environmental Planning Services
300 Richards Boulevard, Third Floor

Sacramento, CA 95811

or

SRJohnson@cityofsacramento.org

Thank you,

Scott Johnson
City of Sacramento, Community Development Department
Environmental Planning Services
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811
(916) 808-5842
srjohnson@cityofsacramento.org

Letter O1 Andrea Robertson, California Applicant's Attorneys Association
Response (CAAA)
November 16, 2017

- O1-1 The comment identifies incorrect street labeling in Figure 4.1-1. Figure 4.1-1, Photo Location Map, is revised to include the correct street names.
- O1-2 The comment requests direction on where impacts to adjacent properties from construction and operations can be found. Analysis of impacts from the proposed projects can be found in Chapter 4, Environmental Impacts, Settings, and Mitigation Measures. Section 4.1 evaluates air quality impacts that may be experienced by individuals at adjacent properties. Section 4.8 describes the potential for impacts to adjacent properties from construction and operational noise and vibration. The analysis of transportation impacts, in Section 4.9, evaluates impacts to transportation systems in the vicinity of the project sites, which would also be relevant to adjacent properties. Stormwater drainage impacts from the proposed projects, which can be of concern to adjacent properties, are evaluated in Section 4.10, Utilities and Service Systems. In addition, Section 4.0.3 briefly describes issues previously determined to be less than significant, which may be applicable to adjacent properties. This comment, while noted, does not require modification to the EIR's analysis or conclusions of significance. No further action is required.



January 2, 2018

Scott Johnson, Associate Planner
 Environmental Planning Services
 Community Development Department
 City of Sacramento
 300 Richards Boulevard, 3rd Floor
 Sacramento, CA 95811

Re: Comments on Sacramento Convention Center Renovation & Expansion and 15th/K Street Hotel Projects Draft Environmental Impact Report

Dear Mr. Johnson:

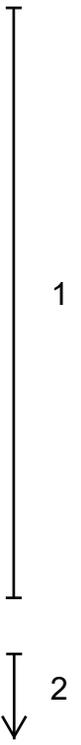
These comments are submitted by California Alliance for a Cleaner Tomorrow Inc. (CACTI), which is concerned about the unavoidable environmental impact of a project that may be unnecessary. The Draft Environmental Impact Report (DEIR) did not assuage our concerns.

Project Description Makes It Difficult for the Public to Isolate One Project from the Other

Perhaps to avoid accusations of so-called “piecemealing,” the DEIR evaluates the Sacramento Convention Center Renovation & Expansion and the 15th/K Street Hotel Project together in one report. But the public should be able to easily isolate environmental impact of each project, since the city may expand the convention center even if a private developer does not build the hotel.

The Draft EIR should provide a clear distinction between the two projects in tables that specifically and indicate the environmental impact of the Convention Center Renovation and Expansion, the environmental impact of the 15th/K Street Hotel, and the environmental impact of both projects built and operated simultaneously.

Listed Project Objectives Are Misleading, Inaccurate, and Undermine the Reality that the No Project Alternative Is the Preferred Alternative



Mr. Scott Johnson
January 2, 2018
Page 2

To begin, note that the DEIR does not define “A First-Class Destination” when listing “Operate and maintain the City-owned convention center and surrounding district so that they remain a first class destination” as an objective. This term needs to be defined for the public. While Sacramento is a desirable place to live and work, the truth is that many people want to live and work in Sacramento to avoid living or working among the environmental impacts associated with a widely-recognized “first class destination” such as San Francisco or Los Angeles.

2
(cont.)

On a more fundamental level, the DEIR fails to identify the obvious, most basic objective of the SCC expansion and new hotel: to maintain convention facilities and hotel capacity that fulfills a reasonable projected future demand for meeting space and overnight stays in Sacramento. Perhaps the reason why this objective is not stated is that the SCC is already fulfilling current and future market demand.

Although the DEIR is deficient in showing need for the project, it does note that “the Sacramento PD only provides officers for approximately 12 events annually, of which only a hand full (*sic*) bring attendee numbers of sufficient size to reach the facility’s attendee capacity.” This seems to suggest that the SCC is already at an ideal capacity - in fact, it suggests that the SCC and the City of Sacramento may benefit from a REDUCTION in size.

3

Any pedestrian who walks past the convention center regularly notices that the facility is often quiet and empty. What are the social and environmental impacts of the SCC expansion if the new space is rarely used? It will create a downtown dead zone and meaningfully contribute to the potential for urban decay.

4

A reasonable and necessary alternative is to maintain the existing operational capacity of the Sacramento Convention Center to accommodate events of current capacity and frequency, as is now the practice. Under this alternative, “no improvements would be made to the SCC beyond standard maintenance and minor upgrades, so the physical and operational capacity of the SCC would not change, and service facilities and area amenities would be maintained but not materially expanded or improved.” These feasible alternatives eliminate the significant environmental effects of the proposed projects while achieving the objective of adequate supply of convention space and hotel rooms.

5

The Report Uses Questionable Criteria to Show the Public that Project is Necessary and Therefore Justified Despite Its Unavoidable Environmental Impact

It is true that SCC Alternative 1 and Hotel Alternative 1 are the environmentally superior alternatives. These are the “No Project” alternatives, which would avoid all significant impacts associated with the proposed convention center and hotel projects.

6

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These alternatives accomplish the most basic objectives of the proposed projects - to maintain convention facilities and hotel capacity that fulfills a reasonable future demand for meeting space and overnight stays in Sacramento and keeps the convention center economic viable. If it is shown that the City of Sacramento failed to properly evaluate and project future demand for larger and more frequent events at the convention center, SCC Alternative 1 and Hotel Alternative 1 fulfill the objectives.

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The DEIR assumes that expanding convention facilities and adding hotel rooms will translate into fulfilling a future demand for more events and more visitors. As a result, it regards greenhouse gas emissions, traffic impediments, and other significant environmental impacts of construction and operations as unavoidable but necessary.

7

We question the credibility and accuracy of the meager material that is cited to justify the objectives of the project, such as this: “An economic analysis prepared for the SCC project demonstrated a nexus between an increase in the number and frequency of citywide conventions and the generation of significant hotel demand, driving citywide economic impact.”

Promotional material and other propaganda for the convention center expansion fail to take into account how other cities in California and throughout the country have been, are, or will be expanding capacity of their convention facilities and approving new or expanded hotel facilities. There is endless quest of cities throughout the country to increase the size of convention centers and add hotel rooms in order to poach events from other cities. Supply will outrun demand, especially when economic slowdown and recession next occurs.

8

In order to ascertain whether the unavoidable impacts of the projects are truly necessary, the EIR needs to consider findings in such sources as *Convention Center Follies: Politics, Power, and Public Investment in American Cities*. This book is written by Heywood T. Sanders, a Professor of Public Administration at the University of Texas at San Antonio, editor of *Urban Texas: Politics and Development*, and coeditor of *The Politics of Urban Development*. Professor Sanders is an independent voice of reason in a clamor of “studies” with pre-ordained conclusions that convention center expansions will invigorate every urban center in America.

A simple web search reveals a wealth of articles and studies warning about an excessive supply of convention center space and hotel rooms, as well as flaws in studies commissioned by supporters of convention center construction. Here are some obvious but neglected variables that need to be considered in the EIR when evaluating the environmental impact of the project and the alternatives for achieving basic objectives:

9

1. Reality of Economic Cycles. The economic cycle of expansion and contraction will continue, as it always has, as long as federal, state, regional, and local governments permit a degree of free market activity in Sacramento. The U.S. National Bureau of

Mr. Scott Johnson

January 2, 2018

Page 4

Economic Research has determined that the last recession ended in June 2009, eight and one half years ago. The current economic expansion is the third longest in US history and needs 18 more months to be the longest in history. The next recession will severely contract demand for convention space and hotel rooms as the “Great Recession” did in the late 2000s. It is likely to arrive just when the Sacramento Convention Center Renovation & Expansion and 15th/K Street Hotel Projects are completed.



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(cont.)

Projections for use of the convention center and hotel assume that the growing power and influence of the capital city of the alleged world’s sixth largest economy will continually draw more pilgrims to the capitol. If the government of the State of California is compelled to fundamentally contract its budget because of insufficient tax revenue for obligations and services, there may be reduced demand for people to convene in Sacramento in conjunction with meetings with the legislative and executive branch. Past experience (1991-1994, 2002-2004, 2009-2012) needs to be taken into consideration when justifying unavoidable environmental impacts.

2. Technological Progress. An EIR for a hitching post in Sacramento in the year 1915 might have called for hiring more city workers to shovel horse manure as an environmental mitigation measure. In retrospect, the entire exercise would have been proven absurd. Likewise, an EIR for a public convention center expansion in Sacramento in the year 2017 is calling for mitigation of the environmental impacts of a commercial activity about to be eclipsed by technological advancement. Never considered in the city’s analysis is the advancement of electronic methods of communication that allow groups to meet remotely without the expense and harmful environmental impact of travel. Trade show conventions may end up suffering the same fate in the 2020s as Chautauqua gatherings did in the 1930s.



10

3. Public Desire to Change Behavior to Fight Climate Change. As the DEIR notes, the State of California and regional and local governments are striving toward achieving greenhouse gas emissions goals established pursuant to Assembly Bill 32 (the Global Warming Solutions Act of 2006), Senate Bill 975 (2008), and other related laws. Achieving these goals will eventually require changes in personal and collective behavior, and this includes reducing the frequency and size of conventions and other meetings. The DEIR even points out that the expansion of the convention center and addition of the hotel will affect the use of “consumer products such as hairsprays, deodorants...” The reference to the anticipated increased use of personal vanity products highlights how the proposed project negatively impacts the environment in a myriad of ways at a time when climate change is reportedly putting millions of lives at risk.



11

4. Likelihood of Future Government Restraints on Unnecessary Travel. It is noteworthy that the state legislator who introduced Senate Bill 975 is now mayor of the



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City of Sacramento. This project assumes and facilitates increased consumption of gasoline and jet fuel, which results in greater greenhouse gas emissions that contribute to global climate change and localized increased health hazards. How can this be ignored by our government leaders?

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5. Desirability of Sacramento in a Highly-Competitive, Contracted Convention Market. Only “world class” locations in the elite tier of consumer demand can justify the unavoidable environmental impacts of construction and operation of expanded convention and hotel facilities. Sacramento will struggle to compete against the attractions of San Francisco, Los Angeles, San Diego, Las Vegas, and other cities that regard themselves as “first-class.”

13

The Draft EIR does not acknowledge that the City of Sacramento is not the only city in its list of competitors that is planning an expansion of its convention center. Without context, how can an ordinary citizen make a judgment on whether or not the Project Objectives are legitimate and therefore justify the harm to the environment that an expansion would entail?

14

The Draft EIR should provide a chart of the top 100 cities in the United States ranked in terms of convention space, with the amount of current available exhibit hall and meeting room space listed in a column, the amount of exhibit hall and meeting room space now under construction listed in a second column, and the amount of exhibit hall and meeting room space proposed for construction listed in a third column.

Noise at Nearby Apartments

According to the DEIR, “The proposed reconfiguration and expansion of the SCC would result in a new Activities Plaza located on the southwest side of the SCC building. Amplified outdoor noise is not anticipated at the Hotel site,” and “approximately 40,000 square feet of open space would be included in the Activities Plaza surrounding the proposed SCC.”

15

We recommend the installation of sound monitoring equipment at the Maydestone Apartments to monitor noise generated from events and provide data to ensure noise levels do not exceed levels anticipated in the DEIR. It would be a shame if the living standards at this recently rehabilitated building were compromised by excessive noise from convention center activities.

Traffic Caused by Dropping-Off Passengers

The DEIR notes that the existing 250-foot long, pullout space on J Street will be replaced by a smaller turnout that would be a single-car width relative to the existing two-car width turnout, and the area of the existing turnout to be eliminated would be replaced by sidewalk. It also notes that busses stop there for dropping off passengers.

16

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It is not clear from the DEIR how often this pullout space is used by employees and visitors and how drop-offs will occur when the space is replaced. The DEIR claims that “Vehicular circulation in and around the SCC project site would remain essentially the same as under current conditions” even after “the turnout on the south side of J Street, east of 13th Street, would be reduced in width to a single-car width but would remain available for passenger drop-offs.” How will this change increase the possibility of drop-off vehicles lining up into the lanes of traffic on J Street?

Will drivers attempt to drop off passengers elsewhere in ways that will disrupt traffic. Supposedly demand for dropping off passengers will be handled in this way: “On-street passenger loading would be available at two primary curbside locations surrounding the SCC. It is anticipated that these areas would be utilized for private vehicle, carsharing, and shuttle pick-up and drop-off activities.” Presumably one of these locations is described when the DEIR states that “The south side of J Street would continue to be signed and advertised for passenger loading between 13th Street and 15th Street.” Meanwhile, the other location is apparently described as “A new passenger loading area would be provided on the west side of 15th Street south of J Street near the new SCC East Lobby.” Demand for dropping-off of passengers will be satisfied because “Both primary loading areas would provide on-street bays to allow for passenger loading activity to occur outside of the adjacent travel lane.”

This issue needs to be addressed more clearly in the DEIR so the public easily understands how passenger drop-off will be handled and how it will be done without excessive interference with traffic. The DEIR also needs to take into consideration projections of increased regional use of passenger transportation network services such as Uber and Lyft as well as increased need for passenger service between the convention center and Sacramento International Airport or the Sacramento Valley Station (for trains and high-speed rail) or Sacramento bus stations.

Aesthetics of the Pedestrian Bridge, Wall of Buildings, and Public Art

The DEIR states that “a proposed second level pedestrian bridge would provide access to the proposed east lobby of the SCC.” It also describes “A pedestrian bridge that would span K Street, connecting the second level floors of both the hotel and the proposed SCC East Lobby. The exact elevation of the pedestrian bridge is not known at this time, however, it is assumed that the pedestrian bridge would be designed to provide clearance for vehicular traffic along K Street, including trucks and other freight vehicles accessing the SCC loading docks.”

This bridge would apparently fulfill a listed objective to “Provide direct access to the Sacramento Convention Center to promote pedestrian travel and reduce potential conflicts between vehicles and pedestrians on K Street.” But, a pedestrian bridge would seem to defeat an urban planning ideal to INCREASE pedestrian use of surface streets. There is analysis of elevated pedestrian bridges that conclude such structures can be a negative influence on urban renewal.



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A bulky, non-transparent skywalk bridge would have adverse aesthetic impacts. Any future potential bridge should be designed as a transparent, light pedestrian bridge to avoid any potential aesthetic impacts.

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Regarding view corridors, it is evident that a lengthening wall of high-rise buildings is blocking views of the Capitol building from various perspectives. The DEIR only assesses the view from the perspective of the 300 foot limit of the “Capitol View Protection Ordinance.”

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19

The Draft EIR needs to provide more detail on the plans for public art at the proposed Activities Plaza so that the public has an opportunity to submit objections based on grounds of Aesthetics and Visual Quality. Much of the public art in downtown Sacramento near the convention center is aesthetically deficient. The benches that say “HEARTHEARTHEARTHEART” are an example of public art that perhaps needs to be reconsidered in the context of environmental review.



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20

Public Services: Bigger Events Means More Trouble

The DEIR states that “The proposed project would increase event square footage by approximately 35%, which could be roughly anticipated to expand the potential attendance for large events at the SCC by 35%” but “the Sacramento PD only provides officers for approximately 12 events annually, of which only a hand full (*sic*) bring attendee numbers of sufficient size to reach the facility’s attendee capacity.” In addition, it states that “The proposed Hotel project would not generate additional residents and would not require an expansion of police protection services.”

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21

The public needs the Draft EIR to compile a report listing the number of incidents at the Convention Center and at the Sheraton Grand Hotel and Hyatt Regency in the last four years that required police or medical responses. What is the crime rate at the Convention Center and the Sheraton hotel? The Draft EIR needs to estimate the increase in the number of incidents when

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January 2, 2018
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the proposed projects described in the EIR are operational. Incidents shall include DUI arrests in close proximity to the Convention Center and nearby hotels.

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(cont.)

The Report Downplays Environmental Impact of Commuting Vehicles of Construction Workers

The DEIR states that “construction of the proposed SCC renovation and expansion would take up to 37 months, with fluctuations in the number of construction workers depending on the specific construction phase and the City’s chosen construction phasing plan.” It also asserts that its “construction impact evaluation addresses temporary construction-related traffic from construction workers and materials delivery and its potential to result in substantial interference with pedestrian, bicycle, or vehicle circulation and accessibility to adjoining areas, thereby resulting in potential hazardous conditions.”

22

But it neglects to assess how many workers will be needed, where they will come from, and how they will commute to the job site and park at the job site. Also, the Draft EIR needs to identify the likely general contractors and subcontractors based in the Sacramento region that have the capability to perform work on this Project and plan to bid on the Project in order to determine the comparative effects on greenhouse gas emissions of the commuting vehicles of the employees of their employees.

Correction of Typographical Error

Presumably this sentence refers to the hotel, not the SCC: “The SCC would not be owned or operated by the City of Sacramento and is not required to demonstrate consistency with the City of Sacramento’s latest IO CAP. As a result, this discussion only pertains to the SCC project.” (page 4.6-16)

23

Thank you for your attention to these matters.

Sincerely,



Eric Christen
California Alliance for a Cleaner Tomorrow Inc. (CACTI)
PO Box 1627
Poway, CA 92074
(858) 431-6337

Letter O2 **Eric Christen, California Alliance for a Cleaner Tomorrow Inc.**
Response **(CACTI)**
January 2, 2018

O2-1 The comment describes the commenting organization’s concern that project description in the Draft EIR makes it difficult for the public to isolate one project from the other. As described in the introduction to the project description, Section 2.1 the Draft EIR includes consideration of two distinct projects that are proposed: the Sacramento Convention Center Renovation and Expansion project (SCC project) and the 15th/K Street Hotel project (Hotel project). Each project is described in separate section within Chapter 2, Project Description. Section 2.4 describes all components of the SCC project and Section 2.5 describes all components of the Hotel project.

Section 4.0 of the Draft EIR provides an introduction to the analytical sections of Chapter 4, Environmental Impacts, Settings, and Mitigation Measures. As described in Section 4.0, under the Impacts and Mitigation Measures components of each section, analysis is presented for the SCC project alone and for the SCC and Hotel projects together. The City, in consultation with proponents of the proposed Hotel project, has determined that the proposed Hotel project may not proceed if the SCC project does not take place. However, if approved, the SCC project would proceed with or without construction of the Hotel project. Therefore, analysis in the Draft EIR evaluates impacts for construction and operation of the SCC project alone, under the “SCC Project” heading in each section, and for impacts from both the SCC project and Hotel project, combined, under the “SCC Project and Hotel Project” heading.

O2-2 The comment is in opposition to the use of the project objectives for the proposed projects in the Draft EIR. As described in State CEQA Guidelines Section 15124(b), the EIR project description must contain, “A statement of the objectives sought by the proposed project. A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project.” Chapter 2, Project Description, includes 11 objectives for the SCC project, one of which is to, “Operate and maintain the City-owned convention center and surrounding district so that they remain a first class destination.” Generally speaking, the term “first class destination” can mean a destination that is of high-quality and desirable. A successful SCC project would be one which the quality and capacity of convention center facilities would be sufficient to meet anticipated future demand that could be attracted with larger updated facilities to allow the City to better compete with other regions to attract various events/conferences. The City identified the project objectives for the SCC project, while the hotel applicant

identified the project objectives for the Hotel project. No further response is necessary.

O2-3 The comment is critical of justification for expansion of the SCC. The comment does not address the analysis or conclusions of the Draft EIR. Chapter 1, Section 1.1, Background, of the Draft EIR provides a description of relevant processes and studies initiated in preliminary planning stages for the SCC and Hotel projects, On October 18, 2016, City Council directed staff to continue exploring options for expansion of the Sacramento Convention Center (SCC), including financing opportunities. Since that time, City staff worked with the City’s consultants, Populous and Rider Levett Bucknall, to evaluate the constraints and opportunities of the existing facility. In addition, staff also has pursued different financing options for the expansion including the use of loans from the California Infrastructure and Economic Development Bank. In order to evaluate different options and encourage public input, Mayor Darrell Steinberg and Councilmember Steve Hansen hosted a series of five public workshops on the SCC.¹ These meetings explored various aspects of the Convention Center’s current and future operations, and a number of other criteria, including existing challenges with the current building. The outcome of those workshops was a recommended design alternative and direction to staff to explore options for future operation, management and marketing of the SCC.

As described in Section 1.1 of the Draft EIR, an economic analysis prepared for the SCC project demonstrated a nexus between an increase in the number and frequency of citywide conventions and the generation of significant hotel demand, driving citywide economic impact.² As a result of the SCC project, an annual increase of over 150,000 new hotel room nights in the City is anticipated, resulting in approximately \$22 million annually in new hotel revenues.³ According to these estimates, the City’s annual TOT revenue would increase by almost \$2.7 million. To help accommodate demand for additional hotel rooms in the City and generate the estimated TOT revenue increase, additional hotel rooms would be needed. In light of the above discussion, the proposed Hotel project would have the potential to fulfill some of the existing and projected future need for hotel rooms.

In short, the City believes that updating and expanding the Convention Center and the potential for a hotel directly connected to it will make the SCC viable to host a variety of events/conferences that currently look elsewhere due to the need for larger

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- ¹ City of Sacramento, 2017. Convention Center Complex Renovation and Expansion. Available: <http://www.cityofsacramento.org/Convention-Cultural-Services/Divisions/Convention-Center/Reports-and-Resources>. Accessed July 24, 2017.
 - ² Visit Sacramento, 2017. Sacramento Convention Center Expansion “What If” Analysis with Option 2 Expansion Footprint. Presented by Brian Larson, Visit Sacramento Board Chair and Halo Hospitality Group President, to the Sacramento Convention Center Stakeholder Group on March 23, 2017.
 - ³ Visit Sacramento, 2017. Sacramento Convention Center Expansion “What If” Analysis with Option 2 Expansion Footprint. Presented by Brian Larson, Visit Sacramento Board Chair and Halo Hospitality Group President, to the Sacramento Convention Center Stakeholder Group on March 23, 2017.

or more modern facilities. The SCC project would also make improvements to the facility that would allow for a more efficient transition between events, allowing for an increase in the total number of annual events accommodated at the SCC. Thus, the proposed SCC project was formulated based on numerous factors beyond existing use of the facility.

As is described in the Draft EIR, the purpose of an EIR is to analyze and disclose the potential environmental impacts of proposed projects. As such, it is an informational document, not one that must include ultimate determinations of economic feasibility. Evidence in the record concerning potential economic feasibility and economic benefits of the SCC and Hotel projects will be considered by the City Council during its evaluation of whether project benefits justify overriding its significant and unavoidable impacts. Thus, the comment's opinion on the need for the project will be forwarded to the City Council for consideration in evaluating whether to make findings required to approve the project.

State CEQA Guidelines section 15126.6 requires an EIR to "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation." A reduction in the size of the SCC was not considered as an alternative to the proposed SCC project because it would not have met the most basic of the SCC project objectives of increasing Transit Occupancy Tax revenues, increasing the demand for hotel room nights, or increasing the size of the SCC facility. The comment's assertion that a smaller convention center would be beneficial as compared to the existing convention center is noted. However, CEQA does not require the alternatives analysis to consider an alternative that results in impacts that are beneficial as compared to existing conditions. Therefore, such an alternative was not, and need not, be evaluated in the EIR.

- O2-4 The comment provides an argument that operational levels at the renovated and expanded SCC could be a contributing factor to urban decay. The potential for the proposed SCC project to contribute to urban decay is evaluated in Section 5.5 of the Draft EIR. Page 5-9 in Section 5.5.2 of the Draft EIR describes urban decay as a physical deterioration of properties or structures that is so prevalent, substantial, and continuing for a significant period of time that it impairs the proper utilization of the properties structures, and the health, safety, and welfare of the surrounding community. Chapter 2.0, Project Description, Section 2.4.5, provides a description of projected operations from the proposed SCC project. As described in that section, the proposed SCC project is anticipated to generate on average an additional 1,790

attendees per event day. In addition, the SCC project would make improvements to the facility that would allow for a more efficient transition between events, allowing for an increase in the total number of annual events accommodated at the SCC. The City anticipates that the increase in activity at the SCC, resulting from the proposed project would have a positive economic impact for nearby uses, which would be the opposite of a contributing factor to urban decay.

- O2-5 The comment provides an argument that an alternative that would maintain existing operational capacity for the SCC would eliminate significant environmental effects and achieve the objective of adequate supply of convention space and hotel rooms. The analysis of project alternatives in Chapter 6 of the Draft EIR included analysis of a No SCC Project Alternative, which would maintain existing conditions at the SCC. State CEQA Guidelines section 15126.6(e)(1) states, “The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.” On page 6-27 of the Draft EIR, SCC Alternative 1 – the No Project Alternative is identified as the environmentally superior alternative because it would avoid all significant impacts associated with the proposed SCC project. However, State CEQA Guidelines section 15126.6(e)(2) says, “If the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” Therefore, among the other alternatives to the proposed SCC project analyzed in the Draft EIR, SCC Alternative 2, the Smaller SCC Alternative, would lessen the severity of significant and unavoidable impacts from the proposed SCC project, and was identified as the environmentally superior alternative.
- O2-6 The comment provides an argument that the Draft EIR uses questionable criteria to show the public that the proposed projects are necessary and justified, despite significant and unavoidable impacts from the proposed projects. As described in Chapter 1, Introduction, of the Draft EIR, the Draft EIR has been prepared pursuant to the California Environmental Quality Act (Public Resources Code [PRC] sections 21000 et seq.) (CEQA), State CEQA Guidelines (California Code of Regulations, Title 14, section 15000 et seq.) (State CEQA Guidelines) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento in order to disclose the potential environmental consequences of implementing the proposed projects. The City of Sacramento, Community Development Department, Environmental Planning Services Division, lead agency responsible for administering the environmental review for projects in City of Sacramento, has determined that EIR is required for the proposed projects. As required under CEQA, the EIR evaluates and describes potentially significant environmental impacts, identifies mitigation measures to avoid or reduce the magnitude of potential impacts, and evaluates the comparative effects of potentially feasible alternatives to the proposed projects.

The information contained in the EIR must be reviewed and considered by the City and by any responsible agencies (as defined in CEQA) prior to a decision to approve, disapprove, or modify the proposed projects. Therefore, the Draft EIR for the proposed projects does not advocate for or against the proposed projects or provide justification for their approval. The purpose of the Draft EIR is to disclose all foreseeable potential impacts from the proposed projects to City decision-makers, responsible agencies, organizations, and the general public and provide an opportunity for those entities to provide comment on the proposed projects.

As described in Section 1.1 of the Draft EIR, and described in Response to Comment O2-3, an economic analysis prepared for the SCC project demonstrated a nexus between an increase in the number and frequency of citywide conventions and the generation of significant hotel demand, driving citywide economic impact.⁴ During its consideration of approval for the SCC project, the City Council must balance the economic, social, technological and other benefits of the project against the unavoidable environmental risks identified in the EIR in determining whether to approve the project. The City, in its Findings of Fact and Statement of Overriding Considerations, must determine that those benefits outweigh the unavoidable risks and that those risks are acceptable. This determination would be made when the City Council considers project approval. The Draft EIR does not provide a recommendation for or against approval of the proposed projects or identify them as necessary or unnecessary. See also Response to Comment O2-8.

- O2-7 The comment points out that some impacts described in the Draft EIR were identified as significant and unavoidable impacts. The Draft EIR does not address whether impacts caused by the proposed projects are “necessary.” Pursuant to CEQA (Pub. Resources Code section 21081(b) and CEQA Guidelines section 15093), the decision maker, here the City Council, is responsible for determining whether “specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects... [Thereby rendering], the adverse environmental effects... ‘acceptable.’” (CEQA Guidelines, section 15093(a)) Please also see Response to Comment O2-6.
- O2-8 The comment questions the credibility and accuracy of materials cited to justify the objectives of the proposed projects. The comment also quotes directly from page 1-2 of the Draft EIR which says, “An economic analysis prepared for the SCC project demonstrated a nexus between an increase in the number and frequency of citywide conventions and the generation of significant hotel demand, driving citywide

⁴ Visit Sacramento, 2017. Sacramento Convention Center Expansion “What If” Analysis with Option 2 Expansion Footprint. Presented by Brian Larson, Visit Sacramento Board Chair and Halo Hospitality Group President, to the Sacramento Convention Center Stakeholder Group on March 23, 2017.

economic impact.⁵” The sentence refers to the Visit Sacramento report prepared in 2017 that addresses the relationship between more and more frequent conventions and the direct relationship for hotel demand. That report was prepared by experts who analyzed economic and convention data to determine whether a renovated and expanded convention center would be economically and socially beneficial to the area. For comparison purposes, and as required by State CEQA Guidelines section 15126.6, an alternatives analysis was included in the Draft EIR to allow decision makers to compare the effects of the proposed projects. The comment does not provide evidence or other information to support that position or to disprove the findings in the Visit Sacramento report. Therefore, the comment is noted and no further response is required.

O2-9 The comment provides suggested reference material and economic cycles as a variable for the City to consider in evaluating impacts from the proposed projects. The purpose of the Draft EIR is to evaluate and disclose the potential physical impacts to the environment from the proposed projects. As described in Response to Comment O2-6, above, the function of an EIR is not to provide an opinion regarding the necessity or merit of proposed projects or to justify the impacts that could occur from a project’s implementation. The Draft EIR is an informational document intended to inform the public and decision makers of the potential impacts from the SCC and Hotel projects, as proposed.

As required by section 15126.2(d) of the State CEQA Guidelines, an EIR must discuss ways in which a proposed project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Section 5.4, Growth-Inducing Effects, and Section 5.5, Urban Decay, in the Draft EIR evaluate the potential for the economic effects of the proposed projects to generate offsite growth or deterioration that could result in physical impacts on the environment. This comment and the articles cited therein will be forwarded to the City Council, along with all other evidence in the record concerning the economic impacts of the proposed projects, for consideration in evaluating the project.

O2-10 The comment argues that electronic methods of communication in the near future would diminish the need for physical conference space, thereby rendering the SCC project unnecessary. Response to Comment O2-6, above, describes the role of the EIR in the decision-making process for proposed projects. The comment does not address the analysis or conclusions of the Draft EIR, with sufficient specificity to

⁵ Visit Sacramento, 2017. Sacramento Convention Center Expansion “What If” Analysis with Option 2 Expansion Footprint. Presented by Brian Larson, Visit Sacramento Board Chair and Halo Hospitality Group President, to the Sacramento Convention Center Stakeholder Group on March 23, 2017.

require a revision to the Draft EIR. The Comment is noted and will be conveyed to the City Council for its consideration.

- O2-11 The comment discusses sources of greenhouse gas emissions that could be increased from the proposed project. In particular, the comment asserts that the frequency and size of conventions and other meetings would need to be reduced in order for the state to achieve its GHG goals. The comment does not substantiate this position with evidence. Further, the comment does not address the analysis or conclusions of the Draft EIR, with sufficient specificity to require a revision to the Draft EIR. The Comment is noted and will be conveyed to the City Council for its consideration.
- O2-12 The comment discusses sources of greenhouse gas emissions that could be increased from the proposed project. The comment may be in reference to SB 375, for which SB 375 compliance is discussed in Chapter 4.6 of the Draft EIR, Global Climate Change. The comment does not address the analysis or conclusions of the Draft EIR, with sufficient specificity to require a revision to the Draft EIR. The Comment is noted and will be conveyed to the City Council for its consideration.
- O2-13 The comment provides the commenting organization's opinion regarding competition with other cities to attract convention events to the SCC. The comment does not address the analysis or conclusions of the Draft EIR, with sufficient specificity to require a revision to the Draft EIR. The Comment is noted and will be conveyed to the City Council for its consideration.
- O2-14 The comment argues that the Draft EIR should include comparison with convention center space in other cities to provide context for the proposed projects. As described in the response to Comment O2-6, above, the Scope of the EIR is limited to the analysis of potential physical impacts to the environment from the proposed projects. The City may take into consideration the information suggested in the comment, in its decision-making process. However, such studies are not within the required scope of an EIR, and would not constitute substantive analysis of potential impacts from the proposed projects. This comment, while noted, does not require modification to the EIR's analysis or conclusions of significance.
- O2-15 The comment recommends installation of sound monitoring equipment at the Maydestone Apartments to monitor noise generated from events at the expanded and renovated SCC, namely amplified sound from the proposed events plaza. Operational noise impacts from amplified sound are analyzed on page 4.8-24, in Section 4.8, Noise and Vibration, of the Draft EIR. The proposed SCC and Hotel projects must comply with the City's Noise Ordinance standards and the City Code includes enforcement mechanisms to ensure the City's noise standards are not violated. The Draft EIR evaluates whether the projects as proposed have the potential to violate the City's noise standards. As described in Section 4.8, the Maydestone apartments

(located approximately 750 feet northeast of the outdoor community center theater, across 15th Street), would be located within the 65 dBA L_{eq} noise contour of the Activities Plaza and would be exposed to amplified noise levels that would exceed the City's exterior noise standard. Because major noise producing events at the outdoor Activities Plaza would expose sensitive receptors to noise levels that would exceed the City's exterior day and night noise standards, this impact is considered significant. Mitigation Measure 4.8-3, on page 4.8-27 of the Draft EIR, would require the City or the City's contracted operator of the SCC to limit speakers at outdoor stages to be no louder than 100 dBA, measured five (5) feet from the source. As described in Section 4.8-3 and described in the technical noise analysis included in the Draft EIR (Appendix K – Noise Data, including Sacramento Convention Center Outdoor Amphitheater Noise Contours Memorandum (September 6, 2017)), implementation of Mitigation Measure 4.8-3 would reduce noise exposure at the Maydestone apartments to less than 50 dBA L_{eq} , which would not exceed the City's exterior noise standard. The operation of the Activities Plaza, including operation of outdoor speakers, would comply with the City's Noise Ordinance.

- O2-16 Pickup and drop-off locations would be located as described on page 4.9-34 of the Draft EIR. Additionally, Mitigation Measure 4.9-4 would be modified to require the Event Transportation Management Plan to clearly identify pickup and drop-off locations for Transportation Network Companies (i.e., Uber, Lyft, etc.), taxis, and other ridesharing services. The updated Event Transportation Management Plan would also include information regarding the enforcement of designated pick-up and drop-off areas (e.g., by traffic control officers or parking enforcement officers). The Event Transportation Management Plan must also ensure that traffic on eastbound J Street does not queue back due to event-related traffic. The City has demonstrated effectiveness in implementation and active management of an ETMP for the Golden 1 Center. Similar methods would be utilized in maintaining an ETMP for the SCC project that would be responsive to the type of concerns expressed in the comment.
- O2-17 The EIR transportation analysis was based on extensive multi-modal transportation models, for which vehicular, bicycle, pedestrian, and transit travel was accounted for. The transportation analysis included consideration for the use of Transportation Network Companies (TNCs) such as Uber and Lyft, as well as taxis and other ridesharing services. As described on pages 3.9-36 through 3.9-40 of the Draft EIR, the event attendee trip generation and mode split estimates considered the use of TNCs based on existing travel behavior surveys and observational data and presumes that behavior continues under future conditions. In reality, a number of trends including TNCs and automated vehicles (AVs) could influence how people travel in the future. These trends have not reached a level of maturity to accurately predict the potential effect on future travel; however, many of the trends could result in vehicle travel becoming less expensive and more convenient. As such, vehicle trip activity could increase unless a high level of vehicle sharing or regulation of activity occurs.

However, given the uncertainty regarding the eventual timing and nature of these disruptive trends, attempting to quantify their effects would be speculative and was not incorporated in the Draft EIR.

The analysis also recognized the future presence of the Downtown/Riverfront Streetcar and acknowledged transit providers such as Regional Transit. As a result, the analysis considered not only how many people may be visiting the Convention Center in the future, but also how visitors would access the site. Based on the analysis, the data shows that the SCC project and Hotel project, as designed and mitigated, are capable of handling projected increased use in ridesharing services. The data further demonstrates that the existing and future transit systems in the area have capacity to serve both projects.

- O2-18 The proposed elevated pedestrian bridge would provide a direct link between the proposed 15th/K Street Hotel and the renovated SCC. The pedestrian bridge would be utilized by pedestrians transitioning directly between the two. The pedestrian bridge would be anticipated to be used by hotel users that would also be attending events at the SCC and would be available as a direct pedestrian travel route for those individuals. The elevated pedestrian bridge would be an alternative pedestrian travel route to exiting one facility and crossing K Street before entering the other facility. Provision of a route that eliminates ground-level crossing of active roadways would lessen the potential for vehicle-pedestrian conflicts, improving pedestrian safety at that intersection. The pedestrian bridge would not remove pedestrians from the sidewalk who would otherwise be passing ground-floor retail or other businesses because the SCC and Hotel would be adjacent to each other and no businesses would be located in between.

Design details for the proposed elevated pedestrian bridge between the proposed Hotel and the SCC have not been completed to the extent that details such as construction materials are known. The design suggestions provided by the comment are noted and will be communicated to City decisions-makers for consideration.

- O2-19 As described in Section 4.1, Aesthetics, Light, and Glare, of the Draft EIR, the approximately 300-foot tall hotel building would be a highly visible structure during the day and at night when it would be accentuated by lighting. The Hotel building would be visible in varying degrees from J, K, L, 13th and 15th streets, and other public locations such as the eastern side of Capitol Park and the plaza in front of the main entrance to the Memorial Auditorium. As described in the section, the visual changes to the project site would be consistent with the City's policy regarding urban design in the project vicinity as articulated in the 2035 General Plan and the CCUDG. The proposed project would develop a tall structure in place of an existing ground-level parking lot. While the visual character of the Hotel project site would be

changed, the analysis demonstrates that those changes would not be adverse within the context of the City's articulated aesthetic values.

Section 17.216.860 of the Sacramento City Code recognizes the State Capitol building and the surrounding grounds of Capitol Park as a unique cultural and open-space resource. The Draft EIR describes the SCC project's and the Hotel project's compliance with the Capitol View Protection Ordinance on page 4.1-23. Further, Impact 4.1-1 analyzes the proposed projects' effects on the visual character and quality of the project sites and their surroundings, and determined the impact to be less than significant.

- O2-20 The City's design details for the proposed Activities Plaza do not include design specifics for the placement or selection of public art. The Draft EIR evaluates the environmental impacts of the proposed SCC project in its entirety, which includes foreseeable operational activities including the potential inclusion of public art. Though the specific details of the public art to be placed at the SCC and Hotel project sites are not yet determined, the aesthetic quality of any such public art would be anticipated to be on par with other public art installations in the City.

The Sacramento Metropolitan Arts Commission is responsible for provision of the nature, selection, and placement of public artwork (City Code section 2.84.130). City Code section 2.84.030 requires that Sacramento Metropolitan Arts Commission members to be selected based on a demonstrated knowledge about the arts, history of involvement with the local arts community, and experience as an art educator, supporter, advocate, administrator, curator, art historian, critic, or practicing artist. These selection criteria provide the basis in which the City's mayor and City Council select members who are tasked with making decisions regarding public art.

Meetings of the Sacramento Metropolitan Arts Commission are open to the public, typically held on the second Monday of each month at New City Hall Council Chambers, 915 I Street, Sacramento, CA 95814. The public may make comment on commission agenda items, regarding the placement of public art. The comment is noted and will be conveyed to the City Council for its consideration.

- O2-21 An increase in incidents requiring response from public services, including police and fire services, due to the proposed projects is anticipated. If the proposed projects would require the construction of additional public services facilities, environmental impacts from the construction of those facilities would be considered part of the impacts of the proposed projects. As described on page 4-13, of the Draft EIR, the Sacramento PD is staffed to provide police protection to large events within the City, and the increased demand for police services from both the SCC and Hotel projects would not be to the extent that a substantial number of new officers would be needed or that the construction of new facilities would be required. The City has

demonstrated the capability, where necessary, of augmenting on-duty staffing as needed to manage large events in the Central City in a safe manner. Examples include crowd and traffic management during events at the Golden 1 Center.

As described on pages 4-13 and 4-14 in the Draft EIR, fire protection services are provided to the project sites by the Sacramento Fire Department (SFD). According to the 2035 General Plan Master EIR (MEIR), the SFD requires a ratio of one fire station for every 1.5-mile service radius, per every 16,000 residents, and where a company experiences call volumes exceeding 3,500 in a year. For the purposes of the MEIR analysis, the 1-station-per-16,000-residents threshold was used to determine whether the additional growth anticipated to occur under the General Plan would require the construction of additional fire stations. As described on pages 4-13 and 4-14 of the Draft EIR, the proposed SCC project does not change the current land use or introduce new residential units, therefore demand for fire protection services would not be increased as a result of the proposed SCC project. The proposed Hotel project would develop hotel use in the place of a parking lot, however, similar to the SCC, no new residential units are proposed. The project sites are within areas already served by existing fire stations with sufficient response times to the project sites. For those reasons, the effects of the proposed projects on fire protection facilities are not further considered in the Draft EIR.

- O2-22 The comment argues that the Draft EIR does not adequately quantify the impacts from commuting vehicles of construction workers, including the number of construction workers. Much like any other employment location, construction workers are anticipated arrive at the SCC and Hotel project sites from a variety of locations within a region. Although the exact number of employees was not quantified for the transportation analysis, air quality and greenhouse gas emission modeling included a default amount of construction vehicle activity based on the square footages of the proposed projects. The air quality and greenhouse gas emissions analyses included potential constructions trips generated from both trips attributable to construction activity and vehicle trips of construction workers to and from the project site. Consistent with transportation and greenhouse gas emissions analysis practices, industry norms and typical construction worker commute scenarios are employed to characterize potential impacts from construction trips. Information regarding assumed construction worker trips can be found in Appendix C of the Draft EIR for air quality impacts and greenhouse gas emissions modeling and in Appendix L of the Draft EIR for transportation impact modeling.

O2-23 The comment provides a suggested revision to a minor error in the Draft EIR. Page 4.6-16, the first paragraph under the SCC Project heading of Impact 4.6-1 is revised to read:

The ~~SCC~~ Hotel would not be owned or operated by the City of Sacramento and is not required to demonstrate consistency with the City of Sacramento's latest IO CAP. As a result, this discussion only pertains to the SCC project.



January 2, 2018

Scott Johnson, Associate Planner
City of Sacramento
Community Development Department, Environmental Planning Services
300 Richards Blvd.
Sacramento, CA 95811

Subject: Notice of Availability (NOA) of draft Environmental Impact Report for the Sacramento Convention Center Renovation and Expansion & 15th/K Street Hotel Projects

Dear Mr. Johnson,

The Downtown Sacramento Partnership appreciates the opportunity to comment on the draft Environmental Impact Report for the Sacramento Convention Center renovation and expansion.

As the state's first Property-Based Improvement District (PBID) comprised of property and business owners that encompass the 66 blocks of downtown Sacramento from 16th Street to Old Sacramento, Downtown Partnership is eager to see an investment in the renovation and expansion of the convention center, our city's primary transient occupancy tax driver.

We appreciate that the proposed improvements would allow for a more efficient transition between events, allowing for an increase in the total number of annual events that the convention center can accommodate. It is truly impressive that the proposed expansion would generate an additional 1,790 attendees per event day. Construction of the proposed 350-room, 24-story hotel at 15th and K Streets would also be a tremendous addition to our downtown core, adding significant meeting and restaurant space in addition to its 170,000 square feet of hotel space. The proposed pedestrian bridge between the hotel and convention center would also provide a safe and effective way for visitors and hotel guests to access conventions and downtown events.

The convention center expansion and adjacent hotel are key components as we continue building a vibrant urban core that will benefit the entire city. We look forward to the next step on these projects.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Ault", is positioned above the typed name.

Michael Ault
Executive Director
Downtown Sacramento Partnership

Cc: Councilmember Steve Hansen, District 4
Ryan DeVore, Community Development Department, City of Sacramento
Desmond Parrington, Office of the City Manager, City of Sacramento

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Letter O3 Michael Ault, Downtown Sacramento Partnership (DSP)
Response January 2, 2018

- O3-1 The comment reiterates portions of the proposed projects' descriptions and provides general support for the proposed projects. No further response is required.



January 2, 2018

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Subject: Draft Environmental Impact Report (DEIR) for the Sacramento Convention Center (SCC) Renovation and Expansion & 15th/K Street Hotel Projects

Dear Mr. Johnson:

Thank you for the opportunity to comment on the subject DEIR. We believe that it is important for the City to upgrade the SCC. At the same time, we are very concerned about the project’s impacts on the critical bicycle connection along K Street between 13th and 15th Streets. This connection is the only east-west bikeway between 13th and 15th Streets for 4 blocks north and 4 blocks south of K Street. At the same time, 13th Street has the only north-south bikeway for 3 blocks to the west and 4 blocks to the east. Therefore, K Street and 13th Street are crucial bikeways through the downtown grid and must be protected from impacts of the project.

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Section 4.9.1 of the DEIR presents the environmental setting for the transportation impact analysis. The portion of this section describing the Bicycle Network mentions how “The existing SCC site [on the K Street corridor] occupies an area within the street grid that is an existing gap in this otherwise contiguous bicycle corridor.” To eliminate this gap, the City’s Downtown Specific Plan (DSP) and its Bicycle Master Plan (BMP) designate K Street between 13th and 14th Streets as a Class I bike path and K Street between 14th and 15th Streets as a Class III bike route (see Figure 3.9-1 of the DSP September 2017 and Figure 4.12-9 of the DSP DEIR).

2

The project description in the SCC DEIR fails to acknowledge the importance of the K Street bikeway and its status in other City planning documents (i.e. the DSP and the BMP). Section 2.4.2 of the SCC DEIR presents the Project Elements proposed for the SCC. On page 2-12, the DEIR states that “the landscaped walkway between the SCC and the Community Center Theater . . . would be eliminated and replaced with an outdoor activities plaza. No mention is made of the existing bicycle usage (more than 30 peak hour bicyclists per the DEIR) or the proposed Class I bikeway through this space. Page 2-17 of the project description describes the Open Space between the SCC and the theater and its importance for pedestrian movements but does not mention the bicycling usage or plans.

On page 2-24 of the project description, the proposed circulation features of the SCC regarding Bicycles are presented. The paragraph describes bicycle parking facilities but does not mention the K Street bikeways between 13th and 15th Streets. Figure 2-13 presents the SCC’s Bicycle Plan which depicts only bike parking locations but does not show any route for bicycles through the K Street corridor between 13th and 15th Streets. Figure 2-12 showing the Pedestrian Circulation Concept Design depicts a pedestrian walkway along the K Street corridor (without acknowledging its current usage or proposed status as a bikeway). Finally, the SCC Project Conceptual Plan (Figure 4.9-9) fails to show any bicycle facilities along the K Street corridor.

3

The proposed project includes an Event Transportation Management Plan (ETMP) to “facilitate multi-modal travel to and from events at the SCC in a safe and efficient manner.” The draft ETMP is presented in Appendix L2 of the DEIR.

4

As part of the DEIR’s impact analysis for transportation and circulation, the DEIR states that “impacts to bicycle facilities are considered significant if the proposed project would:

- Adversely affect existing or planned bicycle facilities or
- Fail to adequately provide access by bicycle.”

Impact of Outdoor Events and Truck Movements. In Chapter 4.9 for the Transportation impact analysis, the DEIR states that events in the Outdoor Activities Plaza could “impede bicycle access via the planned Class I bike path” and that this would be a “potentially significant impact.” Also, increased truck activities associated with the SCC and its hotel component could present increased conflicts with bicycling along K Street between 14th and 15th Streets, also a “potentially significant impact.” We agree with both these conclusions of the DEIR’s impact analysis: the proposed SCC will adversely affect existing and planned bicycle facilities.

5

Impact of Large SCC Events. We believe that the increased size of the SCC and its event space will produce increased pedestrian traffic in the area and that will be likely to conflict with bicycling along the K Street corridor during large SCC events. The SCC’s proposed ETMP states that the event space in the SCC will increase by 36%. Over recent years, the SCC has hosted about 4 event days per year that have had more than 5,000 attendees. With the expanded and improved facilities at the SCC, we can expect more event days exceeding this threshold as well as larger total attendances associated with the larger event space. Therefore, the number and larger sizes of events may potentially conflict with bicycling near the SCC, especially along the K Street corridor, another type of significant impact of the project.

6

The coming implementation of the City’s bike-share system will contribute to the impacts of large SCC events. The bike-share system will be attractive for visitors to the City attending SCC events and staying in downtown hotels. Some of the bikes in the bike-share system will be electric-assist bikes further adding to the intensity of the bike-pedestrian conflicts.

7

Mitigation of Impacts. DEIR page 4.9-91 presents several mitigation measures that are claimed to reduce conflicts to bicycle transportation and therefore reduce the above impacts to a less-than-significant level. During large SCC events, the ETMP would include the stationing of Traffic Control Officers (TCOs) at the K Street and 13th Street intersection to facilitate bicycle travel. During outdoor events, a clear path for the Class I bikeway along the K Street corridor would be maintained using signage and other unidentified measures. Otherwise a “viable east-west bicycle detour” around the SCC outdoor-events site would be provided; the location for such a detour is not identified in the DEIR. For possible conflicts with truck movements on K Street between 14th and 15th Streets, the design of mitigation for this type of impact will be developed during a subsequent design and entitlement process for the hotel.

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We do not believe that these mitigation measures are feasible to reduce conflicts between pedestrians and bicycling to less-than-significant levels for several reasons. For large SCC events, stationing multiple TCOs only at the K and 13th Street intersection will not be sufficient to separate bicyclists and pedestrians along the 2-block K Street corridor. Additional measures must be adopted to prevent conflicts throughout the corridor. We request that the City provide a detailed design of the Class I bikeway through the corridor and that this design include treatments to clearly indicate that it is a right-of-way for bicyclists. For example, the Indianapolis Cultural Trail used distinctively different pavement surface treatments for its adjacent pedestrian and bicycling segments to separate the two modes.

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For events in the Outdoor Activities Plaza, we request more detail on how the SCC operator proposes to maintain the “clear path of travel” for the Class I bikeway through the shared space. A distinctive pavement treatment for the bikeway can contribute as well as temporary fencing but maintaining such a clear path of travel will be difficult. We not believe that this mitigation will be feasible.

9
(cont.)

The optimal solution to these possible conflicts between pedestrians and bicyclists at the SCC is to route the important K Street bikeway to another nearby location. The safety of the existing K Street bikeway west of 12th Street is compromised by the light-rail tracks parallel to the bikeway. We recommend that the City explore the possibility of establishing one-way protected bikeways along J Street and L Street (eastbound along the north side of J Street, westbound along the south side of L Street). These bikeways would provide a safe and convenient low-traffic-stress way for east-west bike traffic between midtown and downtown (that is not available for many blocks to the south and north).

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Because the proposed SCC does not adequately protect bicycling access along the K Street corridor or provide a convenient and comfortable substitute bikeway, we conclude that it will cause a significant adverse impact to bicycling.

11

The DEIR must be amended to acknowledge and recognize the existing and planned bikeway facilities along the K Street corridor in the SCC project description. Further, we request that as part of approving the SCC project that the City adopt these mitigation measures:

1. The City will investigate the feasibility and benefits of establishing Class IV protected bikeways along J and L Streets to substitute for the currently critical K Street bikeway through the project site.
2. The City will include stakeholder input from the City’s Active Transportation Commission and from Sacramento Area Bicycle Advocates (SABA) in doing the comprehensive update of the ETMP before opening of the expanded SCC.
3. The City will add as a Performance Standard for the ETMP that Bicycling Flows along the K Street corridor next to the project or along a substitute routing will be unimpeded and will not conflict with pedestrian movements associated with the SCC.

12

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.

13

Thank you for considering our comments.

Sincerely,



Jordan Lang
Project Analyst

CC: Joseph Hurley, Sacramento Air Quality Management District (jhurley@airquality.org)
Jennifer Donlon Wyant, Sacramento Active Transportation Program Specialist
(jdonlonwyant@cityofsacramento.org)

Letter O4 **Jordan Lang, Sacramento Area Bike Advocates (SABA)**
Response **January 2, 2018**

- O4-1 The comment expresses gratitude for the opportunity to comment on the Draft EIR and acknowledges the importance for the City to upgrade the SCC. The comment expresses concern about the project's perceived impacts to bicycle connectivity on K Street between 13th Street and 15th Street and an unspecified portion of 13th Street. Please see Responses to Comments A4-4 (13th Street bicycle facilities) and A4-5 (K Street alignment bicycle facilities) for detailed responses to each of these concerns.
- O4-2 The comment provides a summary of the existing and planned bicycle facilities on K Street near the project site as described in the Draft EIR and the Central City Specific Plan (Downtown Specific Plan). The comment provides the opinion that the Draft EIR does not acknowledge the importance of the K Street bicycle facilities within the vicinity of the project site. Please see Response to Comment A4-5.
- O4-3 The comment provides additional opinion that the Draft EIR does not acknowledge the importance of the K Street bicycle facilities within the vicinity of the project site. Please see Response to Comment A4-5.
- O4-4 The comment acknowledges the inclusion of an Event Transportation Management Plan (ETMP) in Appendix L2 of the Draft EIR. The comment identifies the significance criteria used to determine potential bicycle facility impacts in the Draft EIR. No further response is required.
- O4-5 The comment references the Draft EIR finding that the SCC project would cause a potentially significant impact by impeding bicycle access through the planned Class I path on K Street between 13th Street and 14th Street during large SCC events that utilize the outdoor Activities Plaza.

The comment asserts that truck activities associated with the SCC and its Hotel component could present increased conflicts with bicycling along K Street between 14th Street and 15th Street, which would constitute a potentially significant impact. This statement is inconsistent with the findings from the Draft EIR, which specifies that a potentially significant impact to the existing Class III bike route on the eastbound portion of K Street between 14th Street and 15th Street would only occur with the inclusion of the Hotel project due to the potential for the Hotel project to increase truck activity on this segment of K Street (Impact 4.9-4). The Draft EIR did not determine that this impact would occur with the standalone SCC project. The comment does not provide evidence that the proposed SCC project would increase truck activity in a manner that would conflict with bicycling on K Street between 14th Street and 15th Street.

O4-6 The comment asserts that the increased size of the SCC and its event space will produce increased pedestrian traffic in the area that is likely to conflict with bicycling along the K Street corridor during large SCC events. The comment asserts that the proposed increase in SCC event space would correspond with more event days exceeding 5,000 daily attendees as well as larger total attendances. The comment concludes that the number and larger size of events could potentially conflict with bicycling near the SCC, especially along the K Street corridor.

Please see Response to Comment A4-5. The comment does not provide evidence that the SCC project would cause further impacts to K Street bicycle facilities beyond those already addressed in the Draft EIR.

O4-7 The comment asserts that the implementation of the City's bikeshare system will contribute to the impacts of large SCC events. The comment asserts that the bikeshare system will be attractive for visitors to the City attending SCC events and staying in downtown hotels. The comment states concern that electric-assist bicycles included in the bikeshare system would add to the intensity of bicycle-pedestrian conflicts.

Although it is possible that bicycling and bikeshare activities could increase in the future as additional bicycle facilities become available and people become more comfortable bicycling in urban environments, estimating future bikeshare use by SCC event attendees would be speculative due to uncertainty regarding the availability of future bikeshare bicycles at the existing or relocated SCC bikeshare station and the fluctuation in bikeshare demand across SCC events. The existing and planned Sacramento bikeshare system relies on a privately operated business model, so the deployment of bikeshare bicycles is and will continue to be beyond the control of the City. Moreover, bikeshare use related to SCC events is highly dependent on the composition of event attendees who are likely to select bikeshare as a convenient mode of travel to and from SCC events (e.g., the mix of local versus non-local attendees). As such, SCC-related bikeshare demand would vary from event to event and fluctuate based on the availability of bikeshare bicycles at attendee trip origins.

The City of Sacramento has been an active partner on the planning and deployment of the SACOG-led regional bike share system. Any event attendees utilizing bikeshare for travel to and from the SCC would be adequately accommodated on existing and planned bicycle facilities surrounding the SCC. Furthermore, the City of Sacramento recently passed a bikeshare ordinance that caps the operating speed for all electric-assist bikeshare bicycles at 15 miles per hour, minimizing the potential for conflicts due to speed differentials between electric-assist bicycles, conventional bicycles, and pedestrians. The comment does not provide evidence that the bikeshare system will contribute to the impacts of large SCC events.

O4-8 The comment provides a summary of perceived inadequacies related to mitigation measures included in the Draft EIR intended to maintain acceptable bicycling conditions on K Street within the vicinity of the project site. Please see Response to Comment A4-5 for a description of the efficacy of the identified mitigation measures. The comment does not provide evidence that the identified mitigation measures would not effectively address significant impacts to bicycle facilities and bicycle access on K Street as identified in the Draft EIR.

O4-8 The comment provides a summary of perceived inadequacies related to mitigation measures included in the Draft EIR intended to maintain acceptable bicycling conditions on K Street within the vicinity of the project sites. Please see Response to Comment A4-5 for a description of the efficacy of the identified mitigation measures. The comment does not provide evidence that the identified mitigation measures would not effectively address significant impacts to bicycle facilities and bicycle access on K Street as identified in the Draft EIR.

The proposed Activities Plaza would include a bicycle travel pathway connecting 13th Street to 14th Street, allowing continued bicycle access along the K Street alignment. Further, TCOs have successfully routed bicyclists to bicycle parking areas and separated bicyclists from pedestrian travel paths during large events such as those at the Golden 1 Center.

O4-9 The comment requests that the City provide a detailed design of the Class I bikeway through the K Street corridor, including treatments to clearly indicate that it is a right-of-way for bicyclists. The comment references the Indianapolis Cultural Trail as a comparable facility. The comment requests more detail on how the SCC operator would maintain a clear path of travel for bicyclists through the proposed outdoor Activities Plaza, as required by Mitigation Measure 4.9-4(a) (SCC).

Please see Response to Comment A4-5 for a discussion of the proposed bicycle travel pathway along the K Street alignment between 13th Street and 14th Street. Please see Response to Comment A4-5 for a discussion of the efficacy of mitigation measures for bicycle facility and access impacts on K Street, including ETMP strategies that would maintain a clear path of travel for bicyclists through the proposed outdoor Activities Plaza. The specific type, quantity, and placement of fencing, barricades, signage, and other traffic control devices that would accompany these strategies would be determined by the City and the SCC operator on a case-by-case basis depending on the programming for the outdoor Activities Plaza associated with each individual event. Specific strategies would also be dependent on the eventual final design of the proposed outdoor Activities Plaza.

O4-10 The comment asserts that the optimal solution to the aforementioned perceived conflicts between pedestrians and bicyclists at the SCC would be to route the

K Street bikeway to a nearby location. The comment recommends that the City explore the possibility of establishing one-way protected bikeways along J Street and L Street, asserting that the bikeways would provide a safe and convenient low-traffic-stress way for east-west bike traffic between midtown and downtown.

Please see Response to Comment A4-5 for a discussion of K Street bicycle impacts and mitigation measures. Please see Response to Comment A4-4 for a discussion of the City's past planning activities related to bicycle network improvements in Downtown Sacramento. The recommendation included in this comment is noted and will be conveyed to the City Council for its consideration.

- O4-11 The comment asserts that the proposed SCC project would cause a significant adverse impact to bicycling on the K Street corridor. Please see Response to Comment A4-5.
- O4-12 The comment asserts that the Draft EIR must be amended to acknowledge the existing and planned bikeway facilities along the K Street corridor in the SCC project description. Please see Draft EIR Chapter 4.9 (Transportation) and Response to Comment A4-5 for a discussion of existing and planned K Street bicycle facilities.

The comment requests that the City adopt three additional mitigation measures for the proposed SCC project. According to the Draft EIR, the first and second recommended mitigation measures included in this comment are not required; however, they will be noted and conveyed to the City Council for its consideration. The third recommended mitigation measure clarifies elements of the ETMP required by Mitigation Measure 4.9-4 related to potentially significant impacts to K Street bicycle facilities and access that would be caused by the SCC project as identified in Impact 4.9-4 in the Draft EIR. Therefore, the ETMP performance standards have been modified as follows for consistency with the clarifying language suggested in the comment:

1. **Pedestrian Flows:** Through pedestrian flow management, pedestrians do not spill out of sidewalks onto streets with moving vehicles, or out of crosswalks when crossing the street, particularly along J Street, K Street, 13th Street, and 15th Street.
2. **Bicycle Flows: During event that utilize the outdoor Activities Plaza, ensure that east-west bicycle travel is accommodated within the vicinity of the SCC (between 13th and 14th streets).**
3. **Vehicle Queuing:** Traffic on eastbound J Street does not queue back due to event-related traffic, particularly eastbound right-turning vehicles conflicting with pedestrians crossing the south leg crosswalk at the J Street/13th Street intersection.

4. Bus/Paratransit: Specific locations are provided to accommodate public buses and paratransit vehicle stops within one block of the SCC.
5. Ridesharing: Specific locations are provided for pick-up/drop-off areas such that Transportation Network Companies (i.e., Uber, Lyft, etc.), taxis, and other ridesharing services do not impede vehicular or pedestrian flow.
6. Truck Loading: Delivery trucks exclusively use the truck bays located along K Street west of 15th Street and do not block vehicular or bicycle access for extended periods of time.

These changes are also reflected in Mitigation Measure 4.9-2 (SCC) and shown in Chapter 2, Revisions to the Draft EIR.

O4-13 This comment is a conclusion paragraph that does not raise any issues regarding the environmental analysis. No further response is required.

1/5/2018

VIA EMAIL

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

**RE: Draft Environmental Impact Report (EIR) for the Sacramento Convention Center
Renovation and Expansion & 15th/K Street Hotel Projects**

Dear Mr. Johnson:

WALKSacramento thanks you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Sacramento Convention Center (SCC) Renovation and Expansion & 15th/K Street Hotel projects. We have reviewed the Draft EIR to identify errors or inadequacies in the analysis of impacts to pedestrians and pedestrian facilities.

I. Pedestrian Circulation Analysis

The DEIR analyzed pedestrian impacts by evaluating the Pedestrian Level of Service (PLOS) at AM and PM peak hours, where the pedestrian flow rate was used to categorize the service levels for sidewalks. None of the analyzed sidewalks were found to operate at failing conditions, and the results are shown in Tables 4.9-17 and 21. However, we are concerned the analysis may be inadequate because it may not have accounted for 1) larger events, 2) pedestrians traveling in both directions along the block, 3) pedestrian activity specific to transit stops, 4) pedestrian and bicycle movements on the west side of 15th Street between J Street and K Street, and 5) pedestrian and bicycle movements on the West K Street Plaza.

1

First, it appears that PLOS was analyzed for SCC events having attendance maximums of 6,367 persons baseline conditions based upon event data from calendar year 2015, and 8,202 persons baseline plus project conditions. However, the project description in the Summary chapter states that for a conservative analysis, it was assumed that the largest events on an annual basis will have attendance over 15,000 per day, and Chapter 2 indicates there was an average event attendance of 5,175 over the years 2009 to 2016. These numbers indicate there could be event crowds much larger than 6,367 for which the PLOS was not evaluated.

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Second, the PLOS evaluation didn't include the cross flows and obstructions to movement created by transit users at the J Street bus stop immediately outside of the North Lobby doors. This mixing of pedestrians moving west and east on J street, north on 14th Street, transit, shuttle, carsharing and private vehicle loading and unloading, plus stationary pedestrians that are socializing or waiting for pick-up or transit will diminish pedestrian movement.

3

Third, an evaluation for the west side of 15th Street between J Street and K Street which will have several conflicting activities was not included. There will be pedestrians entering and/or leaving the East Lobby near K Street, bicyclists using the bike parking near mid-block, and future streetcar passengers at the stop near the East Lobby. This mixing of modes and activities may diminish the pedestrian level of service.

4

Fourth, the impacts to pedestrian circulation created by Hotel events do not appear to have been considered. Table 4.9-21 Peak Hour Sidewalk Pedestrian Volumes and LOS – Baseline Plus SCC Project and Hotel Project Conditions includes 1,591 AM peak hour trips and 2,445 PM peak hour trips but no pedestrian flow rate or LOS associated with the Hotel. Note 5 in the table states without a detailed site plan, the pedestrian flow estimate for 15th Street between K Street and L Street assumes that all pedestrians entering or exiting the hotel would be using the hotel’s front door on 15th Street near K Street, yet there are no flow rate or LOS values given. The sidewalk segment impacted by the Hotel project of greatest concern is 15th Street between J Street and K Street because of the mixing of pedestrian activities.

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Fifth, the SCC project proposes to reconfigure the existing walkway between K Street at 13th Street intersection and the K Street at 14th Street intersection to include an outdoor Activities Plaza and a shared bicycle-pedestrian path. This area, designated the West K Street Plaza in the DEIR, is also the location of a planned Class I bike path. The pathway will have mixing of pedestrians and bicyclists that may cause a significant degradation of pedestrian level of service. The PLOS for the West K Street Plaza should be evaluated.

6

II. Bike parking presenting pedestrian obstructions

If sufficient short-term bicycle parking is not provided for the SCC, bicycles will be parked in locations that are inappropriate and may interfere with pedestrian circulation and/or create hazards for pedestrians. The DEIR text states that bicycle parking provided by the SCC would comply with the Planning and Development Code, and that short-term bicycle parking would most likely be located in the Activities Plaza or near the east or west lobby entrances, while Figure 2-13 shows the parking located in two places: on the west side of 13th Street within the pedestrian-only section of K Street, and behind the sidewalk on the west side of 15th Street between the church and the SCC.

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The Planning and Development Code requires a minimum number of bicycle parking spaces based upon the land use. Our review of the City’s parking regulations indicates that between 157 and 318 or more will be required. The SCC should provide adequate and convenient short-term bicycle parking to prevent impacts to pedestrians circulation but the DEIR doesn’t indicate this is likely to occur.

III. Mitigation Measures

Mitigation Measure 4.9-2 (SCC) would implement the Event Transportation Management Plan (ETMP) to ensure that “Through pedestrian flow management, pedestrians do not spill out of sidewalks onto streets with moving vehicles, or out of crosswalks when crossing the street, particularly along J Street, K Street, 13th Street, and 15th Street.” Should further analysis of Pedestrian Level of Service indicate the proposed sidewalks on the project site are inadequate

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for the number of pedestrians, the ETMP needs to provide specific actions that would prevent pedestrians from spilling out onto the travel lanes on streets adjacent to the SCC site.

↑ 8
| (cont.)
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Mitigation Measure 4.9-4(a) (SCC) ii. b. would provide for signed and marked bicycle detours around the SCC site during outdoor events. The state of the bicycle network in the vicinity of the SCC is of such that many bicyclists may be inclined to ride on sidewalks in some places rather than utilize the detour route. Details of the detour routes should be identified in order to evaluate the impact SCC events would have on bicycle safety.

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Mitigation Measure 4.9-4(b) (Hotel) requires that a site access and circulation study be conducted as part of the entitlement process, and it recommends adequately sized sidewalks, defined as being eight feet wide with an eight-foot wide planter, to serve the hotel events and pedestrian circulation. Looking at the actual and effective widths of the sidewalks evaluated in Table 4.9-21, eight feet appears to be on the narrow side. The mitigation measure should define adequate width as an effective sidewalk width of eight feet as calculated by the 2010 HCM.

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WALKSacramento is working to support increased physical activity such as walking and bicycling in local neighborhoods as well as helping to create community environments that support walking and bicycling. The benefits include improved physical fitness, less motor vehicle traffic congestion, better air quality, and a stronger sense of cohesion and safety in local neighborhoods.

Sincerely,

Chris Holm
Project Analyst

Letter O5 **Chris Holm, WALKSacramento**
Response **January 5, 2018**

- O5-1 The comment acknowledges the Draft EIR pedestrian impact analysis methodology and findings. The comment expresses concern that the analysis may be inadequate due to several factors, which are subsequently discussed in greater detail later in the comment letter. No further response is required.
- O5-2 The comment acknowledges that the Draft EIR analyzed potential pedestrian impacts based on SCC events with 6,367 daily attendees under baseline conditions (derived from 2015 SCC attendance figures) and 8,202 daily attendees under baseline plus SCC project conditions. The comment states that the largest SCC events on an annual basis have over 15,000 daily attendees and that the SCC had an average event attendance of 5,175 attendees from 2009 to 2016. The comment expresses concern that SCC events with larger daily attendance totals were not evaluated in the Draft EIR pedestrian impact analysis.

The technical memorandum entitled *Sacramento Convention Center Expansion Project Attendance Estimation Approach* (included in Appendix L1 of the Draft EIR) presents the detailed methodology for estimating SCC daily event attendance for the purposes of the environmental analysis. The purpose of the transportation section of the environmental analysis is to evaluate potential transportation-related impacts associated with the proposed SCC project. The impact analysis necessitates comparing the transportation operations of various event scenarios, including an existing typical SCC event day and a hypothetical ‘Plus Project’ event day. For the purposes of a CEQA-level traffic study, available guidance indicates that a reasonably foreseeable design event should be analyzed in order to evaluate existing day-to-day transportation operations, as well as the magnitude of anticipated change the proposed SCC project would have on those operations.

Considering the transportation conditions in Downtown Sacramento and the variability in the size, type, timing, and travel characteristics of SCC events, a design event was defined by the following characteristics:

- Weekday event held within the main SCC building (i.e., excludes events held in Memorial Auditorium or Community Center Theater)
- Event attendee arrival and departure patterns coincide with typical downtown Sacramento morning and evening commute time periods
- Event does not have significant attendee transportation management component (that could otherwise reduce vehicle trip generation)

Events that meet these criteria generally have the greatest effect on the Downtown Sacramento transportation system, and therefore represent ‘worst-case’ conditions for the purposes of the transportation analysis. The factors listed above were utilized to select the maximum weekday event day, which is defined as the single highest daily attendance total on a design event day. This yielded the baseline conditions estimate of 6,367 daily attendees based on 2015 SCC event attendance data. While some SCC event days generated higher daily attendance totals than 6,367 persons, they do not qualify as design event days and would not be appropriate for the purposes of identifying transportation impacts associated with the proposed project. Use of non-design event days for the transportation impact analysis, particularly weekend days with unusually high attendance totals, would likely overstate transportation impacts relative to typical weekday conditions in Downtown Sacramento, in turn providing potentially misleading information to City decision makers evaluating the proposed SCC project.

It is important to note that the comment incorrectly states that 5,175 persons was the average *daily* attendance for SCC events between 2009 and 2016. Page 2-29 of the Draft EIR clarifies that 5,175 persons was the average *total* attendance for Group A events, a subset of larger events held at the SCC. Since many SCC events are multi-day events, average daily attendance for Group A events would be less than 5,175 persons. Page 2-29 also states that the average total attendance for Group B events (smaller SCC events) was approximately 500 persons. Similarly, due to multi-day events, average daily attendance for Group B events would be less than 500 persons. Therefore, the comment does not provide evidence that larger typical SCC events were excluded from the pedestrian impact analysis.

- O5-3 The comment asserts that the pedestrian level of service analysis did not include the cross flows and obstructions to movement created by transit users at the J Street bus stop immediately outside of the SCC North Lobby doors, which would affect corresponding pedestrian level of service along that portion of the J Street sidewalk. This assertion is incorrect. As described on Page 4.9-30, the pedestrian level of service analysis for sidewalk facilities accounts for obstructions that would reduce the effective width of the sidewalk available for use by pedestrians. These include physical obstructions, such as planters, walls, and benches, as well as other sidewalk functions that would otherwise reduce the effective width available for use by pedestrians, such as transit and private vehicle passenger loading and unloading areas and door zones for SCC building entries/exits. Under baseline plus SCC project conditions, the effective width for J Street sidewalks reflects the sidewalk space required for public transit loading/unloading at the J Street/14th Street bus stop, as well as private vehicle and shuttle loading/unloading in the bus bays on the south side of J Street between 13th Street and 14th Street (see Table 4.9-17). The comment does not provide evidence that the pedestrian level of service analysis failed to account for other sidewalk activities that would affect pedestrian through movements.

O5-4 The comment states that the pedestrian level of service analysis did not include the west side of 15th Street between J Street and K Street. The comment asserts that a variety of on-street activity could diminish the pedestrian level of service at this location.

This segment was errantly omitted from the Draft EIR. The pedestrian level of service analysis has been updated to include the west side of 15th Street between J Street and K Street. Tables 4.9-17 and 4.9-21 have been updated to reflect the pedestrian level of service results for this segment under Baseline Plus SCC Project Conditions and Baseline Plus SCC Project and Hotel Project Conditions; revised tables are shown in Chapter 2, Revisions to the Draft EIR. The updated analysis revealed acceptable pedestrian level of service on the west side of 15th Street between J Street and K Street under all analysis scenarios. No additional mitigation actions are required.

O5-5 The comment asserts that pedestrian impacts caused by the proposed Hotel project were not considered. Pedestrian level of service could not be analyzed for the proposed Hotel project frontage on 15th Street because a detailed site plan is not available at this time. This issue was addressed in Mitigation Measure 4.9-4(b) (Hotel), which requires a site access and circulation study for motorized vehicles, trucks, bicycles, and pedestrians to be conducted for the proposed Hotel project during the entitlement process. This mitigation measure included a recommendation to provide adequately sized sidewalks to serve hotel events and pedestrian circulation, defined as an eight-foot sidewalk with an additional eight-foot width for trees and planters. The resulting effective sidewalk width would be able to accommodate approximately 3,300 peak hour pedestrians before reaching unacceptable LOS E conditions for pedestrians. Based on the anticipated peak hour pedestrian volumes on this segment identified in Table 4.9-21 under Baseline Plus SCC Project and Hotel Project Conditions, a sidewalk designed to these parameters would provide ample width to accommodate anticipated pedestrian flows.

O5-6 The comment references the proposed reconfiguration of the existing walkway on K Street between 13th Street and 14th Street to include an outdoor Activities Plaza and a shared bicycle-pedestrian path. The comment requests that a pedestrian level of service analysis be conducted for this location. A final design plan for the outdoor Activities Plaza and adjacent path is not available at this time, so the specific dimensions of the planned path cannot be determined. However, anticipated pedestrian level of service can be determined based on the estimated peak hour pedestrian volumes along this segment under Baseline Plus SCC Project and Hotel Project Conditions. According to the Draft EIR, an estimated 1,415 pedestrians would utilize this portion of K Street during the PM peak hour under Baseline Plus SCC Project and Hotel Project Conditions. Using the pedestrian level of service thresholds, an effective sidewalk width of three feet would adequately accommodate

these peak hour pedestrian flows within acceptable levels. City standards would prohibit the construction of a Class I path with an effective width of three feet or less, therefore it can be concluded that the proposed east-west K Street path would not cause unacceptable conditions for pedestrians.

O5-7 The comment asserts that if sufficient short-term bicycle parking is not provided for the SCC, bicycles will be parked in locations that are inappropriate and may interfere with pedestrian circulation and/or create hazards for pedestrians. The comment estimates that between 157 and 318 or more short-term bicycle parking spaces would be required, but does not provide a basis for the methodology with which these figures were derived. As discussed in Response to Comment A4-3, the proposed Hotel would be required to include 12 long-term and 6 short-term bicycle parking spaces, based on anticipated development square footage, in compliance with Sacramento City Code section 17.608.030. The Hotel project would be developed consistent with City requirements for bicycle parking.

O5-8 The comment references Mitigation Measure 4.9-2 (SCC), which establishes performance measures related to pedestrian flows in the ETMP. The comment states that the ETMP needs to be revised to provide specific actions to mitigate any unacceptable pedestrian conditions revealed during the subsequent pedestrian level of service analysis requested in Comments O5-4, O5-5, and O5-6. Page 9 of the ETMP notes that “a comprehensive ETMP update will be completed before the project opens;” therefore, updating the ETMP now is not necessary. Please also see Responses to Comments O5-4, O5-5, and O5-6.

O5-9 The comment references Mitigation Measure 4.9-4(a) (SCC), which requires ETMP strategies to accommodate bicyclists through the K Street corridor during events at the outdoor Activities Plaza. The comment speculates that bicyclists would ride on nearby sidewalks due to the existing bicycle network, but does not provide evidence supporting this comment. Please see Response to Comment A4-5. Specific details regarding potential bicycle detour routes would be determined as the ETMP is finalized leading up to the opening of the expanded SCC facility, and further refined based on individual event conditions as determined appropriate by the City and the SCC operator. Potential bicycle detour options include a temporary on-street bike lane on J Street or L Street between 13th Street and 15th Street, delineated by cones, barricades, and/or signage.

O5-10 The comment references Mitigation Measure 4.9-4(b) (Hotel), which requires a site access and circulation study for motorized vehicles, trucks, bicycles, and pedestrians to be conducted for the proposed Hotel project during the entitlement process. The comment asserts that the recommended minimum sidewalk width of eight feet with an additional eight-foot planter along the 15th Street frontage appears to be “on the narrow side” of the width needed to accommodate anticipated peak hour pedestrian

flows, but does not provide evidence supporting this statement. Please see Response to Comment O5-5, which discusses the adequacy of eight-foot sidewalks with respect to peak hour pedestrian volumes.

ESQUIRE PLAZA

1215 K STREET, SUITE 980
SACRAMENTO, CALIFORNIA 95814-3945

TSAKOPOULOS INVESTMENTS

OFFICE (916) 447-1500
FAX (916) 447-1570

May 18, 2018

Mr. Desmond Parrington
Senior Development Project Manager
City of Sacramento
300 Richards Blvd., Third Floor
Sacramento, CA 95811

Re: Sacramento Convention Center Renovation and Expansion DEIR

Dear Mr. Parrington:

I submit this letter on behalf of Esquire Plaza, 1215 "K" Street, regarding potential impacts and concerns identified in the Draft Environmental Impact Report for the Sacramento Convention Center Renovation and Expansion. Esquire Plaza is a landmark office building consisting of 272,000 square feet of office space, the Esquire Grill restaurant, and the Esquire IMAX Theatre, as well as a 441-space parking garage that serves our tenants as well as public events.



We are supportive of the planned renovation and expansion of the Convention Center, however, we would like to ensure that the construction activities and the operational impacts associated with the project neither interfere with the operation of Esquire Plaza nor create any physical impacts upon Esquire Plaza. Although the formal public comment period for the project DEIR closed earlier this year, since the City Council has not yet taken final action on this project, I would appreciate consideration of these issues.

First, in general, during the demolition and construction phases of the proposed project, as well as upon completion and under operation, the City should ensure that all ingress and egress to Esquire Plaza's parking garage entrance along 13th street should not be blocked or significantly impeded, whether by street closures or by construction equipment, vehicles, or other obstacles that would preclude our tenants, clients, customers or members of the public from accessing or exiting the parking garage. On a number of occasions, access onto 13th street has been closed or reduced to one lane by idling busses and other vehicles in a manner that has constructively precluded our tenants from ingress or egress, so operations during and post construction as should be managed in a manner necessary to avoid this condition.



Specific to the Transportation Chapter and Appendix L-2, the Event Transportation Management Plan (ETMP), the traffic control overview does include a requirement for two traffic control officers at the each of the intersections of 13th and "J" Streets and 13th and "K" Streets, which will significantly control and improve the pedestrian flows that impede vehicular movements onto and from 13th street. However, Option #1, as shown in 4.9-22 of the Transportation chapter of the DEIR and Figure 7 of the ETMP, restricts the movements from north-bound vehicles on 13th Street from a through and right turn



movement to a right turn only movement onto “J” Street. Although the Baseline Project Conditions for the intersection of “J” and 13th Streets as shown in Figure 4.9-13 identify the existing north/right PM peak hour movements as 200 vehicles per peak hour, it does not distinguish between vehicles continuing north through the intersection versus those turning right onto eastbound “J” Street. A significant number of our tenants do travel north through the “J” Street and 13th Street intersection, and then either head west towards Interstate 5 on “I” Street or east on “H” Street towards 16th Street/Hwy 160. Although Option 1 is a temporary measure for high-volume SCC/Hotel events, it would make more sense if the through/right turn movement from northbound 13th Street would be retained to accommodate the drivers who need to turn onto “J” Street or proceed north through the intersection allowing them to bypass the SCC. By forcing all vehicle movements onto “J” Street in front of the SCC, all those vehicles would be reduced to two lanes instead of the existing three, and any not ultimately headed east on “J” Street or south on 15th Street would then have to move over to the north lane onto “J” Street and then north onto 16th Street.

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(cont.)

Second, both noise and vibration are a concern, particularly as relates to pile driving during construction. Section 4.8 includes a reference table, Table 4.8-5, that estimates the difference between an impact pile driver (101 dBA at 50 feet max) and auger drill rig (85 dBA at 50 feet max) at 16 dBA at 50 feet max, however, I believe the auger drill rig to be far more beneficial than the table would indicate. Mitigation Measure 4.8-1 (SCC/Hotel), Paragraph c) states:

“Use of auger displacement for installation of foundation piles, if feasible (if underlying soils do not require driven piles). If impact pile driving is required, sonic pile drivers shall be used, unless engineering studies are submitted to the City that show this is not feasible, based on geotechnical considerations.”

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I believe that the City should make more of a commitment to avoid the use of pile driving equipment so close to existing noise and vibration receptors, given the successful use of an auger-cast pile system elsewhere. In 2007, when we began construction on 500 Capitol Mall, our contractor, Rudolph & Sletten, recommended and utilized an auger cast pile system that significantly reduced noise and vibration (to the point where people thought the project had been abandoned when the auger cast pile system had long since been completed), resulted in all piles reaching their necessary depth without refusal or drift, and was, admittedly at the time, reasonably equal in cost to pile driving. When coupled with the variables that may result in broken piles, or piles that hit refusal at too shallow a depth or an obstacle that requires an additional pile be driven, traditional pile driving should only be used as an option if other more reasonable methods are not available.

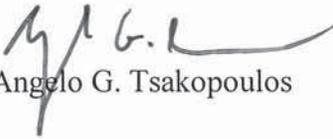
Third, although the draft EIR addresses dewatering from a water quality standpoint, I believe that the City should also adopt a mitigation measure to ensure that dewatering activities do not result in any subsidence of nearby structures. The City should survey the elevations of the surrounding buildings within a reasonable distance of the project site,

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and regularly repeat that to ensure that over-dewatering is not creating a material change compared to the baseline surveys.

Thank you for your consideration of our comments. If you have any questions, please do not hesitate to call me at (916)972-7000.

Very truly yours,


Angelo G. Tsakopoulos

↑
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(cont.)

Letter I1 **Angelo G. Tsakopoulos**
Response May 18, 2018

- I5-1 The comment expresses support for the SCC project but includes concern that the SCC project may impact the Esquire Plaza property. No further response is required.
- I5-2 The comment requests that all ingress and egress to Esquire Plaza's parking garage entrance along 13th Street “not be blocked or significantly impeded” during the demolition or construction phases of the proposed project, or after the project is completed and under operation. Please refer to Mitigation Measure 4.9-6(a) (SCC), which requires the preparation of a Construction Traffic Management Plan (CTMP) prior to the issuance of any demolition or building permits for the SCC project. The CTMP would include necessary measures to ensure that acceptable operating conditions on local roadways are maintained, including provisions for safe vehicular, pedestrian, and bicycle movements, the identification of detour routes and signing plan for street closures, and manual traffic control when necessary. Adequate access to adjacent properties would be addressed through the development of the CTMP. Mitigation Measures 3.9-2 (SCC) and 3.9-4(a) (SCC) require the implementation of an Event Transportation Management Plan (ETMP) with a variety of temporary traffic control measures on 13th Street near the SCC project site during large event days. These strategies, including the positioning of traffic control officers, would facilitate vehicular, pedestrian, and bicycle movements near the Esquire Plaza parking garage driveway on 13th Street, improving vehicular ingress and egress at the garage driveway during large event days.
- I5-3 The comment suggests that the ETMP allow for northbound through movements at the J Street/13th Street intersection during large SCC events. The comment suggests that this modification would be necessary to accommodate vehicles traveling between the Esquire Plaza parking garage driveway on 13th Street and freeway on-ramps serving downtown Sacramento, including Interstate 5 on-ramps at I Street and SR 160 on-ramps at 16th Street.

Impact 4.9-2 in the Draft EIR provides an analysis of potential transit service impacts resulting from large SCC events. Please see Mitigation Measure 4.9-2 (SCC) for a description of potential ETMP strategies that would reduce J Street vehicle delay and adequately mitigate the significant impacts to transit service, including the option to temporarily convert the northbound approach at J Street/13th Street to right-turn only instead of its regular shared through-right turn configuration. As described in the Draft ETMP in Appendix L2, City staff, the Sacramento Police Department, the SCC operator, and the Hotel operator should address events on a case-by-case basis to determine the suitable level and timing of transportation management necessary to ensure safe and convenient access for all event attendees. This could result in the

temporary conversion of the northbound approach at J Street/13th Street to right-turn only for event days where this strategy is determined to be necessary in order to maintain acceptable operating conditions on roadways surrounding the SCC facility.

Although the temporary traffic control measures identified in the ETMP could affect individual vehicle turning movements at select locations, the surrounding grid roadway network affords a variety of travel options to motorists traveling throughout downtown and within the vicinity of the SCC facility. For example, in situations where the ETMP would require the temporary conversion of the northbound approach at J Street/13th Street to right-turn only, several alternative routes would be available to motorists departing from the Esquire Plaza parking garage destined for surrounding freeway facilities. Motorists wishing to travel to Interstate 5 could turn southbound on 13th Street, westbound on L Street, and merge onto Interstate 5 at the L Street on-ramps. Motorists wishing to travel to SR 160 could turn northbound on 13th Street, eastbound on J Street, northbound on 16th Street, and merge onto SR 160 at the 16th Street on-ramps.

I5-4 The comment suggest that the City make a greater commitment to the use of auger displacement for installation of foundation piles in place of impact pile driving, to minimize potential noise and vibration impacts. Noise and vibration impacts from the proposed projects are analyzed in Section 4.8 of the Draft EIR. As described in Mitigation Measure 4.8-1(c) of the Draft EIR, the City shall require the use of auger displacement for installation of foundation piles, if feasible. While the City anticipates that underlying soils would allow for the installation of all foundational piles at both the SCC and Hotel project sites using the auger displacement method, unforeseen subsurface soil conditions could ultimately render alternative methods to pile driving infeasible. For this reason, the analysis in the Draft EIR includes the potential use of impact pile driving to adequately quantify potential noise and vibration impacts from the proposed projects on nearby sensitive receptors.

I5-5 The comment expresses concern regarding potential impacts to nearby properties from dewatering activities during construction of the proposed projects. The comment further provides a suggested mitigation measure intended to protect nearby properties from subsidence due to construction dewatering. Impacts due to unstable geological units and expansive soils, from which subsidence may occur as a result of dewatering, are discussed in Section 4.0 of the Draft EIR (pages 4-6 through 4-7). As described in that section, the City requires completed reports of soil conditions at the specific construction sites to identify potentially unsuitable soil conditions. As described in the geotechnical report for the proposed SCC project and the proposed Hotel project (see Draft EIR Appendices G and H, respectively), the proposed projects would require excavation, which may require dewatering, depending on the time of year that construction occurs. The SCC project site already includes a functioning on-site dewatering system, which would remain operable during

construction. Impacts from potential dewatering activities at the SCC project site would be localized to within the project site and would not be anticipated to impact adjacent properties. As stated on page 4-7 of the Draft EIR, “The proposed SCC project would include an elevator pit and utility excavation, which, depending on the time of year those excavations occur, may require dewatering. Based on the soil type and moisture levels, the geotechnical survey report recommends the use of auger case pressure-grout displacement (AGPD) piles or continuous flight auger (CFA) piles, neither of which, would require pile driving for installation.⁶ With implementation of recommended foundation construction methods, impacts from construction of the proposed SCC project would not adversely affect the local geology or soil, or contribute to subsidence that could adversely affect nearby structures.”

Conformance with City policies and California Building Code standards would be sufficient to prevent potential damage to nearby properties from subsidence due to construction dewatering activities.

⁶ GEOCON Consultants, 2017. Geotechnical Investigation for the Sacramento Convention Center Expansion and Renovation, 1400 J Street, Sacramento, California. June 2017. p. 18.

CHAPTER 4

Mitigation Monitoring Plans

4.1 Introduction

Public Resources Code section 21081.6 and section 15097 of the California Environmental Quality Act (CEQA) Guidelines require 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 are the Mitigation Monitoring Plans (MMPs) for the Sacramento Convention Center (SCC) and the Hotel project (Hotel). The intent of the MMPs is to track and successfully implement the mitigation measures identified within the Draft Environmental Impact Report (Draft EIR) for the proposed projects. Separate MMPs were prepared for each project to clearly delineate between the projects and allow for separate project approval processes.

4.2 Mitigation Measures

The mitigation measures are taken from the Sacramento Convention Center Renovation and Expansion and 15th/K Street Hotel Projects Draft EIR and are assigned the same number as in the Draft EIR. The MMPs describe 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 tables, which contain applicable mitigation measures, are addressed briefly, below.

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

Mitigation Measure: All mitigation measures identified in the Sacramento Convention Center Renovation and Expansion and 15th/K Street Hotel Projects Draft EIR will be presented, as revised in the Final EIR, and numbered accordingly.

Action(s): 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 Quality Management 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
SACRAMENTO CONVENTION CENTER MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
4.1 Aesthetics					
4.1-2: The proposed project could create a new source of substantial light.	4.1-2(a) <i>Exterior lighting included shall incorporate fixtures and light sources that focus light on-site to minimize spillover light.</i>	Implement the exterior lighting requirements described in Mitigation Measure 4.1-2(a)	City of Sacramento Community Development Department, project contractor	Prior to the issuance of a building permit	City of Sacramento Community Development Department
	4.1-2(c) <i>Prior to the issuance of a building permit for the SCC, the City shall develop plans and specifications for the proposed lighting displays and establish maximum luminance levels for the displays subject to review and approval of the City's Urban Design Manager. The City shall review and monitor the installation and testing of the displays, in order to ensure compliance with all City lighting regulations and these mitigations measures.</i>	Develop plans, specifications, and maximum luminance levels for the proposed lighting displays Review and monitor the installation and testing of the displays	City of Sacramento Community Development Department	Prior to the issuance of a building permit	City of Sacramento Community Development Department
	4.1-2(d) <i>Project lighting shall not cause more than two foot-candles of lighting intensity or direct glare from the light source at any residential property.</i>	Implement the project lighting requirements described in Mitigation Measure 4.1-2(d)	City of Sacramento Community Development Department	Prior to the issuance of a building permit	City of Sacramento Community Development Department
4.2 Air Quality					
4.2-1: Implementation of the proposed project could conflict with or obstruct implementation of an applicable air quality plan.	4.2-1 <i>The project applicant shall implement the emission reduction strategies contained in the SCC project AQMP (see Appendix C2), or other strategies which achieve equivalent reductions, as approved by the SMAQMD, in order to achieve a minimum 16.4 percent reduction in NO_xe. Endorsement of the AQMP by the SMAQMD shall be obtained prior to issuance of building permits. Documentation confirming implementation of the AQMP shall be provided to the SMAQMD and the City of Sacramento prior to issuance of occupancy permits.</i>	Implement the emission reduction strategies contained in the SCC project AQMP (Appendix C2 of the EIR) according to the parameters described in Mitigation Measure 4.2-1	City of Sacramento Community Development Department	Endorsement obtained prior to the issuance of building permits, documentation confirming implementation of AQMP provided prior to issuance of occupancy permits	City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)

TABLE 4-1
SACRAMENTO CONVENTION CENTER MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
4.2-2: Construction of the proposed project would result in short-term emissions of NO _x , PM ₁₀ , and PM _{2.5} .	<p>4.2-2(a) <i>The City shall require all construction plans to include the following required SMAQMD Basic Construction Emission Control Practices:</i></p> <ul style="list-style-type: none"> • <i>Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.</i> • <i>Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways shall be covered.</i> • <i>Use wet power vacuum street sweepers to remove any visible track-out mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.</i> • <i>Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</i> • <i>Pave all roadways, driveways, sidewalks, parking lots as soon as possible. In addition, building pads shall be laid immediately after grading unless seeding or soil binders are used.</i> • <i>Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.</i> • <i>Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment shall be checked by a certified mechanic and determine to be running in proper condition before it is operated.</i> 	Include the SMAQMD Basic Construction Emission Control Practices described in Mitigation Measure 4.2-2(a) in all construction plans	City of Sacramento Community Development Department, project contractor	Prior to the issuance of demolition or grading permits	City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)

**TABLE 4-1
SACRAMENTO CONVENTION CENTER MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<p>4.2-2(b) <i>The City shall require all construction plans to include the following SMAQMD Enhanced Exhaust Control Practices:</i></p> <ul style="list-style-type: none"> <i>Provide a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the proposed project to the City and the SMAQMD. The inventory shall include the horsepower rating, engine model year, and projected hours of use for each piece of equipment. The construction contractor shall provide the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. This information shall be submitted at least four business days prior to the use of subject heavy-duty off-road equipment. The inventory shall be updated and submitted monthly throughout the duration of construction, except that an inventory shall not be required for any 30-day period in which no construction activity occurs.</i> <i>Provide a plan in conjunction with the equipment inventory, approved by the SMAQMD, demonstrating that the heavy-duty (50 horsepower or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NO_x reduction and 45 percent particulate reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions may include use of late model engines, low emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.</i> 	<p>Include construction equipment specifications listed in Mitigation Measure 4.2-2(b) in all construction plans</p>	<p>City of Sacramento Community Development Department, project contractor</p>	<p>Prior to the issuance of demolition or grading permits</p>	<p>City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)</p>

**TABLE 4-1
SACRAMENTO CONVENTION CENTER MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> <i>Emissions from all off-road diesel powered equipment used on the project site shall not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this measure shall supersede other SMAQMD or state rules or regulations.</i> <i>If at the time of granting of each building permit, the SMAQMD has adopted a more restrictive regulation applicable to construction emissions, the City may completely or partially replace this mitigation with compliance with the new regulation. Consultation with the SMAQMD prior to construction will be necessary to make this determination.</i> 				
	<p>4.2-2(c) <i>The City shall require grading or improvement plans to include the following SMAQMD Fugitive Dust Control Practices:</i></p> <ul style="list-style-type: none"> <i>Water exposed soil with adequate frequency for continued moist soil.</i> <i>Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.</i> <i>Install wind breaks (e.g., solid fencing) on windward side(s) of construction areas.</i> <i>Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.</i> 	<p>Include construction equipment specifications listed in Mitigation Measure 4.2-2(c) in all construction plans</p>	<p>City of Sacramento Community Development Department, project contractor</p>	<p>Prior to the issuance of demolition or grading permits</p>	<p>City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)</p>

**TABLE 4-1
SACRAMENTO CONVENTION CENTER MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> <i>Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads.</i> <i>Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the District shall also be visible to ensure compliance.</i> 				
	<p>4.2-2(d) <i>Prior to the issuance of a building permit, developers shall quantify the construction emissions of NO_x. The City shall require all construction plans to include the following SMAQMD off-site fee mitigation:</i></p>	<p>Quantify the construction emissions of NO_x</p> <p>Include the SMAQMD off-site fee mitigation described in Mitigation Measure 4.2-2(d) in all construction plans</p>	<p>City of Sacramento Community Development Department, project contractor</p>	<p>Prior to the issuance of a building permit</p>	<p>City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)</p>
	<ul style="list-style-type: none"> <i>The project applicant shall pay into the SMAQMD's construction mitigation fund to offset construction-generated emissions of NO_x that exceed SMAQMD's daily emission threshold of 85 ppd. The project applicants shall coordinate with the SMAQMD for payment of fees into the Heavy-Duty Low-Emission Vehicle Program designed to reduce construction related emissions within the region. Fees shall be paid based upon the applicable current SMAQMD Fee. The applicants shall keep track of actual equipment use and their NO_x emissions so that mitigation fees can be adjusted accordingly for payment to the SMAQMD.</i> 				
<p>4.2-6: Implementation of the proposed project would contribute to cumulative increases in short-term (construction) emissions.</p>	<p>4.2-6 <i>Implement Mitigation Measure 4.2-2.</i></p>	<p>See Mitigation Measure 4.2-2</p>	<p>See Mitigation Measure 4.2-2</p>	<p>See Mitigation Measure 4.2-2</p>	<p>See Mitigation Measure 4.2-2</p>

**TABLE 4-1
SACRAMENTO CONVENTION CENTER MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
4.3 Biological Resources					
4.3-1: The proposed project could disturb nesting migratory birds.	<p>4.3-1</p> <p><i>The project applicant shall conduct any tree removal activities required for project construction outside of the migratory bird breeding season (February 1 through August 31) where feasible. For any construction activities that will occur between February 1 and August 31, the applicant shall conduct preconstruction surveys in suitable nesting habitat within 50 feet of the construction area for nesting migratory birds. Surveys shall be conducted by a qualified biologist (one experienced with bird surveys). In addition, all trees slated for removal during the nesting season shall be surveyed by a qualified biologist no more than 48-hours before removal to ensure that no nesting birds are occupying the tree.</i></p> <p><i>If active nests are found during the survey, the applicant shall implement mitigation measures to ensure that the species will not be adversely affected, which would include establishing a no-work bugger zone (subject to conditional work within the buffer, as described in sub-measure (b), below), as approved by CDFW.</i></p> <p><i>Measures may include, but would not be limited to:</i></p> <p>a) <i>The applicant shall conduct any tree removal activities required for project construction outside of the migratory bird breeding season (February 1 through August 31) where feasible.</i></p> <p>b) <i>Depending on conditions specific to each nest, and the relative location and rate of construction activities, it may be feasible for construction to occur as planned within the buffer without impacting the breeding effort. In this case (to be determined on an individual basis, in consultation with the City and CDFW), the nest(s) shall be monitored by a qualified biologist during construction within the buffer. If, in the professional opinion of the monitor, the project would impact the nest, the biologist shall</i></p>	<p>Conduct nesting surveys prior to tree removal</p> <p>Conduct any tree removal and construction activities according to the parameters described in Mitigation Measure 4.3-1</p> <p>Include tree removal timing and/or tree protection requirements on Grading and Construction Plans</p>	City of Sacramento Community Development Department, project contractor	Between February 1 and August 31, conduct surveys no more than 48 hours before tree removal	City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)

**TABLE 4-1
SACRAMENTO CONVENTION CENTER MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<i>immediately inform the construction manager. The construction manager shall stop construction activities within the buffer until the nest is no longer active. Completion of the nesting cycle shall be determined by a qualified biologist.</i>				
4.4 Cultural Resources					
4.4-1: Construction of the proposed project could cause a substantial adverse change in the significance of paleontological resource, or an archaeological resource, including human remains or tribal cultural resources.	<p>4.4-1(a) <i>A preconstruction training session conducted by a qualified archaeologist shall be held for all construction personnel and staff performing excavation activities on the project site. Training materials shall address procedures to be followed and appropriate conduct to be adhered to if unanticipated archaeological materials are encountered during the project work. All construction personnel involved in earth moving activities shall attend preconstruction training in person prior to the start of construction. Training shall include:</i></p> <ul style="list-style-type: none"> • <i>The purpose of archaeological monitoring;</i> • <i>How to identify archaeological resources;</i> • <i>How to respond to the discovery of a potential resource; and</i> • <i>How to maintain proper discovery records and adhere to professional protocols during construction.</i> 	All construction personnel involved in earth moving activities will attend preconstruction training conducted by a qualified archaeologist	City of Sacramento Community Development Department, project contractor	Prior to the start of construction	City of Sacramento Community Development Department

**TABLE 4-1
SACRAMENTO CONVENTION CENTER MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<p>4.4-1(b) <i>In the event that unanticipated archaeological resources and/or human remains are encountered during construction, compliance with federal and State regulations and guidelines regarding the treatment of cultural resources and/or human remains shall be required.</i></p> <p><i>i. If prehistoric or historic period archaeological resources are encountered during project implementation, all construction activities within 100 feet shall halt and the City shall be notified.</i></p> <p>1) <i>A qualified archaeologist, defined as one meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology, shall inspect the findings within 24 hours of discovery and report the results of the inspection to the City.</i></p>	Cease work and notify the City	City of Sacramento Community Development Department, project contractor	During ground-disturbing activities throughout project implementation	City of Sacramento Community Development Department
	2) <i>In the event that the identified archaeological resource is determined to be prehistoric, the City and qualified archaeologist will coordinate with and solicit input from the appropriate Native American Tribal Representatives regarding significance and treatment of the resource as a tribal cultural resource. Any tribal cultural resources discovered during project work shall be treated in consultation with the tribe, with the goal of preserving in place with proper treatment.</i>	Coordinate with the appropriate Native American Tribal Representatives regarding significance and treatment of the resource as a tribal cultural resource	City of Sacramento Community Development Department, project contractor	During ground-disturbing activities throughout project implementation	City of Sacramento Community Development Department
	3) <i>If the City determines that the resource qualifies as a historical resource or a unique archaeological resource (as defined pursuant to the CEQA Guidelines) and that the project has potential to damage or destroy the resource, mitigation shall be implemented in accordance with PRC Section 21083.2 and CEQA Guidelines Section 15126.4. Consistent with CEQA Guidelines Section 15126.4(b)(3), mitigation shall be accomplished through either preservation in place or, if preservation in place is not feasible, data recovery through excavation.</i>	Implement mitigation in accordance with PRC Section 21083.2 and CEQA Guidelines Section 15126.4, consistent with CEQA Guidelines Section 15126.4(b)(3)	City of Sacramento Community Development Department, project contractor	During ground-disturbing activities throughout project implementation	City of Sacramento Community Development Department

**TABLE 4-1
SACRAMENTO CONVENTION CENTER MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	4) <i>If preservation in place is feasible, this may be accomplished through one of the following means: (1) modifying the construction plan to avoid the resource; (2) incorporating the resource within open space; (3) capping and covering the resource before building appropriate facilities on the resource site; or (4) deeding the resource site into a permanent conservation easement.</i>	Implement one of the actions listed in Mitigation Measure 4.4-1(b)(i)(4)	City of Sacramento Community Development Department, project contractor	Prior to ground disturbance such as grading and excavation activities	City of Sacramento Community Development Department
	5) <i>If avoidance or preservation in place is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan to recover the scientifically consequential information from and about the resource, which shall be reviewed and approved by the City prior to any excavation at the resource site.</i>	Prepare an Archaeological Mitigation Plan, if necessary.	City of Sacramento Community Development Department, project contractor	Prior to ground disturbance such as grading and excavation activities	City of Sacramento Community Development Department
	6) <i>Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2, including creation of a treatment plan. Treatment for most resources would consist of (but would not be limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.</i>	Prepare a treatment plan, if necessary.	City of Sacramento Community Development Department, project contractor	Following discovery of a unique archaeological resource	City of Sacramento Community Development Department

**TABLE 4-1
SACRAMENTO CONVENTION CENTER MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<p>ii. <i>In the event of discovery or recognition of any human remains during project implementation, project construction activities within 100 feet of the find shall cease until the Sacramento County Coroner has been contacted to determine that no investigation of the cause of death is required. If the County Coroner determines the remains are of Native American origin, they shall contact the NAHC to identify the Most Likely Descendant (MLD). The MLD shall be asked to make a recommendation to the landowner for treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98. The City shall comply with requirements identified by the NAHC for the appropriate means of treating the human remains and any associated funerary objects (CEQA Guidelines Section 15064.5[d]).</i></p>	<p>Cease work and notify the County Coroner. Follow the protocol for further notification including to the NAHC, if applicable. Contact the Native American Heritage Commission to identify the Most Likely Descendant, if applicable.</p>	<p>City of Sacramento Community Development Department, project contractor</p>	<p>During ground-disturbing activities throughout project implementation</p>	<p>City of Sacramento Community Development Department</p>
	<p>iii. <i>If discovery is made of items of paleontological interest, the contractor shall immediately cease all work activities in the vicinity (within approximately 100 feet) of the discovery. After cessation of excavation the contractor shall immediately contact the City. The contractor shall not resume work until authorization is received from the City. Any inadvertent discovery of paleontological resources during construction shall be evaluated by a qualified paleontologist. If it is determined that the project could damage a unique paleontological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines. If avoidance is not feasible, the paleontologist shall develop a treatment plan in consultation with the City.</i></p>	<p>Cease work and notify the City. Implement mitigation in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines, if applicable. Develop a treatment plan in consultation with the City, if necessary.</p>	<p>City of Sacramento Community Development Department, project contractor</p>	<p>During ground-disturbing activities throughout project implementation</p>	<p>City of Sacramento Community Development Department</p>

**TABLE 4-1
SACRAMENTO CONVENTION CENTER MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
4.8 Noise and Vibration					
4.8-1: Construction of the proposed project could generate noise that would conflict with City standards or result in substantial temporary or periodic increase in ambient noise levels.	<p>4.8-1 <i>The City shall include in all building permits a requirement that the contractor shall ensure that the following measures are implemented during all phases of construction within the SCC and Hotel areas:</i></p>	Implement the requirement for manufacturer-installed mufflers to be on all heavy equipment or stationary noise sources.	City of Sacramento Community Development Department, project contractor	During all phases of construction	City of Sacramento Community Development Department
	a) <i>All heavy construction equipment and all stationary noise sources (such as diesel generators) shall have manufacturer-installed mufflers.</i>				
	b) <i>Construction equipment staging areas shall be located as far as feasible from residential areas while still serving the needs of construction contractors.</i>	Locate construction equipment staging areas away from residential areas.	City of Sacramento Community Development Department, project contractor	During all phases of construction	City of Sacramento Community Development Department
	c) <i>Use of auger displacement for installation of foundation piles, if feasible (if underlying soils do not require driven piles). If impact pile driving is required, sonic pile drivers shall be used, unless engineering studies are submitted to the City that show this is not feasible, based on geotechnical considerations.</i>	Implement auger displacement or sonic pile driver requirements.	City of Sacramento Community Development Department, project contractor	During all phases of construction	City of Sacramento Community Development Department
	d) <i>Prior to construction activities, the building management of the Saint Paul's Episcopal Church and Maydestone apartment building shall be notified of the construction schedule, as well as the name and contact information of the project disturbance coordinator.</i>	Notify building management of the Saint Paul's Episcopal Church and Maydestone apartment building of construction schedule and project disturbance coordinator contact information.	City of Sacramento Community Development Department, project contractor	During all phases of construction	City of Sacramento Community Development Department
e) <i>Machines or equipment shall not start up prior to 7:00 a.m., Monday through Saturday, and prior to 9:00 a.m. on Sunday.</i>	Implement restrictions for machine or equipment start times as described in Mitigation Measure 4.8-1.	City of Sacramento Community Development Department, project contractor	During all phases of construction	City of Sacramento Community Development Department	

**TABLE 4-1
SACRAMENTO CONVENTION CENTER MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	f) <i>Delivery of materials and equipment shall not occur prior to 7:00 a.m. nor past 6:00 p.m., Monday through Saturday, and prior to 9:30 a.m. nor past 6:00 p.m. on Sunday.</i>	Implement restrictions for delivery of materials and equipment as described in Mitigation Measure 4.8-1.	City of Sacramento Community Development Department, project contractor	During all phases of construction	City of Sacramento Community Development Department
	g) <i>Stationary construction equipment, such as compressors, shall be placed away from nearby residential areas and shall provide acoustical shielding.</i>	Provide acoustical shielding for stationary construction equipment.	City of Sacramento Community Development Department, project contractor	During all phases of construction	City of Sacramento Community Development Department
	h) <i>Idling times of equipment shall be minimized either by shutting equipment off when not in use or reducing maximum idling time to 5 minutes.</i>	Minimize equipment idling time.	City of Sacramento Community Development Department, project contractor	During all phases of construction	City of Sacramento Community Development Department
	i) <i>The City (SCC) and/or the project applicant or its designee (Hotel) shall designate a disturbance coordinator and conspicuously post this person's number around the project site, in adjacent public spaces, and in construction notifications. The disturbance coordinator, in coordination with the City, shall be responsible for responding to any complaints about construction activities. The disturbance coordinator shall receive all public complaints about construction disturbances and, in coordination with the City, is responsible for determining the cause of the complaint and implementation of feasible measures to alleviate the problem.</i>	Designate a disturbance coordinator responsible for responding to any complaints about construction activities.	City of Sacramento Community Development Department, project contractor	During all phases of construction	City of Sacramento Community Development Department
	j) <i>The City (SCC) and/or the project applicant or its designee (Hotel) shall provide written notice to all known occupied noise-sensitive uses (i.e., residential, religious, lodging) within 400 feet of the edge of the project site boundary at least 2 weeks prior to the start of each construction phase of the construction schedule, as well as the name and contact information of the project disturbance coordinator.</i>	Provide written notice and project disturbance coordinator contact information to all known occupied noise-sensitive uses within 400 feet of project site boundary at least 2 weeks prior to the start of each construction phase.	City of Sacramento Community Development Department, project contractor	During all phases of construction	City of Sacramento Community Development Department

**TABLE 4-1
SACRAMENTO CONVENTION CENTER MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
4.8-3: Operation of uses developed pursuant to the proposed project could introduce new stationary noise sources that could result in a substantial permanent increase in ambient exterior noise levels in the project vicinity or conflict with the City of Sacramento noise standards.	4.8-3 <i>The project applicant shall be required to limit speakers at outdoor stages to be no louder than 100 dBA measured five (5) feet from the source.</i>	Implement speaker limitations as described in Mitigation Measure 4.8-3	City of Sacramento Community Development Department	Prior to the issuance of building permits	City of Sacramento Community Development Department
4.8-5: Construction of the proposed project could expose existing and/or planned buildings, and persons within, to vibration that could disturb people and damage buildings.	4.8-5(a) <i>Implement Mitigation Measure 4.8-1(c).</i>	See Mitigation Measure 4.8-1(c)	See Mitigation Measure 4.8-1(c)	See Mitigation Measure 4.8-1(c)	See Mitigation Measure 4.8-1(c)
4.8-6: The proposed project would result in exposure of people to cumulative increases in construction noise levels.	4.8-6 <i>Implement Mitigation Measure 4.8-1.</i>	See Mitigation Measure 4.8-1	See Mitigation Measure 4.8-1	See Mitigation Measure 4.8-1	See Mitigation Measure 4.8-1

**TABLE 4-1
SACRAMENTO CONVENTION CENTER MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
4.8-7: The proposed project would contribute to cumulative construction that could expose existing and/or planned buildings, and persons within, to significant vibration.	4.8-7(a) <i>Implement Mitigation Measure 4.8-5(a).</i>	See Mitigation Measure 4.8-5(a)	See Mitigation Measure 4.8-5(a)	See Mitigation Measure 4.8-5(a)	See Mitigation Measure 4.8-5(a)
4.9 Transportation					
4.9-2: The proposed project could adversely affect public transit operations.	4.9-2 <i>Implement Event Transportation Management Plan (ETMP) to the satisfaction of the City Traffic Engineer and subject to the performance standards set forth within it including:</i>	Implement ETMP subject to the performance standards and Implementation Options described in Mitigation Measure 4.9-2	City of Sacramento Department of Public Works	During large events with a combined daily attendance of 5,000 persons or more between the SCC and hotel event space at the SCC facility	City of Sacramento Community Development Department
	<ol style="list-style-type: none"> 1. <i><u>Pedestrian Flows:</u> Through pedestrian flow management, pedestrians do no spill out of sidewalks onto streets with moving vehicles, or out of crosswalks when crossing the street, particularly along J Street, K Street, 13th Street, and 15th Street.</i> 2. <i><u>Bicycle Flows:</u> During event that utilize the outdoor Activities Plaza, ensure that east-west bicycle travel is accommodated within the vicinity of the SCC (between 13th and 14th streets).</i> 3. <i><u>Vehicle Queuing:</u> Traffic on eastbound J Street does not queue back due to event-related traffic, particularly eastbound right-turning vehicles conflicting with pedestrians crossing the south leg crosswalk at the J Street/13th Street intersection.</i> 4. <i><u>Bus/Paratransit:</u> Specific locations are provided to accommodate public buses and paratransit vehicle stops within one block of the SCC.</i> 				

TABLE 4-1
SACRAMENTO CONVENTION CENTER MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<p>5. <u>Ridesharing</u>: Specific locations are provided for pick-up / drop-off areas such that Transportation Network Companies (e.g., Uber, Lyft), taxis, and other ridesharing services do not impede vehicular or pedestrian flow.</p> <p>6. <u>Truck Staging</u>: Delivery trucks exclusively use the truck bays located along K Street west of 15th Street and do not block vehicular or bicycle access for extended periods of time.</p> <p>The ETMP is included in Appendix L. It would be implemented for all large events with a combined daily attendance of 5,000 persons or more between the SCC and hotel event space. Due to the variation in event size, type, location, and travel characteristics, specific ETMP elements should be reviewed on a case-by-case basis to determine the appropriateness for a specific event day. Key ETMP elements relevant to large events centered at the SCC facility include the following:</p> <ul style="list-style-type: none"> • At the J Street/13th Street intersection, position equipment and multiple traffic control officers (TCOs) and operate the intersection in one of the following two ways: <ul style="list-style-type: none"> 1. Implement Option 1 (illustrated in Figure 4.9-22), which includes the following temporary measures: <ul style="list-style-type: none"> - Convert the northbound approach to right-turn only and prohibit through movements using traffic cones and advance warning signage. - Convert the southbound approach to one through lane and one left-turn lane using traffic cones and advance warning signage. - Prohibit use of the east leg crosswalk using barricades and TCOs. - Operate the north/south approaches as permissive (i.e., operate concurrently) signal phases. 				

**TABLE 4-1
SACRAMENTO CONVENTION CENTER MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> - <i>Maintain same cycle length to facilitate coordinated through traffic progression, though signal offset may need to be adjusted.</i> 2. <i>Implement Option 2 (illustrated in Figure 4.9-23), which includes the following temporary measures:</i> <ul style="list-style-type: none"> - <i>TCOs temporarily take control of the intersection and switch signal operations to flashing red.</i> - <i>TCOs prohibit vehicles from entering the intersection during a 20-second pedestrian crossing window, whereby TCOs wave through pedestrians to cross at all marked crosswalks and diagonally through the intersection.</i> - <i>TCOs prohibit pedestrians from entering crosswalks outside of the pedestrian crossing window and wave through vehicles. TCOs provide approximately 50, 17, and 13 seconds for the eastbound, northbound, and southbound vehicular flows, respectively. These approaches would maintain the same lane configurations as currently present.</i> • <i>At the K Street/13th Street intersection, position multiple TCOs to manage pedestrian and vehicular traffic flows.</i> 				
4.9-3: The proposed project could fail to adequately provide access to transit.	<p>4.9-3</p> <ul style="list-style-type: none"> i. <i>Coordinate with relevant transit providers, as necessary, to identify a suitable replacement bus stop location and design that does not substantially alter existing service operations.</i> ii. <i>Install replacement bus stop on 15th Street near J Street. Potential replacement options include:</i> <ul style="list-style-type: none"> a. <i>Installation of bus stop on the west side of 15th Street immediately south of J Street, north of proposed passenger loading zone.</i> 	Implement the actions listed in Mitigation Measure 4.9-3	City of Sacramento Department of Public Works	Prior to the closure of the existing bus stop	City of Sacramento Community Development Department

**TABLE 4-1
SACRAMENTO CONVENTION CENTER MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<p><i>b. Integration of bus stop within the proposed SCC passenger loading zone on 15th Street. The bus stop should include enhanced passenger amenities including shelter, seating, and transit information signage. A portion of the loading zone should be reserved for exclusive use by public transit operators. Sufficient curb space should be reserved to accommodate at least one standard 40-foot bus at a given time.</i></p> <p><i>iii. Ensure that the replacement bus stop is constructed and operational prior to the closure of the existing bus stop.</i></p>				
4.9-4: The proposed project could adversely affect existing or planned bicycle facilities or fail to provide for access by bicycle.	<p>4.9-4(a)</p> <p><i>i. As part of the event transportation management plan (ETMP), station multiple traffic control officers (TCOs) at the K Street/13th Street intersection to facilitate bicycle crossings during large events.</i></p> <p><i>ii. During outdoor events, ensure that east-west bicycle travel is accommodated within the vicinity of the SCC (between 13th and 14th streets). Potential options include:</i></p> <p><i>a. Maintain clear path of travel along the planned bicycle travel pathway through the project site during outdoor events. Situate fencing and/or barriers in a manner that does not physically block the planned bike path. Install signage notifying event attendees of the presence of the bike path and discouraging event attendees from dwelling on the path.</i></p> <p><i>b. Provide viable east-west bicycle detour around the SCC site during outdoor events. Detours should be sufficiently signed and marked to provide bicyclists with a clear path of travel.</i></p>	Implement the actions listed in Mitigation Measure 4.9-4(a).	City of Sacramento Department of Public Works	During large or outdoor events within the vicinity of the SCC	City of Sacramento Community Development Department

**TABLE 4-1
SACRAMENTO CONVENTION CENTER MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
4.9-5: The proposed project could adversely affect existing or planned pedestrian facilities or fail to provide for access to pedestrians.	<p>4.9-5(a)</p> <p><i>i. Install pedestrian bulbouts at the following locations:</i></p> <p><i>a. J Street/13th Street intersection – northwest corner</i></p> <p><i>b. K Street/15th Street intersection – northeast, southeast, and southwest corners</i></p> <p><i>ii. Install 15-foot wide continental crosswalks at the following locations:</i></p> <p><i>a. J Street/13th Street intersection – all legs</i></p> <p><i>b. J Street/14th Street intersection – east and west legs</i></p> <p><i>c. J Street/15th Street intersection – west leg</i></p> <p><i>d. K Street/15th Street intersection – all legs</i></p>	Implement the actions listed in Mitigation Measure 4.9-5(a).	City of Sacramento Department of Public Works	Prior to the issuance of building permits	City of Sacramento Community Development Department
	<p><i>i. As part of the ETMP, implement the following temporary measures (illustrated in Figure 4.9-24):</i></p> <p><i>a. At the J Street/13th Street intersection, under Option 1 described above, extend walk intervals to 60, 60, and 21 seconds for the north, south, and west leg crossings, respectively. Under Option 2, TCOs would take manual control of the intersection and operate the intersection with a 20-second pedestrian crossing window.</i></p> <p><i>b. At the K Street/13th Street intersection, position multiple TCOs to manage pedestrian and vehicular flows.</i></p>	Implement the temporary measures described in Mitigation Measure 4.9-5(a)(iii)	City of Sacramento Department of Public Works	During large events centered at the SCC facility	City of Sacramento Community Development Department
	<p>4.9-5(b)</p> <p><i>Implement the ETMP (included in Appendix L) for all large events with a combined daily attendance of 5,000 persons or more between the SCC and hotel event space. Due to the variation in event size, type, location, and travel characteristics, specific ETMP elements should be reviewed on a case-by-case basis to determine the appropriateness for a specific event day. Key ETMP elements relevant to large events centered at the hotel event space include the following:</i></p>	Review and implement key ETMP elements as described in Mitigation Measure 4.9-5(b)	City of Sacramento Department of Public Works	During all large events with a combined daily attendance of 5,000 persons or more between the SCC and hotel event space	City of Sacramento Community Development Department

**TABLE 4-1
SACRAMENTO CONVENTION CENTER MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<p>a. <i>Prohibit westbound traffic from entering the segment of K Street between 15th Street and 16th Street. Position traffic cones, barricades, and signage to prohibit northbound left-turn and westbound through movements at the K Street/ 16th Street intersection.</i></p> <p>b. <i>Position a single Traffic Control Officer at the K Street/15th Street and K Street/16th Street intersections to monitor conditions.</i></p> <p>c. <i>At the K Street/13th Street intersection, position multiple TCOs to manage pedestrian and vehicular traffic flows. Position traffic cones and warning signage along east curbside to prevent passenger loading activity from blocking crosswalks.</i></p>				
4.9-6: The proposed project could cause construction-related traffic impacts.	<p>4.9-6(a)</p> <p>i. <i>Before issuance of any demolition or building permits for any phase of the project, the project applicant shall prepare a detailed Construction Traffic Management Plan that will be subject to review and approval by the City Department of Public Works, in consultation with affected transit providers, and local emergency service providers including the City of Sacramento Fire and Police departments. The plan shall ensure that acceptable operating conditions on local roadways are maintained. At a minimum, the plan shall include:</i></p> <ul style="list-style-type: none"> o <i>The number of truck trips, time, and day of street closures</i> o <i>Time of day of arrival and departure of trucks</i> o <i>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</i> o <i>Provision of a truck circulation pattern</i> o <i>Identification of detour routes and signing plan for street closures</i> 	Prepare a detailed Construction Traffic Management Plan to ensure that acceptable operating conditions on local roadways are maintained.	City of Sacramento Department of Public Works, project contractor	Prior the issuance of any demolition or building permits for any phase of the project	City of Sacramento Department of Public Works

**TABLE 4-1
SACRAMENTO CONVENTION CENTER MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> o <i>Provision of driveway access plan so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas)</i> o <i>Maintain safe and efficient access routes for emergency vehicles and transit</i> o <i>Manual traffic control when necessary</i> o <i>Proper advance warning and posted signage concerning street/lane closures</i> o <i>Provisions for pedestrian and bicycle safety</i> <p><i>A copy of the approved construction traffic management plan shall be submitted to local emergency response agencies and transit providers, and these agencies shall be notified at least 30 days before the commencement of construction that would partially or fully obstruct roadways.</i></p>				
	<p>ii. <i>The project applicant, in coordination with the City of Sacramento, Regional Transit, and other transit providers within the project vicinity and subject to their approval, shall identify temporary bus stop locations and cause ADA-compliant replacement bus stop facilities to be constructed in place of any bus stops that need to be temporarily closed during project construction. The relocation of bus stops may have a secondary impact related to the loss/relocation of a small number of on-street parking spaces and/or loading zones. This secondary impact would not be significant.</i></p>	<p>Identify temporary bus stop locations and cause ADA-compliant replacement bus stop facilities to be constructed, if necessary.</p>	<p>City of Sacramento Department of Public Works</p>	<p>During project construction</p>	<p>City of Sacramento Department of Public Works, Regional Transit</p>
<p>4.9-7: The proposed project could worsen cumulative conditions at intersections in the City of Sacramento.</p>	<p>4.9-7(a) <i>Implement Mitigation Measure 4.9-2 (SCC) (ETMP).</i></p>	<p>See Mitigation Measure 4.9-2</p>	<p>See Mitigation Measure 4.9-2</p>	<p>See Mitigation Measure 4.9-2</p>	<p>See Mitigation Measure 4.9-2</p>

**TABLE 4-1
SACRAMENTO CONVENTION CENTER MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
4.9-8: The proposed project could adversely affect cumulative public transit operations.	4.9-8(a) <i>Implement Mitigation Measure 4.9-2 (SCC) (ETMP).</i>	See Mitigation Measure 4.9-2	See Mitigation Measure 4.9-2	See Mitigation Measure 4.9-2	See Mitigation Measure 4.9-2
	4.9-8(b) <i>Final SCC project site plan shall not prohibit construction, by others, of future Downtown Riverfront Streetcar stop on the south side of J Street east of 13th Street.</i>	Ensure SCC project site plan will not prohibit construction of future Downtown Riverfront Streetcar.	City of Sacramento Community Development Department	Prior the issuance of any demolition or building permits	City of Sacramento Community Development Department
4.9-10: The proposed project could adversely affect planned bicycle facilities or fail to provide for access by bicycle under cumulative conditions.	4.9-10(a) <i>Implement Mitigation Measure 4.9-4(a) (SCC), which identifies the need for bicycle improvement elements in an ETMP.</i>	See Mitigation Measure 4.9-4(a)	See Mitigation Measure 4.9-4(a)	See Mitigation Measure 4.9-4(a)	See Mitigation Measure 4.9-4(a)
4.9-11: The proposed project could adversely affect planned pedestrian facilities or fail to provide for access for pedestrians under cumulative conditions.	4.9-11(a) <i>Implement Mitigation Measure 4.9-5(a) (SCC), which identifies various crosswalk widenings, signal timing modifications, and other ETMP elements.</i>	See Mitigation Measure 4.9-5(a)	See Mitigation Measure 4.9-5(a)	See Mitigation Measure 4.9-5(a)	See Mitigation Measure 4.9-5(a)
4.10 Utilities					
4.10-1: The proposed project could discharge additional wastewater and stormwater flows to the City's CSS that could exceed existing system capacity.	4.10-1 <i>The City shall manage wastewater from the project sites such that it shall not exceed existing CSS capacity by implementing the following methods:</i> a) <i>Require the proposed projects to pay the established CSS mitigation fee.</i>	Pay the established CSS mitigation fee and pay share for improvements to upsize or upgrade the CSS infrastructure. Fair share fees would be assessed on a phased basis	City of Sacramento Department of Utilities	To be determined, consistent with buildout of each of the proposed projects	City of Sacramento Public Works Department

**TABLE 4-1
SACRAMENTO CONVENTION CENTER MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<p><i>b) To the extent that the proposed projects would require localized upsizing of existing CSS infrastructure for service, the proposed projects shall pay their fair share for improvements to upsize or upgrade the CSS infrastructure. Fair share fees would be assessed and CSS improvements would be implemented, on a phased basis, consistent with buildout of each of the proposed projects.</i></p>				
<p>4.10-3: Implementation of the proposed project, in combination with other cumulative development, would contribute to cumulative increases in demand for wastewater and stormwater facilities.</p>	<p>4.10-3 <i>Implement Mitigation Measure 4.10-1.</i></p>	<p>See Mitigation Measure 4.10-1</p>			

**TABLE 4-2
15TH/K STREET HOTEL MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
4.1 Aesthetics					
4.1-2: The proposed projects could create a new source of substantial light.	4.1-2(a) <i>Exterior lighting included shall incorporate fixtures and light sources that focus light on-site to minimize spillover light.</i>	Implement the exterior lighting requirements described in Mitigation Measure 4.1-2(a)	Project applicant, project contractor	Prior to the issuance of a building permit	City of Sacramento Community Development Department
	4.1-2(b) <i>The hotel project applicant shall prepare and submit a conceptual signage and lighting design plan for review and approval by the City's Urban Design Manager. The City shall review and monitor the installation and testing of the displays, in order to ensure compliance with all City lighting regulations and these mitigation measures.</i>	Prepare and submit a conceptual signage and lighting design plan	Project applicant	Prior to the issuance of a building permit	City of Sacramento Community Development Department
	4.1-2(d) <i>Project lighting shall not cause more than two foot-candles of lighting intensity or direct glare from the light source at any residential property.</i>	Implement the project lighting requirements described in Mitigation Measure 4.1-2(d)	Project applicant	Prior to the issuance of a building permit	City of Sacramento Community Development Department
4.2 Air Quality					
4.2-1: Implementation of the proposed projects could conflict with or obstruct implementation of an applicable air quality plan.	4.2-1 <i>The project applicant shall implement the emission reduction strategies contained in the SCC project AQMP (see Appendix C2), or other strategies which achieve equivalent reductions, as approved by the SMAQMD, in order to achieve a minimum 16.4 percent reduction in NO_xe. Endorsement of the AQMP by the SMAQMD shall be obtained prior to issuance of building permits. Documentation confirming implementation of the AQMP shall be provided to the SMAQMD and the City of Sacramento prior to issuance of occupancy permits.</i>	Implement the emission reduction strategies contained in the SCC project AQMP according to the parameters described in Mitigation Measure 4.2-1	Project applicant	Endorsement obtained prior to the issuance of building permits, documentation confirming implementation of AQMP provided prior to issuance of occupancy permits	City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)

TABLE 4-2
15TH/K STREET HOTEL MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
4.2-2: Construction of the proposed projects would result in short-term emissions of NO _x , PM ₁₀ , and PM _{2.5} .	<p>4.2-2(a) <i>The City shall require all construction plans to include the following required SMAQMD Basic Construction Emission Control Practices:</i></p> <ul style="list-style-type: none"> • <i>Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.</i> • <i>Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways shall be covered.</i> • <i>Use wet power vacuum street sweepers to remove any visible track-out mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.</i> • <i>Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</i> • <i>Pave all roadways, driveways, sidewalks, parking lots as soon as possible. In addition, building pads shall be laid immediately after grading unless seeding or soil binders are used.</i> • <i>Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.</i> • <i>Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment shall be checked by a certified mechanic and determine to be running in proper condition before it is operated.</i> 	Include the SMAQMD Basic Construction Emission Control Practices described in Mitigation Measure 4.2-2(a) in all construction plans	Project contractor	Prior to the issuance of demolition or grading permits	City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)

**TABLE 4-2
15TH/K STREET HOTEL MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<p>4.2-2(b) <i>The City shall require all construction plans to include the following SMAQMD Enhanced Exhaust Control Practices:</i></p> <ul style="list-style-type: none"> <i>Provide a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the proposed project to the City and the SMAQMD. The inventory shall include the horsepower rating, engine model year, and projected hours of use for each piece of equipment. The construction contractor shall provide the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. This information shall be submitted at least four business days prior to the use of subject heavy-duty off-road equipment. The inventory shall be updated and submitted monthly throughout the duration of construction, except that an inventory shall not be required for any 30-day period in which no construction activity occurs.</i> <i>Provide a plan in conjunction with the equipment inventory, approved by the SMAQMD, demonstrating that the heavy-duty (50 horsepower or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NO_x reduction and 45 percent particulate reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions may include use of late model engines, low emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.</i> 	<p>Include construction equipment specifications listed in Mitigation Measure 4.2-2(b) in all construction plans</p>	<p>Project contractor</p>	<p>Prior to the issuance of demolition or grading permits</p>	<p>City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)</p>

TABLE 4-2
15TH/K STREET HOTEL MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> • <i>Emissions from all off-road diesel powered equipment used on the project site shall not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this measure shall supersede other SMAQMD or state rules or regulations.</i> • <i>If at the time of granting of each building permit, the SMAQMD has adopted a more restrictive regulation applicable to construction emissions, the City may completely or partially replace this mitigation with compliance with the new regulation. Consultation with the SMAQMD prior to construction will be necessary to make this determination.</i> 				
	<p>4.2-2(c) <i>The City shall require grading or improvement plans to include the following SMAQMD Fugitive Dust Control Practices:</i></p> <ul style="list-style-type: none"> • <i>Water exposed soil with adequate frequency for continued moist soil.</i> • <i>Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.</i> • <i>Install wind breaks (e.g., solid fencing) on windward side(s) of construction areas.</i> 	<p>Include construction equipment specifications listed in Mitigation Measure 4.2-2(c) in all construction plans</p>	<p>Project contractor</p>	<p>Prior to the issuance of demolition or grading permits</p>	<p>City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)</p>

**TABLE 4-2
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Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site. Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the District shall also be visible to ensure compliance. 				
	<p>4.2-2(d) Prior to the issuance of a building permit, developers shall quantify the construction emissions of NO_x. The City shall require all construction plans to include the following SMAQMD off-site fee mitigation:</p> <ul style="list-style-type: none"> The project applicant shall pay into the SMAQMD's construction mitigation fund to offset construction-generated emissions of NO_x that exceed SMAQMD's daily emission threshold of 85 ppd. The project applicants shall coordinate with the SMAQMD for payment of fees into the Heavy-Duty Low-Emission Vehicle Program designed to reduce construction related emissions within the region. Fees shall be paid based upon the applicable current SMAQMD Fee. The applicants shall keep track of actual equipment use and their NO_x emissions so that mitigation fees can be adjusted accordingly for payment to the SMAQMD. 	<p>Quantify the construction emissions of NO_x</p> <p>Include the SMAQMD off-site fee mitigation described in Mitigation Measure 4.2-2(d) in all construction plans</p>	Project contractor	Prior to the issuance of a building permit	City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)
4.2-3: The proposed projects would result in long-term (operational) emissions of NO _x , ROG, PM ₁₀ , or PM _{2.5} .	<p>4.2-3 Implement Mitigation Measure 4.2-1. An AQMP has been prepared for the SCC project and Hotel project, demonstrating that the SCC project and Hotel project can achieve SMAQMD's required 15 percent reduction in ozone precursor emissions from transportation sources. Consistent with SMAQMD's CEQA Guidance, no further mitigation is required.</p>	See Mitigation Measure 4.2-1	See Mitigation Measure 4.2-1	See Mitigation Measure 4.2-1	See Mitigation Measure 4.2-1

TABLE 4-2
15TH/K STREET HOTEL MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
4.2-6: Implementation of the proposed projects would contribute to cumulative increases in short-term (construction) emissions.	4.2-6 <i>Implement Mitigation Measure 4.2-2.</i>	See Mitigation Measure 4.2-2	See Mitigation Measure 4.2-2	See Mitigation Measure 4.2-2	See Mitigation Measure 4.2-2
4.2-7: The proposed projects would contribute to cumulative increases in long-term (operational) emissions of NO _x , ROG, PM ₁₀ , and PM _{2.5} .	4.2-7 <i>Implement Mitigation Measure 4.2-1. An AQMP has been prepared for the SCC project and Hotel project, demonstrating that the SCC project and Hotel project can achieve SMAQMD's required 15 percent reduction in ozone precursor emissions from transportation sources. Consistent with SMAQMD's CEQA Guidance, no further mitigation is required.</i>	See Mitigation Measure 4.2-1	See Mitigation Measure 4.2-1	See Mitigation Measure 4.2-1	See Mitigation Measure 4.2-1
4.3 Biological Resources					
4.3-1: The proposed projects could disturb nesting migratory birds.	4.3-1 <i>The project applicant shall conduct any tree removal activities required for project construction outside of the migratory bird breeding season (February 1 through August 31) where feasible. For any construction activities that will occur between February 1 and August 31, the applicant shall conduct preconstruction surveys in suitable nesting habitat within 50 feet of the construction area for nesting migratory birds. Surveys shall be conducted by a qualified biologist (one experienced with bird surveys). In addition, all trees slated for removal during the nesting season shall be surveyed by a qualified biologist no more than 48-hours before removal to ensure that no nesting birds are occupying the tree.</i> <i>If active nests are found during the survey, the applicant shall implement mitigation measures to ensure that the species will not be adversely affected, which would include establishing a no-work bugger zone (subject to conditional work within the</i>	Conduct nesting surveys prior to tree removal Conduct any tree removal and construction activities according to the parameters described in Mitigation Measure 4.3-1 Include tree removal timing and/or tree protection requirements on Grading and Construction Plans	Project applicant	Between February 1 and August 31, conduct surveys no more than 48 hours before tree removal	City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)

TABLE 4-2
15TH/K STREET HOTEL MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<p><i>buffer, as described in sub-measure (b), below), as approved by CDFW.</i></p> <p><i>Measures may include, but would not be limited to:</i></p> <p>a) <i>The applicant shall conduct any tree removal activities required for project construction outside of the migratory bird breeding season (February 1 through August 31) where feasible.</i></p> <p>b) <i>Depending on conditions specific to each nest, and the relative location and rate of construction activities, it may be feasible for construction to occur as planned within the buffer without impacting the breeding effort. In this case (to be determined on an individual basis, in consultation with the City and CDFW), the nest(s) shall be monitored by a qualified biologist during construction within the buffer. If, in the professional opinion of the monitor, the project would impact the nest, the biologist shall immediately inform the construction manager. The construction manager shall stop construction activities within the buffer until the nest is no longer active. Completion of the nesting cycle shall be determined by a qualified biologist.</i></p>				
4.4 Cultural Resources					
4.4-1: Construction of the proposed projects could cause a substantial adverse change in the significance of a paleontological resource, or an archaeological resource, including human remains or tribal cultural resources.	<p>4.4-1(a)</p> <p><i>A preconstruction training session conducted by a qualified archaeologist shall be held for all construction personnel and staff performing excavation activities on the project site. Training materials shall address procedures to be follows and appropriate conduct to be adhered to if unanticipated archaeological materials are encountered during the project work. All construction personnel involved in earth moving activities shall attend preconstruction training in person prior to the start of construction. Training shall include:</i></p> <ul style="list-style-type: none"> • <i>The purpose of archaeological monitoring;</i> • <i>How to identify archaeological resources;</i> 	All construction personnel involved in earth moving activities will attend preconstruction training conducted by a qualified archaeologist	Project applicant, project contractor	Prior to the start of construction	City of Sacramento Community Development Department

TABLE 4-2
15TH/K STREET HOTEL MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> • <i>How to respond to the discovery of a potential resource; and</i> • <i>How to maintain proper discovery records and adhere to professional protocols during construction.</i> 				
	<p>4.4-1(b) <i>In the event that unanticipated archaeological resources and/or human remains are encountered during construction, compliance with federal and State regulations and guidelines regarding the treatment of cultural resources and/or human remains shall be required.</i></p> <p><i>i. If prehistoric or historic period archaeological resources are encountered during project implementation, all construction activities within 100 feet shall halt and the City shall be notified.</i></p>	Cease work and notify the City	Project applicant, project contractor	During ground-disturbing activities throughout project implementation	City of Sacramento Community Development Department
	<p>1) <i>A qualified archaeologist, defined as one meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology, shall inspect the findings within 24 hours of discovery and report the results of the inspection to the City.</i></p>	Report a discovery	Project contractor	During ground-disturbing activities throughout project implementation	City of Sacramento Community Development Department
	<p>2) <i>In the event that the identified archaeological resource is determined to be prehistoric, the City and qualified archaeologist will coordinate with and solicit input from the appropriate Native American Tribal Representatives regarding significance and treatment of the resource as a tribal cultural resource. Any tribal cultural resources discovered during project work shall be treated in consultation with the tribe, with the goal of preserving in place with proper treatment.</i></p>	Coordinate with the appropriate Native American Tribal Representatives regarding significance and treatment of the resource as a tribal cultural resource	City of Sacramento Community Development Department, project applicant	During ground-disturbing activities throughout project implementation	City of Sacramento Community Development Department

**TABLE 4-2
15TH/K STREET HOTEL MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	3) <i>If the City determines that the resource qualifies as a historical resource or a unique archaeological resource (as defined pursuant to the CEQA Guidelines) and that the project has potential to damage or destroy the resource, mitigation shall be implemented in accordance with PRC Section 21083.2 and CEQA Guidelines Section 15126.4. Consistent with CEQA Guidelines Section 15126.4(b)(3), mitigation shall be accomplished through either preservation in place or, if preservation in place is not feasible, data recovery through excavation.</i>	Implement mitigation in accordance with PRC Section 21083.2 and CEQA Guidelines Section 15126.4, consistent with CEQA Guidelines Section 15126.4(b)(3)	Project applicant	During ground-disturbing activities throughout project implementation	City of Sacramento Community Development Department
	4) <i>If preservation in place is feasible, this may be accomplished through one of the following means: (1) modifying the construction plan to avoid the resource; (2) incorporating the resource within open space; (3) capping and covering the resource before building appropriate facilities on the resource site; or (4) deeding the resource site into a permanent conservation easement.</i>	Implement one of the actions listed in Mitigation Measure 4.4-1(b)(i)(4)	Project applicant	Prior to ground disturbance such as grading and excavation activities	City of Sacramento Community Development Department
	5) <i>If avoidance or preservation in place is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan to recover the scientifically consequential information from and about the resource, which shall be reviewed and approved by the City prior to any excavation at the resource site.</i>	Prepare an Archaeological Mitigation Plan, if necessary.	Project applicant	Prior to ground disturbance such as grading and excavation activities	City of Sacramento Community Development Department

**TABLE 4-2
15TH/K STREET HOTEL MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<p>6) <i>Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2, including creation of a treatment plan. Treatment for most resources would consist of (but would not be limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.</i></p>	<p>Prepare a treatment plan, if necessary.</p>	<p>City of Sacramento Community Development Department, project contractor</p>	<p>Following discovery of a unique archaeological resource</p>	<p>City of Sacramento Community Development Department</p>
	<p>ii. <i>In the event of discovery or recognition of any human remains during project implementation, project construction activities within 100 feet of the find shall cease until the Sacramento County Coroner has been contacted to determine that no investigation of the cause of death is required. If the County Coroner determines the remains are of Native American origin, they shall contact the NAHC to identify the Most Likely Descendant (MLD). The MLD shall be asked to make a recommendation to the landowner for treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98. The City shall comply with requirements identified by the NAHC for the appropriate means of treating the human remains and any associated funerary objects (CEQA Guidelines Section 15064.5[d]).</i></p>	<p>Cease work and notify the County Coroner. Follow the protocol for further notification including to the NAHC, if applicable. Contact the Native American Heritage Commission to identify the Most Likely Descendant, if applicable.</p>	<p>Project applicant, project contractor</p>	<p>During ground-disturbing activities throughout project implementation</p>	<p>City of Sacramento Community Development Department</p>

**TABLE 4-2
15TH/K STREET HOTEL MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<p><i>iii. If discovery is made of items of paleontological interest, the contractor shall immediately cease all work activities in the vicinity (within approximately 100 feet) of the discovery. After cessation of excavation the contractor shall immediately contact the City. The contractor shall not resume work until authorization is received from the City. Any inadvertent discovery of paleontological resources during construction shall be evaluated by a qualified paleontologist. If it is determined that the project could damage a unique paleontological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines. If avoidance is not feasible, the paleontologist shall develop a treatment plan in consultation with the City.</i></p>	<p>Cease work and notify the City. Implement mitigation in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines, if applicable. Develop a treatment plan in consultation with the City, if necessary.</p>	<p>Project applicant, project contractor</p>	<p>During ground-disturbing activities throughout project implementation</p>	<p>City of Sacramento Community Development Department</p>
<p>4.4-2: The proposed projects could cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines section 15064.5.</p>	<p>4.4-2(a) <i>Implement Mitigation Measure 4.4-1(a) and 4.4-1(b).</i></p>	<p>See Mitigation Measure 4.4-1(a) and 4.4-1(b)</p>	<p>See Mitigation Measure 4.4-1(a) and 4.4-1(b)</p>	<p>See Mitigation Measure 4.4-1(a) and 4.4-1(b)</p>	<p>See Mitigation Measure 4.4-1(a) and 4.4-1(b)</p>
	<p>4.4-2(b) <i>The project applicant shall be responsible for repairs of any construction damage to the 1414 K Street building. Repairs shall be conducted in compliance with the "Treatment of Preservation" under the Secretary of Interior's Standards for the Treatment of Historic Properties (SOI Standards), and shall be subject to review and approval by the City Preservation Director.</i></p>	<p>Conduct repairs in compliance with the "Treatment of Preservation" under the SOI Standards, if necessary.</p>	<p>Project applicant</p>	<p>Upon completion of construction activities</p>	<p>City of Sacramento Community Development Department</p>

**TABLE 4-2
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Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
4.4-3: Implementation of the proposed projects, in combination with other cumulative development, could contribute to the cumulative loss or alteration of paleontological resources, or archaeological resources, including human remains or Tribal Cultural Resources.	4.4-3 <i>Implement Mitigation Measure 4.4-1(a) and (b).</i>	See Mitigation Measure 4.4-1(a) and 4.4-1(b)	See Mitigation Measure 4.4-1(a) and 4.4-1(b)	See Mitigation Measure 4.4-1(a) and 4.4-1(b)	See Mitigation 4.4-1(a) and (b)
4.5 Energy Demand					
4.5-2: The proposed projects could result in the wasteful, inefficient, or unnecessary use of energy.	4.5-2 <i>Prior to Hotel building construction, the applicant shall submit to the City of Sacramento Building Department building design plans demonstrating that the buildings would meet Title 24 energy standards.</i>	Submit building design plans demonstrating that the buildings would meet Title 24 energy standards.	Project applicant	Prior to Hotel building construction.	City of Sacramento Building Department
4.8 Noise and Vibration					
4.8-1: Construction of the proposed projects could generate noise that would conflict with City standards or result in substantial temporary or periodic increase in ambient noise levels.	4.8-1 <i>The City shall include in all building permits a requirement that the contractor shall ensure that the following measures are implemented during all phases of construction within the SCC and Hotel areas:</i> a) <i>All heavy construction equipment and all stationary noise sources (such as diesel generators) shall have manufacturer-installed mufflers.</i>	Implement the requirement for manufacturer-installed mufflers to be on all heavy equipment or stationary noise sources.	Project applicant, project contractor	During all phases of construction within the SCC and Hotel areas	City of Sacramento Community Development Department

TABLE 4-2
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Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	b) <i>Construction equipment staging areas shall be located as far as feasible from residential areas while still serving the needs of construction contractors.</i>	Locate construction equipment staging areas according to conditions described in Mitigation Measure 4.8-1.	Project applicant, project contractor	During all phases of construction within the SCC and Hotel areas	City of Sacramento Community Development Department
	c) <i>Use of auger displacement for installation of foundation piles, if feasible (if underlying soils do not require driven piles). If impact pile driving is required, sonic pile drivers shall be used, unless engineering studies are submitted to the City that show this is not feasible, based on geotechnical considerations.</i>	Implement auger displacement or sonic pile driver requirements.	Project applicant, project contractor	During all phases of construction within the SCC and Hotel areas	City of Sacramento Community Development Department
	d) <i>Prior to construction activities, the building management of the Saint Paul's Episcopal Church and Maydestone apartment building shall be notified of the construction schedule, as well as the name and contact information of the project disturbance coordinator.</i>	Notify building management of the Saint Paul's Episcopal Church and Maydestone apartment building of construction schedule and project disturbance coordinator contact information.	Project applicant, project contractor	During all phases of construction within the SCC and Hotel areas	City of Sacramento Community Development Department
	e) <i>Machines or equipment shall not start up prior to 7:00 a.m., Monday through Saturday, and prior to 9:00 a.m. on Sunday.</i>	Implement restrictions for machine or equipment start times as described in Mitigation Measure 4.8-1.	Project applicant, project contractor	During all phases of construction within the SCC and Hotel areas	City of Sacramento Community Development Department
	f) <i>Delivery of materials and equipment shall not occur prior to 7:00 a.m. nor past 6:00 p.m., Monday through Saturday, and prior to 9:30 a.m. nor past 6:00 p.m. on Sunday.</i>	Implement restrictions for delivery of materials and equipment as described in Mitigation Measure 4.8-1.	Project applicant, project contractor	During all phases of construction within the SCC and Hotel areas	City of Sacramento Community Development Department
	g) <i>Stationary construction equipment, such as compressors, shall be placed away from nearby residential areas and shall provide acoustical shielding.</i>	Provide acoustical shielding for stationary construction equipment.	Project applicant, project contractor	During all phases of construction within the SCC and Hotel areas	City of Sacramento Community Development Department
	h) <i>Idling times of equipment shall be minimized either by shutting equipment off when not in use or reducing maximum idling time to 5 minutes.</i>	Minimize equipment idling time.	Project applicant, project contractor	During all phases of construction within the SCC and Hotel areas	City of Sacramento Community Development Department

**TABLE 4-2
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Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	i) <i>The City (SCC) and/or the project applicant or its designee (Hotel) shall designate a disturbance coordinator and conspicuously post this person's number around the project site, in adjacent public spaces, and in construction notifications. The disturbance coordinator, in coordination with the City, shall be responsible for responding to any complaints about construction activities. The disturbance coordinator shall receive all public complaints about construction disturbances and, in coordination with the City, is responsible for determining the cause of the complaint and implementation of feasible measures to alleviate the problem.</i>	Designate a disturbance coordinator responsible for responding to any complaints about construction activities.	Project applicant, project contractor	During all phases of construction within the SCC and Hotel areas	City of Sacramento Community Development Department
	j) <i>The City (SCC) and/or the project applicant or its designee (Hotel) shall provide written notice to all known occupied noise-sensitive uses (i.e., residential, religious, lodging) within 400 feet of the edge of the project site boundary at least 2 weeks prior to the start of each construction phase of the construction schedule, as well as the name and contact information of the project disturbance coordinator.</i>	Provide written notice and project disturbance coordinator contact information to all known occupied noise-sensitive uses within 400 feet of project site boundary at least 2 weeks prior to the start of each construction phase.	Project applicant, project contractor	During all phases of construction within the SCC and Hotel areas	City of Sacramento Community Development Department
4.8-5: Construction of the proposed projects could expose existing and/or planned buildings, and persons within, to vibration that could disturb people and damage buildings.	4.8-5(a) <i>Implement Mitigation Measure 4.8-1(c).</i>	See Mitigation Measure 4.8-1(c)	See Mitigation Measure 4.8-1(c)	See Mitigation Measure 4.8-1(c)	See Mitigation Measure 4.8-1(c)
	4.8-5(b) <i>Prior to the issuance of a building permit, the project applicant shall develop a Vibration Reduction Plan in coordination with an acoustical consultant, geotechnical engineer, and construction contractor, and submit the Plan to the City Chief Building Official for approval. The Plan shall include the following elements:</i>	Develop and submit a Vibration Reduction Plan.	Project applicant	Prior to the issuance of a building permit.	City of Sacramento Community Development Department

**TABLE 4-2
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Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<p>1) <i>The Plan shall include measures to limit exposure of surrounding buildings to vibration levels that do not exceed the building damage threshold for historic and some older buildings of 0.25 PPV (in/sec) and annoyance threshold of 0.04 PPV (in/sec).</i></p> <p>2) <i>Buffer distances of types of equipment selected to minimize vibration impacts during construction at nearby receptors in order to meet the specified standards.</i></p>	Limit vibration during construction.	Project applicant	Prior to the issuance of a building permit.	City of Sacramento Community Development Department
	<p>3) <i>Implement a vibration, crack, and line and grade monitoring program at existing historic buildings located within 47 feet of construction activities. The following elements shall be included in this program:</i></p>	Implement a vibration and crack monitoring program for existing historic buildings located within 47 feet of construction activities.	Project applicant, project contractor	Prior to the issuance of a building permit.	City of Sacramento Community Development Department
	<p>a) <i>During building construction:</i></p> <p>i) <i>The construction contractor shall regularly inspect and photograph crack gauges, maintaining records of these inspections to be included in post-construction reporting. Gauges shall be inspected every two weeks, or more frequently during periods of active project actions in close proximity to crack monitors.</i></p>	Monitor and maintain records of crack gauges during construction.	Project applicant, project contractor	During construction activities within 47 feet of a historic building	City of Sacramento Community Development Department
	<p>ii) <i>The construction contractor shall collect vibration data from receptors and report vibration levels to the City Chief Building Official on a monthly basis. The reports shall include annotations regarding project activities as necessary to explain changes in vibration levels, along with proposed corrective actions to avoid vibration levels approaching or exceeding the established threshold.</i></p>	Collect and report vibration data to City Chief Building Official.	Project applicant, project contractor	During construction activities within 47 feet of a historic building	City of Sacramento Community Development Department

**TABLE 4-2
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Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<p>iii) <i>With regards to historic structures, if vibration levels exceed the threshold and monitoring or inspection indicates that the project is damaging the building, the historic building shall be provided additional protection or stabilization. If necessary and with approval by the City Chief Building Official, the construction contractor shall install temporary shoring or stabilization to help avoid permanent impacts. Stabilization may involve structural reinforcement or corrections for deterioration that would minimize or avoid potential structural failures or avoid accelerating damage to the historic structure. Stabilization shall be conducted following the Secretary of Interior Standards Treatment of Preservation. This treatment shall ensure retention of the historical resource's character-defining features. Stabilization may temporarily impair the historic integrity of the building's ability to convey its significance. Measures to shore or stabilize the building shall be installed in a manner that when they are removed, the historic integrity of the building remains, including integrity of material.</i></p>	<p>Provide additional protection or stabilization to historic buildings, if necessary.</p>	<p>Project applicant, project contractor</p>	<p>During construction activities within 47 feet of a historic building</p>	<p>City of Sacramento Community Development Department</p>
	<p>b) <i>Post-construction:</i></p> <p>i) <i>The applicant (and its construction contractor) shall provide a report to the City Chief Building Official regarding crack and vibration monitoring conducted during demolition and construction. In addition to a narrative summary of the monitoring activities and their findings, this report shall include photographs illustrating the post-construction state of cracks and material conditions that were presented in the pre-construction assessment report, along with images of other relevant conditions showing the impact, or lack of impact, of project</i></p>	<p>Prepare a final crack and vibration monitoring report, including a narrative summary of monitoring activities and findings and post-construction photographs of cracks, as applicable.</p>	<p>Project applicant, project contractor</p>	<p>Upon completion of construction activities within 47 feet of a historic building</p>	<p>City of Sacramento Community Development Department</p>

TABLE 4-2
15TH/K STREET HOTEL MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<p><i>activities. The photographs shall sufficiently illustrate damage, if any, caused by the project and/or show how the project did not cause physical damage to the historic and non-historic buildings. The report shall include annotate analysis of vibration data related to project activities, as well as summarize efforts undertaken to avoid vibration impacts. Finally, a post-construction line and grade survey shall also be included in this report.</i></p>				
	<p><i>ii) The project applicant (and its construction contractor) shall be responsible for repairs from damage to historic and non-historic buildings if damage is caused by vibration or movement during the demolition and/or construction activities. Repairs may be necessary to address, for example, cracks that expanded as a result of the project, physical damage visible in post-construction assessment, or holes or connection points that were needed for shoring or stabilization. Repairs shall be directly related to project impacts and will not apply to general rehabilitation or restoration activities of the buildings. If necessary for historic structures, repairs shall be conducted in compliance with the Secretary of Interior Standards Treatment of Preservation. The project applicant shall provide a work plan for the repairs and a completion report to ensure compliance with the SOI Standards to the City Chief Building Official and City Preservation Director for review and comment.</i></p>	<p>Repair damages to historic and non-historic buildings caused by project construction activities, as applicable.</p>	<p>Project applicant, project contractor</p>	<p>Upon completion of construction activities within 47 feet of a historic building</p>	<p>City of Sacramento Community Development Department</p>

TABLE 4-2
15TH/K STREET HOTEL MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
4.8-6: The proposed projects would result in exposure of people to cumulative increases in construction noise levels.	4.8-6 <i>Implement Mitigation Measure 4.8-1.</i>	See Mitigation Measure 4.8-1	See Mitigation Measure 4.8-1	See Mitigation Measure 4.8-1	See Mitigation Measure 4.8-1
4.8-7: The proposed projects would contribute to cumulative construction that could expose existing and/or planned buildings, and persons within, to significant vibration.	4.8-7(a) <i>Implement Mitigation Measure 4.8-5(a).</i>	See Mitigation Measure 4.8-5(a)	See Mitigation Measure 4.8-5(a)	See Mitigation Measure 4.8-5(a)	See Mitigation Measure 4.8-5(a)
	4.8-7(b) <i>Implement Mitigation Measure 4.8-5(b).</i>	See Mitigation Measure 4.8-5(b)	See Mitigation Measure 4.8-5(b)	See Mitigation Measure 4.8-5(b)	See Mitigation Measure 4.8-5(b)
4.9 Transportation					
4.9-4: The proposed projects could adversely affect existing or planned bicycle facilities or fail to provide for access by bicycle.	4.9-4(b) <i>During the entitlement process, a site access and circulation study for motorized vehicles, trucks, bicycles, and pedestrians shall be conducted. The following recommendations shall be considered:</i> a. <i>Adequate sight distance for all alleys, driveways, and loading areas along the site frontage, including the consideration of the addition of pedestrian/bicycle warning devices (e.g., audio/visual warning devices).</i> b. <i>Conformance with applicable City-design and construction standards for all driveway and alley designs.</i>	Conduct a site access and circulation study for motorized vehicles, trucks, bicycles, and pedestrians, considering the recommendations listed in Mitigation Measure 4.9-4(b).	City of Sacramento Community Development Department, project applicant	During the entitlement process	City of Sacramento Community Development Department

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Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<p>c. <i>Adequately sized sidewalks to serve hotel events and pedestrian circulation, defined as an eight-foot sidewalk with an additional eight-foot width for trees and planters.</i></p> <p>d. <i>Location of trucks and truck loading bays do not inhibit bicycle travel on designated bicycle facilities within the project vicinity.</i></p> <p>e. <i>Compliance with the City's Transportation Systems Management ordinance.</i></p>				
4.9-5: The proposed projects could adversely affect existing or planned pedestrian facilities or fail to provide for access to pedestrians.	<p>4.9-5(b) <i>Implement the ETMP (included in Appendix L) for all large events with a combined daily attendance of 5,000 persons or more between the SCC and hotel event space. Due to the variation in event size, type, location, and travel characteristics, specific ETMP elements should be reviewed on a case-by-case basis to determine the appropriateness for a specific event day. Key ETMP elements relevant to large events centered at the hotel event space include the following:</i></p> <p>a. <i>Prohibit westbound traffic from entering the segment of K Street between 15th Street and 16th Street. Position traffic cones, barricades, and signage to prohibit northbound left-turn and westbound through movements at the K Street/16th Street intersection.</i></p> <p>b. <i>Position a single Traffic Control Officer at the K Street/15th Street and K Street/16th Street intersections to monitor conditions.</i></p> <p>c. <i>At the K Street/13th Street intersection, position multiple TCOs to manage pedestrian and vehicular traffic flows. Position traffic cones and warning signage along east curbside to prevent passenger loading activity from blocking crosswalks.</i></p>	Review and implement key ETMP elements as described in Mitigation Measure 4.9-5(b)	City of Sacramento Community Development Department, project applicant	During all large events with a combined daily attendance of 5,000 persons or more between the SCC and hotel event space	City of Sacramento Community Development Department
	<p>4.9-5(c) <i>Implement Mitigation Measure 4.9-4(b) (Hotel).</i></p>	See Mitigation Measure 4.9-4(b) (Hotel)	See Mitigation Measure 4.9-4(b)	See Mitigation Measure 4.9-4(b) (Hotel)	See Mitigation Measure 4.9-4(b) (Hotel)

TABLE 4-2
15TH/K STREET HOTEL MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
4.9-6: The proposed projects could cause construction-related traffic impacts.	<p>4.9-6(b) <i>Before issuance of any demolition, grading or building permits for the project, the project applicant shall prepare a detailed Construction Traffic Management Plan that will be subject to review and approval by the City Department of Public Works, in consultation with affected transit providers, and local emergency service providers including the City of Sacramento Fire and Police departments. The plan shall ensure that acceptable operation conditions on local roadways are maintained. At a minimum, the plan shall include:</i></p> <ul style="list-style-type: none"> • <i>The number of truck trips, time, and day of street closures</i> • <i>Time of day of arrival and departure of trucks</i> • <i>Limitations on the size and type of trucks, provision of a staging areas with a limitation on the number of trucks that can be waiting</i> • <i>Provision of a truck circulation pattern</i> • <i>Identification of detour routes and signing plan for street closures</i> • <i>Provision of driveway access plan so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas)</i> • <i>Maintain safe and efficient access routes for emergency vehicles and transit</i> • <i>Manual traffic control when necessary</i> • <i>Proper advance warning and posted signage concerning street/lane closures</i> • <i>Provisions for pedestrian and bicycle safety</i> <p><i>A copy of the construction traffic management plan shall be submitted to local emergency response agencies and transit providers, and these agencies shall be notified at least 30 days before the commencement of construction that would partially or fully obstruct roadways.</i></p>	Prepare a detailed Construction Traffic Management Plan to ensure that acceptable operation conditions on local roadways are maintained.	City of Sacramento Department of Public Works, project applicant	Prior to the issuance of any demolition, grading, or building permits	City of Sacramento Department of Public Works

**TABLE 4-2
15TH/K STREET HOTEL MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
4.9-7: The proposed projects could worsen cumulative conditions at intersections in the City of Sacramento.	4.9-7(b) <i>Implement Mitigation Measure 4.9-5(b) (Hotel) (ETMP).</i>	See Mitigation Measure 4.9-5(b)	See Mitigation Measure 4.9-5(b)	See Mitigation Measure 4.9-5(b) (Hotel) (ETMP)	See Mitigation Measure 4.9-5(b) (Hotel) (ETMP)
4.9-10: The proposed projects could adversely affect planned bicycle facilities or fail to provide for access by bicycle under cumulative conditions.	4.9-10(b) <i>Implement Mitigation Measure 4.9-4(b) (Hotel).</i>	See Mitigation Measure 4.9-4(b)	See Mitigation Measure 4.9-4(b)	See Mitigation Measure 4.9-4(b) (Hotel)	See Mitigation Measure 4.9-4(b) (Hotel)
4.9-11: The proposed projects could adversely affect planned pedestrian facilities or fail to provide for access for pedestrians under cumulative conditions.	4.9-11(b) <i>i. Implement Mitigation Measure 4.9-5(b) (Hotel), which identifies the need for implementation of an ETMP, the closure of westbound traffic on K Street between 15th Street and 16th Street, and the placement of TCOs at various locations with high pedestrian volumes.</i>	See Mitigation Measure 4.9-5(b)	See Mitigation Measure 4.9-5(b)	See Mitigation Measure 4.9-5(b) (Hotel)	See Mitigation Measure 4.9-5(b) (Hotel)
	<i>ii. Implement Mitigation Measure 4.9-4(b) (Hotel).</i>	See Mitigation Measure 4.9-4(b)	See Mitigation Measure 4.9-4(b)	See Mitigation Measure 4.9-4(b) (Hotel)	See Mitigation Measure 4.9-4(b) (Hotel)

**TABLE 4-2
15TH/K STREET HOTEL MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
4.10 Utilities					
4.10-1: The proposed projects could discharge additional wastewater and stormwater flows to the City's CSS that could exceed existing system capacity.	<p>4.10-1 <i>The City shall manage wastewater from the project sites such that it shall not exceed existing CSS capacity by implementing the following methods:</i></p> <p>a) <i>Require the proposed projects to pay the established CSS mitigation fee.</i></p> <p>b) <i>To the extent that the proposed projects would require localized upsizing of existing CSS infrastructure for service, the proposed projects shall pay their fair share for improvements to upsize or upgrade the CSS infrastructure. Fair share fees would be assessed and CSS improvements would be implemented, on a phased basis, consistent with buildout of each of the proposed projects.</i></p>	Pay the established CSS mitigation fee and pay share for improvements to upsize or upgrade the CSS infrastructure. Fair share fees would be assessed on a phased basis	Project applicant	To be determined, consistent with buildout of each of the proposed projects	City of Sacramento Public Works Department
4.10-3: Implementation of the proposed projects, in combination with other cumulative development, would contribute to cumulative increases in demand for wastewater and stormwater facilities.	<p>4.10-3 <i>Implement Mitigation Measure 4.10-1.</i></p>	See Mitigation Measure 4.10-1	See Mitigation Measure 4.10-1	See Mitigation Measure 4.10-1	See Mitigation Measure 4.10-1