



Final
Environmental Impact Report
COLLEGE SQUARE PROJECT

(State Clearinghouse Number 2002122088)

Prepared by:
City of Sacramento
December 2003





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1. INTRODUCTION

PURPOSE OF THIS DOCUMENT

This document contains the public comments received on the Draft Environmental Impact Report (EIR) for the College Square Project. Written comments were received by the City of Sacramento during the public comment period held from September 9, 2003 and October 23, 2003. This Final EIR includes responses to each comment received on the Draft EIR in writing. The responses correct, clarify, and amplify text in the Draft EIR, as appropriate. These changes do not alter the conclusions of the Draft EIR. This document has been prepared in accordance with the California Environmental Quality Act (CEQA).

BACKGROUND

The proposed project consists of mixed use development including residential, commercial and office. This would include 724 multi-family units and approximately 270,300 square feet of commercial/office space. The proposed project also includes extension of West Stockton Blvd. through the project site to Bruceville Road, including widening. The project site is in the southern part of the City of Sacramento, at the southeast corner of Cosumnes Boulevard and Bruceville Road, APNs 117-0182-001,003,0019,020,021,024,025,028,029, and 030; 117-0184-001 and 002

The issues discussed within the EIR are those that have been identified within the Initial Study as having potentially significant impacts including: traffic, noise, drainage and biological resources. Mitigation is included in the EIR to reduce some impacts to less-than-significant levels.

TYPE OF DOCUMENT

This EIR is an informational document intended to disclose to the City of Sacramento and the public the environmental consequences of approving and implementing the College Square project. The preparation of the Final EIR focuses on the responses to comments on the Draft EIR. The Lead Agency (City of Sacramento) must certify that the Final EIR adequately discloses the environmental effects of the project and has been completed in conformance with CEQA, and that the decision-making bodies independently reviewed and considered the information contained in the EIR prior to taking action on the project. The Final EIR must also be considered by the Responsible Agencies, which are those public agencies that have discretionary approval authority over the project in addition to the Lead Agency. No Responsible Agencies have been identified for this project.

This Final EIR consists of:

- (a) The Draft EIR or a revision of the draft.
- (b) Comments and recommendations received on the Draft EIR
- (c) A list of persons, organizations, and public agencies commenting on the Draft EIR.
- (d) The responses of the Lead Agency to environmental points raised in the review and consultation process.
- (e) And any other information added by the Lead Agency.

This document contains the list of commentors, the comment letters, and responses to the significant environmental points raised in the comments. The Draft EIR is hereby incorporated by reference.

ORGANIZATION OF THIS DOCUMENT

For this Final EIR, comments and responses are grouped by number. As the subject matter of one topic may overlap between letters, the reader must occasionally refer to more than one letter and response to review all information on a given subject. Some comments do not pertain to physical environmental issues, but rather speak to fiscal or policy issues. Responses to these comments are included in this document to provide additional information for use by the decision makers.

The comments and responses that make up the Final EIR, in conjunction with the Draft, as amended by the text changes, constitute the EIR which will be considered for certification by the City of Sacramento.

The Final EIR is organized as follows:

Chapter 1 - Introduction: This chapter includes a summary of the project description and the process and requirements of a Final EIR.

Chapter 2 - Persons and Agencies Commenting: This chapter contains a list of all of the agencies or persons who submitted comments on the Draft EIR during the public review period and copies of the comment letters.

Chapter 3 - Responses to Comments: Responses are provided for each comment. Where appropriate, responses are cross-referenced between letters.

PUBLIC PARTICIPATION AND REVIEW

The City of Sacramento notified all potential responsible and trustee agencies and interested groups, organizations, and individuals that the Draft EIR on the proposed project was available for review. The City also used other methods to solicit input during the review period. The following list of actions took place during the preparation, distribution, and review of the Draft EIR:

1. A Notice of Preparation of the Draft EIR was filed with the Office of Planning and Research on December 17, 2002 and was circulated for public comment from December 17, 2002 to January 30, 2003.
2. A Notice of Completion (NOC) and copies of the Draft EIR were distributed to the State Clearinghouse on September 9, 2003, to those public agencies that have jurisdiction by law with respect to the Project, and to other interested parties and agencies. The comments of such persons and agencies were sought.
3. An official forty-five (45) day public review period for the Draft EIR was established by the State Clearinghouse. The public review period began on September 9, 2003.

4. A Notice of Availability (NOA) was distributed to all interested groups, organizations, and individuals on September 9, 2003, for the Draft EIR. The Notice of Availability stated that the City of Sacramento had completed the Draft EIR and that copies were available at the City of Sacramento, 1231 I Street, Room 300, Sacramento, California 95814. The letter also indicated that the official forty-five day public review period for the Draft EIR would end on October 23, 2003.
5. A public notice was placed in the Daily Recorder on September 9, 2003 which stated that the College Square Draft EIR was available for public review and comment. A public notice was posted with the Sacramento County Clerk/Recorder's Office on September 9, 2003. A public notice was also posted at the Sacramento City Hall on September 9, 2003.

2. LIST OF PERSONS AND AGENCIES COMMENTING

Comment Letters

1. City of Elk Grove comment letter dated October 23, 2003
2. County of Sacramento comment Letter dated September 29, 2003
3. Sacramento Regional Transit Comment Letter dated October 27, 2003
4. Sandberg, Lo Duca& Dellinger comment letter dated October 23, 2003



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October 23, 2003

Post-it* Fax Note	7671	Date	10/22/03	# of pages	3
To	LEELEY BUFORD		From	KEVIN GRANT	
Co./Dept.	CITY OF SACRAMENTO		Co.	ELK GROVE CITY	
Phone #	916 264 1909		Phone #	916 861 8384	
Fax #	916 264 7185		Fax #	916 361 1574	

Lezley Buford, Principal Planner
City of Sacramento, Department of Planning & building
Environmental Planning Services
1231 I Street, Room 300
Sacramento, CA 95814

Re: College Square Planned Unit Development Draft Environmental Impact Report

Dear Ms. Buford:

Thank you for the opportunity to comment on the DEIR for the College Square Planned Unit Development. The City of Elk Grove understands that the 45-day public comment period is from September 9, 2003 through October 23, 2003. The City of Elk Grove has reviewed the proposed Draft Environmental Impact Report and offers the following comments:

SECTION 6.2 TRAFFIC

- 1.1 } Page 6.2-9, Transit Service. The site of the proposed Calvine/Auberry light rail station at the southwest corner of Calvine Road / Auberry Road has already been approved for multi-family housing. Due to its size the site RT owns at the southeast corner of Calvine Road / Auberry Road will most likely not make a feasible light rail site. Based upon this information there is a high probability that the South Line Phase 2 Extension will terminate at the College. If the South Line Phase 2 line terminates at the College the year 2025 No Project Conditions trips will be substantially different, due to the higher park-n-ride demand created at the end of the line.
- 1.2 } Page 6.2-14, Table 6.2-4: The Base Year Condition daily volume for Bruceville Road from Shasta Avenue to Jacinto Road is missing.
- 1.3 } Page 6.2-16, Table 6.2-4: The daily volume for year 2025 conditions on Bruceville Road from Shasta Avenue to Jacinto Road is missing.
- 1.4 } Page 6.2-38, Onsite Bicycle & Pedestrian Circulation: Will the signal at Bruceville Road/West Stockton Blvd. be close enough for light rail users to use it or will they cross Bruceville Road where it is convenient, which could lead to pedestrian safety issues? Please identify the distance from the station to the signal on Bruceville Road/West Stockton Blvd.? Depending on where light rail lets passengers off, it might make sense to have a pedestrian only signal at that location. Did the intersection evaluation of Bruceville Road/West Stockton Blvd. take into consideration light rail users crossing Bruceville Road at the West Stockton Blvd. /Bruceville Road intersection?

1.5 } Please identify whether pedestrians, including light rail users, were evaluated in determining need for and location of traffic signals and whether any safety impacts to pedestrians are anticipated.

1.6 } Page 6.2-39, 3rd bullet: If signals are far away from each other pedestrians will most likely cross at the most convenient location for them. If the project is to be a true TOD, as stated in the City's objective on Page 3-7, pedestrians will need to cross West Stockton Blvd. to use the services across the street. Installing a pedestrian only signal and enhancing pedestrian crossings can easily remedy this. This will reduce the vehicle capacity on West Stockton Blvd., but the reduction should not cause an impact.

We recommend that the City of Sacramento review and revise the DEIR, consistent with the above comments. The City of Elk Grove wishes to continue to work jointly with the City of Sacramento on this and other future projects that have the potential to result in regional impacts. If you have any other questions please call me at (916) 361-8384 or Gwen Owens at (916) 478-2233.

Sincerely,



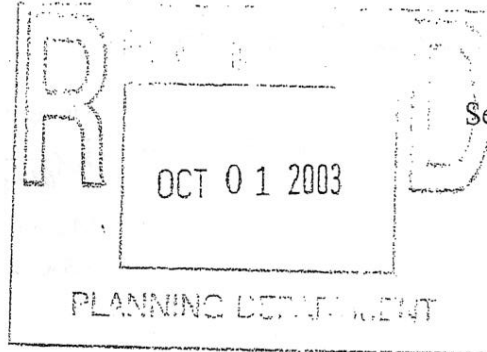
Kevin Grant
Environmental Planner

cc: Christine Crawford, Planning Director



COUNTY OF SACRAMENTO PUBLIC WORKS AGENCY

DEPARTMENT OF TRANSPORTATION
906 G Street, Suite 510
Sacramento, California 95814-1812
(916) 874-6291 • Fax No. (916) 874-7831



September 29, 2003

Ms. Lezley Buford
Principal Planner
City of Sacramento
Department of Planning & Building
Environmental Planning Services
1231 I Street, Room 300
Sacramento, CA 95814

Subject: COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE COLLEGE SQUARE PROJECT (APPLICATION NUMBER P00-147)

Dear Ms. Buford:

The County of Sacramento Department of Transportation appreciates the opportunity to review the Draft Environmental Impact Report (DEIR) for the above referenced project. Department of Transportation staff has the following comments:

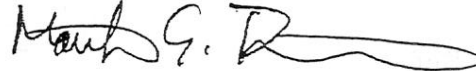
- 2.1. **General.** The County of Sacramento Department Of Transportation previously commented on the NOP in a letter dated December 26, 2002. That letter requested that the traffic analysis prepared for the DEIR include analysis of the intersection at Power Inn Road/Calvine Road. We feel that this intersection should be included in the traffic study due to its close proximity to the northbound SR 99 ramp terminus intersection at Calvine Road. Our NOP letter also requested that the DEIR include a roadway segment volume analysis that should include, among other study area roadways, the roadway segment of Calvine Road between SR 99 and Elk Grove-Florin Road. Please include these in the Final EIR.
- 2.2. **General.** The previously submitted NOP comment letter mentioned above also stated that the traffic analysis prepared for the DEIR should analyze two specific scenarios. One of these scenarios should consider the situation where Cosumnes River Boulevard is extended west to I-5 and the other scenario should consider a situation where it is not. Please include this in the Final EIR.
- 2.3. **Page 6.2-9 Paragraph 2.** This paragraph should be updated to state that RT has recently completed Phase 1 of the South Line extension.
- 2.4. **Page 6.2-19 Table 6.2-9.** This table presents trip generation for the General Plan Buildout Alternative. It shows that there will be 557 low-rise apartments and 557 low-rise

Ms. Lezley Buford
September 29, 2003
Page 2

condominiums. Page 6.2-12 paragraph 2 states that these numbers should be 472 and 472 respectively. Please correct for the Final EIR. (Note: This also occurs in Table 6.2-13 on Page 6.2-22).

If you have any questions please call me at 874-6291.

Sincerely,



Matthew G. Darrow, P.E.
Associate Civil Engineer

MGD:mgd

- c. Steve Hong, IFS
- Dan Shoeman, DOT
- Jeff Clark, DOT

Received 11/6/03



October 27, 2003

Sacramento Regional
Transit District
A Public Transit Agency
and Equal Opportunity Employer

Lezley Buford
Principal Planner
CITY OF SACRAMENTO
Planning Division
1231 I Street, Room 300
Sacramento, CA 95814

Mailing Address:
P.O. Box 2110
Sacramento, CA 95812-2110

NAME OF DEVELOPMENT: College Square Draft EIR

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Sacramento, CA 95816
(916) 321-2800
29th St. Light Rail Station/
Bus 30, 38, 50, 67, 68

CONTROL NUMBER: P00-147

Light Rail Office:
2700 Academy Way
Sacramento, CA 95815
(916) 648-8400

Regional Transit (RT) staff have reviewed the Draft EIR and offer the following comments:

Public Transit Since 1973

- The Preliminary Engineering phase of the South Sacramento Corridor Phase 2 light rail project has not been completed at this time. The project identifies three design options for the light rail alignment on the west side of the College Square project. Three design options for a light rail station are shown near the Cosumnes River College station. They are on the west side, east side or in the median of Bruceville. The location of the alignment may have an impact on the design of the College Square project. RT staff anticipates a decision reducing the design options in early 2004. } 3.1
- The EIR should analyze the project's impact on transit ridership (specifically, the daily transit trips) that the project would generate based upon the proposed plan amendments and zone change vis-à-vis the current zoning. Additionally, the EIR should investigate whether the proposed amendments will create an environment in which the proposed land uses do not support or promote high transit usage. } 3.2
- The EIR should evaluate the potential traffic impacts on circulation patterns in the project area particularly as it relates to the movement of buses. } 3.3
- The EIR should address the potential of mitigating traffic and transit impacts during the construction stages of the project. Strong connectivity and ease of transit mobility during the construction stages should be emphasized. } 3.4

Lezley Buford

October 27, 2003

- A transit easement exists on the property. RT reserves the right to negotiate the disposition of that easement. } 3.5
- The 9-acre park and ride lot adjacent to the station (east side of Bruceville), should continue to be considered as a viable opportunity for the system. } 3.6
- The College Square development shall enter into a shared parking agreement with RT for the use of a portion of the project's parking. Details of the agreement shall be determined at the time of project entitlements. } 3.7
- The College Square development shall offer transit subsidies (50% or greater) to employees in the retail areas, and participate in any shuttle service that is developed between the transit facilities and neighborhood (e.g. Kaiser and Methodist Hospitals). } 3.8
- Provide safe, attractive, and convenient pedestrian access throughout the project to the transit facilities. The streets should be designed with a parkway separating streets from the sidewalks. Decorative pavers, tree shading and lighting along pedestrianways should be provided. } 3.9
- Adequate bicycle parking facilities shall be provided throughout the project. } 3.10

Thank you for giving RT the opportunity to review this plan. If you have further questions regarding these recommendations, please contact Taiwo Jaiyeoba, Real Estate Administrator, at 321-2870 or tjaiyeoba@sacrt.com.

Sincerely,



Taiwo Jaiyeoba,
Real Estate Administrator

- c: Mike Wiley, Assistant General Manager of Planning Services
 Fred Arnold, Real Estate Manager
 David Melko, Policy and Program Manager
 Don Smith, Senior Administrative Analyst

SANDBERG, LO DUCA & DELLINGER

ATTORNEYS AT LAW

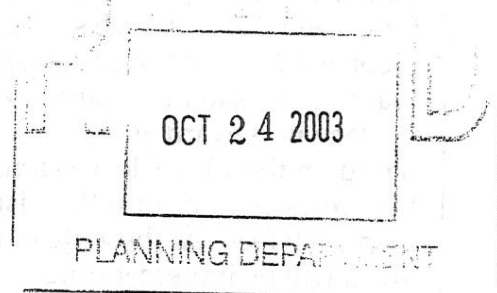
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October 23, 2003

Ms. L.E. Buford
Principal Planner
City of Sacramento
Planning and Building Department
1231 I Street, Suite 300
Sacramento, CA 95814



Re: College Square Planned Unit Development (P00-147)--Comments
on Draft Environmental Impact Report ("DEIR")

Dear Ms. Buford:

On behalf of College Marketplace, LLC, developer of the College Square project, I am pleased to submit these comments on the College Square DEIR. Our comments on the DEIR are few and are meant to assist the City to clarify, or refine several provisions within the document, or to correct erroneous conclusions based on incorrect information. Our comments are as follows:

Page 6.2-49 (Mitigation 6.2-4)

4.1 The 5 second delay impact noted in the traffic report will be caused by the construction of a Regional Transit park and ride lot. Regional Transit, not College Square, should be responsible for implementing mitigation measure 6.2-4 regarding the addition of a third turn lane on the west bound approach to the Bruceville Road/Cosumnes River Boulevard intersection.

Page 6.3-23 (Mitigation 6.3-2)

4.2 In the first bullet, the words "to the extent practicable" after the words "north/south." In some cases, it is neither feasible nor practical to orient buildings north and south, as the parcel is curved, as is West Stockton Boulevard.

In the fifth bullet, we would note that providing street artwork, while laudable in certain circumstances, cannot reasonably be deemed an air quality mitigation measure.

Page 6.4-16 (Mitigation 6.4-2)

4.3 It is not necessary to relocate the truck loading to the southeast area of the building rather than the northwest side of the drug store building, as the actual distance to the potential sensitive receptors north of Cosumnes River Boulevard far exceeds the distance stated in the Draft EIR. Specifically, the Draft EIR has incorrectly stated the distances from the proposed drug store and grocery store loading areas to the existing senior housing on the north side of Cosumnes College Boulevard as 240 feet and 420 feet, respectively. The measurements based on the 100 scale aerial map indicate the distances to be 700 feet and 1200 feet, respectively, with the distance from the closest corner of the drug store being 600 feet. At these distances, impacts from noise generation at the loading areas will be imperceptible.

In addition, the proposed "at grade" roll up merchandise door for the drug store is on the east elevation of the building, which will provide the building mass to shield potential noise that may emanate from the merchandise door location.

Because of the significant distance to the noise receptor (elderly housing) we believe that this mitigation measure should be removed and that the potential impact should be listed as "Less than Significant."

Page 6.4-20 (Mitigation 6.4-3)

4.4 The proposed mitigation measure to limit times for loading operations should be deleted. The Draft EIR requires this mitigation measure on the basis that trucks will utilize West Stockton Boulevard for a delivery route from the south and exiting to the south through residential neighborhoods. However, trucks delivering goods to the commercial area would likely both enter and exit the College Square site utilizing only the west end of West Stockton Boulevard, back to Bruceville Road and Cosumnes River Boulevard to access Highway 99, and therefore there will not be truck traffic noise impacts to residential areas along the southern reaches of West Stockton Boulevard. Moreover, the proposed speed limit for West Stockton Boulevard through the middle of the commercial area of the College Square project will be 35 mph, with the speed limit of West Stockton Boulevard in the residential area south of College Square at approximately 25 mph. Based on this information, if any trucks were to use West Stockton Boulevard parallel to Highway 99 to exit the site, it is doubtful that any significant noise impacts from the truck delivery traffic at this slower speed will be generated by the College Square project in the vicinity of residential land uses south of the project, particularly given the existing ambient noise levels generated by traffic on Highway 99.

Page 6.5-7 (Standards of Significance)

4.5

At the end of the first sentence under "Surface Water Quality," the correct term to use is "practicable" in place of the word "feasible."

Page 6.5-10 (Impact 6.5-3)

4.6

Again, at the end of the first paragraph, the correct term to use is "practicable" in place of the word "feasible."

Page 6.5-13 (Impact 6.5-4)

4.7

In the last paragraph on the page, the word "feasible" should be replaced with the word "practicable" in three locations (second, fourth and fifth sentences).

Thank you for the opportunity to comment. We look forward to release of the Final EIR for the College Square project.

Very truly yours,

SANDBERG, LO DUCA & DELLINGER



Marcus J. Lo Duca

MLD/nk

cc: Doug Sutherland
Brad Cutler
Richard Sambucetti
Rick Chavez

3. RESPONSES TO COMMENTS

1. City of Elk Grove comment letter dated October 23, 2003:

Comment 1.1

The 2025 SACMET model used to develop cumulative traffic forecast has phase 2 of the LRT South Line extension ending at Cosumnes River College. The model also contains Phase 3 of the LRT South Line extension along Bruceville Road from Cosumnes River Boulevard to Elk Grove Boulevard. Since the park and ride lots serving the south line extension are coded along Bruceville Road in the SACMET model, vehicles traveling to the lots from east of SR 99 are accounted for in the 2025 no project traffic volumes.

Comment 1.2

The daily traffic volume on Bruceville Road between Shasta Avenue and Jacinto Road was not determined as part of the study. Daily traffic volumes on Bruceville Road north of Shasta Avenue were reported as a measure of the magnitude of traffic volume change and for information only. However, traffic impacts were based on AM and PM peak hour intersection operations.

Comment 1.3

Please refer to ^{the response} respond to comment 2.1.2

Comment 1.4

Two signalized intersections will provide protected crossings for pedestrians traveling across Bruceville Road between the light rail transit station and the College Square development and park and ride lot: Bruceville Rd/ West Stockton Blvd and Bruceville Rd/ Cosumnes River College Driveway. Both of these intersections will be signalized with the construction of the College Square development. The Bruceville Road/ Cosumnes River College Driveway intersection is located approximately 1,000 feet south of the Bruceville Rd./ West Stockton Blvd and Bruceville Rd/ Cosumnes River College Driveway intersections included the minimum green times needed for pedestrian crossings. In addition, Regional Transit is conducting the planning phase of the South Line Light Rail transit extension and the exact location of the light rail station is not known.

Comment 1.5

See response to comment 4

Comment 1.6

Pedestrian traveling across West Stockton Boulevard within the College Square development will have a protected crossing at the Bruceville Rd/ West Stockton Blvd. and North-South Rd/ West Stockton Boulevard intersections. The North-South Road/ West Stockton Blvd. intersection is located approximately 1,000 feet east of the Bruceville Rd/ West Stockton Blvd intersection. Therefore, pedestrians will have to walk a maximum distance of 500 feet (approximately 2 minutes) along West Stockton Blvd to access either of these signalized intersections.

2. County of Sacramento comment Letter dated September 29, 2003:

Comment 2.1

The traffic study conducted for the College Square project analyzed traffic operations at eight study intersections in the immediate vicinity of the project site. These intersections included the Cosumnes River Boulevard/ SR 99 ramp terminal intersections and intersections west of SR 99. Intersections east of SR 99, such as the Calvine Road/ Power Inn Road intersection, were not included in the operations analysis.

The Calvine Road/ Power Inn Road intersection was recently analyzed as part of a traffic impact study conducted for a proposed commercial center in Sacramento County (Calvine Crossing Commercial Rezone Traffic Impact Study, 2003, Omni-Means). Based on traffic counts collected in February 2003, the study identified that this intersection operates at LOS D during the AM peak hour and LOS E during the PM peak hour. Under the cumulative (Year 2022) conditions, operations are expected to degrade to LOS F during the AM and PM peak hours with the implementation of the ultimate improvement summarized below:

- Northbound Power In Rd.: Two left-turn lanes, three through lanes and a right-turn lane
- Southbound Power In Rd.: Two left-turn lanes, three through lanes and a right-turn lane
- Eastbound Calvine Rd.: Three left-turn lanes, three through lanes and a right-turn lane
- Westbound Calvine Rd.: Two left-turn lanes, three through lanes and a right-turn lane

As shown in Exhibit 6.2-8 and 6.2-11 in the DEIR, 15 percent of vehicles traveling to/from the College Square development are anticipated to travel on Calvine Road east of SR 99 under base year conditions and 20 percent are anticipated to travel on Calvine Road under 2025 conditions. Consequently, the proposed project would add approximately 135 AM peak hour trips and 245 PM peak hour trips to the Calvine Road/ Power Inn Road intersection under base year conditions and approximately 170 AM peak hour trips and 310 Pm peak hour trips under 2025 conditions. This represents approximately a 4 percent increase over non-project conditions in the base year and a 3 percent increase in year 2022

As requested, traffic operation at the Calvine Rd/ Power Inn Road intersection were determined for "existing plus project" and "Year 2025 plus project. Vehicle trips generated by the proposed project were added to the AM and PM peak hour traffic volumes reported at the Calvine Road/ Power Inn Road intersection in the Calvine Crossing Commercial Rezone Traffic Impact Study. The level of service was calculated using the methodology contained in Interim Materials on Highway Capacity-Circular 212 (Transportation Research Board, 1980) consistent with Sacramento County standards. The additional traffic generated by College Square would result in a volume-to-capacity ration increase of more than 0.05 during the PM under the Year 2022 conditions. According to the Sacramento County' standards, a volume to capacity ratio increase of 0.05 or more in an intersection operating at LOS F is considered a significant project impact. Since this intersection is under the jurisdiction of the Sacramento County and the intersection is analyzed for the ultimate lance configuration, the impact is considered significant unavoidable.

Comment 2.2

The cumulative conditions (2025) traffic analysis conducted for the proposed project assumed that roadway improvements contained in the Metropolitan Transportation Plan for 2025(Sacramento Area Council of Governments, May 15, 2002) were in place. The extension of Cosumnes River Boulevard from Franklin Boulevard to Freeport Boulevard and construction of I-5 interchange is identified as a Tier 1 improvement in the MTP for 2025 and has a construction date of 2008. In addition, the City of Sacramento is proceeding with a Project Report and Environmental Document to construct the extension.

Comment 2.3

Phase 1 of the Light Rail Transit South Line Extension has been completed and opened to the public in early October 2003. Comment noted

September

Comment 2.4

Tables 6.2-9 and 6.2-13 have been updated to reflect the development of 472 low-rise apartment units and 472 low-rise condominium units under the General Plan Build out alternative as show below. The number of dwelling units is less than reported in the Draft EIR. Since the number of dwelling units has decreased, the number of vehicles-trips generated by the General Plan Build out alternative has also decreased. In the DEIR a qualitative analysis was conducted for the General Plan Build out Alternative. Consequently, the reduction in trip generation (approximately 15 percent fewer trips), does not affect the results reported in the Draft EIR.

**Table 6.2-9
Trip Generation for Base Year Conditions – General Plan Build out Alternative**

Use	Size		Trip Generation Source	Trip Rate			Number of Trips		
				Daily	AM	PM	Daily	AM	PM
Low Rise Apartments	472	D.U.	ITE 221	6.59	0.47	0.58	3,110	222	274
Low Rise Condominiums	472	D.U.	ITE 230	5.86	0.44	0.54	2,766	208	255
Total Trips							5,876	430	529

Notes: D.U. - Dwelling Units.

**Table 6.2-13
Trip Generation for Year 2025 Conditions – General Plan Build out Alternative**

Use	Size		Trip Generation Source	Trip Rate			Number of Trips		
				Daily	AM	PM	Daily	AM	PM
Low Rise Apartments	472	D.U.	ITE 221	6.59	0.47	0.58	3,110	222	274

Low Rise Condominiums	472	D.U.	ITE 230	5.86	0.44	0.54	2,766	205	255
Total							5,876	427	529
<i>Transit Trips - 15.2% of Residential Trips by Transit</i>							-893	-65	-80
Total New Trips							4,983	362	449

Notes: D.U. - Dwelling Units.

3. Sacramento Regional Transit Comment Letter dated October 27, 2003:

Comment 3.1

The traffic analysis conducted for the College Square Draft EIR assumed that the alignment of Phase 2 of the south line extension would be on the west side of Bruceville Road. The choice of LRT alignment will not appreciably affect the design of the College Square project.

Comment 3.2

As shown in Tables 6.2-11 and 6.2-12 of the DEIR, the proposed project is anticipated to generate approximately 800 daily transit trips and the park and ride alternative is anticipated to generate approximately 540 daily transit trips. The park and ride alternative would generate fewer transit trips because less multi-family housing, would be constructed with the park and ride alternative than with the implementation of the proposed project.

Based on comments received from Sacramento County on the Draft EIR, Table 6.2-13 was revised to reflect, the development of 472 low-rise apartments and 472 low-rise condominiums under the general plan build out alternative. As shown in the updated Table 6.2-13 (See County Comment 4), the general build out alternative would generate approximately 90 fewer daily transit trips than the park and ride alternative and the park and ride alternative would generate approximately 350 fewer daily transit trips.

College Square is a mixed-use development containing commercial, office and residential uses. The mixed land uses and development design are proposed to promote non-vehicular travel. An increase in density, for this project or any other in proximity to transit would generally increase transit ridership.

Comment 3.3

The proposed project is not anticipated to impact bus circulation within the study area. Regional Transit currently operates three bus routes within the vicinity of the proposed project. Routes 54,55 and 56 travel along Bruceville Rd and stop at the Cosumnes River College Transit Center. As stated under Mitigation 6.2-2, College Square shall install a traffic signal at the intersection of Bruceville Rd/ Cosumnes River College Driveway and improve the southbound approach. With the implementation of the Mitigation Measure 6.2-2, the proposed project will reduce delays for buses exiting the Cosumnes River College Transit Center.

Comment 3.4

Construction phasing information has not been made available for the preparation of the EIR;

however, there is no evidence that construction of the project will disrupt transit operations. The City of Sacramento has the authority to condition the project so as not to impact transit activities.

Comment 3.5

The project documents do not indicate the easement noted, and the easement does not appear on the title report for the subject site (per Richard Chavez, Doucet & Associates Inc., November 10, 2003).

Comment 3.6

This comment is not related to the impact analysis in the Draft EIR. This is, however, appropriate for consideration during review of the requested entitlements

Comment 3.7

See response to comment 6 above

Comment 3.8

See response to comment 6 above.

Comment 3.9

The proposed design of the proposed project contains pedestrian and bicycle facilities to encourage non-vehicular modes of travel. Comment noted. Also, see response to comment 6,

Comment 3.10

See response to comment 6. Comment noted

4. Sandberg, Lo Duca& Dellinger comment letter dated October 23, 2003

Comment 4.1

As stated under impact 6.2-4, the implementation of the proposed project or park and ride alternative would add more than 5 seconds of delay to AM and PM peak hour operations at LOS F, resulting in a significant impact. A third left turn lane on the westbound approach to the Bruceville Rd./ Cosumnes River Boulevard intersection is considered as a mitigation measure to mitigate project impacts conditions with the construction of the proposed project or park and ride alternative (Year 2025 conditions).

Comment 4.2 – 4.7

The comments appear to be the opinion of the author and do not include substantial evidence with regard to the proposed changes to mitigation measures and text. Therefore, the comments are noted and no response is required.

1. The first part of the document is a list of names and addresses of the members of the committee.

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