



FINAL EIR

INNOVATION PARK

Planned Unit Development

February 2022



Prepared by:
ESA

Sacramento Kings
California Northstate University

Prepared for:
City of Sacramento

TABLE OF CONTENTS

Innovation Park PUD Project Environmental Impact Report

	<u>Page</u>
Chapter 1, Introduction and List of Commenters	1-1
1.1 Purpose of this Document	1-1
1.2 Summary of Proposed Project.....	1-1
1.3 Project Approvals and Entitlements	1-1
1.4 Organization of the Final EIR.....	1-4
1.5 Public Participation and Review.....	1-5
1.6 List of Commenters.....	1-6
Chapter 2, Revisions to the Draft EIR	2-1
2.1 Introduction	2-1
2.2 Changes to the Proposed Project.....	2-1
2.3 Text Changes to the Draft EIR.....	2-2
Chapter 3, Comments and Responses	3-1
3.1 Introduction	3-1
Chapter 4, Mitigation Monitoring Plan	4-1
4.1 Introduction	4-1
4.2 Mitigation Measures.....	4-1
4.3 MMP Components	4-1

Appendices

- B. NOP Scoping Comment Letters
- C. Supplemental Air Quality Documents
- H. Transportation Data

List of Figures

Figure 4.10-2 Existing Transit Network.....	2-25
Figure 4.10-5 Existing Volumes	2-26
Figure 4.10-8 Proposed Project PM Peak-hour Inbound Trip Distribution	2-27
Figure 4.10-11 Existing plus Project Volumes	2-28
Figure 4.10-12 Cumulative Volumes.....	2-29
Figure 4.10-13 Cumulative plus Project Volumes	2-30

List of Tables

Table 1-1	Comment Letters Regarding the Draft EIR	1-6
Table 4.2-5	Unmitigated Construction Emissions—CNU Medical Center	2-3
Table 4.2-6	Unmitigated Construction Emissions—Innovation Park PUD without CNU Medical Center	2-4
Table 4.2-7	Unmitigated Construction Emissions—Innovation Park PUD with CNU Medical Center	2-5
Table 4.2-8	Mitigated Construction Emissions—CNU Medical Center	2-6
Table 4.2-9	Mitigated Construction Emissions—Innovation Park PUD without CNU Medical Center	2-7
Table 4.2-10	Mitigated Construction Emissions—Innovation Park PUD with CNU Medical Center	2-8
Table 4.2-11	Ozone-Related Health Risks	2-9
Table 4.2-12	Innovation Park PUD Operational Emissions	2-11
Table 4.2-15	Ozone-Related Health Risks	2-12
Table 4.5-1	Construction Energy Use Associated with the Proposed Innovation Park Planned Unit Development	2-16
Table 4.5-2	Construction Energy Use Associated with the Proposed California Northstate University Medical Center	2-17
Table 4.6-2	Project Construction Greenhouse Gas Emissions	2-18
Table 4.10-16	Queuing at Freeway On-Ramps during Peak Hours—Arrival- Discharge Chart method	2-22
Table 4-1	Innovation Park Planned Unit Development Mitigation Monitoring Plan	4-3

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 #2019039011) for the Innovation Park Planned Unit Development (PUD) 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 16, 2021 through January 3, 2022. 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 project 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 Project

The Innovation Park PUD project proposes to replace a vacant arena, paved surface parking, and undeveloped land with a mix of uses diverse mix of uses: employment uses, various market sector housing types, commercial, shopping, destination amenities, and a range of personal and professional services. Development of the 183-acre project site will be guided by a PUD document which provides a vision and standards for overall buildout of the project site.

The Innovation Park PUD will include development of the California Northstate University (CNU) Medical Center. The CNU Medical Center would be constructed on the southwest portion of the project site on approximately 35 acres. The CNU Medical Center would include a 14-story hospital with 263 beds, medical clinics, ambulatory care, research and pharmaceutical buildings, laboratories, supporting retail uses, student and faculty dorms, an active senior living building, parking facilities, and publicly accessible open space.

1.3 Project Approvals and Entitlements

1.3.1 City of Sacramento

The proposed Innovation Park PUD and the proposed CNU Medical Center project would require numerous approvals from the City of Sacramento, as described below.

Innovation Park PUD

Adoption of the proposed Innovation Park PUD 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 potentially 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 Water Supply Assessment.
- Approval of one or more amendments to the 2035 General Plan.
- Approval of one or more rezones.
- Approval of one or more amendments to the Bikeways Master Plan.
- Approval of a Tentative Master Parcel Map.
- Approval of the Innovation Park PUD Guidelines.
- Approval of an Innovation Park PUD Schematic Plan.
- Approval of a Mixed-Income Housing Strategy.
- Approval of a Development Agreement.
- Approval of a Lot Line Adjustment.
- Approval of a demolition permit for the existing Sleep Train Arena building and associated infrastructure.

CNU Medical Center

In addition to the City of Sacramento approvals required for the Innovation Park PUD, the following City approvals would be required for the CNU Medical Center:

- Approval of Conditional Use Permit for a Hospital.
- Approval of Conditional Use Permit for a College.
- Approval of Conditional Use Permit for a Helistop.
- Approval of a Tree Removal Permit.
- Approval of a Site Plan and Design Review for Phase 1A of the CNU Medical Center (hospital and central utility plant) and associated parking.

- Approval of a Development Agreement.
- Approval of a variance from the City’s Noise Control Ordinance to allow an extension of the hours of construction established by the ordinance for the Phase 1 facilities, including the hospital building and central utility plant structure.
- Approval of a grading permit to regulate land disturbances, landfill, soil storage, pollution, and erosion and sedimentation resulting from construction activities.

1.3.2 Other Local, Regional, State, or Federal Agencies

The proposed Innovation Park PUD and the proposed CNU Medical Center would require several additional approvals from other federal, state, regional, and/or local agencies, as described below.

Innovation Park PUD

Subsequent individual projects implemented under the proposed Innovation Park PUD would be 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 Storm Water Pollution Prevention Plan, from the Central Valley Regional Water Quality Control Board.
- Approval of a water quality certification under Section 401 of the Clean Water Act by the Central Valley Regional Water Quality Control Board.
- Approval of a stationary-source permit from the Sacramento Metropolitan Air Quality Management District (SMAQMD).

CNU Medical Center

The following approvals from other local and regional agencies would be required for the CNU Medical Center:

- SMUD approval of electrical conveyance facility improvements.
- SMAQMD approval of an Authority to Construct and Permit to Operate.
- Sacramento County approval for the CNU Medical Center to operate as a Level II Trauma Center.

The following approvals from state agencies would be required for the CNU Medical Center:

- Approval by the California Department of Health Care Access and Information (HCAI), Facilities Development Division, of a building permit and certificate of occupancy.
- Permitting by the California Department of Transportation, Division of Aeronautics, of the hospital helistop under Section 21666 of the Public Utilities Code, that would include a determination action by the Sacramento Area Council of Governments, which serves as the Airport Land Use Commission.
- Approval by the California Department of Public Health of a radioactive-material license, food service license, and licensing to operate the hospital and other healthcare facilities.

As noted above, the HCAI Facilities Development Division would approve building permits associated with the proposed hospital and the medical office building. As part of the building permit process, HCAI would require the designation of a licensed general contractor, approval of the inspector of record by the architect of record and HCAI, City entitlement approval, and approval by the Sacramento Fire Department.

The following federal actions would be required for the CNU Medical Center:

- FAA actions under Federal Aviation Regulation Part 77 and Part 157 regarding objects affecting navigable airspace and establishment of a helistop.

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 project 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 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 project, 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 project and these are included in the Final EIR for consideration by the decision-makers.

Chapter 4 – Mitigation Monitoring Plan: This chapter contains the Mitigation Monitoring Plan (MMP) to 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).

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 March 1, 2019. The official 30-day public review comment period for the NOP ended on April 2, 2019 (SCH# 2019039011). The NOP was distributed in particular to governmental agencies, organizations, and persons interested in the proposed project. The City sent the NOP to agencies with statutory responsibilities in connection with the proposed project 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 public scoping meeting for the EIR was held on March 21, 2019.
- A Notice of Completion (NOC) and copies of the Draft EIR were filed with the State Clearinghouse on November 16, 2020. An official 45-day public review period for the Draft EIR was established by the State Clearinghouse, ending on January 3, 2021. A Notice of Availability (NOA) for the Draft EIR was published in the Sacramento Bulletin on November 16, 2021. The NOA was posted with the office of the Sacramento County Clerk-Recorder. The NOA was sent to respondents of the NOP, all interests requesting to receive notice, other interested parties, neighborhood and business groups, and organizations. The Draft EIR and NOA were also provided to the Sacramento Central Public Library at 828 I Street. The Draft EIR was also published on the City’s website at <http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx>.
- Copies of the Draft EIR were available for review at the following locations:

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

Sacramento Public Library
828 I Street
Sacramento, CA 95814

1.6 List of Commenters

The City of Sacramento received 14 comment letters during the comment period on the Draft EIR for the proposed project. Table 1-1 below indicates the numerical designation for each comment letter, the author of the comment letter, and the date of the comment letter.

**TABLE 1-1
COMMENT LETTERS REGARDING THE DRAFT EIR**

Letter #	Entity	Author(s) of Comment Letter/e-mail	Date of Comment Letter/e-mail
Agencies – Federal, State, and Local			
A1	Wilton Rancheria		November 17, 2021
A2	RegionalSan	Robb Armstrong	November 17, 2021
A3	Department of Toxic Substances Control (DTSC)	Gavin McCreary, Project Manager	December 6, 2021
A4	Sacramento Area Sewer District (SASD)	Haley MacGowan, EIT	December 9, 2021
A5	California Department of Fish and Wildlife (CDFW)	Dylan Wood	January 3, 2022
A6	California Department of Transportation (Caltrans)	Alex Padilla, Branch Chief	January 3, 2022
A7	Central Valley Regional Water Quality Control Board (CVRWQCB)	Peter G. Minkel, Engineering Geologist	January 3, 2022
A8	Sacramento Metropolitan Air Quality Management District (SMAQMD)	Molly Wright, Air Quality Planner/Analyst	January 3, 2022
A9	Sacramento Regional Transit (RT)	Kevin Schroder, Senior Planner	January 3, 2022
A10	Sacramento Municipal Utility District (SMUD)	Rob Ferrera, Environmental Services Specialist	January 5, 2022
Organizations			
O1	Civic Thread	Pristina Zhang, MPH	December 29, 2021
O2	Environmental Council of Sacramento (ECOS)	Susan Herre, President of the ECOS Board	January 3, 2022
Individuals			
I1		Richard Ramirez	November 18, 2021
I2	Law Offices of Gregory D. Thatch	Larry C. Larson	January 3, 2022

CHAPTER 2

Revisions to the Draft EIR

2.1 Introduction

This chapter describes changes made to the proposed project 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 a modification to the proposed project.

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 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 CEQA 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 project 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 project applicant. In addition, no new or considerably different project 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 Project

This section summarizes changes made to the proposed Innovation Park PUD. The summary included here is intended to succinctly describe changes to the project design, refinement of

project elements, and any changes to project images 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 and appendices 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.

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 project. 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.

Global Revisions

Where the text in the EIR refers to “project applicant,” the text is revised to read “project proponent.” This change is effective throughout the Draft EIR.

Where the text in the EIR refers to “Office of Statewide Health Planning and Development (OSHPD),” the text is revised to read “California Department of Health Care Access and Information (HCAI).” This change is effective throughout the Draft EIR.

Section 4.2, Air Quality

Page 4.2-26, Table 4.2-5, Table 4.2-6, and Table 4.2-7 are revised to reflect construction emissions with the SAFE Vehicle Rule applied:

**TABLE 4.2-5
UNMITIGATED CONSTRUCTION EMISSIONS—CNU MEDICAL CENTER**

Construction Year	Maximum Daily Emissions (pounds per day)			Annual Emissions (tons per year)	
	NO _x	PM ₁₀	PM _{2.5}	PM ₁₀	PM _{2.5}
2022	419125	33	16	1.8	0.8
2023	403108	33	15	1.3	0.5
2024	7274	30	15	1.3	0.5
2025	5556	11	4	0.5	0.2
2026	13	1	1	<0.1	<0.1
2027	4647	22	12	0.4	0.2
2028	8981	26	14	0.9	0.5
2029	9492	34	18	0.9	0.5
2030	35	23	11	0.5	0.2
2031	4442	3430	15	0.7	0.3
2032	18	2	1	0.1	0.1
Maximum ^{1,2}	419125	34	18	1.8	0.8
SMAQMD Thresholds ³	85	0	0	0	0
Significant (Yes or No)?	Yes	Yes	Yes	Yes	Yes

NOTES:

¹ Project construction emissions estimates were made using CalEEMod version 2020.4.0. See Appendix C1-a for model outputs and more detailed assumptions.

² Values in **bold** are in excess of the applicable SMAQMD significance threshold.

³ SMAQMD has established a zero emissions threshold for PM₁₀ and PM_{2.5} when projects do not implement their BMPs.

SOURCE: Prepared by Environmental Science Associates, 2021.

TABLE 4.2-6
UNMITIGATED CONSTRUCTION EMISSIONS—INNOVATION PARK PUD WITHOUT CNU MEDICAL CENTER

Construction Year	Maximum Daily Emissions (pounds per day)			Annual Emissions (tons per year)	
	NO _x	PM ₁₀	PM _{2.5}	PM ₁₀	PM _{2.5}
2022	8690	24	13	1.2	0.5
2023	<u>7578</u>	14	6	1.1	0.4
2024	<u>2425</u>	8	3	1.0	0.3
2025	<u>2324</u>	8	3	1.0	0.3
2026	<u>6568</u>	19	11	0.9	0.4
2027	<u>6467</u>	13	6	1.1	0.4
2028	<u>2223</u>	8	3	1.0	0.3
2029	<u>2223</u>	8	3	1.0	0.3
2030	<u>4851</u>	19	10	0.9	0.4
2031	<u>4750</u>	13	6	1.0	0.3
2032	<u>4718</u>	7	2	0.9	0.3
2033	<u>4718</u>	7	2	0.9	0.3
2034	<u>4649</u>	19	10	0.9	0.4
2035	<u>4144</u>	12	5	1.0	0.3
2036	<u>4617</u>	7	2	0.9	0.3
2037	<u>4617</u>	7	2	0.9	0.3
2038	<u>4617</u>	7	2	0.1	<0.1
Maximum ^{1,2}	8690	24	13	3.0	1.4
SMAQMD Thresholds ³	85	0	0	0	0
Significant (Yes or No)?	Yes	Yes	Yes	Yes	Yes

NOTES:

¹ Project construction emissions estimates were made using CalEEMod version 2020.4.0. See Appendix C1-a for model outputs and more detailed assumptions.

² Values in **bold** are in excess of the applicable SMAQMD significance threshold.

³ SMAQMD has established a zero emissions threshold for PM₁₀ and PM_{2.5} when projects do not implement their BMPs.

SOURCE: Prepared by Environmental Science Associates, 2021.

**TABLE 4.2-7
UNMITIGATED CONSTRUCTION EMISSIONS—INNOVATION PARK PUD WITH CNU MEDICAL CENTER**

Construction Year	Maximum Daily Emissions (pounds per day)			Annual Emissions (tons per year)	
	NO _x	PM ₁₀	PM _{2.5}	PM ₁₀	PM _{2.5}
2022	447153	37	17	3.0	1.4
2023	428134	41	18	2.4	0.9
2024	9699	38	17	2.3	0.9
2025	<u>7880</u>	19	7	1.5	0.5
2026	<u>6568</u>	19	11	0.9	0.4
2027	<u>6970</u>	30	14	1.5	0.6
2028	402104	33	16	1.9	0.8
2029	413114	42	20	1.9	0.8
2030	<u>6568</u>	28	15	1.4	0.6
2031	<u>6568</u>	38	17	1.7	0.6
2032	<u>3536</u>	10	3	1.1	0.3
2033	<u>4718</u>	7	2	0.9	0.3
2034	<u>4649</u>	19	10	0.9	0.4
2035	<u>4144</u>	12	5	1.0	0.3
2036	<u>4617</u>	7	2	0.9	0.3
2037	<u>4617</u>	7	2	0.9	0.3
2038	<u>4617</u>	7	2	0.1	<0.1
Maximum ^{1,2}	447153	42	20	3.0	1.4
SMAQMD Thresholds ³	85	0	0	0	0
Significant (Yes or No)?	Yes	Yes	Yes	Yes	Yes

NOTES:

¹ Project construction emissions estimates were made using CalEEMod version 2020.4.0. See Appendix C1-a for model outputs and more detailed assumptions.

² Values in **bold** are in excess of the applicable SMAQMD significance threshold.

³ SMAQMD has established a zero emissions threshold for PM₁₀ and PM_{2.5} when projects do not implement their BMPs.

SOURCE: Prepared by Environmental Science Associates, 2021.

Page 4.2-29, Table 4.2-8, Table 4.2-9 and Table 4.2-10 are revised to reflect construction emissions with the SAFE Vehicle Rule applied:

**TABLE 4.2-8
MITIGATED CONSTRUCTION EMISSIONS—CNU MEDICAL CENTER**

Construction Year	Maximum Daily Emissions (pounds per day)			Annual Emissions (tons per year)	
	NO _x	PM ₁₀	PM _{2.5}	PM ₁₀	PM _{2.5}
2022	6480	20	8	1.0	0.4
2023	4570	20	8	0.9	0.3
2024	4526	17	7	1.1	0.3
2025	426	10	3	0.4	0.1
2026	44	<1	<1	<0.1	<0.1
2027	12	10	5	0.2	0.1
2028	4418	12	6	0.5	0.2
2029	4821	16	7	0.5	0.2
2030	4423	12	6	0.4	0.2
2031	4521	15	7	0.5	0.2
2032	47	2	1	0.1	<0.1
Maximum ^{1,2}	6480	20	8	1.1	0.4
SMAQMD Thresholds ³	85	80	82	14.6	15
Significant (Yes or No)?	No	No	No	No	No

NOTES:

¹ Project construction emissions estimates were made using CalEEMod version 2020.4.0. See Appendix C1 for model outputs and more detailed assumptions.

² Values in **bold** are in excess of the applicable SMAQMD significance threshold.

³ SMAQMD's non-zero emissions thresholds for PM₁₀ and PM_{2.5} to compare project's mitigated emissions.

SOURCE: Prepared by Environmental Science Associates, 2021.

**TABLE 4.2-9
MITIGATED CONSTRUCTION EMISSIONS—INNOVATION PARK PUD WITHOUT CNU MEDICAL CENTER**

Construction Year	Maximum Daily Emissions (pounds per day)			Annual Emissions (tons per year)	
	NO _x	PM ₁₀	PM _{2.5}	PM ₁₀	PM _{2.5}
2022	5054	10	5	0.6	0.2
2023	4447	8	3	1.0	0.3
2024	4314	7	2	0.9	0.3
2025	4314	7	2	0.9	0.3
2026	4144	8	5	0.5	0.2
2027	4043	8	3	1.0	0.3
2028	4213	7	2	0.9	0.3
2029	4213	7	2	0.9	0.3
2030	3740	8	5	0.5	0.2
2031	3740	8	3	1.0	0.3
2032	4412	7	2	0.9	0.3
2033	4412	7	2	0.9	0.3
2034	3538	8	5	0.5	0.2
2035	3538	8	3	1.0	0.3
2036	4412	7	2	0.9	0.3
2037	4412	7	2	0.9	0.3
2038	4412	7	2	0.1	<0.1
Maximum ^{1,2}	5054	10	5	1.0	0.3
SMAQMD Thresholds ³	85	80	82	14.6	15
Significant (Yes or No)?	No	No	No	No	No

NOTES:

¹ Project construction emissions estimates were made using CalEEMod version 2020.4.0. See Appendix C1 for model outputs and more detailed assumptions.

² Values in **bold** are in excess of the applicable SMAQMD significance threshold.

³ SMAQMD's non-zero emissions thresholds for PM₁₀ and PM_{2.5} to compare project's mitigated emissions.

SOURCE: Prepared by Environmental Science Associates, 2021.

TABLE 4.2-10
MITIGATED CONSTRUCTION EMISSIONS—INNOVATION PARK PUD WITH CNU MEDICAL CENTER

Construction Year	Maximum Daily Emissions (pounds per day)			Annual Emissions (tons per year)	
	NO _x	PM ₁₀	PM _{2.5}	PM ₁₀	PM _{2.5}
2022	7984	21	8	1.6	0.6
2023	7884	27	10	1.9	0.6
2024	3840	24	9	2.0	0.6
2025	3739	17	5	1.4	0.4
2026	4144	8	5	0.5	0.2
2027	4043	17	7	1.2	0.4
2028	3031	20	8	1.4	0.4
2029	3233	23	9	1.4	0.5
2030	5454	14	7	1.0	0.4
2031	5454	2322	9	1.4	0.5
2032	4819	9	3	1.1	0.3
2033	4412	7	2	0.9	0.3
2034	3538	8	5	0.5	0.2
2035	3538	8	3	1.0	0.3
2036	4412	7	2	0.9	0.3
2037	4412	7	2	0.9	0.3
2038	4412	7	2	0.1	<0.1
Maximum ^{1,2}	7984	27	10	2.0	0.6
SMAQMD Thresholds ³	85	80	82	14.6	15
Significant (Yes or No)?	No	No	No	No	No

NOTES:

¹ Project construction emissions estimates were made using CalEEMod version 2020.4.0. See Appendix C1 for model outputs and more detailed assumptions.

² Values in **bold** are in excess of the applicable SMAQMD significance threshold.

³ SMAQMD's non-zero emissions thresholds for PM₁₀ and PM_{2.5} to compare project's mitigated emissions.

SOURCE: Prepared by Environmental Science Associates, 2021.

Page 4.2-32, Table 4.2-11 is revised to correct the results to be for construction rather than operations:

**TABLE 4.2-11
OZONE-RELATED HEALTH RISKS**

Ozone Health Endpoint	Age Range ¹	Average Incidences (per year) ²	Percent of Background Health Incidence ³
Hospital Admissions (all respiratory)	65–99	<u>0.270.062</u>	<u>0.0011%0.00032%</u>
Emergency Room Visits, Asthma	0–17	<u>4.90.37</u>	<u>0.028%0.0063%</u>
Emergency Room Visits, Asthma	18–99	<u>4.90.58</u>	<u>0.043%0.0046%</u>
Mortality, Non-Accidental	0–99	<u>0.170.041</u>	<u>0.00048%0.00014%</u>

NOTES:

¹ Affected age ranges are shown. Other age ranges are available, but the endpoints and age ranges shown here are the ones used by the USEPA in its health assessments. The age ranges are consistent with the epidemiological study that is the basis of the health function.

² Health effects are shown in terms of incidences of each health endpoint and how it compares to the base (2035 base year health effect incidences, or "background health incidence") values. Health effects and background health incidences are across Northern California model domain.

³ The percent of background health incidence uses the mean incidence. The background health incidence is an estimate of the average number of people that are affected by the health endpoint in a given population over a given period of time. In this case, these background incidence rates cover the modeled domain. Health incidence rates and other health data are typically collected by the government as well as the World Health Organization. The background incidence rates used here are obtained from BenMAP.

SOURCE: SMAQMD. 2020. Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District. October 2020.

Mitigation Measure 4.2-2(c) on page 4.2-35, is revised to read:

The following measures related to the use of low-emission construction equipment shall be implemented for individual projects constructed under the Innovation Park PUD, including the CNU Medical Center:

1. Applicants for individual projects constructed under the Innovation Park PUD, including the CNU Medical Center, shall require construction contractors to provide a plan for approval by the SMAQMD that demonstrates that all heavy-duty off-road equipment used for construction activities shall be equipped with the most effective Verified Diesel Emissions Control Strategies (VDECS) available for the engine type. In this case, the best available VDECS would be implementation of Tier 4F engines as certified by CARB and USEPA. The equipment shall be properly maintained and tuned in accordance with manufacturers' specifications. This would be verified through an equipment inventory submittal and certification plan submitted to the SMAQMD.
2. The plan shall have two components: an initial report submitted before construction, and a final report submitted at the completion.
3. The initial report shall be submitted at least four business days prior to construction activity using the SMAQMD's Construction Mitigation Tool (available at <http://www.airquality.org/businesses/ceqa-land-use-planning/mitigation>) and shall provide project information and construction company information and include the equipment type, horsepower rating, engine model year, projected hours of use, and the CARB equipment identification number for each piece of equipment to be used. All owned, leased, and subcontracted equipment to be used shall be included. The

inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs.

4. The final report shall be submitted at the end of the job, phase, or calendar year, as pre-arranged with SMAQMD staff and documented in the approval letter, to demonstrate continued project compliance.
5. ~~Emissions from all off-road diesel-powered equipment used within the project area 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 and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed, as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this measure shall supersede other SMAQMD or state rules or regulations.~~
6. If at the time of granting of each building permit, the SMAQMD has adopted a regulation applicable to construction emissions, compliance with the regulation may completely or partially replace this mitigation. Consultation with the SMAQMD prior to construction will be necessary to make this determination.

Mitigation Measure 4.2-2(e) on page 4.2-36, is revised to read:

If implosion is chosen as the method of demolition for the arena, a Construction Air Quality Management Plan shall be submitted to SMAQMD which details the control measures that would be implemented to reduce impacts from implosion of the arena. The plan shall include but not be limited to the following measures:

1. Demarcation and maintenance of an adequate exclusion zone around the arena for as long as safety requirements warrant before and after the implosion. The extent of the exclusion zone shall be informed by a project-specific study that takes into account the noise, air quality, vibration, safety, and seismic impacts of the planned implosion based on the size of the arena and the amount of explosives used.
2. All land uses within the exclusion zone shall be notified in advance of the planned implosion, with reminders sent out a week before. Notifications shall include the date and time of the planned implosion, the extent of the exclusion zone, information on street closures, and the duration for which the exclusion zone and street closures will be maintained. Occupants of all land uses within the exclusion zone shall be advised to stay indoors with HVAC systems, windows, and doors closed for the duration of the implosion.
3. The same information shall also be posted as signs around the project area boundary, along with the name and telephone number of a complaint coordinator to contact with questions and complaints.
4. Transportation and temporary relocation shall be provided to sensitive receptors located within 0.25 mile of the arena.

5. To prevent hazardous materials from getting airborne during demolition or debris removal, recyclable (plumbing and ventilation) and hazardous materials (~~asbestos and lead~~ including but not limited to asbestos, lead, mercury, radioactive materials, and PCBs) shall be removed from the structure before implosion.
6. Implosion shall be timed with favorable meteorological conditions, such as light precipitation with winds in the direction of sparse population.
7. Adequately wet the structure before, during, and after the implosion to reduce suspended dust. Settled dust shall be suppressed with water and vacuum street cleaners.
8. Use barricades and berms at ground level to control debris and dust.
9. Use dust controlling misters and street sweepers during cleanup of the debris.

Page 4.2-38, Table 4.2-12 is revised to incorporate the CalEEMod winter run:

**TABLE 4.2-12
INNOVATION PARK PUD OPERATIONAL EMISSIONS**

Operational Source ¹	Maximum Daily Emissions (pounds per day)				Annual Emissions (tons per year)	
	ROG	NO _x	PM ₁₀	PM _{2.5}	PM ₁₀	PM _{2.5}
Area	<u>224187</u>	3	1	1	0.2	0.2
Energy	6	50	4	4	0.7	0.7
Mobile	135	<u>92106</u>	195	53	34.3	9.3
Stationary	26	118	4	4	0.1	0.1
Helicopter	<1	1	<1	<1	<1	<1
Total²	<u>394354</u>	<u>264278</u>	205	62	35.3	10.3
SMAQMD Thresholds ³	65	65	0	0	0	0
Significant (Yes or No)?	Yes	Yes	Yes	Yes	Yes	Yes

NOTES:

¹ Project operational emissions estimates were made using CalEEMod version 2020.4.0. Project operational helicopter emissions were estimated with FAA AEDT 3d. See Appendix C1 for model outputs and more detailed assumptions.

² Values in **bold** are in excess of the applicable SMAQMD significance threshold.

³ SMAQMD has established a zero emissions threshold for PM₁₀ and PM_{2.5} when project do not implement their BMPs.

SOURCE: Prepared by Environmental Science Associates, 2021.

Page 4.2-40, Table 4.2-15 is revised to correct the results to be for operations rather than construction:

**TABLE 4.2-15
OZONE-RELATED HEALTH RISKS**

Ozone Health Endpoint	Age Range ¹	Average Incidences (per year) ²	Percent of Background Health Incidence ³
Hospital Admissions (all respiratory)	65–99	<u>0.0620.27</u>	<u>0.00032%0.0011%</u>
Emergency Room Visits, Asthma	0–17	<u>0.371.9</u>	<u>0.0063%0.028%</u>
Emergency Room Visits, Asthma	18–99	<u>0.581.9</u>	<u>0.0046%0.013%</u>
Mortality, Non-Accidental	0–99	<u>0.0440.17</u>	<u>0.00014%0.00048%</u>

NOTES:

- ¹ Affected age ranges are shown. Other age ranges are available, but the endpoints and age ranges shown here are the ones used by the USEPA in its health assessments. The age ranges are consistent with the epidemiological study that is the basis of the health function.
- ² Health effects are shown in terms of incidences of each health endpoint and how it compares to the base (2035 base year health effect incidences, or "background health incidence") values. Health effects are shown for the Reduced Sacramento 4-km Modeling Domain and the 5-Air-District Region.
- ³ The percent of background health incidence uses the mean incidence. The background health incidence is an estimate of the average number of people that are affected by the health endpoint in a given population over a given period of time. In this case, the background incidence rates cover the 5-Air-District Region (estimated 2035 population of 3,271,451 persons). Health incidence rates and other health data are typically collected by the government as well as the World Health Organization. The background incidence rates used here are obtained from BenMAP.

SOURCE: SMAQMD. 2020. Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District. October 2020.

Page 4.2-43, under Impact 4.2-4 below the header for Operation, the text is revised to read:

Operation

Operational activities, including landscaping maintenance operations, idling of diesel trucks, and emergency generator testing, use, and maintenance activities, would occur under the proposed project. The proposed CNU Medical Center would include a central utility plant equipped with natural gas boiler(s) and four emergency backup diesel generators. These activities would result in minimal emissions of TACs, including minor emissions for emergency operations only (typically less than 50 hours per year), and therefore have negligible associated health risks to existing sensitive receptors in the area. CARB's measure to limit idling of diesel-fueled commercial motor vehicles to a maximum of five minutes at any one location would limit impacts on air quality. Emergency generators and natural gas boilers proposed as part of the proposed project would be subject to SMAQMD permit requirements, which would ensure that operation of these generators and boilers would not significantly impact nearby receptors. SMAQMD will prepare a subsequent HRA that will evaluate the impact to sensitive receptors from all stationary emission sources combined that are a part of this project. The health risk assessment will only be conducted after permit application are submitted to SMAQMD, and once complete, the data will be available to the public at <http://www.airquality.org/>. The operational health risk impact associated with the proposed project (including the CNU Medical Center) would be **less than significant**, and no mitigation is required.

Section 4.3, Biological Resources

Mitigation Measure 4.3-2(a) on pages 4.3-47 and 4.3-48, is revised to read:

Mitigation Measure 4.3-2(a): Conduct Preconstruction Survey for Active Raptor and Migratory Bird Nests and Implement Avoidance Measures. (PUD, CNU)

Construction activities associated with clearing and grubbing, tree removal, demolition of buildings or other structures (including potential demolition by implosion), and removal of riparian woodland/filling of the pond shall occur outside of the nesting season that encompasses all birds (September 16 through January 31), unless the following measures are complied with. If vegetation removal begins during the nesting season (February 1 to September 15), the project applicant shall retain a qualified biologist to conduct a preconstruction survey for active nests in suitable nesting habitat within 500 feet of the construction area for nesting raptors and migratory birds. If removal of riparian woodland/filling of the pond begins during the non-nesting season (September 15 to January 31), the project applicant shall retain a qualified biologist to conduct a preconstruction survey for active rookery use within the riparian woodland/pond. The preconstruction survey shall be conducted within five days before the start of ground-disturbing activities. If the preconstruction survey shows that there is no evidence of active nests or active rookery use, a letter report shall be submitted to the City for its records within 14 days of the survey and no additional measures are required. If construction activities do not begin within five days of the preconstruction survey, or if construction halts for more than five days, an additional preconstruction survey is required within five days of the initiation or re-initiation of construction activities.

If active nests are found during the survey, the project applicant shall implement mitigation measures to ensure that the species will not be adversely affected, which will include establishing a no-work buffer zone, as approved by the City in consultation with the CDFW and/or USFWS, around the active nest.

Measures will include, but not be limited to:

1. The project applicant shall maintain a sufficient buffer around the active nest to ensure impacts to nests are avoided. The buffer size shall be determined in consultation with a qualified biologist based on site-specific conditions such as proximity to novel stimuli, natural shielding, etc. The minimum buffer size should be no less than a 500-foot buffer around each active raptor nest and a 100-foot buffer around the black-crowned night heron and cattle egret rookery (during nesting season); however, larger buffers may be needed depending on the sensitivity of any birds onsite. No construction activities shall be permitted within this buffer. For other nesting migratory and passerine birds, a no-work buffer zone shall be established around the active nest, as determined by the City in consultation with a qualified biologist, CDFW, and/or USFWS. The no-work buffer may vary depending on species and site-specific conditions, as determined by the City in consultation with a qualified biologist, CDFW, and USFWS.
2. 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 affecting the breeding effort. In this case (to be determined on a case-by-case basis), a qualified biologist shall monitor the nest(s) during construction within the buffer. If, in the professional opinion of the monitor, the project would

affect the nest, the biologist shall immediately inform the construction manager and the project applicant shall notify the City's Planning Director. 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 the qualified biologist. If construction begins outside of the migratory bird breeding season (February 1 through August 31), the applicant is permitted to continue construction activities in the existing active construction footprint. However, an additional nesting bird survey shall be conducted if construction is expected to extend outside of the active construction footprint and the applicant is required to comply with bird protection measures of the Migratory Bird Treaty Act and the California Fish and Game Code, regardless of the time of year.

3. Mitigation Measure 4.7-1(a), item viii (see Section 4.7, *Noise and Vibration*), which requires employment of noise-reducing pile installation techniques, shall be implemented for construction activities that include pile driving.

If active rookery use is found outside the nesting season, the project proponent shall implement mitigation measures to ensure that the species will not be adversely affected, which will include establishing a no-work buffer zone, as approved by the City in consultation with a qualified biologist, CDFW and/or USFWS, around the active rookery.

In consultation with a qualified biologist, CDFW and/or USFWS, the project proponent shall develop a rookery impact reduction plan (Plan). The Plan shall detail the use of the rookery site outside of nesting season, propose strategies for reducing impacts to resident birds, and to ensure take of the species does not occur. Such strategies could include but are not limited to:

1. Limiting any vegetation impacts to daylight hours or when birds are away from the rookery site.
2. Progressively limbing any actively used trees that are to be removed over the course of several days as to passively encourage use of other habitats.
3. "Soft-start" initiation of project activities as means to not immediately flush birds using the rookery. "Soft-start" techniques could be implemented by starting lower impact work in the area first or having a small crew walk the area before initiating heavy equipment use.
4. Establishing a no disturbance buffer around any onsite habitat to be protected (i.e., so birds could relocate from one side of the pond to another).

Mitigation Measure 4.3-2(c)(2) on page 4.3-49, is revised to read:

2. If active Swainson's hawk nests are found within 0.25 mile of construction activities, a survey report shall be submitted to CDFW, and an avoidance and minimization plan shall be developed for approval by CDFW before the start of construction. The avoidance plan shall identify measures to minimize impacts on the active Swainson's hawk nest, depending on the exact location of the nest. These measures shall include but not be limited to:

- a. All construction personnel shall receive a worker environmental awareness training program from a CDFW- and USFWS-approved biologist before the start of any construction activities.
- b. A buffer zone and work schedule shall be established to avoid affecting the nest during critical periods. If possible, no work will occur within 0.25 mile of the nest while it is in active use. If work will occur within 0.25 mile of the nest, construction will be monitored by a qualified biologist on a daily basis to ensure that no work occurs which will result in take of Swainson's hawk. In consultation with the qualified biologist, the project applicant shall preclude all project activities within a minimum of 500 feet of the nest during sensitive periods of the breeding season such as incubation or within 10 days after hatching. If during consultation it is determined that implementation of the project as proposed may result in take of Swainson's hawk, the project may seek related take authorization as provided by the Fish and Game Code.
- c. A biological monitor shall conduct regular monitoring of the nest during construction activities.
- d. The biologist shall be allowed to halt construction activities if construction activities are disturbing the nest. The biologist will be able to halt construction until she/he has determined that the nest activity is resuming normal activity. Once the biologist determines that normal nesting behavior has resumed, construction activities may recommence.
- e. No plastic, monofilament, jute, or similar erosion control matting shall be placed within the project area when working within 200 feet of annual grassland or suitable nest sites. Possible substitutions include coconut coir matting, tackified hydroseeding compounds, or other material approved by CDFW and USFWS.
- f. Any trees containing an active Swainson's hawk nest shall be retained during project implementation. Retention of the nest tree includes prohibition of any project-related activity which may inadvertently damage the integrity of the nest tree or the nest structure, including any activities in the surrounding vicinity that occur outside the Swainson's hawk nesting season. If the nest tree cannot be retained, the project applicant and their qualified biologist shall consult with CDFW and demonstrate compliance with CESA. If during consultation it is determined that implementation of the project as proposed may result in take of Swainson's hawk, the project may seek related take authorization as provided by the Fish and Game Code.
- g. All staging and storage areas, including vehicle parking and employee break area shall be located at least 1,000 feet from an active Swainson's hawk nest.
- h. Any night lighting used during project activities shall be directed away from the active nest or shielded to avoid disturbance of nesting behavior.

Section 4.5, Energy Demand and Conservation

The second, third and fourth paragraphs, and Tables 4.5-1 and 4.5-2 on pages 4.5-19 through 4.5-21 of Impact 4.5-1 are revised as follows:

**TABLE 4.5-1
CONSTRUCTION ENERGY USE ASSOCIATED WITH THE PROPOSED
INNOVATION PARK PLANNED UNIT DEVELOPMENT**

Energy Use Type	Unit of Measure	Construction Usage
Diesel		
On-road vehicles	gallons	<u>787,656,780,179</u>
Off-road equipment	gallons	<u>588,094,582,108</u>
Total Diesel Use	gallons	<u>1,375,747,136,286</u>
Annual Average Diesel Use¹	gallons/year	<u>85,984,85,143</u>
Gasoline		
On-road vehicles	gallons	<u>696,487,725,089</u>
Total Gasoline Use	gallons	<u>696,487,725,089</u>
Annual Average Gasoline Use¹	gallons/year	<u>43,530,45,318</u>

NOTE:

¹ Annual averages are estimated by dividing the total energy use by the expected 16-year duration of construction.

SOURCE: Data compiled by Environmental Science Associates in 2024²—energy consumption calculations for the proposed Innovation Park Planned Unit Development.

Over the entire construction period for the proposed Innovation Park PUD, construction-related off-road equipment and on-road vehicles would consume approximately 1,375,747,136,286 gallons of diesel fuel and on-road worker vehicles would consume approximately 696,487,725,089 gallons of gasoline (Table 4.5-1). These total-use amounts are equivalent to averages of approximately 85,984,85,143 gallons of diesel fuel per year and 43,530,45,318 gallons of gasoline fuel per year over the 16-year construction period. These annual-average diesel and gasoline use amounts are equivalent to approximately 0.1 percent of the diesel and less than 0.01 percent of the gasoline sold in Sacramento County.

CNU Medical Center

Similar to the Innovation Park PUD as a whole, construction of the CNU Medical Center would require the use of fuels (primarily gasoline and diesel) for the operation of construction equipment and vehicles. **Table 4.5-2** presents the total estimated construction energy consumption as well as the energy consumption by phase for just the proposed CNU Medical Center. The table also shows annual average energy use over the 10 years of medical center construction, although the amount of energy consumed during any particular year would depend on the level of development proposed in that specific year.

**TABLE 4.5-2
CONSTRUCTION ENERGY USE ASSOCIATED WITH THE PROPOSED
CALIFORNIA NORTHSTATE UNIVERSITY MEDICAL CENTER**

Construction Phase	Construction Usage	
	Diesel	Gasoline
Phase 1A	317,210	400,424 <u>111,059</u>
Phase 1B	139,002	47,434 <u>48,441</u>
Phase 2A	71,690	41,722 <u>12,387</u>
Phase 2B	53,190	7,167 <u>7,586</u>
Phase 2C	32,265	40,416 <u>10,717</u>
Phase 2D	6,858	235 <u>243</u>
Phase 2E	54,323	6,426 <u>6,749</u>
Phase 2F	57,556	8,497 <u>8,991</u>
Phase 3A	56,742	8,502 <u>9,060</u>
Phase 3B	54,815	6,824 <u>7,270</u>
Phase 3C	62,061	48,254 <u>19,576</u>
Phase 3D	27,790	4,263 <u>1,357</u>
Phase 3E	54,938	7,062 <u>7,620</u>
Phase 3F	65,544 <u>67,268</u>	8,292 <u>9,204</u>
Total Energy Use	4,053,951 <u>1,055,708</u>	251,511 <u>260,261</u>
Annual Average Use¹	105,395	25,151

NOTE:

¹ Annual averages are estimated by dividing the total energy use by the expected 10-year duration of construction.

SOURCE: Data compiled by Environmental Science Associates in 2024²—energy consumption calculations for the proposed California Northstate University Medical Center.

Over the entire construction period for the proposed CNU Medical Center, construction-related off-road equipment and on-road vehicles would consume approximately ~~4,053,951~~1,055,708 gallons of diesel fuel and on-road worker vehicles would consume approximately ~~251,511~~260,261 gallons of gasoline (Table 4.5-2). These total-use amounts are equivalent to annualized averages of ~~405,395~~105,571 gallons of diesel fuel per year and ~~25,151~~26,026 gallons of gasoline fuel per year over the 10-year construction period. These annual-average diesel and gasoline use amounts are equivalent to approximately 0.1 percent of the diesel and less than 0.01 percent of the gasoline sold in Sacramento County.

Section 4.6, Global Climate Change

The second and third paragraphs, and Table 4.6-2 on pages 4.6-15 and 4.6-16 of the Impact 4.6-1 discussions are revised as follows:

Table 4.6-2 presents the total construction emissions associated with the proposed project over the duration of the construction period. Total construction emissions that would be

generated by the proposed CNU Medical Center are estimated to be ~~13,191~~13,276 metric tons CO₂e during its 10-year construction period, and the remaining portions of the Innovation Park PUD would generate an estimated ~~20,602~~20,712 metric tons CO₂e during a 16-year construction period. The combined construction emissions from the Innovation Park PUD, including the CNU Medical Center, would be approximately ~~33,794~~33,988 metric tons CO₂e.

**TABLE 4.6-2
PROJECT CONSTRUCTION GREENHOUSE GAS EMISSIONS**

Construction Year	CO ₂ e Emissions (metric tons/year)			Exceeds Threshold?*	Amount Exceeded
	Innovation Park PUD	CNU Medical Center	Total		
2022	1,225	4,794 <u>1,793</u>	3,046 <u>3,018</u>	Yes	4,916 <u>1,918</u>
2023	1,597	4,737 <u>1,742</u>	3,334 <u>3,339</u>	Yes	2,234 <u>2,239</u>
2024	1,432	2,413 <u>2,124</u>	3,544 <u>3,556</u>	Yes	2,444 <u>2,456</u>
2025	1,401	992 <u>999</u>	2,393 <u>2,401</u>	Yes	4,293 <u>1,301</u>
2026	986 <u>984</u>	47	4,032 <u>1,031</u>	No	0
2027	4,467 <u>1,492</u>	505 <u>507</u>	4,973 <u>1,999</u>	Yes	873 <u>899</u>
2028	4,299 <u>1,327</u>	4,546 <u>1,526</u>	2,845 <u>2,852</u>	Yes	4,745 <u>1,752</u>
2029	4,284 <u>1,236</u>	4,495 <u>1,505</u>	2,776 <u>2,741</u>	Yes	4,676 <u>1,641</u>
2030	996 <u>848</u>	4,148 <u>1,159</u>	2,144 <u>2,007</u>	Yes	4,044 <u>907</u>
2031	4,422 <u>1,454</u>	4,329 <u>1,317</u>	2,754 <u>2,771</u>	Yes	4,654 <u>1,671</u>
2032	4,270 <u>1,308</u>	548 <u>557</u>	4,788 <u>1,865</u>	Yes	688 <u>765</u>
2033	4,246 <u>1,286</u>	-	4,246 <u>1,286</u>	Yes	446 <u>186</u>
2034	936 <u>942</u>	-	936 <u>942</u>	No	0
2035	4,374 <u>1,413</u>	-	4,374 <u>1,413</u>	Yes	274 <u>313</u>
2036	4,232 <u>1,275</u>	-	4,232 <u>1,275</u>	Yes	432 <u>175</u>
2037	4,227 <u>1,271</u>	-	4,227 <u>1,271</u>	Yes	427 <u>171</u>
2038	243 <u>219</u>	-	243 <u>219</u>	No	0
TOTAL	20,602 <u>20,712</u>	43,494 <u>13,276</u>	33,794 <u>33,988</u>	---	46,243 <u>16,395</u>

NOTE:

* The SMAQMD's significance threshold for construction related GHG emissions is 1,100 metric tons CO₂e per year.

The total emissions for each year are compared to SMAQMD's construction annual significance threshold of 1,100 metric tons CO₂e per year. As shown in Table 4.6-2, with the exception for years 2026, 2034, and 2038, annual construction emissions would exceed the significance threshold by amounts that vary between ~~427~~171 and ~~2,444~~2,456 metric tons CO₂e per year, and by a total of ~~46,243~~16,395 metric tons CO₂e over the 16-year construction period, resulting in a **significant impact**.

Mitigation Measure 4.6-1c on page 4.6-18, is revised to read:

Mitigation Measure 4.6-1c: Compliance with Qualified Climate Action Plan (PUD, CNU).

As an alternative to implementation of Mitigation Measures ~~4.6-1a and/or~~ 4.6-1b, if a demolition, grading, and/or building permit application for a project within the Innovation Park PUD area is submitted subsequent to the adoption of a City of Sacramento Climate Action Plan (CAP) that meets the requirements of CEQA Section 15183.5 (b), for tiering and streamlining the analysis of GHG emissions (i.e., CEQA-qualified GHG reduction plan), that project shall be designed, constructed, and operated in compliance with the CAP. The City shall document such compliance in written findings prior to the issuance of the building permit. To substantiate that the project construction complies with the requirements of the CAP, the applicant(s) shall provide the City with an analysis prepared by a qualified expert that identifies the requirements specified in the CAP that apply to construction of the project and, if those requirements are not otherwise binding and enforceable, the applicant(s) shall commit to incorporating those requirements as part of the project. Documentation of incorporation of requirements shall be submitted to the City and approved by the City prior to the commencement of construction activities and no additional mitigation shall be required.

Mitigation Measure 4.6-2b on page 4.6-22, is revised to read:

Mitigation Measure 4.6-2b: Purchase of Carbon Offsets for Natural Gas Combustion GHG Emissions (PUD, CNU).

If full implementation of Mitigation Measure 4.6-2a is determined by the project applicant(s) and verified by the City as infeasible, prior to the commencement of the project operations, the project applicant(s) shall provide documentation that includes a licensed engineer's estimate of the average annual natural gas combustion CO₂e emissions that have been deemed to be essential to operations due to infeasibility of electrification for certain components of the project for City review and approval. The documentation shall include criteria for the determination of infeasibility, including a demonstration of how project components will be designed to allow for future transition from fossil fuel combustion, such as pre-wiring for conversion to electric energy and ensuring ample accommodation for battery back-up or hydrogen storage. The documentation shall also include verification of purchase and retirement of credits to offset the natural gas combustion GHG emissions to net zero for each year of operations during the 40 year life of the project for the duration of the project's natural gas use, using verified carbon offset credits.

The carbon offset credits shall be from a registry approved by CARB, and be quantified and verified using protocols that are consistent with the criteria identified in the California Code of Regulations, title 17, section 95972 – namely that they be real; permanent; quantifiable; verifiable; additional as defined by Health and Safety Code section 38562, subdivisions(d)(1) and (d)(2) and California Code of Regulations, title 17, section 95802, subdivision (a); and enforceable. In addition, any offsets originating outside California must have GHG emissions programs equivalent to, or more stringent than, California's cap and trade program. Within 120 days of City approval of the documented emissions estimates, the project applicant(s) shall provide evidence to the City that carbon offset credits have been purchased and retired for the purpose of offsetting the City-approved emissions estimates for the 40-year life of the project.

Section 4.10, Transportation and Circulation

Page 4.10-1, second paragraph is revised to read:

The analysis in this section is based on a CEQA transportation analysis described in the *Methodology* subsection, and a local transportation analysis (LTA), both of which have been prepared by Kimley-Horn.¹ The LTA, included in **Appendix H** of this EIR, presents technical calculations and additional information, including effects of project implementation at specific area intersections, and roadway segments and freeway facilities.

Page 4.10-1, fourth paragraph is revised to read:

Scoping comments provided by Caltrans identified anticipated project contributions to significant traffic congestion to nearby Interstate 5 (I-5) and Interstate 80 (I-80), and stated that a transportation impact study was required for the proposed action. An analysis of traffic congestion at freeway facilities is not required pursuant to CEQA. However, the analysis and conclusions provided in this section are based on the LTA (Appendix H), ~~which also addresses impacts on freeway facilities.~~

Section 4.10-1, page 4.10-6 is revised to add the following paragraph:

Jibe operates peak-period scheduled-route transit service between North Natomas and Downtown Sacramento. The Eastside Route (170) operates six buses to Downtown during the a.m. period and five buses from Downtown during the p.m. period. The bus service operates through the North Natomas neighborhoods northeast of the project area, stopping at Arena Boulevard and Truxel Road at the southeast corner of the project area. Jibe Express Shuttle service has been temporarily suspended due to low ridership likely attributable to the extended impacts of the COVID-19 Global Pandemic. However, in the near term it is anticipated that Jibe will begin offering a limited schedule, which would increase in frequency with rider demand, eventually resuming previous service levels.

The SacRT Smart Ride shuttle service is an on-demand micro-mobility transit service operated by SacRT where customers can use a smartphone app to request a ride that will pick up and drop off passengers within the service boundaries.² Citrus Heights-Antelope-Orangevale offers curb-to-curb service where passengers are picked up and dropped off at the address they indicated when scheduling. All other service areas offer corner-to-corner service where passengers are picked up and dropped off at the nearest corner or 'virtual bus stop,' which is usually within a block or two of their pickup or drop-off location. The Downtown Core (north of S Street, west of 20th Street in downtown Sacramento) is a limited stop zone, where Smart Ride will pick up and drop off at specific destinations.

¹ Kimley-Horn. 2021. *Local Transportation Analysis (LTA): Natomas Area Reuse, Sacramento, California*. Final. Prepared for City of Sacramento. August 20, 2021.

2 SacRT SmaRT Ride Service Areas. Sacramento Regional Transit. Effective July 1, 2021. https://www.sacrt.com/apps/wp-content/uploads/SmaRT_Ride_Sacramento-Nine-Service-Areas_map.jpg. Accessed January 16, 2022.

Section 4.10-3 is revised as follows:

Page 4.10-30 is modified to include additional text.

The project's trip generation was estimated directly by SACOG's SACSIM travel model except for the dormitories located on the CNU Medical Campus. The trip generation rates for the dormitories/student housing were based on data collected at two local privately operated student housing apartment complexes. One was located on UC Davis and the other was within one mile of the UC Davis core campus. The remaining land uses' trip generation is based directly on household travel information collected in the Sacramento region, and reflects the location, mode choice, and demographics associated with the area. For new development in the study area, land use characteristics were assumed to be similar to nearby existing development, such as the areas of North Natomas near the project area.

The beginning of page 4.10-45 is modified to include additional text. Following the addition of new Table 4.10-16, the remaining tables in Section 4.10, *Transportation and Circulation* have been renumbered.

Ramp Metering – Caltrans Methodology

To address some of the limitations Simtraffic has with simulating on-ramps with ramp meters, primarily its inability to dynamically change its timing based on vehicle demand, a separate methodology was used that was developed by Caltrans⁷ to estimate the vehicle queuing at the on-ramps. The Arrival-Discharge Chart method, described on page 2 and Appendix D of Caltrans' Ramp Metering Design Manual, was used to estimate the queues for all ramp meters for each of the four scenarios. This method uses the stochastic arrival of vehicles and the dynamic change in time to estimate the queue length by totaling the difference of the arrival rate and the departure rate.

The counts at the ramps were used to estimate the arrival rate in 15-minute intervals and then this was converted into the six-second intervals needed for the Arrival-Discharge Chart method. In addition, as the departure rate was unknown at the ramps, estimations were taken based on the arrival rate of the vehicles. Finally, as the I-5 northbound ramps at Del Paso Road are planned to include ramp meters in the future, these ramps were included in the calculations for Cumulative and Cumulative plus Project conditions. As the Arrival-Discharge Chart method provides queue lengths in number of vehicles, these queues were converted into length by multiplying the number of vehicles by 25-feet as summarized in Table 4.10-16 below. As shown in Table 4.10-16, no ramps are expected to have queues that exceed the storage for all analysis scenarios including the future ramps at the I-5 northbound ramps at Del Paso Road.

7 *Ramp Metering Design Manual*. California Department of Transportation Division of Traffic Operations. April 2016.

TABLE 4.10-16
QUEUING AT FREEWAY ON-RAMPS DURING PEAK HOURS—ARRIVAL-DISCHARGE CHART METHOD

ID	Intersection	Ramp	Lanes	Queue Length (ft)							
				Existing		Existing+Project		Cumulative		Cumulative+Project	
				AM	PM	AM	PM	AM	PM	AM	PM
2	<u>I-5 SB @ Del Paso Road</u>	<u>EBR</u>	<u>1</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>445</u>	<u>25</u>	<u>445</u>
		<u>WBR</u>	<u>2</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>
3	<u>I-5 NB @ Del Paso Road</u>	<u>EBR</u>	<u>1</u>	=	=	=	=	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>
		<u>WBR</u>	<u>1</u>	=	=	=	=	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>
13	<u>I-5 SB @ Arena Blvd.</u>	<u>EBR</u>	<u>1</u>	<u>270</u>	<u>25</u>	<u>270</u>	<u>25</u>	<u>25</u>	<u>135</u>	<u>25</u>	<u>135</u>
		<u>WBR</u>	<u>2</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>
14	<u>I-5 NB @ Arena Blvd.</u>	<u>EBR</u>	<u>1</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>
		<u>WBR</u>	<u>1</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>
20	<u>I-80 WB @ Truxel Road</u>	<u>NBR</u>	<u>2</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>
		<u>SBR</u>	<u>2</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>
21	<u>I-80 EB @ Truxel Road</u>	<u>NBR</u>	<u>2</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>
		<u>SBR</u>	<u>2</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>
22	<u>I-80 WB @ Northgate Blvd.</u>	<u>NBR</u>	<u>1</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>
		<u>SBR</u>	<u>1</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>175</u>	<u>25</u>	<u>175</u>
23	<u>I-80 EB @ Northgate Blvd.</u>	<u>NBR</u>	<u>2</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>
		<u>SBR</u>	<u>2</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>325</u>	<u>25</u>	<u>650</u>

NOTES: Blvd. = Boulevard; EB = eastbound; EBR = eastbound right; ft = feet; NB = northbound; NBR = northbound right; SB = southbound; SBR = southbound right; WB = westbound; WBR = westbound right

SOURCE: Kimley-Horn, 2022.

Page 4.10-45 is revised as follows.

Residential and Nonresidential Uses

Increased density affects the distance people travel and provides greater options for the mode of travel they choose. Buildout of the proposed Innovation Park PUD, including the CNU Medical Center, would add approximately 5,829 residents and 9,542 employees to the project area. The number of residents and employees are representative of all land use types summarized in Table 4.10-9. As described above and summarized in **Table 4.10-167**, both residential VMT per capita and nonresidential VMT per employee generated by the Innovation Park PUD would be less than 85 percent of the SACOG regional averages for residential and nonresidential uses. Therefore, the VMT impact from implementation of the Innovation Park PUD would be **less than significant**.

Five tables in Section 4.10, *Transportation and Circulation*, unintentionally refer to the Local Transportation Analysis (LTA) as the source for information regarding vehicle miles traveled (VMT). The data and analysis regarding VMT is wholly contained in Section 4.10, *Transportation and Circulation*, in the Draft EIR; there is not a separate report that addresses VMT.

Accordingly, the source for Table 4.10-1 on page 4.10-19 is revised to read:

~~SOURCE: Kimley-Horn, 2021. *Local Transportation Analysis (LTA): Natomas Area Reuse, Sacramento, California*. Final. Prepared for City of Sacramento. August 20, 2021.~~

The source for Table 4.10-2 on page 4.10-19 is revised to read:

~~SOURCE: Kimley-Horn, 2021. *Local Transportation Analysis (LTA): Natomas Area Reuse, Sacramento, California*. Final. Prepared for City of Sacramento. August 20, 2021.~~

The source for Table 4.10-3 on page 4.10-24 is revised to read:

~~SOURCE: Kimley-Horn, 2021. *Local Transportation Analysis (LTA): Natomas Area Reuse, Sacramento, California*. Final. Prepared for City of Sacramento. August 20, 2021.~~

The source for Table 4.10-4 on page 4.10-24 is revised to read:

~~SOURCE: Kimley-Horn, 2021. *Local Transportation Analysis (LTA): Natomas Area Reuse, Sacramento, California*. Final. Prepared for City of Sacramento. August 20, 2021.~~

The source for Table 4.10-16 on page 4.10-45 is revised to read:

~~SOURCE: Kimley-Horn, 2021. *Local Transportation Analysis (LTA): Natomas Area Reuse, Sacramento, California*. Final. Prepared for City of Sacramento. August 20, 2021.~~

Chapter 9, References

Page 9-16 is revised to remove a reference that was not used in Section 4.9, *Public Services*.

~~Ellis, Teresa. Senior Police Records Supervisor, City of Sacramento Police Department Government Affairs Unit, Sacramento, CA. January 29, 2019 — email to Natasha Eulberg of Environmental Science Associates.~~

Changes to Figures

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

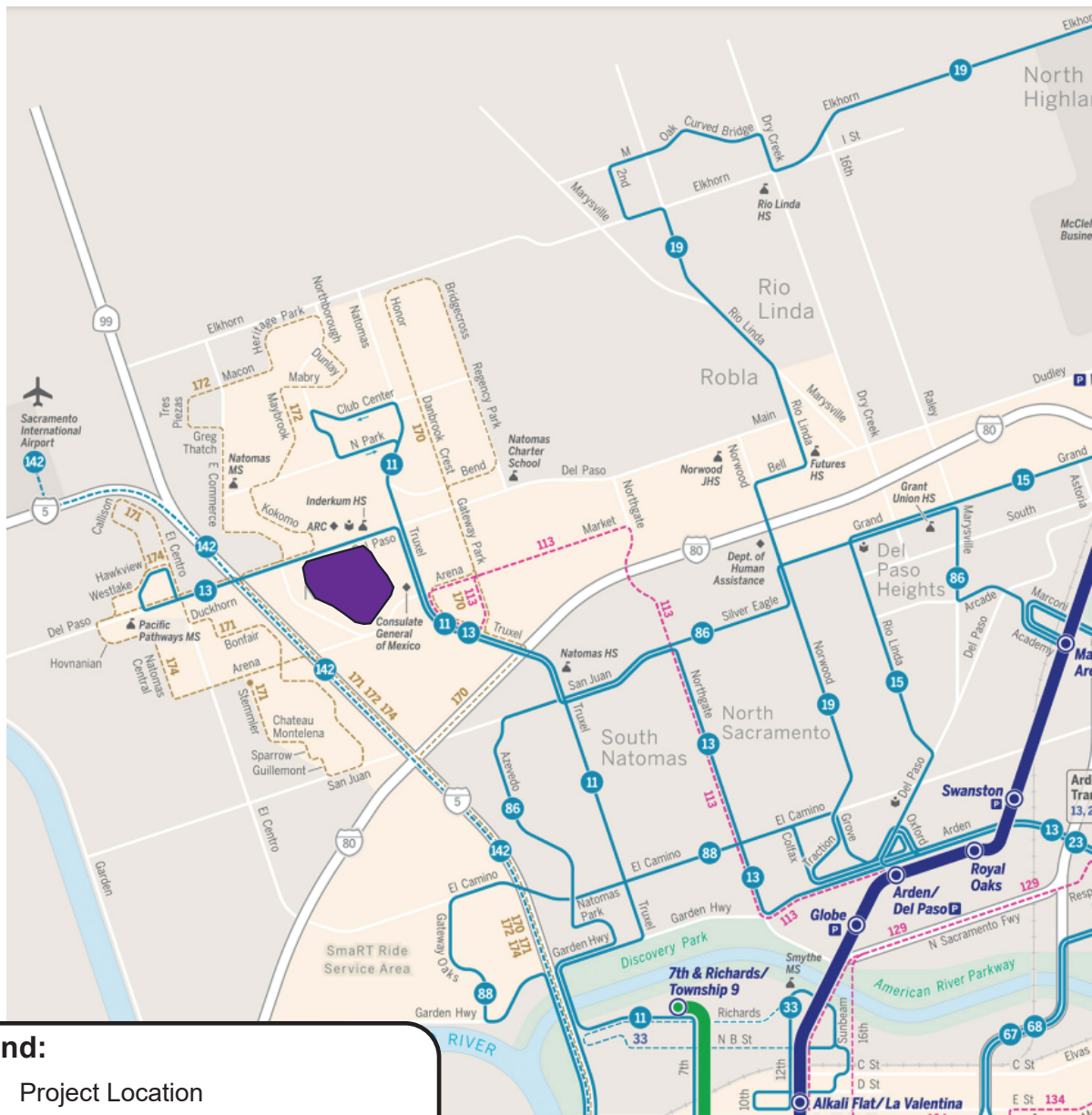
Figures 4.10-2, 4.10-5, 4.10-8, 4.10-11, 4.10-12, and 4.10-13 in Section 4.10, *Transportation*, is updated to reflect current conditions and show additional detail.

Changes to Appendices

Appendix B, NOP Scoping Comment Letters, is updated to add five scoping letters and a list of people who signed a petition; this material was inadvertently left out of the appendix.

Appendix C, Air Quality Data, is supplemented to show additional modeling outputs in response to inquiries from the Sacramento Metropolitan Air Quality Management District (SMAQMD) comment letter.

Appendix H, Local Transportation Analysis, is replaced by the appendix in this chapter to provide additional transportation operations information.



Legend:

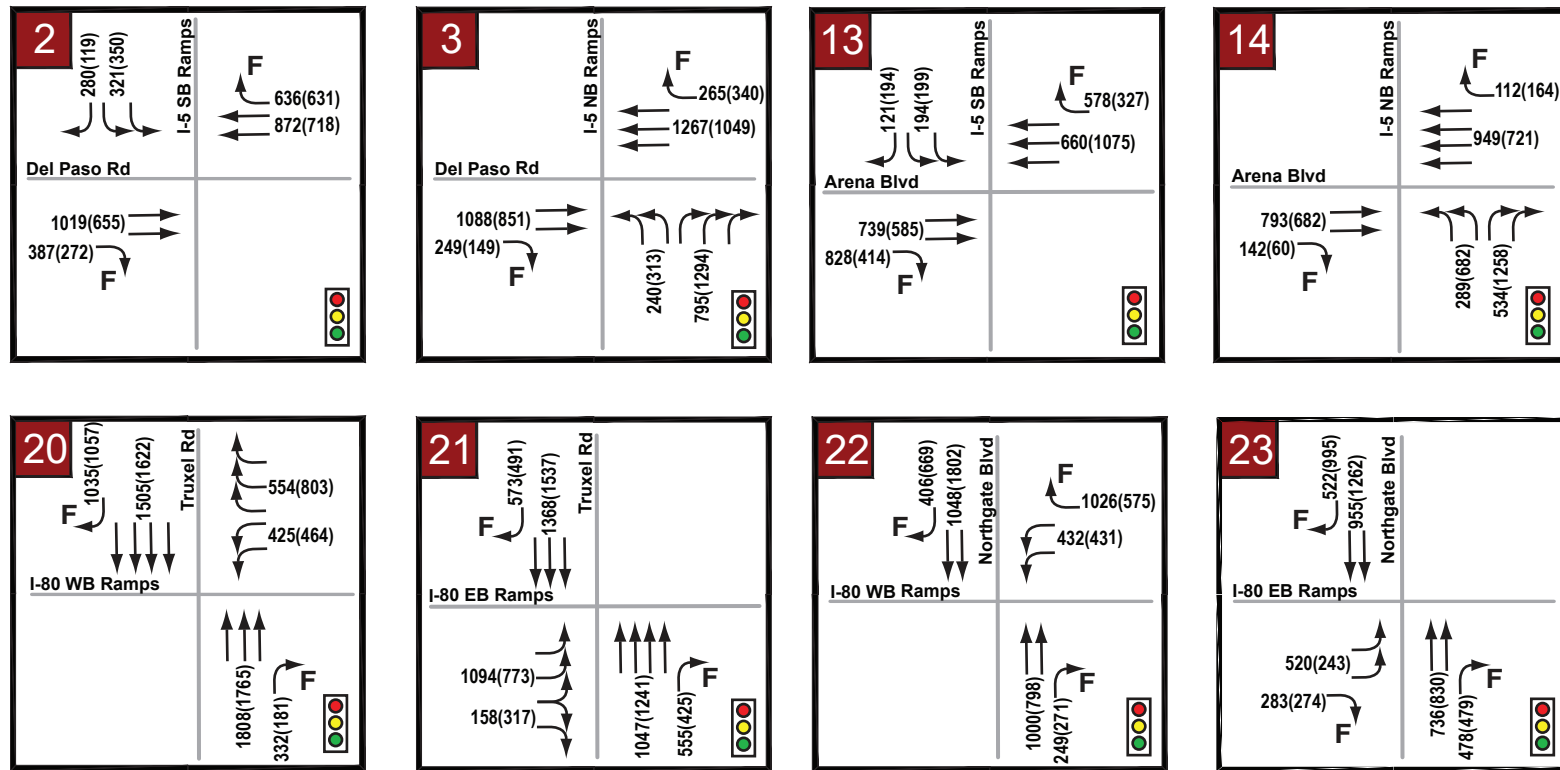
- Project Location
- Bus:**
- Local Bus Service
- Peak Only Bus Service
- North Natomas Jibe (Private)
- Light Rail:**
- Blue Line
- Green Line

Not to scale

SOURCE: Regional Transit, 2019

Innovation Park PUD

Figure 4.10-2
Existing Transit Network

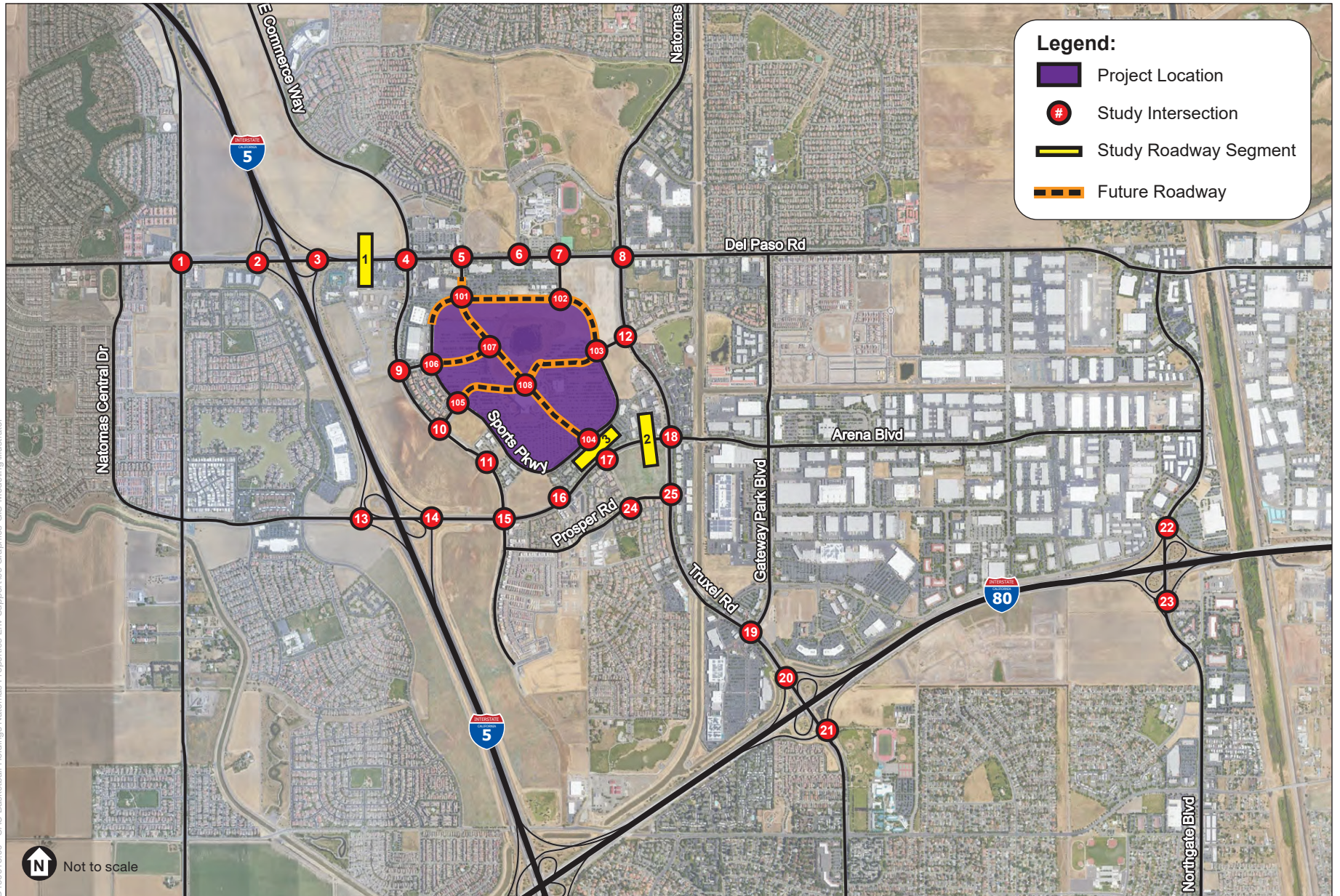


LEGEND	
#	Study Intersection
	Signalized Study Intersection
F	Free Movement
AM(PM)	Peak-hour Turning Movement Volumes

SOURCE: Kimley-Horn, 2022

Innovation Park PUD

Figure 4.10-5
Existing Traffic Volumes

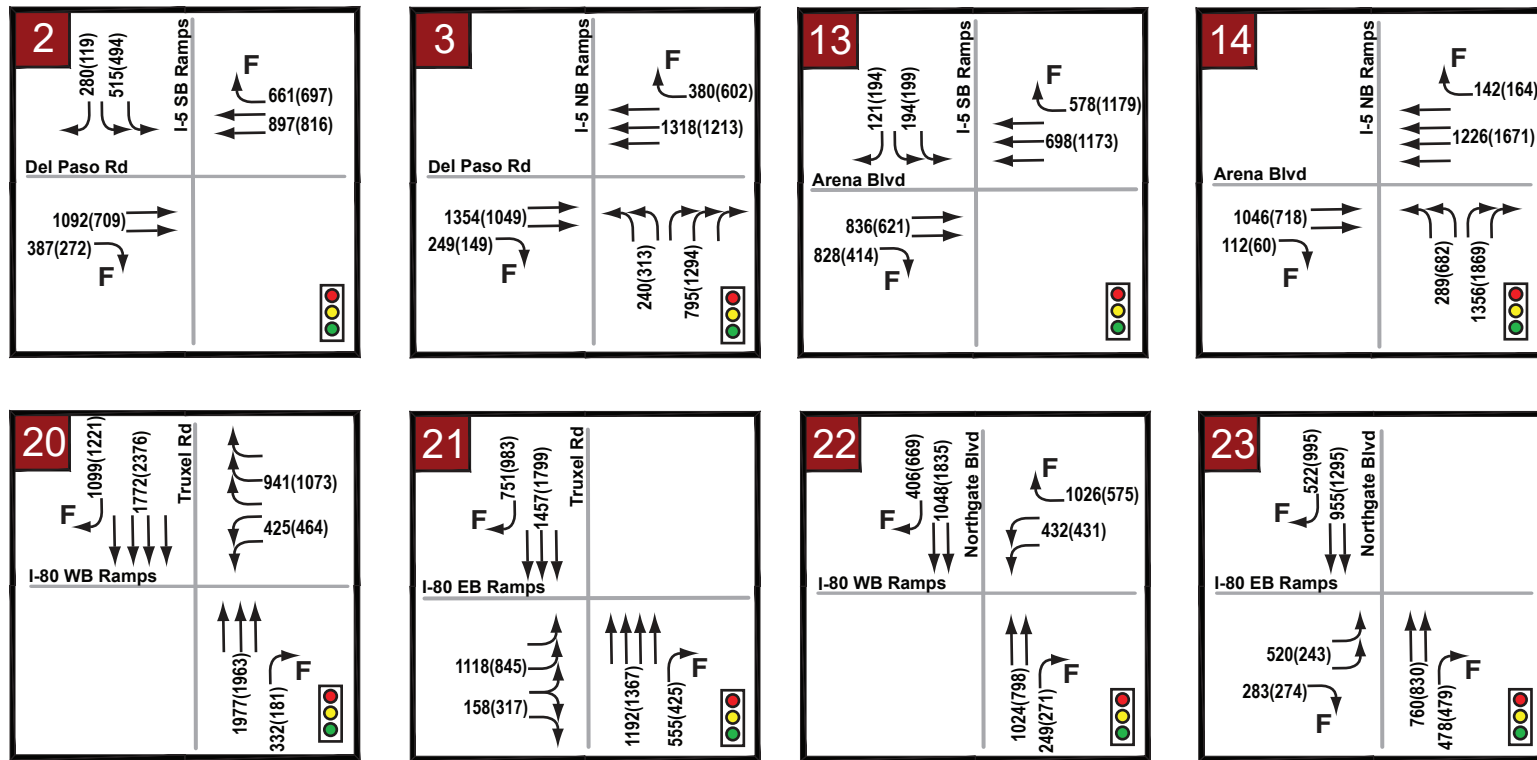


SOURCE: Kimley-Horn, 2022

Innovation Park PUD

Figure 4.10-8
Study Area Intersections and Roadway Segments



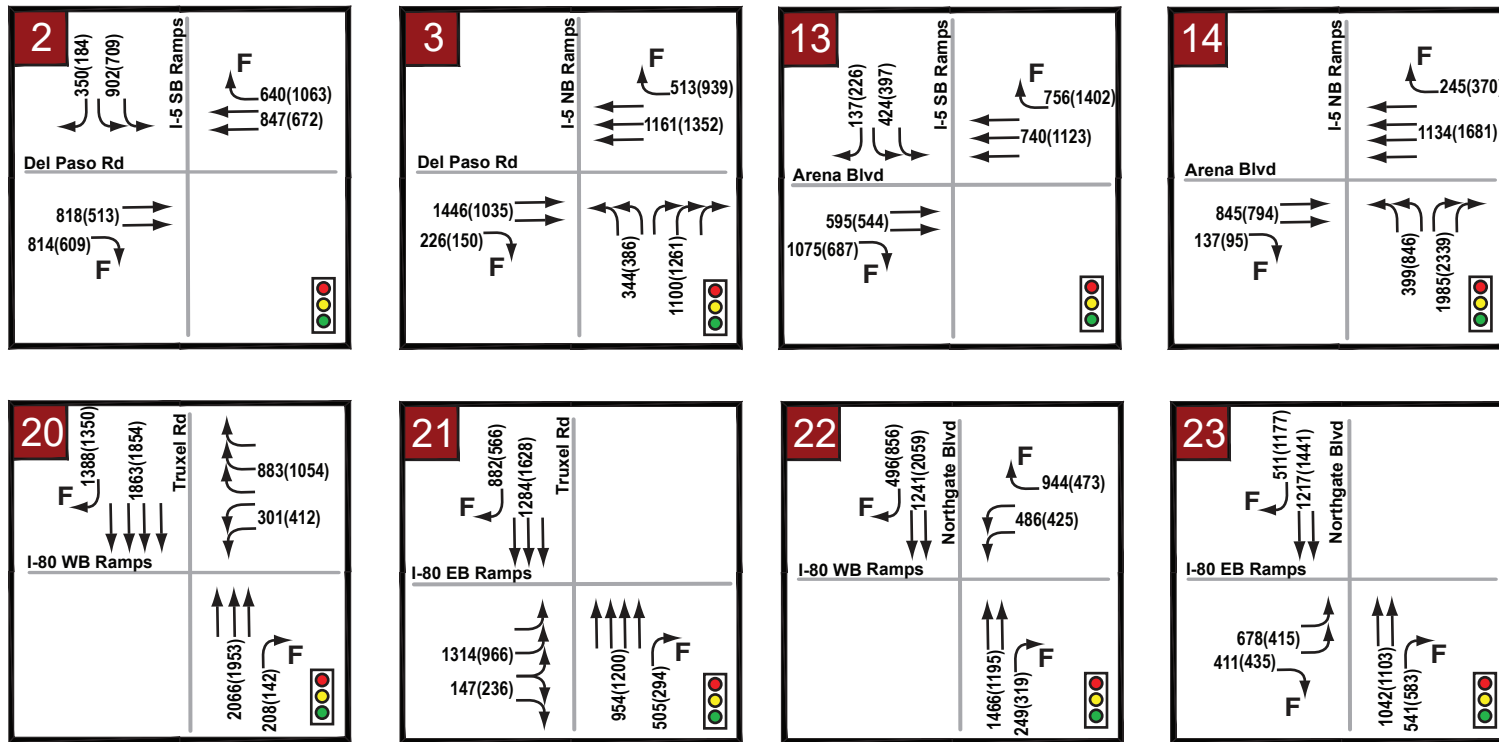


LEGEND	
#	Study Intersection
	Signalized Study Intersection
F	Free Movement
AM(PM)	Peak-hour Turning Movement Volumes

SOURCE: Kimley-Horn, 2022

Innovation Park PUD

Figure 4.10-11
Existing Plus Project Traffic Volumes



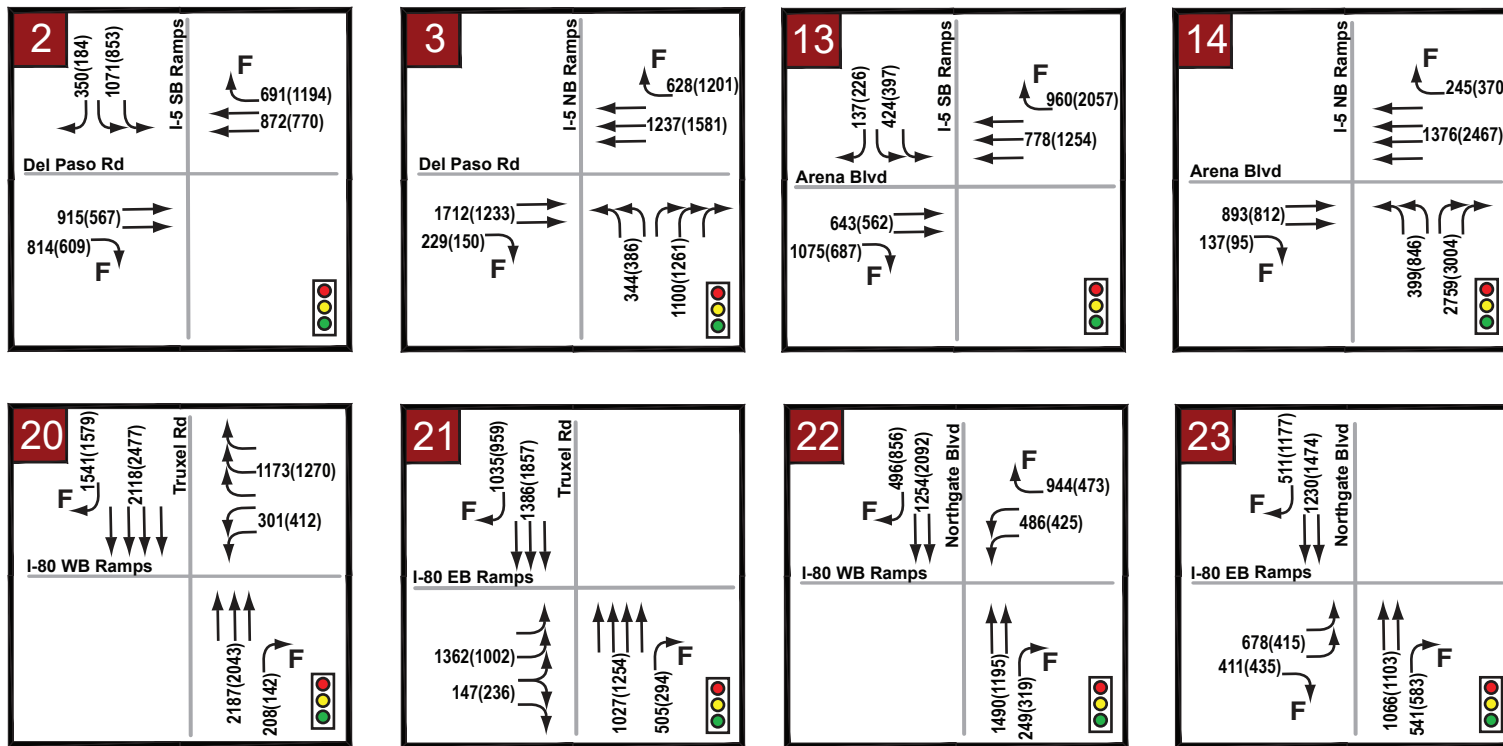
LEGEND	
#	Study Intersection
	Signalized Study Intersection
F	Free Movement
AM(PM)	Peak-hour Turning Movement Volumes

SOURCE: Kimley-Horn, 2022

Innovation Park PUD

Figure 4.10-12
Cumulative Volumes





LEGEND

- # Study Intersection
- Signalized Study Intersection
- F** Free Movement
- AM(PM)** Peak-hour Turning Movement Volumes

SOURCE: Kimley-Horn, 2022

Innovation Park PUD

Figure 4.10-13
Cumulative Plus Project Volumes



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 not directly related to environmental issues may be discussed or noted for the record. Where text changes in the Draft EIR are warranted based on comments on the Draft EIR, those changes are generally included after the response to the 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 a response to another comment. This occurs when the same comment, or a very similar comment, was made or the same or a very similar question was asked, and an appropriate response was included elsewhere.

This page intentionally left blank

Wilton Rancheria



9728 Kent Street, Elk Grove, CA 95624

November 17, 2021

City of Sacramento

RE: Innovation Park (P-18-077)

Dear,

This letter constitutes a formal request for tribal consultation under the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code section 21080.3.1 subdivisions (b), (d) and (e)) for the mitigation of potential project impacts to tribal cultural resource for the above referenced project. Wilton Rancheria (Tribe) requested formal notice and information for all projects within your agency’s geographical jurisdiction on July 1, 2015 and received notification on July 20, 2021 regarding the above referenced project.

The Tribe requests consultation on the following topics checked below, which shall be included in consultation if requested (Public Resources Code section 21080.3.2, subd. (a):

- Alternatives to the project
- Define the Applicant (Lead Agency)
- Project funding
- Recommended mitigation measures
- Significant effects of the project
- Native American Inspector present during ground disturbance

The Tribe also requests consultation on the following discretionary topics checked below (Public Resources Code section 21080.3.2, subd. (a):

- Type of environmental review necessary
- Significance of tribal cultural resources, including any regulations, policies or standards used by your agency to determine significance of tribal cultural resources.
- Significance of the project’s impacts on tribal cultural resources
- Project alternatives and/or appropriate measures for preservation or mitigation that we may recommend, including, but not limited to:

- (1) Avoidance and preservation of the resources in place, pursuant to Public Resources Code section 21084.3, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- (2) Treating the resources with culturally appropriate dignity considering the tribal cultural values and meaning of the resources, including but not limited to the following:
 - a. Protecting the cultural character and integrity of the resource.
 - b. Protection the traditional use of the resource; and

A1-1

- c. Protecting the confidentiality of the resource.
 - (3) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - (4) Protecting the resource.

Additionally, the Tribe would like to receive any cultural resources assessments or other assessments that have been completed on all or part of the project's area of potential effect (APE), and area surrounding the APE including, but not limited to:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
 - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
 - Copies of all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response.
 - If the probability is low, moderate, or high that cultural resources are in the APE or surrounding the APE.
 - Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the potential APE or surrounding the APE; and
 - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.
 - ✦ The Tribe requests to be present at any survey conducted on the Applicants behalf.
2. The results of any archaeological inventory survey that was conducted, including:
 - Any reports that may contain site forms, site significance, and suggested mitigation measures.
 - Any reports or inventories found under the Native American Graves Protection and Repatriation Act.
 - ✦ All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10. All Wilton Rancheria correspondences shall be kept under this confidential section and only shared between the Tribe and lead agency.
3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission. The request form can be found at http://www.nahc.ca.gov/slf_request.html. USGS 7.5-minute quadrangle name, township, range, and section required for the search.
4. Any ethnographic studies conducted for any area including all or part of the potential APE or areas surrounding the APE; and
5. Any geotechnical reports regarding all or part of the potential APE or areas surrounding the APE.

- The Tribe shall be notified before any geotechnical testing is planned. Geotechnical testing has potential to impact Tribal Cultural Resources and should be part of this consultation.
- 6. Aerial Map of the APE that depicts infrastructure, utility and/or trenching routes, enter and exit routes for equipment, staging areas, and any other proposed ground disturbance.
- 7. A diagram of known soil types with depths of each type i.e., borrowed soils, fill, or Native soils.

The information gathered will provide us with a better understanding of the project and will allow the Tribe to compare your records with our database.

A1-1
cont.

We would like to remind your agency that CEQA Guidelines section 15126.4, subdivision (b)(3) states that preservation in place is the preferred manner of mitigating impacts to archaeological sites. Section 15126.4, subd. (b)(3) of the CEQA Guidelines has been interpreted by the California Court of Appeal to mean that “feasible preservation in place must be adopted to mitigate impacts to historical resources of an archaeological nature unless the lead agency determines that another form of mitigation is available and provides superior mitigation of impacts.” *Madera Oversight Coalition v. County of Madera* (2011) 199 Cal.App.4th 48, disapproved on other grounds, *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority* (2013) 57 Cal.4th 439.

Please contact the Cultural Preservation Department, via email at cpd@wiltonrancheria-nsn.gov to set up a meeting.

Sincerely,

**Letter A1
Response**

Wilton Rancheria
November 17, 2021

A1-1 The letter from Wilton Rancheria constitutes a formal request for tribal consultation under the provisions of Public Resources Code Section 21080.3.1. Tribal consultation has been ongoing for the proposed project as described on pages 4.4-14 and 4.4-15 in Section 4.4, *Cultural and Tribal Cultural Resources*, of the Draft EIR.

This comment letter was in response to the Notice of Availability of a Draft EIR for the Innovation Park (P18-077) project, for which the City is already in consultation. The City sent an initial email, and a follow up email, in summer 2021 to the Wilton Rancheria Cultural Preservation Department (CPD) describing that the project was active again and that a project-specific analysis was being added for a hospital at the southwest corner of the project site. An approximate location map was included. The City sent additional communication to Wilton Rancheria CPD describing the City's and the Tribe's past correspondence and the information received based on the analysis/study completed for the proposed project and input from other tribe(s) and the approach to the mitigation measures to be included in the Draft EIR.

On November 16, 2021, the City then sent out the Notice of Availability of the Draft EIR for the proposed project, requesting comments on the Draft EIR. The response provided from Wilton Rancheria (this comment letter, dated November 17, 2021) does not provide comments on the Draft EIR, but rather requests consultation and requests information that has already been provided to Wilton Rancheria, either in previous emails or in the Draft EIR. The City has requested that consultation with Wilton Rancheria close based on the information gleaned from the study and analysis completed for the project site and the mitigation measures included in the Draft EIR.



REGIONALSAN
 TAKING THE WASTE OUT OF WATER
 Sacramento Regional County Sanitation District

November 17, 2021

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

Subject: Notice of Availability of a Draft Environmental Impact Report for the Innovation Park PUD and CNU Medical Center Project (P18-077)

Dear Mr. Johnson,

The Sacramento Regional County Sanitation District (Regional San) and the Sacramento Area Sewer District (SASD) have the following comments regarding the Notice of Preparation of a Draft Environmental Impact Report for the Innovation Park PUD and CNU Medical Center project.

The Innovation Park project site is a 183.8-acre site located within the City of Sacramento’s North Natomas community in the northwestern portion of the city. The site is situated within a larger area bounded by Del Paso Road to the north, Truxel Road to the east, Arena Boulevard to the south, and East Commerce Way to the west. Within this larger area, a ring of parcels surrounds the site of the proposed planned unit development (PUD). Current development within the proposed project site includes the Sleep Train Arena building, the former Sacramento Kings practice facility, parking areas, partially developed areas and fully undeveloped areas at the northernmost end of the Innovation Park site.

Local sanitary sewer service for the proposed project site will be provided by the SASD local sewer collection system. Ultimate conveyance of wastewater from the SASD collection system to the Sacramento Regional Wastewater Treatment Plant (SRWTP) for treatment and disposal will be provided by the Regional San interceptor system.

In order to receive sewer service, the project proponent must complete a Sewer Master Plan that includes connection points and phasing information to assess the capacity of the existing sewer system to accommodate the additional flows generated by this project.

In February 2013, the Regional San Board of Directors adopted the Interceptor Sequencing Study (ISS). The ISS updated the Regional San Master Plan 2000. The ISS is located on the Regional San website at www.regionalsan.com/ISS.

In March 2021, the SASD Board of Directors approved the most current SASD planning document, the 2020 System Capacity Plan Update (SCP). The SCP is located on the SASD website at www.sacsewer.com/devres-standards.html.

A2-1

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

Christoph Dobson

District Engineer

Glenn Bielefelt

Director of Operations

Vacant

Director of Policy & Planning

Matthew Doyle

Director of Internal Services

Glen Iwamura

Interim Chief Financial Officer

Nicole Coleman

Public Affairs Manager

www.regionalsan.com

Mr. Scott Johnson
November 17, 2021
Page 2

Regional San and SASD are not land-use authorities. Regional San and SASD plans and designs its sewer systems using information from land use authorities. Regional San and SASD base the projects identified within its planning documents on growth projections provided by these land-use authorities. Onsite and offsite environmental impacts associated with extending sewer services to this development should be contemplated within this Environmental Impact Report.

Customers receiving service from Regional San and SASD are responsible for rates and fees outlined within the latest Regional San and SASD ordinances. Fees for connecting to the sewer system recover the capital investment of sewer and treatment facilities that serves new customers. The SASD ordinance is located on the SASD website at www.sacsewer.com/ordinances and the Regional San ordinance is located on the Regional San website at www.regionalsan.com/ordinance.

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

Sincerely,

Robb Armstrong

Robb Armstrong
Regional San Development Services & Plan Check

cc: SASD Development Services

↑
A2-1
cont.

**Letter A2
Response** **Robb Armstrong, Sacramento Regional County Sanitation District
(Regional San)**
November 17, 2021

A2-1 As described on page 4.11-23 of the Draft EIR, wastewater is collected from the project area and conveyed through Sacramento Area Sewer District, flows into the interceptor system, and is delivered to Regional San's Sacramento Regional Wastewater Treatment Plant.¹ A Sewer Master Plan for the proposed project is being prepared to show connection points and capacity information for the existing and proposed infrastructure.

The City acknowledges that Regional San is not a land use authority and does not generate growth projections for its service area. As discussed in Section 4.11, *Utilities and Service Systems*, of the Draft EIR, the proposed project would not connect directly to Regional San's sewage collection facilities, but would instead connect to the City's existing sewer system. Construction of on-site sanitary sewer systems, and connection to the City's sewer system, are discussed in the impact assessment in Impact 4.11-6 beginning on page 4.11-28 of the Draft EIR, and throughout other environmental impact analysis sections of the EIR, as relevant to each CEQA resource area. Please see these sections of the Draft EIR for more information.

The comment refers to Regional San ordinances that establish rates and fees for sewer system connections and service. The comment does not address the EIR for the proposed project. The comment is noted and will be conveyed to the City Council for its consideration.

¹ Sacramento Area Sewer District. 2019. Our Sewage Collection System. Available: <https://www.sacsewer.com/post/our-sewage-collection-system>. Accessed November 6, 2019.

This page intentionally left blank



Department of Toxic Substances Control



Jared Blumenfeld
Secretary for
Environmental Protection

Meredith Williams, Ph.D.
Director
8800 Cal Center Drive
Sacramento, California 95826-3200

Gavin Newsom
Governor

December 6, 2021

Mr. Scott Johnson
City of Sacramento
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
SRJohnson@cityofsacramento.org

Governor's Office of Planning & Research

Dec 06 2021

STATE CLEARINGHOUSE

DRAFT ENVIRONMENTAL IMPACT REPORT FOR INNOVATION PARK PLANNED UNIT DEVELOPMENT – DATED NOVEMBER 16, 2021 (STATE CLEARINGHOUSE NUMBER: 2019039011)

Dear Mr. Johnson:

The Department of Toxic Substances Control (DTSC) received an Environmental Impact Report (EIR) for Innovation Park Planned Unit Development (Project). The Lead Agency is receiving this notice from DTSC because the Project includes one or more of the following: groundbreaking activities, work in close proximity to a roadway, work in close proximity to mining or suspected mining or former mining activities, presence of site buildings that may require demolition or modifications, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site.

A3-1

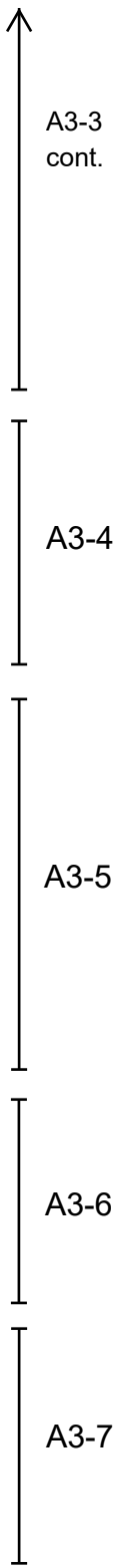
DTSC recommends that the following issues be evaluated in the EIR Hazards and Hazardous Materials section:

1. The EIR should acknowledge the potential for historic or future activities on or near the project site to result in the release of hazardous wastes/substances on the project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The EIR should also identify the mechanism(s) to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.
2. Refiners in the United States started adding lead compounds to gasoline in the 1920s in order to boost octane levels and improve engine performance.

A3-2

A3-3

This practice did not officially end until 1992 when lead was banned as a fuel additive in California. Tailpipe emissions from automobiles using leaded gasoline contained lead and resulted in aerially deposited lead (ADL) being deposited in and along roadways throughout the state. ADL-contaminated soils still exist along roadsides and medians and can also be found underneath some existing road surfaces due to past construction activities. Due to the potential for ADL-contaminated soil DTSC, recommends collecting soil samples for lead analysis prior to performing any intrusive activities for the project described in the EIR.



A3-3
cont.

3. If any sites within the project area or sites located within the vicinity of the project have been used or are suspected of having been used for mining activities, proper investigation for mine waste should be discussed in the EIR. DTSC recommends that any project sites with current and/or former mining operations onsite or in the project site area should be evaluated for mine waste according to DTSC's 1998 [Abandoned Mine Land Mines Preliminary Assessment Handbook](#)

A3-4

4. If buildings or other structures are to be demolished on any project sites included in the proposed project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's 2006 [Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers](#).

A3-5

5. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to [DTSC's 2001 Information Advisory Clean Imported Fill Material](#).

A3-6

6. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the EIR. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 [Interim Guidance for Sampling Agricultural Properties \(Third Revision\)](#).

A3-7

DTSC appreciates the opportunity to comment on the EIR. Should you need any assistance with an environmental investigation, please visit DTSC's [Site Mitigation & Restoration Program](#) page to apply for lead agency oversight. Additional information regarding voluntary agreements with DTSC can be found at [DTSC's Brownfield website](#).

A3-8

If you have any questions, please contact me at (916) 255-3710 or via email at Gavin.McCreary@dtsc.ca.gov.

Sincerely,



Gavin McCreary
Project Manager
Site Evaluation and Remediation Unit
Site Mitigation and Restoration Program
Department of Toxic Substances Control

cc: (via email)

Governor's Office of Planning and Research
State Clearinghouse
State.Clearinghouse@opr.ca.gov

Mr. Dave Kereazis
Office of Planning & Environmental Analysis
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

**Letter A3
Response****Gavin McCreary, California Department of Toxic Substances Control
(DTSC)**
December 6, 2021

- A3-1 The City acknowledges that the proposed project would include ground-disturbing activities, work in close proximity to a roadway, the presence of existing site buildings that would require demolition, and the importation of backfill soil, as described in Chapter 2, *Project Description*, of the Draft EIR. As discussed in Section 4.0.3, *Issues Previously Determined to Be Less than Significant*, the project site has no history of mining and is not presently used for agriculture. As discussed in Section 4.4, *Cultural and Tribal Resources, Historical Map and Aerial Photograph Research*, the project site was used for agriculture until at least 1971. As discussed in Section 4.7, *Hazards and Hazardous Materials, Current Inactive Sports Complex*, the project site was developed as a sports complex in 1988.
- A3-2 As discussed in Section 4.7, *Hazards and Hazardous Materials, Previous Agricultural Use*, the City acknowledges that the proposed activities on the project site have the potential to encounter legacy pesticides and herbicides from the historical agricultural land use. As discussed in Section 4.7, *Hazards and Hazardous Materials, Cortese List*, no known active hazardous materials sites are located within, adjacent, or within 3,000 feet of the project site. To address the potential to encounter hazardous materials, Section 4.7, *Hazards and Hazardous Materials*, includes Mitigation Measure 4.7-1(a), Conduct Phase I Environmental Site Assessment; Mitigation Measure 4.7-1(b), Prepare and Implement Health and Safety Plan; and Mitigation Measure 4.7-1(c), Develop and Implement Site Management Plan.
- A3-3 As discussed in responses to comments A3-1 and A3-2, the project site was in agricultural use until the 1980s and did not have intensive use of roads. The site's subsequent use as a sports complex did not involve heavy-vehicle use (e.g., on freeways, highways, and major arterial roads). Thus, significant concentrations of aerially deposited lead are not anticipated at the project site.
- A3-4 As described on page 2-9 of the Draft EIR, the majority of the project site is currently developed and no mineral extraction operations exist at the site, nor is there any evidence that mineral extraction activities have taken place in the past.
- A3-5 There are two existing structures on the project site. Sleep Train Arena would be demolished as part of the proposed project. The existing practice facility, constructed in the early 2000s, is not anticipated to be demolished. As discussed in Section 4.7, *Hazards and Hazardous Materials, Current Inactive Sports Complex*, the existing arena structure was constructed in 1988 and the practice facility in the early 2000s, which postdates the U.S. Environmental Protection

Agency's (USEPA's) mid-1970s nationwide ban on the use of asbestos-containing materials and lead-based paint in building materials. Therefore, asbestos-containing materials and lead-based paint are not anticipated to be present in the existing building materials. Further, in order to prevent the release of asbestos into the environment, the project sponsor must properly identify and abate all regulated asbestos materials prior to the start of demolition, as required by USEPA and the Sacramento Metropolitan Air Quality Management District (SMAQMD). An Asbestos Renovation/Demolition Notification Form must be submitted to SMAQMD prior to receiving a demolition permit from the City.

- A3-6 The City appreciates the DTSC advisory letter providing suggested guidance for selecting imported fill materials. The City understands that the proposed medical facility is a sensitive land use and that contaminated materials may not be used as fill for the project site.
- A3-7 As discussed in response to comment A1-2, the historical agricultural land use at the project site is discussed in Section 4.7, *Hazards and Hazardous Materials, Previous Agricultural Use*, of the Draft EIR, which acknowledges that organochlorine pesticides may have been used during past agricultural activities. To address the potential to encounter legacy agricultural chemicals, Section 4.7, *Hazards and Hazardous Materials*, includes Mitigation Measure 4.7-1(a), Conduct Phase I Environmental Site Assessment; Mitigation Measure 4.7-1(b), Prepare and Implement Health and Safety Plan; and Mitigation Measure 4.7-1(c), Develop and Implement Site Management Plan.
- A3-8 The comment offers assistance with environmental investigation of the project site. The comment is noted and will be conveyed to the City Council for its consideration.

This page intentionally left blank



10060 Goethe Road
Sacramento, CA 95827-3553
Tel 916.876.6000
Fax 916.876.6160
www.sacsewer.com

December 9, 2021

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

Subject: Innovation Park PUD
APN: 225-0070-059; -060; -063; -067; -076
File No.: P18-077

Dear Mr. Johnson,

The Sacramento Area Sewer District (SASD) has reviewed the subject documents.

SASD will be responsible for collection and disposal of sewage generated from this project site upon completion and adherence to SASD standards. We expect that if the Project is subject to currently established policies, ordinance, fees, and to conditions of approval, then mitigation measures within the EIR will adequately address the sewage aspects of the project. We anticipate a less than significant impact to sewage facilities due to mitigation.

A4-1

If you have any questions regarding these comments, please call me at (916) 876-9991 or Yadira Lewis at (916) 876-6336.

Sincerely,

Haley MacGowan

Haley MacGowan, EIT
SASD Development Services

**Letter A4
Response**

Haley MacGowan, Sacramento Area Sewer District (SASD)
December 9, 2021

- A4-1 The comment states that SASD would be responsible for collection and disposal of sewage generated from the proposed project. Wastewater collection and disposal is addressed in Section 4.11, *Utilities and Service Systems*, of the Draft EIR. The proposed project would adhere to established policies and ordinances for wastewater disposal. Impacts 4.11-5 through 4.11-8 analyzed the potential for the proposed project to adversely affect wastewater facilities. The analysis determined that the proposed project would have a less-than-significant impact on wastewater facilities and no mitigation is required.

From: [Wood, Dylan@Wildlife](mailto:Wood,Dylan@Wildlife)
To: [Scott Johnson](mailto:Scott.Johnson)
Cc: [Wildlife R2 CEQA](mailto:Wildlife.R2.CEQA); ["state.clearinghouse@opr.ca.gov"](mailto:state.clearinghouse@opr.ca.gov)
Subject: Comments on the Draft Environmental Report for the Innovation Park Planned Unit Development (SCH: 2019039011)
Date: Monday, January 3, 2022 1:15:49 PM
Attachments: [image001.png](#)

Dear Mr. Johnson:

The California Department of Fish and Wildlife (CDFW) received a draft Environmental Impact Report (EIR) from the City of Sacramento (City) for the Innovation Park Planned Unit Development (Project), formerly known as the Natomas Arena Reuse Planned Unit Development Project.

A5-1

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California’s **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (*Id.*, § 1802.) Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

A5-2

CDFW may also act as a **Responsible Agency** under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW’s lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in “take” as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

The Project site is a 183.8-acre site located within the City of Sacramento’s North Natomas community in the northwestern portion of the city. The site is situated within a larger area bounded by Del Paso Road to the north, Truxel Road to the east, Arena Boulevard to the south, and East Commerce Way to the west. Within this larger area, a ring of parcels surrounds the site of the proposed planned unit development (PUD). Current development within the proposed Project site

A5-3

includes the Sleep Train Arena building, the former Sacramento Kings practice facility, parking areas, partially developed areas and fully undeveloped areas at the northernmost end of the Project site.

The proposed PUD provides a framework for a community defined by districts. The PUD provides for a total of three distinct districts: Health; Life; and Innovation.. The Health District would contain a hospital and medical campus, complementary commercial, retail, medical office, residential uses for active seniors, medical focused education facilities, and residences for students, faculty and faculty family members. Outdoor spaces and other public gathering places would be provided that foster connection to the surrounding districts. The Life District incorporates the area east of Innovator Drive and may include but is not limited to a mix of neighborhoods, a park and plaza, a school, a hotel and local serving retail. It would include vibrant higher density urban residential areas in the core of Innovation Park, graduating to quieter, less dense neighborhoods within, and feature a prominent urban plaza and nature park. The Innovation District would include a mix of higher intensity uses focused on innovation, including office, and residential mixed-use.

A5-3
cont.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the City in adequately identifying and/or mitigating the Project’s significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Suggested revisions to text are marked with additions in **underline**.

Comment 1: Revisions needed to mitigate potential impacts to nesting birds to a level of less-than-significant.

Mitigation Measure 4.3.2(a) describes surveys and associated responses to assess and reduce impacts to nesting birds. However, the Project site contains a unique pond feature that currently supports over 100 heron and egret nests, therefore CDFW recommends additional protections for rookery species as outlined in the suggested revision below. The revisions are intended to reduce impacts to the rookery during the sensitive breeding period, as well as to any herons and egrets that potentially occupy the rookery area as year-round residence. While many herons and egrets are migratory, ample food supply and refuge habitat in the Natomas Basin may contribute to yearlong presence of the birds in the rookery area.

A5-4

Text from the EIR:

Construction activities associated with clearing and grubbing, tree removal, demolition of buildings or other structures (including demolition by implosion), and removal of riparian woodland/filling of the pond shall occur outside of the nesting season that encompasses all birds (September 16 through January 31), unless the following measures are complied with. If vegetation removal begins during the nesting season (February 1 to September 15), the project applicant shall retain a qualified biologist to conduct a preconstruction survey for active nests in suitable nesting habitat within 500 feet of the construction area for nesting raptors and migratory birds. **If removal of riparian woodland/filling of the pond begins during the non-nesting season (September 15 to January 31), the project applicant shall retain a qualified biologist to conduct a preconstruction survey for active rookery use within the riparian woodland/pond.** The preconstruction survey shall be conducted within five days before the start of ground-disturbing activities. If the preconstruction survey shows that there is no evidence of active nests **or active rookery use**, a letter report shall be submitted to the City for its records within 14 days of the survey and no additional measures are required. If construction activities do not begin within five days of the preconstruction survey, or if

construction halts for more than five days, an additional preconstruction survey is required within five days of the initiation or re-initiation of construction activities.

If active nests are found during the survey, the project proponent shall implement mitigation measures to ensure that the species will not be adversely affected, which will include establishing a no-work buffer zone, as approved by the City in consultation with the CDFW and USFWS, around the active nest. Measures will include, but not be limited to:

1. The project proponent shall maintain **a sufficient buffer around the active nest to ensure impacts to nests are avoided. The buffer size shall be determined in consultation with a qualified biologist based on site-specific conditions such as proximity to novel stimuli, natural shielding, etc. The minimum buffer size should be no less than a 500-foot buffer around each active raptor nest and a 100-foot buffer around the black-crowned night heron and cattle egret rookery (during nesting season); however, larger buffers may be needed depending on the sensitivity of any birds onsite.** No construction activities shall be permitted within this buffer. For other nesting migratory and passerine birds, a no-work buffer zone shall be established around the active nest, as determined by the City in consultation with **a qualified biologist**, CDFW and/or USFWS. The no-work buffer may vary depending on species and site-specific conditions, as determined by the City in consultation with **a qualified biologist**, CDFW and USFWS.
2. 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 affecting the breeding effort. In this case (to be determined on a case-by-case basis), a qualified biologist shall monitor the nest(s) during construction within the buffer. If, in the professional opinion of the monitor, the project would affect the nest, the biologist shall immediately inform the construction manager and the project proponent shall notify the City's Planning Director. 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 the qualified biologist. If construction begins outside of the migratory bird breeding season (February 1 through August 31), the applicant is permitted to continue construction activities in the existing active construction footprint. However, an additional nesting bird survey shall be conducted if construction is expected to extend outside of the active construction footprint **and the applicant is required to comply with bird protection measures of the Migratory Bird Treaty Act and the California Fish and Game Code, regardless of the time of year.**
3. Mitigation Measure 4.7-1(a), item viii (see Section 4.7, Noise and Vibration), which requires employment of noise reducing pile installation techniques, shall be implemented for construction activities that include pile driving.

If active rookery use is found outside the nesting season, the project proponent shall implement mitigation measures to ensure that the species will not be adversely affected, which will include establishing a no-work buffer zone, as approved by the City in consultation with a qualified biologist, CDFW and/or USFWS, around the active rookery. Measures will include, but not be limited to:

1. **In consultation with a qualified biologist, CDFW and/or USFWS, the project proponent shall develop a rookery impact reduction plan (Plan). The Plan shall detail the use of the rookery site outside of nesting season, propose strategies for reducing impacts to resident birds, and to ensure take of the species does not occur. Such strategies could include but are not limited to:**
 - a. **Limiting any vegetation impacts to daylight hours or when birds are away from the rookery site.**
 - b. **Progressively limbing any actively used trees that are to be removed over the course of several days as to passively encourage use of other habitats.**
 - c. **"Soft-start" initiation of project activities as means to not immediately flush birds using the rookery. "Soft-start" techniques could be implemented by starting lower impact work in the area first or having a small crew walk the area before initiating heavy equipment use.**
 - d. **Establishing a no disturbance buffer around any onsite habitat to be protected (i.e., so birds could relocate from one side of the pond to another).**

Comment 2: Revisions needed to mitigate potential impacts to Swainson's hawk (*Buteo swainsoni*) to a level of less-than-significant.

Component 2 of Mitigation Measure 4.3-2(c) describes procedures for implementation in the event an active Swainson's hawk nest is found within the vicinity of the project. Based on the 2020 Implementation Annual Report for the Natomas Basin Habitat Conservation Habitat Conservation Plan (NBHCP), an active Swainson's hawk nest is located within the roadside redwood trees along Del Paso Boulevard, approximately 0.3 miles southeast of Arco Arena West Entrance Road. Due to the life history of the species, it is likely that the nesting pair that utilized this territory in 2020 will return in subsequent nesting seasons, including the year in which project activities commence. As such, CDFW recommends a more robust set of conditions be included within Mitigation Measure 4.3-2(c).

Text from the EIR:

If active Swainson's hawk nests are found within 0.25 mile of construction activities, a survey report shall be submitted to CDFW, and an avoidance and minimization plan shall be developed for approval by CDFW before the start of construction. The avoidance plan shall identify measures to minimize impacts on the active Swainson's hawk nest, depending on the exact location of the nest. These measures shall include but not be limited to:

- a. All construction personnel shall receive a worker environmental awareness training program from a CDFW- and USFWS-approved biologist before the start of any construction activities.
- b. A buffer zone and work schedule shall be established to avoid affecting the nest during critical periods. If possible, no work will occur within 0.25 mile of the nest while it is in active use. If work will occur within 0.25 mile of the nest, construction will be monitored by a qualified biologist on a daily basis to ensure that no work occurs **which will result in take of Swainson's hawk. In consultation with the qualified biologist, the project applicant shall preclude all project activities** within a minimum of 500 feet of the nest during **sensitive periods of the breeding season such as** incubation or within 10 days after hatching. **If during consultation it is determined that implementation of the project as proposed may result in take of Swainson's hawk, the project may seek related take authorization as provided by the Fish and Game Code.**
- c. A biological monitor shall conduct regular monitoring of the nest during construction activities.
- d. The biologist shall be allowed to halt construction activities if construction activities are disturbing the nest. The biologist will be able to halt construction until she/he has determined that the nest activity is resuming normal activity. Once the biologist determines that normal nesting behavior has resumed, construction activities may recommence.
- e. No plastic, monofilament, jute, or similar erosion control matting shall be placed within the project area when working within 200 feet of annual grassland or suitable nest sites. Possible substitutions include coconut coir matting, tackified hydroseeding compounds, or other material approved by CDFW and USFWS.
- f. Any trees containing an active Swainson's hawk nest shall be retained during project implementation. Retention of the nest tree includes prohibition of any project-related activity which may inadvertently damage the integrity of the nest tree or the nest**

structure, including any activities in the surrounding vicinity that occur outside the Swainson’s hawk nesting season. If the nest tree cannot be retained, the project applicant and their qualified biologist shall consult with CDFW and demonstrate compliance with CESA. If during consultation it is determined that implementation of the project as proposed may result in take of Swainson’s hawk, the project may seek related take authorization as provided by the Fish and Game Code.

g. All staging and storage areas, including vehicle parking and employee break area shall be located at least 1000 feet from an active Swainson’s hawk nest.

h. Any night lighting used during project activities shall be directed away from the active nest or shielded to avoid disturbance of nesting behavior.

A5-5
cont.

Comment 3: CDFW recommends implementation of bird enhancement and mortality reduction strategies.

As described in the EIR, the proposed project footprint will be in the Pacific Flyway. In addition, the Natomas Basin is a regional hotspot for migratory bird activity and special-status species covered under the NBHCP. Placement of buildings in this type of environment may adversely affect bird populations by introducing common sources bird mortalities such as domestic cats for residents at the facility and reflective windows that birds may collide with. Given declines in segments of the overall bird population^[1] and ecological benefits of healthy bird activity^{[2][3][4]}, CDFW recommends consideration of bird enhancement and mortality reduction strategies in Project design and implementation. Incorporation of these strategies can reduce anthropogenic effects on birds and promote sustainable development in California.

Local bird populations are severely impacted by domestic cats, which are estimated to cause over one billion bird mortalities every year in the United States and may be the single biggest cause of global bird mortality after habitat destruction^[5]. Unlike natural predators, whose populations fluctuate with prey levels, cat populations are artificially sustained through introduction of new individuals or feeding of feral individuals. Therefore, cats can contribute not only to direct bird mortality but also to the imbalance of natural factors in the birds’ ecosystem. Keeping domestic cats indoors and out of native ecosystems is a key consideration for reducing environmental impacts and promoting responsible pet ownership in the community.

A5-6

Collisions with clear and reflective sheet glass and plastic is also a leading cause in human-related bird mortalities^[6]. Many types of windows, sheet glass, and clear plastics are invisible to birds resulting in casualties or injuries from head trauma after an unexpected collision. Birds may collide with windows as little as one meter away in an attempt to reach habitat seen through, or reflected in, clear and tinted panes, so even taking small measures to increase visibility of windows to birds can make a substantial difference in minimizing long-term impacts of urban development near natural environments.

As such, CDFW recommends the applicant incorporate bird and wildlife friendly strategies:

- An education program for any onsite residents to keep domestic cats indoors
- Install screens, window patterns, or new types of glass such as acid-etched, fritted, frosted,



ultraviolet patterned, or channel. Additional information can be found at <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds/collisions/buildings-and-glass.php>.

↑
A5-6
cont.

Incorporation of bird and wildlife friendly strategies not only promotes environmental stewardship but also facilitates compliance with State and federal protections aimed at preserving bird populations.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental documents be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDDB). The types of information reported to CNDDDB can be found at the following link: <https://wildlife.ca.gov/Data/CNDDDB/Plants-and-Animals>. The completed form can be sent electronically to CNDDDB at the following email address: CNDDDB@wildlife.ca.gov.

↑
A5-7

CONCLUSION

CDFW appreciates the opportunity to provide comments.

Questions regarding this email or further coordination should be directed to Dylan Wood, Environmental Scientist, at 916-358-2384 or dylan.a.wood@wildlife.ca.gov.

Sincerely,

Dylan Wood

California Department of Fish and Wildlife
Environmental Scientist
(916) 358-2384



References:

[1] Douglas W Tallamy, W Gregory Shriver, Are declines in insects and insectivorous birds related?, Ornithological Applications, Volume 123, Issue 1, 1 February 2021.

[2] Maas, B., D. S. Karp, S. Bumrungsri, K. Darras, D. Gonthier, J. C.-C. Huang, C. A. Lindell, J. J. Maine, L. Mestre, N. L. Michel, et al. . (2016). Bird and bat predation services in tropical forests and agroforestry landscapes. Biological Reviews 91:1081–1101.

[3] Wenny, D. G., Ç. H. Şekercioğlu, N. J. Cordeiro, H. S. Rogers, and D. Kelly (2016). Seed dispersal by fruit-eating birds. In Why Birds Matter: Avian Ecological Function and Ecosystem Services (Ç. H. Şekercioğlu, D. G. Wenny, and C. J. Whelan, Editors). University of Chicago Press, IL, USA. pp. 107–146.

[4] Fujita, M., and K. O. Kameda (2016). Nutrient dynamics and nutrient cycling by birds. In Why Birds Matter: Avian Ecological Function and Ecosystem Services (Ç. H. Şekercioğlu, D. G. Wenny, and C. J.

Whelan, Editors). University of Chicago Press, IL, USA. pp. 271–297.

[5] Dauphine, N. and Cooper, R.J. (2009) Impacts of Free-Ranging Domestic Cats (*Felis catus*) on Birds in the United States: A Review of Recent Research with Conservation and Management Recommendations. Warnell School of Forestry and Natural Resources, University of Georgia.

[6] Klem, D. (2009). Avian Mortality at Windows: The Second Largest Human Source of Bird Mortality on Earth. Acopian Center for Ornithology, Department of Biology, Muhlenberg College, Allentown, Pennsylvania.

[1] Douglas W Tallamy, W Gregory Shriver, Are declines in insects and insectivorous birds related?, Ornithological Applications, Volume 123, Issue 1, 1 February 2021.

[2] Maas, B., D. S. Karp, S. Bumrungsri, K. Darras, D. Gonthier, J. C.-C. Huang, C. A. Lindell, J. J. Maine, L. Mestre, N. L. Michel, et al. . (2016). Bird and bat predation services in tropical forests and agroforestry landscapes. *Biological Reviews* 91:1081–1101.

[3] Wenny, D. G., Ç. H. Şekercioğlu, N. J. Cordeiro, H. S. Rogers, and D. Kelly (2016). Seed dispersal by fruit-eating birds. In *Why Birds Matter: Avian Ecological Function and Ecosystem Services* (Ç. H. Şekercioğlu, D. G. Wenny, and C. J. Whelan, Editors). University of Chicago Press, IL, USA. pp. 107–146.

[4] Fujita, M., and K. O. Kameda (2016). Nutrient dynamics and nutrient cycling by birds. In *Why Birds Matter: Avian Ecological Function and Ecosystem Services* (Ç. H. Şekercioğlu, D. G. Wenny, and C. J. Whelan, Editors). University of Chicago Press, IL, USA. pp. 271–297.

[5] Dauphine, N. and Cooper, R.J. (2009) Impacts of Free-Ranging Domestic Cats (*Felis catus*) on Birds in the United States: A Review of Recent Research with Conservation and Management Recommendations. Warnell School of Forestry and Natural Resources, University of Georgia.

[6] Klem, D. (2009). Avian Mortality at Windows: The Second Largest Human Source of Bird Mortality on Earth. Acopian Center for Ornithology, Department of Biology, Muhlenberg College, Allentown, Pennsylvania.

**Letter A5
Response****Dylan Wood, California Department of Fish and Wildlife (CDFW)**
January 3, 2022

- A5-1 The City appreciates CDFW’s review of and comment on the Draft EIR. The comment is noted and will be conveyed to the City Council for its consideration.
- A5-2 The City acknowledges CDFW’s role as a trustee and responsible agency under state law, and notes those roles on page 2-68 in Chapter 2, *Project Description*, of the Draft EIR. Ongoing coordination with CDFW may include the need to obtain regulatory approvals under the lake and streambed alteration or California Endangered Species Act programs.
- A5-3 The comment provides an accurate summary of the project description.
- A5-4 CDFW suggests changes to Mitigation Measure 4.3-2(a) to further address on-site habitat and minimize impacts on both nesting birds and year-round residents of the rookery site. Mitigation Measure 4.3-2(a) is revised as shown in Chapter 2, *Revisions to the Draft EIR*.
- A5-5 The City believes there is an error in CDFW’s description of the location of the active Swainson’s hawk nest near Del Paso Boulevard; Del Paso Boulevard is not near the project site. However, Del Paso Road lies to the north of the project site. The City does recognize the existence of a nearby nest in the general vicinity.
- CDFW suggests changes to Mitigation Measure 4.3-2(c) to help minimize impacts on Swainson’s hawks that may nest in the vicinity of the project site. Mitigation Measure 4.3-2(c) is revised as shown in Chapter 2, *Revisions to the Draft EIR*, to address the potential effects of staging areas and nighttime lighting during construction activities.
- A5-6 While the City recognizes the general risk that both domestic cats and building collisions pose to birds, the City does not have any established standards addressing these risks. The project area is located within an established urban environment and is surrounded by various commercial and residential buildings with few nearby natural habitat areas, and the physical characteristics of the site do not justify imposing regulations or limits that are not imposed elsewhere in the community.
- The proposed California Northstate University (CNU) Medical Center hospital tower would be approximately 14 stories and would include large areas of glass façade. As described on page 4.1-22 in Section 4.1, *Aesthetics*, of the Draft EIR, the hospital building would be designed to meet the requirements of the Leadership in Energy and Environmental Design (LEED) Pilot Credit 55, which requires that all windows and glazing use nonreflective materials or be designed

to eliminate daytime glare. This credit analyzes all the exterior materials used and limits the proportion of materials that are deemed to have a high threat factor to birds. This credit was crafted by the American Bird Conservatory and is its preferred guideline for building designers (as stated in its Bird Friendly Building Design Guide). This design element would reduce the potential for incidents of bird collisions with the hospital structure.

A5-7

The identification of special-status species or natural communities detected during site surveys should be reported to the California Natural Diversity Database as appropriate. Mitigation Measure 4.3-4 in Section 4.3, *Biological Resources*, of the Draft EIR requires that preconstruction surveys be conducted on the project site to survey specifically for stinkbells and Sanford's arrowhead. If special-status plant species are found, the project proponent would be required to prepare a transplantation and monitoring plan in consultation with CDFW. The transplantation and monitoring plan would be subject to review and approval by CDFW before the start of any construction activities in the special-status plant species area.

This page intentionally left blank

California Department of Transportation



DISTRICT 3
703 B STREET | MARYSVILLE, CA 95901-5556
(530) 741-4233 | FAX (530) 741-4245 TTY 711
www.dot.ca.gov

January 3rd, 2022

Scott Johnson
Senior Planner
Community Development Department
City of Sacramento
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

GTS# 03-SAC-2021-01015
P18-077

Draft Environmental Impact Report – Innovation Park Planned Use Development (PUD) & California Northstate University (CNU) Medical Center

Dear Mr. Johnson:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the project referenced above. We reviewed this local development for impacts to the State Highway System (SHS) in keeping with our mission, vision, and goals, some of which includes addressing equity, climate change, and safety, as outlined in our statewide plans such as the California Transportation Plan 2050, Caltrans Strategic Plan, and Climate Action Plan for Transportation Infrastructure.

The City of Sacramento's (City) Community Development Department, Environmental Planning services, has released the Draft Environmental Impact Report (DEIR) for the Innovation Park Planned Use Development (PUD) & California Northstate University (CNU) Medical Center. Caltrans previously reviewed and submitted comments on the public draft and administrative draft of the Innovation Park PUD Draft Guidelines and the CNU Medical Center Campus. The CNU Medical Center project lies within a portion of the Innovation Park PUD, which is a mixed-use development including commercial, residential and employment uses. The PUD covers 183 acres and includes the former Sleep Train Arena site in the City of Sacramento. The plan area is an infill redevelopment site located within the North Natomas community and is bounded by the semi-curvilinear ring of Sports Parkway. The included CNU Medical Center Campus Development will have up to 400 beds, 905,000 square feet of hospital space, and an additional 590,000 square feet of medical office space. The PUD boundaries are approximately 0.4 miles from the Del Paso Road / Interstate 5 (I-5) interchange, 0.5 miles from the Arena Boulevard / I-5 interchange, 1.2 miles from the Truxel Road / Interstate 80 (I-80) interchange, and two miles from the I-5 / I-80 interchange. Based on the information received, Caltrans provides the following comments.

A6-1

Forecasting and Modeling

In general, Caltrans would like to see more details about the methodologies used to arrive at the conclusions in the Vehicle Miles Traveled (VMT) analysis.

- Though the City's calculations indicate that this project will generate 68,195 trips per day, the VMT results do not exceed regional threshold amounts. However, 68,195 trips per day, many of which will use the SHS, will have an impact on the performance of the SHS, especially at the forecast 2040 levels. A6-2
- The City of Sacramento has provided an existing VMT per capita for the Innovation Park DEIR. Caltrans requests providing a 'future 2040 VMT' per capita number as well. A6-3
- On page 4.10-30, Caltrans requests that the table 4.10-9 be divided into subcategories so total trips for commercial uses can be split into two categories: residential and non-residential. A6-4
- Table 4.10-9 cites "Residential" trips from "Note 1" which refers to the Draft Transportation Analysis Report, dated July 14, 2020. This report was used for the CNU Medical center project DEIR for the Elk Grove Location. Please describe the residential land use more clearly and describe what type of residential land use a dormitory is. A6-5
- On page 4.10-45, if one or more of the retail land-uses becomes regional-serving, Caltrans requests a mitigation, accompanied by a mitigation monitoring plan, which ensures that the impacts of regional-serving commercial land uses will be addressed and mitigated by the City in cooperation with Caltrans in the event that they appear after the finalization of this DEIR. A6-6
- Caltrans requests that Table 4.10-16 include a description of whether residential population shown in "NOTE 1" entry of table 4.10-9 is included in this table. A6-7
- Caltrans requests that the City confirm that the non-residential population shown in Table 4.10-16 includes all non-residential trips related to hotel, university/college, hospital, general office, medical/dental office, and patron and employee retail land uses. If this is not the case, Caltrans requests a list of which trips are covered. A6-8
- Office land uses are shown in thousands of square feet and not in the number of office units in the trip generation table. Caltrans recommends that office space should be included in the employment land uses, and not residential. A6-9
- On page 4.10-18 the applicant states that the land uses were converted into the number of jobs each would provide. Caltrans requests providing the number of jobs for each land use that was used to calculate the employment VMT. Also, Caltrans requests providing the back-calculation data for all the employment-based land uses. This revised calculation should include employment from Parcel D. A6-10
- On Page 4.10-18 the VMT for future residents is described. Caltrans requests how the number of future residents was calculated. A6-11
- Caltrans could not find the total number of parking spaces to be provided for non-residential land uses. Caltrans requests providing a summary of all parking spaces to be provided for all of the non-residential land uses Caltrans requests this table be broken down in the same categories as Table 4.10-9 after the table is split into residential and non-residential subcategories for commercial uses so it can be split A6-11

into two categories. Caltrans also requests dividing the table to list the number of parking spaces to be provided for patrons and for employees.

- In a discussion of the employment component, the methodology appears to exclude hospital, university, and retail components. Caltrans requests providing details on these forms of employment in the DEIR. Caltrans also requests providing more details about how the employment component was calculated and providing the number of employees in each sector.
Please also include a monitoring plan for all mitigation measures included in the DEIR, and any new mitigation measures which may be introduced in the Final Environmental Impact Report (FEIR).
- The DEIR claims that the medical land uses of the project would be “local-serving,” but does not mention existing and future medical facilities nearby such as Kaiser facilities in downtown Sacramento, the Railyards area, and by Arden Way/Exposition Boulevard.
- Similar to this project, the University of California (UC) Davis Medical Center Update/Aggie Square DEIR did not evaluate VMT impacts but did not claim to be “local-serving.” Instead, the DEIR for that project argued that the project is in a low VMT area according to the Sacramento Area Council of Governments (SACOG) VMT screening maps, which does not apply to this project.
 - However, the UC Davis Medical Center Update/Aggie Square DEIR pointed out that its complementary land uses such as the medical land uses, residential land uses, and local-serving retail would support trip internalization within the project. That may apply to the Innovation Park project but might not be enough to support leaving out the VMT analysis.

↑ A6-11
cont.
A6-12
A6-13
A6-14
A6-15

Planning

- Caltrans requests a discussion on how the existing and proposed transit service levels will equate to five percent of trips for transit at build-out.
- The applicant commits to two transit mitigations: One for current impacts and one for cumulative impacts, both described as mitigation “4.10-3 Implement Measures to Provide Transit Access.” The mitigation is based on the provisions of transit facilities, but not on the provision of transit services. Caltrans requests providing more detail and explanation about how the provision of transit facilities such as right of way for transit stops, bus stops/shelters, and local cyclist/pedestrian connections to stop locations will mitigate the impact on existing public transit operations without a commensurate increase in service.
 - Caltrans requests setting a target of transit ridership for the project and provide details on how the City and Sacramento Regional Transit (SacRT) will work together to meet the of the future project.
- The DEIR describes two SacRT bus lines, one of which offers 30-minute headways and the other which offers irregular 40-minute headways, and six JIBE lines which offer irregular peak-hour service only.

A6-16
A6-17
A6-18
↓

- Please include a discussion of the SacRT's Smart Ride Micro-Mobility Service which offers weekday on-demand service in the Natomas – North Sacramento Service area.
- The base image in figure 4.10-2 is low resolution and could also benefit from an illustration or a call-out to show the inter-relationship of the proposed development site with the transit lines.
- On page 4.10-6, Caltrans requests referencing the transit stops that the project will use to access the key portions of the project from each transit route including the future light rail service. Caltrans recommends calculating the average walking distances for bus stops to reflect service in both directions. If applicable, please include bus stops on both sides of the street.
- While the earlier PUD drafts strengthened the Park and Ride language, the DEIR appears to omit all Park and Ride references save for a reference to General Plan Policy NN. Mobility 1.9 (page 4.10-15). The General Plan policy identifies the need for a minimum of 900 Park and Ride spaces identified at Truxel Road, Arena Boulevard, and Town Center Station. Of those 900 spaces, 300 joint-use Park and Ride spaces are required at Arena Station. Other than repeating the policy, the DEIR makes no reference to the provision of these spaces.
- Caltrans recommends adding a Park and Ride facility for the Innovation Park Project Park in order to reduce VMT, reduce Greenhouse Gas emissions (GHG), and create a mode shift towards alternative transportation. Caltrans recommends the applicant work with local transit agencies to ensure that service will be provided during peak hours of the day to the facility. This Park and Ride facility will also help reduce the number of vehicles that are on the local roadway system and on Caltrans facilities. The Park and Ride facility will help mitigate safety concerns and impacts related to vehicle queuing at our interchanges along I-5 and I-80.

↑ A6-18
 cont.
 |
 A6-19
 |
 A6-20
 |
 A6-21

Traffic Operations/Safety

- The DEIR does not mention calibrating the existing conditions SimTraffic model to field observations (either in-person or video) during peak hours. If a calibrated model was not used, Caltrans requests re-running the analysis with a calibrated model.
- When SimTraffic is used for operations analysis, Caltrans recommends evaluating queue length based on the maximum queue length instead of the 95th percentile queue. Caltrans requests the maximum queue length to evaluate the off- and on-ramp queues and queue lengths at intersections. Caltrans requests clarifying if the results in Table 4.10-6 are average queue or maximum queue length.
- Caltrans requests including the off-ramp maximum queue lengths for the eastbound left-turn at intersection #21 Truxel Road/I-80 eastbound Ramps and for the westbound right-turn at intersection #22 Northgate Boulevard/I-80 westbound Ramps. Caltrans requests including these lengths in Tables 4.10-6, 10, 12, and 14.

|
 A6-22
 |
 A6-23
 |
 A6-24

Ramp Metering

- Caltrans requests the methodology for the Queue Length Storage Design in Section 1.4 of the *Ramp Metering Design Manual* to determine if the available storage length at the on ramps in the study area can accommodate the demand for all study scenarios. Use of this methodology may result in additional impacts being determined. (<https://dot.ca.gov/programs/traffic-operations/ramp-metering>)
- Ramp meters will be installed at the I-5 northbound/Del Paso Road diagonal on-ramp and I-5 northbound/Del Paso Road loop on-ramp. Caltrans requests evaluating the queue lengths of these on-ramps to determine if they can accommodate the queue lengths under Cumulative and Cumulative Plus Project conditions.
- The DEIR proposes reducing ramp meter cycle lengths to accommodate the queue lengths at two on-ramps where the storage length is not sufficient. Adjusting ramp metering rates is not within the authority of the City, and Caltrans would not make these adjustments as they would negatively impact the performance of the SHS. Caltrans requests removing this reference to this (on page 4.10-43 and 4.10-53) and modify any conclusions which may be based on shortened ramp metering cycles.

A6-25

A6-26

A6-27

Appendix H

- Caltrans requests a meeting with the City of Sacramento to discuss the methodology to Appendix H.

A6-28

Forecasted Operational Analysis

- Caltrans is requesting additional details for data reported about decreases in turning movements and traffic volumes between Existing and Existing Plus Project conditions. Figures 4.10-5 and 4.10-11 show decreased turning movement volumes that did not make sense in relation to the project to Caltrans reviewers, such as the westbound through movement at Intersection #13 Arena Boulevard/I-5 southbound ramps during the AM peak hour.
- Caltrans requests the City to investigate the changes in queue length in relation to the changes in traffic volume at the following locations:
 - Existing Plus Project Conditions (AM Peak Hour)
 - The westbound right-turn at Truxel Road/I-80 westbound ramps. The volumes show a large increase, but the queue length increases very modestly from existing conditions.
 - The ramp meter queue length at Arena Boulevard/I-5 southbound loop on-ramp. The volumes show a decrease, but the queue length increases from existing conditions.
 - The ramp meter queue length at Truxel Road/I-80 eastbound loop on-ramp. The volumes show a large increase, but the queue length increases very modestly from existing conditions.
 - Existing Plus Project Conditions (PM Peak Hour)

A6-29

A6-30

- The southbound left-turn at the Arena Boulevard/I-5 southbound ramps. The volume remains the same, but the queue length decreases from existing conditions.
 - The ramp meter queue length at Northgate Boulevard/I-80 westbound diagonal on-ramp. The volume remains the same, but queue length decreases from existing conditions.
 - The ramp meter queue length at Northgate Boulevard/I-80 eastbound loop on-ramp. The volumes show a decrease, but the queue length remains the same as the existing conditions.
 - Cumulative Plus Project Conditions (AM Peak Hour)
 - The southbound left-turn at Del Paso Road/I-5 southbound ramps. The volumes show an increase, but queue length decreases from the cumulative conditions.
 - The northbound right-turn at Arena Boulevard/I-5 northbound ramps. The volumes show large an increase, but the queue length increases very modestly from the cumulative conditions.
 - Cumulative Plus Project Conditions (PM Peak Hour)
 - The ramp meter queue length at Del Paso Road/I-5 southbound diagonal on-ramp. The volume remains the same, but queue length decreases from Cumulative conditions.
 - The ramp meter queue length at Arena Boulevard/I-5 southbound diagonal on-ramp. The volume remains the same, but queue length decreases from cumulative conditions.

A6-30
cont.

Trip Generation

- The 2019 5-year American Community Survey estimate of means of transportation to work for the City of Sacramento is 3.3%. Table 4.10-9 describes trip generation and the same data can be found in Table 1 of Appendix H. Caltrans is concerned that using a 5% figure for trip generation for diversion to transit is too high of an estimate. Please clarify if the 5% trip reductions during AM & PM peak hours cited in Table 4.10-9 are based on any local studies or evidence.

A6-31

Figures

- Caltrans recommends including the following in Figure 4.10-4: Medical clinics such as Kaiser Permanente medical facilities in downtown Sacramento and near Arden Way/Exposition Boulevard, and the future Kaiser Permanente medical facilities at the Sacramento Railyards
- The DEIR contains text referencing the traffic volumes figures (Figures 4.10-5, 11, 12, and 13) as showing the intersection geometry and traffic volumes, but the figures only show traffic volumes.
- Caltrans requests an edit to Appendix H Figure 9 to show that there are two right-turn lanes to the on-ramps for Intersections #20 and #21.
- Caltrans requests an edit to Appendix H Figure 12 to show there will be two left-turn lanes and three right-turn lanes for the northbound approach at Intersection #14.

A6-32

A6-33

A6-34

A6-35

Scott Johnson, Senior Planner
January 3rd, 2022
Page 7

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

If you have questions regarding these comments or require additional information, please contact Alex Kenefick, City of Sacramento Intergovernmental Review Coordinator, by phone at (530) 565-3972 or via email at Alex.Kenefick@dot.ca.gov.

A6-36

Sincerely,

Alex Padilla

Alex Padilla, Branch Chief
Office of Transportation Planning
Regional Planning Branch – South

Letter A6 Response **Alex Padilla, California Department of Transportation (Caltrans)**
January 3, 2022

- A6-1 The comment provides an accurate summary of the project description.
- A6-2 The vehicle miles traveled (VMT) calculations were performed consistent with State of California guidelines and with review from City of Sacramento staff. Unlike level of service (LOS) calculations, the number of trips is less relevant when calculating impacts than the length of trips and vehicle occupancy. While this development would add trips to the State Highway System, this may be true of all future development in the Natomas area.
- A6-3 This information was provided in the Draft EIR and can be found in Table 4.10-3.
- A6-4 The information in Table 4.10-9 is already split into separate categories by land use type as defined by the *Trip Generation Handbook*, 10th Edition, published by the Institute of Transportation Engineers (ITE). All land use categories using the project size metric “Dwelling Units” or “Rooms” refer to residential trips and all other categories are nonresidential trips. The land use category named just “Residential” refers to the specific trips generated by the CNU campus’s dormitory buildings; the *Trip Generation Handbook* was not used to generate trips for this use because it is based on measured data within the region. The data were collected at two local privately operated student housing apartment complexes. One complex was located on the University of California, Davis (UC Davis) main campus and the other was within one mile of the UC Davis main campus. If net project trips are requested by residential and nonresidential totals, they are as follows:
- Residential: 11,965 project-related trips
 - Nonresidential: 56,230 project-related trips
- A6-5 Dormitory uses are residential units that cater specifically to students. The dormitories were included in the transportation modeling under the residential land use. Additional language has been added to the *Project Trip Generation* section to more clearly describe the dormitory land use and explain how the trip generation rates were developed. These edits are shown in Chapter 2, *Revisions to the Draft EIR*. The language added includes, “The trip generation rates for the dormitories/student housing were based on data collected at two local privately operated student housing apartment complexes. One was located on UC Davis and the other was within one mile of the UC Davis core campus.”
- A6-6 As noted in the Draft EIR on page 4.10-20, “If regional-serving retail is ultimately determined to be part of the proposed project, those sites would need

to be evaluated on their own merits as detailed project descriptions become available in the future.” The project area is zoned as C-2 and within the C-2 zone, any retail use over 40,000 gross square feet or any superstore requires a conditional use permit. As the 40,000 square-foot limit falls below the 50,000 square-foot limit for regionally serving retail, a conditional use permit would be required for any regionally serving retail store and thus would require a separate quantitative VMT analysis. If a regionally serving retail store is proposed after the EIR is finalized, the City will coordinate with Caltrans to ensure that relevant mitigation is accounted for and documented, including a mitigation monitoring plan (MMP), where appropriate.

- A6-7 The VMT analysis included was consistent with SACOG guidelines and all residential population was included in this analysis including the dorm population. The dorms will be located within the CNU Campus area and will be used to house CNU students. A clarification was added to the document. With respect to the non-residential population and associated trips, the total employees show include employees for the hotel, university/college, hospital, MOB, and retail uses. The trips that are analyzed include both employee trips and those related to patrons and other assorted trips that either start or end within the project area. This is consistent with the methodology provided by SACOG² for analyzing VMT using the SACSIM travel demand model. Note that Table 4.10-9 summarizes trip generation for the project using the units shown in ITE’s Trip Generation Handbook. Table 4.10-16 (now Table 4.10-17) summarizes the VMT findings for the residential and non-residential land uses including the total number of residents or employees within the model. As the model was used to perform the VMT analysis, only the size and number of units in Table 4.10-9 correlate with Table 4.10-16 (now Table 4.10-17) as they were used to develop the residents and employees shown in the table.
- A6-8 The number of office units possible within the Planned Unit Development (PUD) area is unknown at this time, as individual development projects have not yet been proposed. While several of the nonresidential land uses are shown in thousands of square feet in the trip generation table (Table 4.10-9 of the Draft EIR), all uses were analyzed using employees as shown in the VMT Summary table (Table 4.10-16). Office was not analyzed as a residential land use type.
- A6-9 Employment for Parcel D was taken directly from the project applicant for the CNU campus land uses including the hospital, educational uses, and medical office buildings. The retail component of Parcel D was calculated consistent with the remainder of the parcels. The number of employees per 1,000 square feet for each land use was determined by using ITE’s *Trip Generation Handbook* to calculate the ratio between the number of daily trips generated by 1,000 square

² Sacramento Area Council of Governments (SACOG), September 2020. *VMT Computation Procedures – DRAFT*. September 30, 2020.

feet of building space and for each employee. This produces the number of employees per 1,000 square feet for each land use as follows:

- Retail: 2 employees per 1,000 square feet
- Office: 3 employees per 1,000 square feet
- Medical Office: 4 employees per 1,000 square feet
- Hospital: 3 employees per 1,000 square feet
- Educational uses: 2 employees per 1,000 square feet
- Hotel: 1 employee per 4 rooms

A6-10 The number of future residents was determined based on the PopGen program used within SACSIM's population synthesis process. This is the standard process stated by SACOG for its travel demand model (SACSIM),³ and it is typical for new developments to go through this process to determine the number of residents based on the number of households and location of the development.

A6-11 The number of parking spaces is known for the CNU Medical Center and is included in Chapter 2, Project Description, of the Draft EIR. For the remainder of the PUD area, the number of parking spaces is still being determined. The number of parking spaces did not affect the VMT, or the operations analysis documented in the Draft EIR. The number of parking spaces provided is expected to be consistent with City of Sacramento guidelines.

A6-12 Please see response to comment A6-9, which outlines how the number of employees was calculated for each land use type and response to comment A6-7 that discusses what uses are covered in the non-residential employment analysis. While each land use was broken out and summarized for each of the non-residential land uses, as shown in Table 4.10-16 (now Table 4.10-17), all non-residential land uses were included in the VMT analysis, consistent with the methodology published by SACOG. In addition, based on state guidelines, customer-focused uses in which the majority of trips generated by the land use type are from customers rather than employees such as retail uses, medical uses, and educational uses can be considered either locally serving or regional serving and it was determined that these uses are locally serving and therefore can be presumed to have a less-than-significant VMT impact. The total employees by use for the entirety of the proposed project include: 684 retail employees, 1,098 office employees, 20 hotel employees, 4,985 medical employees, 1,035 medical office employees, and 1,720 university employees.

A6-13 An MMP is included as Chapter 4 of this Final EIR.

³ Sacramento Area Council of Governments (SACOG), May 2020. *User Guide and Model Documentation for SACSIM19*. May 29, 2020.

- A6-14 When analyzing comparable uses for the proposed hospital, in terms of VMT policy and analysis only existing hospitals would be relevant rather than future hospitals because projects need to be compared to existing conditions. Existing hospitals such as the Sutter Medical Center and Mercy General Hospital were mentioned on page 4.10-21 and Figure 4.10-4 of the Draft EIR provide a visual representation of the existing hospitals' service area. Residents of Natomas, and points farther north, would not need to travel farther into Sacramento to receive medical care available at a hospital-anchored medical center. Instead, residents would travel a shorter distance to receive that care, thereby reducing VMT. Therefore, the proposed project's medical uses can be considered local-serving.
- A6-15 As noted, the proposed project's medical uses would not be located in a low-VMT area,⁴ and therefore, this exemption would not apply to the proposed project. In addition, Aggie Square is located in an area already served by multiple existing medical uses (see Figure 4.10-4), so a local-serving designation would be much more difficult to support. The proposed project would shorten trips in an area that currently requires residents to travel farther for medical uses that would be comparable to the types of services the proposed project provides, and thus a local-serving designation is appropriate. The complementary land uses in the proposed project would further support a conclusion of a less-than-significant impact.
- A6-16 The design of the project is to provide residential uses with a high density that would utilize transit at an above average rate compared to the rest of the Sacramento area. In addition, this reduction applies to all uses and many of the non-residential uses such as the retail, medical, and university uses would support a higher-than-average transit usage. Note that this is for all trips, not just commute trips, and the three largest trip generating land uses are medical office, university/college, and retail. The trips associated with these three uses tend to have a lower percentage of commute trips and larger percentage of customer trips. The mode split for transit produced by the model was reviewed and given the project's design, it was determined that a 5-percent trip reduction related to transit was appropriate. In addition, the transit usage for the proposed project at build-out could be higher than 5 percent when the Green Line is constructed with a half-mile of the proposed project providing a high-quality transit corridor. The considerations that informed this conclusion included the proposed project's density and type of uses, the availability of transit infrastructure in the project vicinity, and the type and density of surrounding land uses. Please see response to comment A6-32.
- A6-17 As noted in the Draft EIR, "due to the uncertain nature of future services provided by regional and local transit agencies, the adequacy of access to transit

⁴ Sacramento Area Council of Governments (SACOG), May 2021. *Work Tour VMT Map*. Accessed May 26, 2021. Available: <https://sb743-sacog.opendata.arcgis.com/>.

provided by the CNU Medical Center, cannot be determined at this time.” Therefore, Mitigation Measure 4.10-3 was written to provide flexibility as individual projects move forward; they can coordinate with the City of Sacramento and Sacramento Regional Transit (SacRT) to determine the appropriate facilities needed and ensure that they are constructed consistent with all relevant guidelines. A target for transit ridership is not being considered at this time, but may be included in the future as deemed necessary by the City of Sacramento and SacRT. In addition, SacRT has stated its agreement with Mitigation Measure 4.10-3.

- A6-18 Language was included in the Draft EIR describing SacRT’s SmaRT Ride Micro-Mobility Service. The language included describes the service area and operational details of the SmaRT Ride Micro-Mobility Service. See the text change in Chapter 2, *Revisions to the Draft EIR*.
- A6-19 Figure 4.10-2 has been updated to include the location of the proposed project and relationship of the project site to existing transit lines. A higher-resolution background image was also used, and is included in Chapter 2, *Revisions to the Draft EIR*.
- A6-20 Figure 4.10-2 was provided to display the existing transit lines that are proximate to the project site and would be relevant to the proposed project. Because routes, stop locations, and service times are modified over time, there is no way to be certain about what will be available as the project develops, including a potential future light rail extension.
- A6-21 A Park and Ride lot is not currently being considered as part of the proposed project, per the removal of the policy by the City of Sacramento staff. As transit options in the area develop, parking spaces located within the project area may be utilized as shared spaces for the transit options. It is recognized that a Park and Ride lot would provide many benefits, including reducing VMT and GHG emissions based on a reduced reliance on drive-alone trips and lower parking ratios. It is understood that a Park and Ride lot could also help form a more pedestrian-oriented urban environment that will encourage more people to use alternative transportation. The future shared spaces may be considered as a decentralized Park and Ride lot should those spaces be needed in the future.
- A6-22 A field visit was completed prior to the analysis of this project to provide an in-person view of how the study intersections operate. The appropriate signal timings were entered based on signal timing sheets provided by the City and confirmed to be consistent with in-person measurements. In addition, the peak-period intersection turning movement counts at the ramp intersections were conducted during the a.m. (7:00–9:00 a.m.) and p.m. (4:00–6:00 p.m.) peaks on April 9, 2019. Using traffic counts at the ramp intersections that were collected on the same day ensures that existing field conditions are reflected as part of the

data collected. Driver parameters were modified based on guidance from the SimTraffic developer, Trafficware, and in-person observations. The SimTraffic model developed for this project was determined to be calibrated before the analysis was completed.

- A6-23 The queues reported in Table 4.10-6 of the Draft EIR are based on the 95th percentile queue. While the SimTraffic model was considered calibrated, the queue length produced is still considered an estimation rather than a definitive measurement. Therefore, it was deemed appropriate to use the 95th percentile queue as a determination of whether an impact occurs on the ramp, as this is the industry standard. The maximum queue may be overstated and using it for an impact determination may lead to the construction of improvements that are unnecessary to accommodate an extremely rare traffic event.
- A6-24 The queues reported in Tables 4.10-6, 4.10-10, 4.10-12, and 4.10-14 of the Draft EIR are based on the 95th percentile queue. While the SimTraffic model was considered calibrated, the queue length produced is still considered an estimation rather than a definitive measurement. Therefore, it was deemed appropriate to use the 95th percentile queue as a determination of whether an impact occurs on the ramp as this is the industry standard. The maximum queue may be overstated and using it for an impact determination may lead to constructing improvements may not be needed as real-world queuing very rarely reaches the estimated maximum queue.
- A6-25 The methodology found in Section 1.4 of the *Ramp Metering Design Manual* was used to perform a new analysis not included in the Draft EIR to calculate the queue length for all ramps and scenarios with ramp metering. Because ramp metering timing is dynamic and a default time is unknown, a default departure rate using an interval of six seconds was initially used, consistent with the documented SimTraffic analysis. The arrival rate was modified to use an anti-peak hour factor (PHF) for the first 15 minutes (lower arrival rate) and a PHF adjustment for the second 15 minutes (higher arrival rate), while the remaining 30 minutes used the standard hourly arrival rate. Because the results differed significantly from the SimTraffic results for several of the ramps, resulting in unrealistically long queues (in excess of 1 mile), the departure rate was increased by reducing the interval between green bulbs. This reduction in the interval was completed to better mimic the dynamic nature of the ramp meter and provide more realistic results based on existing field observations. Note that in all cases, it was assumed that only one vehicle per green was allowed to depart. The results of this analysis are shown as revised text in Chapter 2, *Revisions to the Draft EIR*, and no additional impacts were found.
- A6-26 The methodology found in Section 1.4 of the *Ramp Metering Design Manual* was used to perform a new analysis not included in the Draft EIR to calculate the queue length for the I-5 northbound on-ramps at Del Paso Road for the

Cumulative and Cumulative plus Project scenarios assuming ramp metering is installed. Because ramp metering timing is dynamic and a default time is unknown, a default departure rate using an interval of six seconds was initially used. The arrival rate was modified to use an anti-PHF for the first 15 minutes (lower arrival rate) and a PHF adjustment for the second 15 minutes (higher arrival rate), while the remaining 30 minutes used the standard hourly arrival rate. The departure rate was increased by reducing the interval between green bulbs when the initial departure rate resulted in unrealistic queue rates. This reduction in the interval was completed to better mimic the dynamic nature of the ramp meter and provide more realistic results based on existing field observations at other ramp meters. Note that in all cases, it was assumed that only one vehicle per green was allowed to depart. The results of this analysis are shown as revised text in Chapter 2, *Revisions to the Draft EIR*, and no impacts were found.

A6-27 The recommendation language used was not intended to override the timing that Caltrans implements at the relevant ramp meters. Merely it was attempting to describe the fact that ramp metering timing is dynamic while the analysis used a static time in between green lights. As traffic conditions along the mainline changes, the ramp metering timing responds. Similarly, if a queue extends far enough back, it may trip a detector that is used to alert the meter as to when a queue may spill back into the travel way in order to flush the queue for a short time. This functionality was not available for the software used to analyze the queues and thus, the queues may be overestimated using the conservative timing assumed for all ramp meters.

A6-28 A meeting was held on January 20, 2022 between the City of Sacramento, its consultants, and Caltrans in response to this comment. Those attending the meeting discussed the comments provided and the methodology used in Appendix H. The following was decided:

- The City will provide comment responses by February 4, 2022
- Language in Appendix H will be modified to include the fact that a lane on I-5 will be added as a managed lane in the future as noted in SACOG's 2020 MTP/SCS
- The freeway analysis section included in Appendix H will be removed

A6-29 The Existing scenario was completed based on the original PUD analysis conducted in 2019, which contained both Synchro files and volume figures. After an investigation based on this comment, it was discovered that there was a discrepancy between the volumes used in Synchro and the volumes summarized in the figure contained in the report. The volumes contained in the volume figure match the volumes that were counted in 2019 and were subsequently used to develop the turning movement volumes for all other scenarios. The volumes within

the Synchro files were incorrect, but were used in the analysis performed for this intersection for Existing conditions. After the volumes were compared, it was determined that the volumes that were analyzed were higher for every movement than what was measured, so the results shown in the report are conservative in that the operations would only be better if the measured volumes were used. Therefore, no modifications were made to the results summarized in the report for this intersection. Figure 4.10-5 was revised to reflect the correct turning movement volumes, and is reflected in Chapter 2, *Revisions to the Draft EIR*.

A6-30

A response is provided for each of the modeling conditions presented in the comment letter:

- **Existing Plus Project Conditions (A.M. Peak Hour)**
 - **The westbound right turn at the Truxel Road/Interstate 80 (I-80) westbound ramps. The volumes show a large increase, but the queue length increases very modestly from existing conditions.**
The westbound right turn (WBR) volume increased from 554 vehicles to 941 vehicles from Existing to Existing plus Project conditions. The corresponding queue length for the WBR increases from 170 feet to 250 feet, or approximately three to four vehicles in length, assuming 25 feet per vehicle. It should be noted that there are three WBR lanes where the outermost lane is a free right, and this would temper some of the expected increase in queue length. In addition, the reported queue lengths are an average of 10 simulations run in SimTraffic to ensure the reported queue lengths can be provided with confidence. Therefore, it is determined that this increase in queue length is appropriate.
 - **The ramp meter queue length at the Arena Boulevard/Interstate 5 (I-5) southbound loop on-ramp. The volumes show a decrease, but the queue length increases from existing conditions.**
The volume shown for this movement is incorrect and there is an increase in volume compared to Existing conditions. The volume figure has been updated and the increase in queue length is appropriate based on the corrected volumes.
 - **The ramp meter queue length at the Truxel Road/I-80 eastbound loop on-ramp. The volumes show a large increase, but the queue length increases very modestly from existing conditions.** While it is correct that there is a large increase in volume for this movement, based on how the ramp metering analysis was conducted, the modest increase in queue length is appropriate. This on-ramp contains two lanes for vehicles to queue in, and it was assumed that they grow proportionately to one another based on field observations. A six-second gap between greens was assumed for all ramp meters to be conservative and because the dynamic timing of the meters was unknown. Six seconds equates to a discharge rate of 10 vehicles per minute or 600 vehicles per hour. This was then multiplied by two for both lanes and a combined discharge rate of 1,200 vehicles per hour was used at this ramp. Therefore, while the

number of vehicles increased, the combined volume (arrival rate) did not exceed the discharge rate, and therefore, a modest increase in queue length is expected.

- **Existing Plus Project Conditions (P.M. Peak Hour)**
 - **The southbound left turn at the Arena Boulevard/I-5 southbound ramps. The volume remains the same, but the queue length decreases from existing conditions.**

The volume shown for this movement is incorrect and there is an increase in volume compared to Existing conditions. The volume figure has been updated and the increase in queue length is appropriate based on the corrected volumes.
 - **The ramp meter queue length at the Northgate Boulevard/I-80 westbound diagonal on-ramp. The volume remains the same, but queue length decreases from existing conditions.**

The volume data were cross-checked, and queue length that was reported matches the SimTraffic results. While the volume remains constant, the queue length decreased by approximately one vehicle length, from 324 feet to 290 feet. This could be due to the stochastic nature of SimTraffic runs, where similar volumes can produce differing results. In addition, the discharge rate at this ramp exceeds the arrival rate, which would produce similar queuing results; therefore, the randomness inherent to SimTraffic runs can produce a minor decrease when a constant queue length was expected.
 - **The ramp meter queue length at the Northgate Boulevard/I-80 eastbound loop on-ramp. The volumes show a decrease, but the queue length remains the same as the existing conditions.**

The volume shown for this movement is incorrect and there is no change in volume compared to Existing conditions. The volume figure has been updated and the constant queue length is appropriate based on the corrected volumes.
- **Cumulative Plus Project Conditions (A.M. Peak Hour)**
 - **The southbound left turn at the Del Paso Road/I-5 southbound ramps. The volumes show an increase, but queue length decreases from the cumulative conditions.**

The volume data were cross-checked, and queue length that was reported matches the SimTraffic results. While the volume increased from 902 vehicles to 1,071 vehicles, the queue length decreased by approximately one vehicle length, from 630 feet to 600 feet. This could be due to the stochastic nature of SimTraffic runs, where similar volumes can produce differing results. In addition, the discharge rate at this ramp exceeds the arrival rate, which would produce similar queuing results; therefore, the randomness inherent to SimTraffic runs can produce a minor decrease when a minor increase was expected.

- **The northbound right turn at the Arena Boulevard/I-5 northbound ramps. The volumes show large an increase, but the queue length increases very modestly from the cumulative conditions.**

The volume data were cross-checked, and queue length that was reported matches the SimTraffic results. While the volume increased from 1,985 vehicles to 2,759 vehicles, the queue length increased by less than one vehicle length, from 730 feet to 735 feet. This most likely due to the fact that vehicles may turn right on red for this movement and no project trips were included in the eastbound through movement, the only conflicting movement for these vehicles. Therefore, because the signal may provide additional green time when there is an increase in demand and vehicles can further turn right on red when there are no conflicting vehicles (at an identical rate without the project), a proportionate increase in queuing was not seen.

- **Cumulative Plus Project Conditions (P.M. Peak Hour)**

- **The ramp meter queue length at the Del Paso Road/I-5 southbound diagonal on-ramp. The volume remains the same, but queue length decreases from Cumulative conditions.**

The volume data were cross-checked, and queue length that was reported matches the SimTraffic results. While the volume remained the same, the queue length decreased by approximately one vehicle length, from 198 feet to 172 feet. This could be due to the stochastic nature of SimTraffic runs, where similar volumes can produce differing results. In addition, the discharge rate at this ramp exceeds the arrival rate. which would produce similar queuing results; therefore, the randomness inherent to SimTraffic runs can produce a minor decrease when a constant queue was expected.

- **The ramp meter queue length at the Arena Boulevard/I-5 southbound diagonal on-ramp. The volume remains the same, but queue length decreases from cumulative conditions.**

The volume data were cross-checked, and queue length that was reported matches the SimTraffic results. While the volume remained the same, the queue length decreased by approximately two vehicle lengths, from 280 feet to 220 feet. This could be due to the stochastic nature of SimTraffic runs, where similar volumes can produce differing results. In addition, the discharge rate at this ramp exceeds the arrival rate, which would produce similar queuing results; therefore, the randomness inherent to SimTraffic runs can produce a minor decrease when a constant queue was expected.

A6-31

The design of the project is to provide residential uses with a high density that would utilize transit at an above average rate compared to the rest of the Sacramento area. In addition, this reduction applies to all uses and many of the non-residential uses such as the retail, medical, and university uses would support a higher-than-average transit usage. Note that this is for all trips, not just commute trips, and the three largest trip generating land uses are medical office, university/college, and retail. The trips associated with these three uses tend to

have a lower percentage of commute trips and larger percentage of customer trips. The mode split for transit produced by the model was reviewed and given the project's design, it was determined that a 5-percent trip reduction related to transit was appropriate. In addition, the transit usage for the proposed project at build-out could be higher than 5 percent when the Green Line is constructed parallel to the proposed project. Please see response to comment A6-16.

- A6-32 While these facilities provide medical services and were considered for inclusion in Figure 4.10-4, they are not hospitals and would not provide an analogous alternative to the proposed project. Therefore, they were excluded, and only existing hospitals were included in the graphic to show the need for the project in its proposed location.
- A6-33 The document has been updated to include the correct figures that include lane geometry and traffic control for the referenced figures. Please see the revised graphics at the end of Chapter 2, *Revisions to the Draft EIR*.
- A6-34 Appendix H, Figure 12 has been updated. Please see Chapter 2, *Revisions to the Draft EIR*.
- A6-35 Appendix H, Figure 12 has been updated. Please see Chapter 2, *Revisions to the Draft EIR*.
- A6-36 As updated documents are available, City of Sacramento staff will provide copies of those documents to Caltrans.



Central Valley Regional Water Quality Control Board

3 January 2022

Governor's Office of Planning & Research

Jan 03 2022

Scott Johnson
 City of Sacramento
 300 Richards Boulevard, Third Floor
 Sacramento, CA 95811
 srjohnson@cityofsacramento.org

STATE CLEARINGHOUSE

COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, INNOVATION PARK PLANNED UNIT DEVELOPMENT PROJECT, SCH#2019039011, SACRAMENTO COUNTY

Pursuant to the State Clearinghouse's 16 November request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environmental Impact Report* for the Innovation Park Planned Unit Development Project, located in Sacramento County.

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

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of

A7-1

Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:

http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:

https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_2018_05.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

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

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

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/

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

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ. For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml

Clean Water Act Section 404 Permit

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

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

Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at:

https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board’s Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage

under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

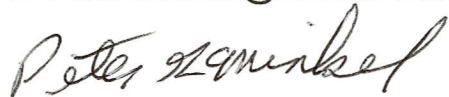
Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: <https://www.waterboards.ca.gov/centralvalley/help/permit/>

If you have questions regarding these comments, please contact me at (916) 464-4684 or Peter.Minkel2@waterboards.ca.gov.



Peter G. Minkel
Engineering Geologist

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

A7-1
cont.

**Letter A7
Response**

**Peter G. Minkel, Central Valley Regional Water Quality Control Board
(Central Valley RWQCB)**
January 3, 2022

A7-1

The comment describes applicable Central Valley RWQCB plans and considerations with which the proposed project must comply, including the applicable basin plan and the State Water Resources Control Board Antidegradation Policy. The comment identifies potential types of permits that could be required from the Central Valley RWQCB. Such permits could include a Construction Storm Water General Permit, Phase I and II Municipal Separate Storm Sewer System Permits, an Industrial Storm Water General Permit, a Clean Water Act Section 404 permit, a Clean Water Act Section 401 permit, a Waste Discharge Requirement permit, a dewatering permit, a Low or Limited Threat General National Pollutant Discharge Elimination System (NPDES) permit, or an NPDES permit for waste discharge. Water quality permit requirements are presented on pages 4.10 and 4-11 in Section 4.0, *Introduction to the Analysis*, of the Draft EIR. As described in Impact 4.9-1, proposed projects within the PUD area would be required to comply with both state and local regulations designed to reduce or eliminate construction-related water quality effects.

SACRAMENTO METROPOLITAN



January 3, 2021

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

Subject: Innovation Park Planned Unit Development and California Northstate University Medical Center Draft Environmental Impact Report (State Clearinghouse # 2019039011)

Dear Scott Johnson:

Thank you for providing the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District) with the opportunity to review the [Draft Environmental Impact Report \(EIR\) for the proposed Innovation Park Planned Unit Development \(PUD\) and California Northstate University \(CNU\) Medical Center \(MC\)](#) under the California Environmental Quality Act (CEQA). This project consists of a PUD for residential neighborhoods, public spaces, commercial and educational uses, and a Health District. The Health District includes the CNUMC with a hospital and medical campus, complementary commercial, office, and residential uses. Please accept the following comments on air quality and climate considerations for project CEQA review.

A8-1

Criteria Pollutant Emissions - Construction

Modeling runs for project construction emissions of [pollutants regulated by the Clean Air Act](#) (“criteria pollutants”), in Draft EIR Appendix C, do not clearly correspond to construction emissions tables in the Draft EIR text (Tables 4.2-5 through 4.2-10). The numbers from Table 4.2-5, unmitigated construction emissions for the CNUMC for the year 2022, appear to be from an Appendix C model run for “Innovation Park - CNU Phase 1A - Sacramento County, Summer” although other numbers in Table 4.2-5 are not evident in unmitigated construction runs for CNUMC. It is not clear which Appendix C model run is the source for many of the numbers in the other construction emission tables in the Draft EIR text. Further, if Table 4.2-5 shows unmitigated construction emissions for the CNUMC, and Table 4.2-6 is unmitigated construction emissions for the PUD without the CNUMC, then the sum of their numbers for each entry seemingly should be the corresponding number for each entry in Table 4.2-7.

A8-2

- Sac Metro Air District recommends that the final EIR quantification of criteria pollutants emissions correspond clearly to modeling runs in its appendices, for clear public disclosure of project air quality impacts. Please consider adding information to Appendix C that identifies all numbers that are the source for the tables in the Draft EIR text, with explanations where apparent inconsistencies may exist.

Further, mitigation measure 4.2-2(c) part 5 cites opacity and Ringelmann standards that Sac Metro Air District has removed from its CEQA Guide, because they are no longer applicable.

A8-3

- Sac Metro Air District recommends removing the opacity and Ringelmann language from mitigation measure 4.2-2(c) part 5, so that it reads only “The SMAQMD [Sac Metro Air District] 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.”

↑
A8-3
cont.

Criteria Pollutant Emissions - Operations

Numbers for Table 4.2-12, project operational emissions, appear to be from the Appendix C model run “Innovation Park (w/ CNU) - Operations - Sacramento County, Summer.” We found comparable annual runs but no winter runs in Appendix C.

- Sac Metro Air District recommends that the EIR Appendix C include CalEEMod model runs for winter, summer and annual emissions, and then use the highest pound per day pollutant numbers from the winter and summer reports to determine emissions significance. This is particularly important since this table is the source of unmitigated emissions in the project Air Quality Mitigation Plan (AQMP), as well as the basis for model runs in the analysis of ozone-related health risk.

↑
A8-4

The AQMP uses project features such as jobs and housing balance and density as mitigation. [CalEEMod](#), the model used to estimate overall project emissions, does not account for these features in its calculations of motor vehicle miles traveled (VMT), which in turn help generate its emissions estimates. To determine emissions reductions from the project feature mitigation, we understand that the AQMP analysis incorporates VMT estimates from the [SACSIM](#) traffic study model into CalEEMod, overriding the CalEEMod VMT estimates, to estimate project emissions with the mitigation measures, because SACSIM accounts for features such as jobs and housing balance and density. The AQMP determination that the project is less than significant for operational criteria pollutant emissions is based on the difference between mitigated and unmitigated emissions, which is 15%, a target identified in Sac Metro Air District’s [Guide to Air Quality Assessment in Sacramento County](#) (CEQA Guide). The AQMP, as mitigation for ozone precursors, quantifies emissions reductions for ozone pre-cursors, but not for particulate matter.

- Sac Metro Air District recommends that the significance determination for operational criteria pollutant emissions be based on whether mitigated emissions exceed thresholds of significance identified in the CEQA Guide, rather than whether mitigated emissions are 15% lower than unmitigated emissions.

↑
A8-5

This recommendation is consistent with our CEQA Guide. The fact that mitigated emissions are 15% lower than unmitigated emissions shows that all feasible mitigation has been applied, not that the mitigated emissions are less than significant.

- For clearer, more complete public disclosure of project impacts, and mitigation benefits, Sac Metro Air District recommends the following:
 - The EIR analysis of operational criteria pollutant emissions should include a table quantifying mitigated emissions, as compared to thresholds of significance. It should also include a table showing the SACSIM VMT calculations as compared to the CalEEMod VMT calculations. These tables should correspond clearly to modeling runs in its appendices, both for SACSIM and for CalEEMod.

↓

- The EIR’s operational analysis should include quantification tables that show both unmitigated and mitigated emissions for both ozone precursor and particulate matter emissions.

A8-5
cont.

We note that throughout the Draft EIR, some emissions table use numbers from model runs with the SAFE Vehicle Rule applied, and some use numbers from runs without the SAFE Vehicle Rule applied. It is not clear why some quantification applies the rule and some does not.

A8-6

- Sac Metro Air District recommends that the SAFE Vehicle Rule be applied to all quantification until such time as the SAFE Vehicle Rule is actually repealed.

Finally, project operational emissions tables indicate that emissions modeling for the hospital’s helicopter are estimated using the Federal Aviation Administration’s Aviation Environmental Design Tool (AEDT).

A8-7

- Please ensure that the AEDT modeling is included in EIR appendices, and correlates clearly to the tables in the EIR text.

Cumulative Emissions and Land Use Considerations

The Draft EIR argues that the project’s cumulative emissions impacts are less than significant as follows.

Population growth and VMT increase attributable to the project area would be lower than that accounted for in the General Plan and regional air quality planning projections, resulting in lower emissions and hence would not conflict with the projections. Therefore, based on SMAQMD guidance, the contribution of operational emissions of ozone precursors and PM [particulate matter] emissions from the proposed project ... to the cumulative air quality of the region would not be cumulatively considerable.

A8-8

While the conclusion of less than significant may be sound, the above cited argument uses inaccurate assumptions. The project’s re-designation from Urban Center High to Urban Center Low may reduce emissions in the isolated project area, but the reduced urban density would push growth outwards, a phenomenon known as urban sprawl, which would increase emissions regionally, in part due to the increased VMT required for travel between destinations associated with urban sprawl. This would not be consistent with state and regional plans to reduce polluting motor vehicle emissions, including the Sacramento region’s [Metropolitan Transportation Plan](#) and Sac Metro Air District’s [Sacramento Regional Ozone Attainment Plan and other plans for meeting federal and state air quality standards](#).

Instead, if it is demonstrated that project operational emissions are less than significant with mitigation, then the project’s cumulative impact could be determined less with mitigation. This is consistent with the first step of the four-step process cited in the Draft EIR for determining significance of cumulative emissions. It provides a negative answer to the question “Would the project result in emissions that exceed the applicable ozone precursor and PM project-level thresholds?”

Health Risk – Ozone

Sac Metro Air District commends the use of our [Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District](#) (Friant Guidance) in the Draft EIR’s analysis of the correlation of criteria pollutants to potential human health consequences. We understand that Table 4.2-11 shows project health risk from construction emissions using the Minor Project Health Effects tool, and Table

A8-9

4.2-15 shows project health risk from operational emissions before mitigation using the Strategic Area Project Health Effects tool, both tools from our Friant Guidance. Please consider showing health risk for both unmitigated and mitigated project operational emissions.

Additionally, the Draft EIR claims that ozone-related health risk from operational emissions, for the project without mitigation, is less than significant in part because “the contribution of the proposed project to ozone-related health impacts is minuscule compared to the background ozone-related health risk.”

- For clear public disclosure, please ensure that the number used in Table 4.2-15 for background health risk corresponds to the corresponding background health risk number in the Strategic Area Project Health Effects Tool model run in Appendix C.

Health Risk – Toxic Air Contaminants

The Draft EIR quantifies construction-related health risk from toxic air contaminants in Tables 4.2-16 through 4.2-18, citing data from the CalEEMod and AERMOD models, and methodology from the Office of Environmental Health Hazard Assessment (OEHHA).

- Sac Metro Air District recommends that Appendix C include a toxics summary table demonstrating which CalEEMod and AERMOD data was inserted into the OEHHA methodology, with a summary of the OEHHA calculations and outputs.

CEQA’s purpose is public disclosure, and the cancer risk and hazard index calculations in Appendix C should provide some clarification for the public as to how the numbers in Tables 4.2-16 through 4.2-18 were determined.

Further, the Draft EIR identifies operational health risk impact from toxic air contaminant emissions associated with the proposed project, including the CNUMC, as less than significant because “Emergency generators and natural gas boilers proposed as part of the proposed project would be subject to SMAQMD permit requirements, which would ensure that operation of these generators and boilers would not significantly impact nearby receptors.” However, multiple sources of toxic air contaminant emissions in proximity could cumulatively generate emissions concentrations that could significantly impact nearby receptors, despite Sac Metro Air District permitting, because the permitting process does not account for cumulative impacts.

- Sac Metro Air District recommends that the final EIR address the possible impacts of multiple permitted sources in proximity and include conditions or mitigation measures that would ensure that cumulative impacts from permitted sources would not expose sensitive receptors to substantial pollutant concentrations.

Moreover, because operational health risk impact is identified as less than significant, the Draft EIR does not include tables quantifying it, as are provided for construction-related health risk impacts. Please note that the Sac Metro Air District will conduct a health risk assessment (HRA) that will evaluate the impact to sensitive receptors from all stationary emission sources combined that are a part of this project, which could help provide further public disclosure on possible operational health risk.

A8-9
cont.

A8-10

A8-11

- Sac Metro Air District recommends that the EIR reference the forthcoming Sac Metro Air District HRA. We recommend that the EIR include a link to Sac Metro Air District’s website, for public access to the HRA when it is complete.

For information on Sac Metro Air District HRA timing and public website access, please contact Steve Mosunic, Program Supervisor with the Sac Metro Air District Permitting Section, at 279-207-1137 or smosunic@airquality.org.

A8-11
cont.

Greenhouse Gas Emissions – Construction and Operations

Modeling runs for project greenhouse gas (GHG) emissions in Appendix C do not clearly correspond to GHG emissions tables in the Draft EIR text. Numbers from Table 4.6-3, annual GHG emissions from project operations, appear to be from an Appendix C model run for “Innovation Park (w/ CNU) - Operations - Sacramento County, Annual.” That run indicates that there is a separate run for energy emissions, but the energy emission numbers in Table 4.6-3 do not appear in Appendix C model runs. Additionally, it is not clear where the number for the helistop is derived.

Further, some numbers from Table 4.6-2, project construction GHG emissions, appear to be from an Appendix C model run for “Innovation Park - CNU Phase 1A - Sacramento County, Annual.” However, other numbers from that Appendix C run do not appear in Table 4.6-2, and multiple other numbers that we checked from Table 4.6-2 do not appear in Appendix C.

- Sac Metro Air District recommends that the EIR quantification of GHG emissions correspond clearly to modeling runs in its appendices, for clear public disclosure of project GHG emission impacts. Please consider adding information to Appendix C that identifies all numbers that are the source for the tables in the Draft EIR text, with explanations where apparent inconsistencies may exist.

Sac Metro Air District commends mitigation measure 4.6-2a, which includes the [best management practices \(BMPs\) that are incorporated into Sac Metro Air District GHG thresholds](#).

A8-12

- To ensure that the natural gas BMP in our GHG thresholds is met, we recommend quantifying how elements of measure 4.6-2a part ii would add up to completely offset all the CNUMC natural gas combustion GHG emissions.

Mitigation measure 4.6-2b, for carbon offsets of natural gas combustion, requires offset documentation for each year of operation during the 40-year life of the project.

- Sac Metro Air District recommends that documentation be instead required for each year of operation for the duration of the project’s natural gas use. We further recommend incorporating criteria into this measure for determining that measure 4.6-2a is infeasible. These criteria would include a demonstration of how project technology will allow a future transition from fossil fuel combustion, such as pre-wiring for conversion to electric energy and ensuring ample accommodation for battery back-up or hydrogen storage.
- We further recommend that mitigation measure 4.6-1c, compliance with a qualified climate action plan, not be identified as an alternative to measure 4.6-1a, compliance with construction BMPs, unless the referenced qualified climate action plan includes all feasible measures to reduce construction-related GHG emissions.

Demolition / Implosion

Demolition, including implosion, is subject to [Rule 902, Asbestos](#), to limit the potential release of asbestos fibers during construction activities. The project’s demolition is also subject to [Rule 403, Fugitive Dust, and Rule 402, Nuisance Prevention](#).

As a reminder, all structures demolished on the project will require an asbestos survey by a licensed asbestos consultant prior to construction. Submit the survey, demolition notification, asbestos abatement plan, and associated fees to Sac Metro Air District for review. No demolition activities may occur on the project until all notification and mitigation documents have been approved. For more information, please contact Sac Metro Air District staff either by emailing asbestos@airquality.org, or calling 279-207-1122.

- Sac Metro Air District recommends amending mitigation measure 4.2-2(e) section 5 as follows (bold text added): “To prevent hazardous materials from getting airborne during demolition or debris removal, recyclable (plumbing and ventilation) and hazardous materials (~~asbestos and lead~~) **(including but not limited to asbestos, lead, mercury, radioactive materials, and PCBs)** shall be removed from the structure before implosion.”

A8-13

Conclusion

Thank you for your attention to our comments. If you have questions about them, please contact me at mwright@airquality.org or 279-207-1157.

Sincerely,



Molly Wright
Air Quality Planner / Analyst

- cc: Paul Philley, CEQA & Land Use Program Supervisor, Transportation & Climate Change Division
 Steve Mosunic, Permitting Program Supervisor, Stationary Source Division
 John Angi, Compliance Supervisor, Stationary Source Division
 Raef Porter, Transportation & Climate Change Division Program Manager
 Jaime Lemus, Transportation & Climate Change Division Manager

**Letter A8
Response** **Molly Wright, Sacramento Metropolitan Air Quality Management District
(SMAQMD)**
January 3, 2022

- A8-1 The City appreciates SMAQMD’s review of and comment on the Draft EIR. The comment is noted and will be conveyed to the City Council for its consideration.
- A8-2 Tables 4.2-5 through 4.2-10 in the Draft EIR correctly represent the maximum daily construction emissions for the proposed project. The maximum daily emissions do not directly correspond with the summary outputs for the CalEEMod Summer runs, as presented in Appendix C, because of the overlapping construction-phase schedules of the Innovation Park PUD and CNU Medical Center. The CalEEMod output that provided post-processing emissions calculations to find the maximum daily emissions has been included in Chapter 2, *Revisions to the Draft EIR*.
- A8-3 SMAQMD suggests changes to Mitigation Measure 4.2-2(c) to remove the reference to opacity and Ringelmann standards. Mitigation Measure 4.2-2(c) is revised accordingly as shown in Chapter 2, *Revisions to the Draft EIR*.
- A8-4 The CalEEMod output for the operational winter run has been included in Chapter 2, *Revisions to the Draft EIR*. The maximum daily emissions between the summer run and winter run have been included in the revised Table 4.2-12 for operational emissions, as shown in Chapter 2, *Revisions to the Draft EIR*.
- A8-5 The proposed project would be located on a large infill site, previously developed with sports-related uses and surrounded by existing developed parcels, that would be redeveloped with a mix of residential and non-residential uses at densities that are anticipated to be on an overall basis higher than the existing development in the surrounding North Natomas community. These project characteristics are considered elements of the proposed project, not mitigation for an environmental impact. The proposed project is designed to accommodate a mix of uses that would contribute to a jobs-housing ratio more balanced than in the surrounding part of the North Natomas community. The comment is correct that to estimate proposed project emissions with the planned project features the AQMP analysis incorporates VMT estimates from the SACSIM traffic study model into CalEEMod, overriding the CalEEMod default VMT estimates, because SACSIM provides a more accurate accounting for development characteristics, such as jobs and housing balance and density, than would be achieved using the CalEEMod default VMT estimates.

The City’s approach for the criteria pollutant impact analysis included the use of the screening thresholds to identify the need for mitigation requirements in conjunction with analysis of consistency with the applicable air quality plans.

The City referred to both project-level, but also program-level in applying appropriate thresholds of significance because other than the CNU component, the remainder of the proposed project is no further defined than land use designations and therefore the DEIR undertook a programmatic analysis of the Innovation Park PUD. For operational emissions specifically, the City conservatively applied project level screening thresholds to determine if mitigation would be appropriate for the operational emissions. As discussed in the DEIR, the City utilized the SMAQMD operational phase mass emission thresholds for significance screening and found the project to be significant before mitigation. As part of the mitigation, the City prepared an AQMP and determined that the ozone precursors from traffic generated by the project and program would meet the 15% reduction criteria. The 15% mitigation performance, connected to the SIP is consistent with the reductions in forecasted criteria pollutants through implementation of the SACOG MTP/SCS, and thus is reflective of the California and regional SIPs. Additionally, the analysis of the proposed project's consistency with the OAP indicates that deep reductions in emissions, due to the controls, electrification of the fleet mix and other co-benefits from climate regulations (i.e., AB 32, SB 32) are reasonably anticipated to result in attainment for the criteria pollutants in question within the next several years. Finally, the DEIR demonstrates consistency within the Transportation section with the VMT/employee guidelines also confirming and verifying the general trend of the project to support a reduction in cumulative concentrations of pollutants and are not an exacerbations of existing non-attainment statuses. In conclusion, the City's approach to the analysis and determination of significance as *less than significant* after mitigation related to operational criteria pollutant emissions is reasonable and appropriate.

Analysis and Determination of Significance

To determine if the project would add to, or exacerbate, cumulative concentrations of criteria air pollutants due to operations, the City's use of a conservative bright-line screening threshold to determine mitigation requirements, in conjunction with a determination of consistency with the applicable air quality plans discussed below, is both reasonable and appropriate. As explained further below, because at this time the project includes a discrete project-level component (i.e., the CNU Medical Center) and a less detailed plan-, or program-level component (i.e., the remaining parts of the Innovation Park PUD), this approach is reasonable particularly in light of the key emissions sources driving air quality impacts.

A standard mobile fleet-mix represents the largest source of the project operational emissions and is projected to be increasingly cleaner year over year into the future. For example, 2040 tailpipe emissions of air pollutants that contribute to elevated levels of ground-level ozone will have reduced by nearly 40 tons per day (a 70 percent reduction in daily emissions) due to both effective

State level emissions control programs, and the co-benefits of both the region and State's commitment to GHG reductions and pursuing carbon neutrality as reflected in the 2020 SACOG MTP/SCS. As more low emissions and electric vehicles become available and are integrated into the active vehicle fleet, while over the same period older more pollution-emitting vehicles drop out of the active vehicle fleet, a reduction in the concentrations of criteria air pollutants and cumulative impacts associated with non-attainment criteria pollutants within the SVAB will continue to be realized.

The City's approach for the criteria pollutant impact analysis included the use of the bright-line screening thresholds to identify the need for mitigation requirements in conjunction with analysis to identify whether the project would be consistent with the applicable air quality plans. The approach is explained below, including: (1) the underlying science behind the 15 percent reduction threshold as connected to the SIP; (2) information related to substantiation of consistency with the SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), (3) information related to substantiation of the consistency of the approach with the 1994 Sacramento Area Regional Ozone Attainment Plan (OAP) and plan updates; (4) information related to the co-benefits of ozone pre-cursor emissions reductions correlated to the aggressive GHG reduction goals set at both the State and regional levels that also result in major reductions in criteria pollutants and their cumulative impact; and (5) the DEIR Transportation sections consistency with VMT/employee with SACOG and SMAQMD guidance for correlated emissions reductions.

15 Percent Emissions Reduction Significance Threshold and Connection to the State Implementation Plan (SIP) and Consistency with the SACOG 2020 MTP/SCS

The analysis provided in the Draft EIR followed the SMAQMD *Guide to Air Quality Assessment in Sacramento County Chapter 4: Operational Criteria Air Pollutant And Precursor Emissions, Chapter 9: Program Level Analysis for General and Area Plans and the Recommended Guidance for Land Use Emission Reductions, Version 4.3 (for Operational Emissions)* (the Guide). As discussed in Section 4.2, Air Quality, under Impact 4.2-3 on page 4.2-38, the City utilized the SMAQMD operational phase mass emission thresholds for significance screening and found the project to be significant before mitigation. The SMAQMD operational phase significance thresholds were developed based on the attainment strategies set forth in the 1994 Sacramento Area Regional Ozone Attainment Plan, which acts as the SMAQMD regional SIP implementation of the State of California's SIP. The regional SIP sets out a wide range of pollution control strategies designed to ensure compliance with the federal ozone standard.⁵

⁵ Sacramento Metropolitan Air Quality Management District, 2002. Foundation for a Threshold: Justification for Air Quality Thresholds of Significance in the Sacramento Federal Nonattainment Area. March 28, 2002. Page 3. Available: <https://www.airquality.org/LandUseTransportation/Documents/CEQAThresholdJustificationOperationalFinal.pdf>.

The SMAQMD designated one of the principal elements of the SIP as the requirement to obtain emission reductions of one ton per day each for ROG and NO_x through the implementation of transportation control measures (TCMs) and control of land use project emissions. The SMAQMD determined that the mitigation effectiveness was proportional to the threshold levels and therefore a low mitigation effectiveness would require a lower threshold, which captures more projects for review and mitigation. A higher threshold would reduce the number of land use projects subject to CEQA review but would require a higher mitigation standard. Therefore, the SMAQMD selected a ROG and NO_x screening-level threshold of 65 pounds per day and a mitigated effectiveness of 15 percent. Due to the primarily programmatic nature of the air emissions profile (because other than the CNU component, the remainder of the proposed project is no further defined than land use designations), as further discussed below, the decision on an appropriate threshold is based on SMAQMD's Program Level CEQA guidance, specifically the "Determining Level of Significance" discussion on page 9-5 of the Guide because this would be consistent with assessing air quality impacts associated with the totality of the Innovation Park PUD components.⁶ This is also consistent with the approach the other major regional air districts in the State (e.g., BAAQMD, SCAQMD and SJVAPCD) have historically applied to "plan" level significance thresholds.

The City prepared an AQMP pursuant to SMAQMD's *Recommended Guidance for Land Use Emission Reductions, Version 4.3 (for Operational Emissions)*. In completing the AQMP, as discussed in the Draft EIR, the City determined that the operations of the proposed project would have a mitigated effectiveness of greater than 15 percent for both ROG and NO_x. This mitigated effectiveness threshold documents consistency with the SACOG 2020 MTP/SCS and the OAP as discussed below. Consequently, the City determined the project would result in a less-than-significant impact with implementation of the AQMP

Consistency with the OAP

The Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (OAP) was developed in 2017 to address the Sacramento Federal Ozone Nonattainment Area (SFNA) by the five air districts located in the nonattainment area, including SMAQMD. The OAP was developed with participation from the CARB, the Sacramento Area Council of Governments (SACOG), and the Bay Area Metropolitan Transportation Commission (MTC).⁷ The OAP utilizes the planning assumptions from the 2016 MTP/SCS discussed

⁶ Sacramento Metropolitan Air Quality Management District, 2020. Program-Level Analysis of General Plans and Area Plans. April 2020. Page 9-5. Available: <https://www.airquality.org/LandUseTransportation/Documents/Ch9ProgramLevel4-30-2020.pdf>.

⁷ Sacramento Metropolitan Air Quality Management District. 2017. Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan. July 24, 2017. Page, 2-7. Available: <https://ww2.arb.ca.gov/our-work/programs/california-state-implementation-plans/nonattainment-area-plans/sacramento-region>. Accessed January 20, 2022.

above, because it was the most current MTP/SCS available. The 2016 MTP/SCS included a long-range transportation plan that was built on the SACOG Blueprint⁸ concept (see discussion below). SACOG is the transportation planning agency responsible for conformity determinations⁹ within the SFNA and was a key OAP contributor in the development of the motor vehicle emissions inventory and review of transportation control measures.¹⁰ As discussed under the vehicle miles travelled (VMT) discussion below, SACOG is also responsible for setting VMT thresholds consistent with the transportation assumptions used for the OAP.

The VOC and NOx emissions inventory forecasts through 2024 prepared for the OAP show significant declines in mobile source emissions, despite increasing population, vehicle activity, and economic development in the Sacramento region. Since 1990, the 8-hour ozone NAAQS and ozone design value concentration exceedance have been declining, with the most frequent and highest violations at SFNA's eastern monitoring sites, including Cool, Folsom, Placerville, and Auburn.¹¹ Photochemical modeling results presented in the OAP indicate that the combined reductions from existing local strategies, regional, State, and federal control measures are sufficient to achieve attainment by 2024; therefore, the latest version of the OAP does not include any proposed new regulatory VOC or NOx control measures at the regional or local level. The OAP does include new transportation conformity emission budgets for the SFNA. The emission budgets incorporate EMFAC motor vehicle emission factors, updated travel activity data, and latest transportation control strategies and TCMs. The OAP found that reasonable further progress demonstrations will be achieved through a combination of VOC and NOx reductions for the 2024 attainment analysis year, and that future ozone planning efforts will include the preparation of progress (milestone) reports to assess reasonable further progress.¹²

As discussed above, the photochemical modeling results prepared for the OAP demonstrate that the SFNA does not need additional future regional and local control measures, but the SIP still relies on the reductions from existing local and regional control measures and adopted rules and reductions from existing state

⁸ This program was initiated by SACOG with the goal of reducing traffic congestion in the future metropolitan transportation plans.

⁹ Conformity determination ensure that transportation plans and project are consistent with the applicable SIP.

¹⁰ Sacramento Metropolitan Air Quality Management District. 2017. Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan. July 24, 2017. Page, 2-8. Available: <https://ww2.arb.ca.gov/our-work/programs/california-state-implementation-plans/nonattainment-area-plans/sacramento-region>. Accessed January 20, 2022.

¹¹ Sacramento Metropolitan Air Quality Management District. 2017. Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan. July 24, 2017. Page, 1-2. Available: <https://ww2.arb.ca.gov/our-work/programs/california-state-implementation-plans/nonattainment-area-plans/sacramento-region>. Accessed January 20, 2022.

¹² Sacramento Metropolitan Air Quality Management District. 2017. Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan. July 24, 2017. Pages, 1-10 and 1-11. Available: <https://ww2.arb.ca.gov/our-work/programs/california-state-implementation-plans/nonattainment-area-plans/sacramento-region>. Accessed January 20, 2022.

and federal regulations. The SFNA air districts are implementing existing regional and local control measures and are assisting SACOG in implementing existing transportation control measures. The agencies track the implementation of the control measures and monitor the success of the measures and TCMs committed to in the 1994 SIP and 2013 SIP. CARB also tracks the implementation and success of mobile sources emissions control programs.¹³

Finally, the AQMP developed for the project documents the 15% effectiveness in mitigating emissions, as specified from the SIP and linked to the OAP, and ensures consistency with the MTP/SCS, project VMT performance, and key transportation control measures, as required in SMAQMD guidance. This ensures that the project is both in-line with air quality plans and consistent with SMAQMD's CEQA Guidance on Determining Level of Significance for Programmatic EIRs (page 9-5).¹⁴ For these reasons, the 15% reduction that has been demonstrated to be achieved by the AQMP confirms that the project is not adding to cumulatively considerable concentrations of criteria air pollutants which is consistent with a less-than-significant determination and in-line with the State CEQA Guidelines, Appendix G.

In addition to air quality plan consistency, the project's consistency with the aggressive GHG reduction programs implemented through AB32, provide additional assurances that criteria air pollutants will continue to decrease over time. The connection between GHGs and the operational air emissions are further discussed below.

Co-Benefits from AB 32 and Related GHG Reduction Regulation

The State of California, and now the current U.S. administration, have committed to a Carbon Neutrality Goal by 2045. It is anticipated that this goal will be achieved by CARB continuing to develop and implement programs intended to achieve the goals of AB 32 and the subsequent SB 32, including major increases in the use of EVs, continued fuel efficiency drivers and other mobile source emissions reduction policies. These changes in policy will eliminate hundreds of tons of criteria pollutants with a forecasted achievement of attainment by 2024 as discussed above in the OAP.

The seminal state regulation driving the State towards carbon neutrality is AB 32 (California Health and Safety Code Section 38500 et seq.), also known as the Global Warming Solutions Act. The initial AB 32 GHG reduction goal was met

¹³ Sacramento Metropolitan Air Quality Management District. 2017. Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan. July 24, 2017. Page, 1-7. Available: <https://ww2.arb.ca.gov/our-work/programs/california-state-implementation-plans/nonattainment-area-plans/sacramento-region>. Accessed January 20, 2022.

¹⁴ Sacramento Metropolitan Air Quality Management District, 2020. Program-Level Analysis of General Plans and Area Plans. April 2020. Page 9-5. Available: <https://www.airquality.org/LandUseTransportation/Documents/Ch9ProgramLevel4-30-2020.pdf>.

in 2016, four years prior to the 2020 goal.¹⁵ Progress towards achieving carbon neutrality will assure concentrations of criteria pollutants will likely be reduced beyond those described within the 2020 MTP/SCS as described above.

In 2015, Governor Jerry Brown issued Executive Order B-30-15, establishing a GHG reduction target of 40 percent below 1990 levels by 2030. This goal was set to make it possible to reach the ultimate goal of AB 32 to reduce GHG emissions 80 percent under 1990 levels by 2050, and achieve carbon neutrality, with similar correlated deep cuts in criteria air pollutant emissions as co-benefit.

Signed into law on September 8, 2016, SB 32 (Amendments to California Global Warming Solutions Act of 2006: Emission Limit) amended Health and Safety Code (HSC) Division 25.5 and codifies the 2030 target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The 2030 target is intended to ensure that California remains on track to achieve the goal set forth by Executive Order B-30-15 to reduce statewide GHG emissions by 2050 to 80 percent below 1990 levels, again, with similar co-benefits for air pollution.

CARB is currently in the process of updating the most recent Scoping Plan to be completed this year which outlines the proposed framework of action for achieving the Carbon Neutrality goal by 2045.¹⁶ Again, this is anticipated to result in further steep correlated reductions in criteria air pollutants that are the subject of this comment.

At the City level, the City of Sacramento Climate Action Plan (CAP) was adopted in February 2012. It included several initiatives to reach its goal of reducing community-wide GHG emissions by 15 percent below 2005 levels by 2020, 38 percent below 2005 levels by 2030, and 83 percent below 2005 levels by 2050.¹⁷ These GHG emissions reductions will correlate to similar decreases in operational criterial pollutant emissions.

Draft EIR VMT Analysis Supports the Project's Consistency with the OAP

Draft EIR Section 4.10, Transportation and Circulation, includes an analysis of project-related vehicle miles travelled (VMT). As described on Draft EIR page 4.10-17, the VMT analysis conducted for the project relied on a variety of data sources to support the technical analysis, including data from the SACOG 2020 MTP/SCS and the SACOG regional travel model (SACSIM). The analysis compares project-VMT to the SACOG VMT regional averages and the SACOG VMT regional thresholds, which are defined as 85 percent of the SACOG VMT

¹⁵ California Energy Commission. 2018. Press Release: "Climate pollutants fall below 1990 levels for first time." Available: <https://ww2.arb.ca.gov/news/climate-pollutants-fall-below-1990-levels-first-time>. Accessed November 21, 2019.

¹⁶ California Air Resources Board. 2021. PATHWAYS Scenario Modeling 2022 Scoping Plan Update December 15, 2021. Available: https://ww2.arb.ca.gov/sites/default/files/2021-12/Revised_2022SP_ScenarioAssumptions_15Dec.pdf.

¹⁷ City of Sacramento. 2012. *Sacramento Climate Action Plan*. Adopted February 14, 2012. Pages i–xiv.

regional averages. The SACOG VMT regional thresholds are consistent with SMAQMD's recommended 15 percent reduction of NOx and ROG mobile source emissions for Air Quality Management Plans prepared proposed projects subject to CEQA.

As shown in DEIR Table 4.10-1 (page 4.10-19), the proposed project residential land uses would generate an estimated 15.0 VMT per capita, which is equivalent to 85 percent of SACOG's residential land uses regional threshold of 17.7 VMT per capita, and as shown in Table 4.10-2 (page 4.10-19), the proposed project nonresidential land uses would generate an estimated 17.8 VMT per employee, which is equivalent to 98 percent of the SACOG nonresidential land uses regional threshold of 18.1 VMT per employee. With regard to the cumulative scenario in 2040, as shown in DEIR Table 4.10-3 (page 4.10-24), the proposed project residential land uses would generate an estimated 14.0 VMT per capita, which is equivalent to 67 percent of the SACOG residential land use regional threshold of 17.7 VMT per capita, and as shown in Table 4.10-4 (page 4.10-24), the proposed project nonresidential land uses would generate an estimated 15.8 VMT per employee, which is equivalent to 74 percent of the SACOG nonresidential land uses regional threshold of 18.1 VMT per employee and is consistent with SMAQMD recommendations.

In conclusion, the City's approach to the analysis and determination of significance related to criteria pollutant emissions is both reasonable and appropriate. It is consistent with the nature of the project in that the majority of the proposed Innovation Park PUD is a currently only able to be analyzed at a programmatic level and has generally been assessed as such. The City referred to both project-level, but also program-level criteria (found in the SMAQMD CEQA Guide, Chapter 9) in applying appropriate thresholds of significance. For operational emissions specifically, the City conservatively applied project level screening thresholds to determine if mitigation would be appropriate for the operational emissions, in conjunction with a rigorous analysis to determine consistency with the applicable air quality plans as discussed above. The 15% mitigation performance, connected to the SIP, and as documented within the AQMP is consistent with the deep reductions in forecasted criteria pollutants through implementation of the SACOG MTP/SCS, and thus is reflective of the California and regional SIPs. Additionally, the analysis of the proposed project's consistency with the OAP indicates that deep reductions in emissions, due to the controls, electrification of the fleet mix and other co-benefits from climate regulations (i.e., AB 32, SB 32) are reasonably anticipated to result in attainment for the criteria pollutants in question within the next several years. Finally, the DEIR demonstrates consistency within the Transportation section with the VMT/employee guidelines also confirming and verifying the general trend of the project to support a reduction in cumulative concentrations of pollutants of the non-attainment pollutants and clearly not an exacerbations of existing non-attainment statuses.

- A8-6 The City has incorporated SMAQMD’s request to incorporate the SAFE Vehicle Rule to all emissions quantifications. The operational CalEEMod runs included the SAFE Vehicle Rule; therefore, only the construction CalEEMod runs and respective tables required updates. The revised runs are incorporated into Chapter 2, *Revisions to the Draft EIR*. Additionally, Tables 4.2-5 through 4.2-10 in Section 4.2, *Air Quality*, of the Draft EIR have been revised, and Table 4.6-2 in Section 4.6, *Global Climate Change*, has been revised. The revisions to the table and associated text did not result in a change in significance findings.
- A8-7 All modeling inputs and procedures required to reproduce Aviation Environmental Design Tool (AEDT) modeling are presented in Appendix G, *Helicopter Technical Memorandum*, of the Draft EIR. The AEDT outputs used for air quality and greenhouse gas (GHG) emissions calculations and the associated air quality and GHG emissions calculations have been included in supplemental information for Appendix C (Air Quality) in Chapter 2, *Revisions to the Draft EIR*.
- A8-8 As discussed under response to comment A8-5, the City has found the proposed project’s operational emissions to be less than significant with mitigation. Therefore, as discussed in Section 4.2, *Air Quality*, of the Draft EIR under Impact 4.2-6 on page 4.2-45, operation of the development allowed under the proposed project would make a less-than-significant contribution to cumulative increases in long-term criteria air pollutant emissions.
- As discussed in response to comment O2-1, the proposed project would rezone the project site, which is currently zoned exclusively for sports uses, to allow for a mix of uses including housing. The densities proposed and anticipated would be higher than those in the surrounding parts of the Natomas community. The proposed General Plan land use designation, Urban Center Low, is consistent with the proposed densities. The current General Plan land use designation, Urban Center High, is consistent with the land use pattern in the downtown portion of the Central City of Sacramento, and is not consistent with reasonably foreseeable development density in and around the project site. Thus, the proposed land use designations and rezoning will promote development of housing at densities higher than currently allowed in North Natomas, or allowed on the project site, and will promote increased housing density in North Natomas.
- A8-9 Table 4.2-11 and Table 4.2-15 were inadvertently switched in the Draft EIR. The City appreciates SMAQMD’s thorough inspection of Appendix C. The City has revised Tables 4.2-11 and 4.2-15 in the *Impacts and Mitigation Measures* section of Section 4.2, *Air Quality*, of the Draft EIR to present the correct results, as shown in Chapter 2, *Revisions to the Draft EIR*. The significance conclusions remain unchanged.

A8-10 The comment recommends that the Office of Environmental Health Hazard Assessment (OEHHA) methodology, calculations, and outputs be included in Appendix C along with the data used from CalEEMod and AERMOD used in the calculations. The City has presented these data in Appendix C of the Draft EIR, specifically in Appendix C3-1, Cancer Risk Calculations. For each risk scenario, tables with OEHHA inputs, calculation formulas, and CalEEMod toxic air contaminant emissions are documented immediately before the risk results in the appendix. All AERMOD outputs, which are used in the health risk calculations, are presented in Appendix C2, AERMOD Outputs.

The comment further addresses cumulative health risk impacts. Under Impact 4.2-4 on pages 4.2-41 through 4.2-44 of the Draft EIR, the City evaluated the health risks associated with both construction and operations of the proposed project. SMAQMD does not have a cumulative health risk threshold for determining significance. The USEPA guidance for conducting air toxics analyses and making risk management decisions at the facility and community-scale level criterion is based on 100 per one million persons (100 excess cancer risk). USEPA considers a cancer risk of 100 per million or less to be within the “acceptable” range of cancer risk. Furthermore, in the 1989 preamble to the benzene National Emissions Standards for Hazardous Air Pollutants (NESHAP) rulemaking, USEPA states that it:

...strives to provide maximum feasible protection against risks to health from hazardous air pollutants by (1) protecting the greatest number of persons possible to an individual lifetime risk level no higher than approximately one in one million and limiting to no higher than approximately one in ten thousand [100 in one million] the estimated risk that a person living near a plant would have if he or she were exposed to the maximum pollutant concentrations for 70 years.

For the proposed project, boiler(s) and four emergency generators are assumed for the central utility plant at the CNU Medical Center. The stationary sources are subject to SMAQMD’s permitting processes and respective toxic air contaminant threshold of an incremental increase in cancer risk greater than 10 in one million at any off-site receptor. Based on the analysis presented in the Draft EIR, the combined cumulative risk of approximately five stationary sources and the proposed project’s construction would be less than 60 in one million, which is below USEPA’s community-scale level criterion for health risk of 100 in one million. Therefore, this impact would be less than significant.

A8-11 The City has contacted SMAQMD’s permitting department and confirmed the timing and availability of the permit information to the public. The permitting process and the associated health risk assessment would be conducted only after SMAQMD receives applications for the project. SMAQMD recommends that the City use SMAQMD’s “main page” until that time. The text of the Draft EIR,

page 4.2-43, has been revised to include reference to the website and SMAQMD's permitting processes.

A8-12

The natural gas and electricity GHG emissions associated with energy consumption presented in Table 4.6-3 of the Draft EIR are based on emissions estimates presented in Draft EIR Appendix C (see Section C1-4, *Operational Energy Emissions Calculations (Combined CNU and PUD)*; Appendix C PDF page 962). The energy use emissions estimates presented in Appendix C, Section C1-4, are combined emissions that incorporate both electricity and natural gas use, but do not delineate the emissions separately for electricity and natural gas. To present the GHG energy use emissions separately for natural gas and electricity, Appendix C, Section C1-4, has been supplemented and is included in this Final EIR in Chapter 2, *Revisions to the Draft EIR*. As discussed in response to comment A8-7, the AEDT outputs used for GHG emissions calculations and the associated GHG emissions calculations have been included in Chapter 2, *Revisions to the Draft EIR*.

The construction GHG emissions associated with the proposed project, as presented in Draft EIR Table 4.6-2, are based on construction emissions data identified in CalEEMod run outputs included in Draft EIR Appendix C; however, further post-model processing was necessary to consolidate the emissions estimates by calendar year. The post-model processing of GHG construction emissions for presentation in Table 4.6-2 of the Draft EIR is presented in Appendix F1 of the Draft EIR. As described in response to comment A8-6, the construction CalEEMod runs have been revised; therefore, Appendix F1 and the associated emissions presented in Draft EIR Table 4.6-2 have also been updated to incorporate the revised GHG construction emissions estimates (see Chapter 2, *Revisions to the Draft EIR*). The impact significance and mitigation measures remain unchanged by these revisions.

Regarding SMAQMD's request for the City to quantify how elements of Mitigation Measure 4.6-2(a)(ii) would add up to offset CNU's natural gas combustion GHG emissions, there is currently not enough available information to determine whether the components of Mitigation Measure 4.6-2(a) are feasible for the project or to sufficiently quantify the associated natural gas combustion GHG emissions reductions. However, under Mitigation Measure 4.6-2(b), if the project applicant(s) and the City determine that Mitigation Measure 4.6-2(a) is not fully feasible, before the start of operations, the project applicant(s) would be required to provide documentation that includes a licensed engineer's estimate of the average annual carbon dioxide-equivalent emissions from natural gas combustion that have been deemed essential to operations because of the infeasibility of electrification for certain project components, and those emissions would be required to be offset to net zero. The emissions documentation would be available for SMAQMD's review upon submittal to the City.

The City has revised Mitigation Measures 4.6-1(c) and 4.6-2(b) as recommended by SMAQMD. Please see Chapter 2, *Revisions to the Draft EIR*.

A8-13

The City acknowledges that all structures demolished on the project site would require an asbestos survey by a licensed asbestos consultant and all plans, surveys, notifications, and fees would be submitted to SMAQMD for review. The City has also updated Mitigation Measure 4.2-2(e)(5) per SMAQMD's recommendation. The revised language for Mitigation Measure 4.2-2(e)(5) is included in Chapter 2, *Revisions to the Draft EIR*.

January 3, 2022

Jose R. Quintanilla, Associate Planner
Community Development Department
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

NAME OF DEVELOPMENT: Innovation Park
TYPE OF DOCUMENT: Draft Environmental Impact Report (Draft EIR)

The Sacramento Regional Transit District (SacRT) has reviewed the Innovation Park Draft Environmental Impact Report (Draft EIR) that covers approximately 183 acres, which includes the former Sleep Train Arena site in the City of Sacramento. Innovation Park (Park) is an infill redevelopment site located within the City of Sacramento’s North Natomas community and is bounded by the semi-curvilinear ring of Sports Parkway. The site is roughly bisected by Terracina Drive from the east and by an extension of Innovator Drive from the southeast. The Park is also located close to the crossing of Interstate 80 and Interstate 5, between the Sacramento International Airport and downtown Sacramento. The vicinities immediately surrounding the site are composed of mixed-use commercial, office, multifamily residential and vacant land uses. The size of the site, along with its freeway visibility and location, provide a unique redevelopment opportunity to attract residents, employers, and visitors to the area. On September 9th, 2021, SacRT held a meeting with Park ownership and hospital representatives. As a result of the meeting, SacRT provided comments on the Planned Unit Development (PUD) via an October 7th, 2021, letter.

A9-1

SacRT has the following comments regarding the Draft EIR:

The Innovation Park PUD yielded some but not all the responses to SacRT original inquires. The Draft EIR has produced additional clarification on transit needs as the Park “supports the integration of the locally preferred route of the Sacramento Regional Transit District (SacRT) Green Line light rail line” (page 12). The Draft EIR concludes “the current preferred alignment of the SacRT Green Line light rail route would be located along Truxel Road, running north/south to the east of the project area. SacRT’s preferred alignment is the one analyzed in this EIR” (page 18). SacRT concludes that the Arena Option for the Green Line is no longer feasible based on feedback from the City and the Draft EIR statements.

A9-2

SacRT agrees that “future buildout of the SacRT Green Line light rail would be anticipated to include a stop near the northeast boundary of the Innovation Park PUD area, providing regional transit access to the project” (page 68). In addition, SacRT recognized the Innovation Park PUD, Section 5.3, Public Transit statements of the project being “foreseen to be a transit-ready urban environment through the inclusion of transit-supportive plan elements. Further, the roadway system within the Innovation Park PUD, including the CNU Medical Center would include adequate right-of-way to provide for the future development of transit facilities by transit service providers.” With the acknowledgement of the Park being transit-supportive, we further agree “the potential exists that the proposed project would not provide adequate access to transit. For this reason, impacts of the proposed project on transit would be significant and mitigation to provide transit access would be implemented to reduce this impact to a less-than-significant level” (page 63).



Regional Transit

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

Administrative Offices
1400 29th Street
Sacramento, CA 95816
916-321-2800

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

Human Resources
2810 O Street
Sacramento, CA 95816
916-556-0299

Customer Service & Sales Center
1225 R Street
Sacramento, CA 95811

Route, Schedule & Fare Information
916-321-BUSS (2877)
TDD 916-483-HEAR (4327)
sacrt.com

Public Transit Since 1973

Regarding specific impacts and mitigation measures to transit within the Draft EIR, SacRT has the following comments:

SacRT agrees with both the definitions and reasons of the impact statements entitled *“Impact 4.10-3: Implementation of the proposed project could adversely affect public transit operations and could fail to adequately provide access to transit”* and *“Impact 4.10-8: Implementation of the proposed project and cumulative development could adversely affect public transit operations and could fail to adequately provide access to transit”* on pages 614 and 618 respectively.

A9-3

SacRT agrees with the mitigation induced and set forth by the Draft EIR to mitigate impact 4.10-3 and 4.10-8 collectively as follows *“The applicants for individual projects proposed under the Innovation Park PUD shall coordinate with SacRT (or other transit operators) to plan, fund, and implement transit facilities that would support access to transit services provided by SacRT, or other transit agencies. Transit facilities shall be phased with the development of the project. Significance After Mitigation: Mitigation Measure 4.10-3 (PUD, CNU) would ensure that the applicants for individual projects proposed under the Innovation Park PUD would coordinate with transit providers to facilitate the adequate expansion of transit services and facilities to serve the proposed Innovation Park PUD area, including the site of the proposed CNU Medical Center (e.g. right of way for transit stops, bus stops/shelters, pedestrian and bicycle network connections to stop locations). Implementation of Mitigation Measure 4.10-3 would reduce this impact to a less-than-significant level”*.

Park-and-Ride Facilities: As stated in our prior letter SacRT has an interest in the Park retaining a Park-and-Ride lot as specified in the original PUD. The North Natomas Community Plan under the transit system Park-and-Ride Facilities section states *“the last 300 spaces would be joint-use spaces located at the Arena station”*. The draft EIR acknowledges the communities desire for a Park-and-Ride lot but claims *“If light rail transit is extended through the project area, a park-n-ride lot will be constructed adjacent to the station in the area. The project applicant will coordinate with Regional Transit as to how many parking spaces to provide in the lot”* (page 195). SacRT requests the Draft EIR consider Park-and-Ride lots beyond just the future light rail transit station as described in Section 5.4 Vehicular Parking within the revised PUD which describes that the project’s mix of uses, connectivity, and transit option could create opportunities for reduced parking needs. There would be opportunities to share commercial and commuter parking with the residential parking. SacRT acknowledges the suggestion of a transportation demand management (TDM) strategy and incentives to use alternative transportation modes also may reduce the need for excess parking. A combination of these policies required by the City of Sacramento could reduce reliance on drive-alone trips and lower parking ratios could also help form a more pedestrian-oriented urban environment that will encourage more people to use alternative transportation, reduce vehicular trips and create fewer carbon emissions.

A9-4

As the Draft EIR no longer requires the 300 spaces described in the North Natomas Community Plan, SacRT is prepared to work with Plan Area developers in selection of newly realized locations and spaces. SacRT agrees carpool parking (also known as Park-and-Ride) should also be provided in dedicated locations. The carpool parking could be allocated in multiple locations within the Park by incorporating these spaces into each parcel intersected by a future transit stop. These locations would assist in the reduction of GHG and VMT from the development by providing an incentive for drivers to park and use transit options as displayed in Mitigation Measure 4.6-2a on page 432.

Staff appreciates the opportunity to comment, and we look forward to reviewing the additional information and working together to address our requests for the Draft EIR. If you have further questions regarding these recommendations, please contact me at (279) 234-8374 or kschroder@sacrt.com.

Sincerely,



Kevin Schroder
Senior Planner

CC:
James Boyle, Director of Planning, SacRT
Sarah Poe, Planner, SacRT

Letter A9 Response **Kevin Schroder, Sacramento Regional Transit (SacRT)**
January 3, 2022

- A9-1 The comment provides an accurate summary of the project description. The City is in receipt of SacRT’s letter dated October 7, 2021, on the PUD.
- A9-2 It is unclear to which chapter or section the comment is referring because the page numbers do not match the page numbering of the Draft EIR; it is possible that the page references are to the pdf page numbers of the consolidated Draft EIR document on the City’s website. However, page 2-20 in Chapter 2, *Project Description*, of the Draft EIR states: “The current preferred alignment of the SacRT Green Line light rail route would be located along Truxel Road, running north/south to the east of the project area ... SacRT’s preferred alignment is the one analyzed in this EIR.”
- Impact 4.10-3 beginning on page 4.10-47 in Section 4.10, *Transportation and Circulation*, of the Draft EIR addresses the proposed project’s potential impact on transit operations. The project site is foreseen to be a transit-ready urban environment through the inclusion of transit-supportive plan elements. However, because of the uncertain nature of future services provided by regional and local transit agencies, the potential exists that the proposed project would not provide adequate access to transit. Mitigation Measure 4.10-3 requires project proponents to coordinate with SacRT or other transit operators to “plan, fund, and implement transit facilities that would support access to transit services provided by SacRT, or other transit agencies. Transit facilities shall be phased with the development of the project.” Implementation of Mitigation Measure 4.10-3 would result in a less-than-significant impact on transit operations. Impact 4.10-8 addresses the cumulative impact on transit operations and implements the same mitigation measure, resulting in a less-than-significant cumulative impact on transit operations.
- A9-3 The comment notes agreement with the transit analyses provided in Impact 4.10-3 and Impact 4.10-8. Please see response to comment A9-2.
- A9-4 The comment correctly notes that 300 parking spaces for the exclusive use of a park-and-ride lot is not part of the proposed project. Additionally, the City proposes to remove the provision in the North Natomas Community Plan addressing a park-and-ride facility on the project site. Future development in the PUD area would result in the construction of street parking, surface lot parking, and structured parking. The project’s mix of uses, connectivity, and transit options could create opportunities for reduced parking needs. Shared parking would be encouraged; for instance, commercial and commuter parking can be shared with residential parking. Such shared parking, if implemented, would reduce parking demand and maximize parking utilization.

This page intentionally left blank

**Sent Via E-Mail**

January 5, 2022

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

Subject: **Innovation Park PUD & CNU Medical Center Project / EIR /
2019039011**

Dear Mr. Johnson:

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the Draft Environmental Impact Report (EIR) for the Innovation Park PUD & CNU Medical Center Project ("Project", SCH 2019039011). 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.

It is our desire that the Project will acknowledge any impacts related to the following:

- Overhead and or underground transmission and distribution line easements. Please view the following links on smud.org for more information regarding transmission encroachment:
 - <https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services>
 - <https://www.smud.org/en/Corporate/Do-Business-with-SMUD/Land-Use/Transmission-Right-of-Way>
- Utility line routing
- Electrical load needs/requirements
- Energy Efficiency
- Climate Change
- Cumulative impacts related to the need for increased electrical delivery
- The potential need to relocate and or remove any SMUD infrastructure that may be affected in or around the project area

A10-1

SMUD appreciates the opportunity to have been involved in discussing the above areas of interest and we look forward to discussing other potential issues with the Project team. We aim to be partners in the efficient and sustainable delivery of the proposed Project. Please ensure that the information included in this response is conveyed to the Project planners and the appropriate Project proponents.

A10-2

Environmental leadership is a core value of SMUD, and we look forward to collaborating with you on this Project. Again, we appreciate the opportunity to provide input on this EIR. If you have any questions regarding this letter, please do not hesitate to contact me at 916.732.6676, or by email at rob.ferrera@smud.org.

Sincerely,



Rob Ferrera
Environmental Services Specialist
Sacramento Municipal Utility District
6201 S Street
Sacramento, CA 95817

cc: Entitlements

Letter A10 **Rob Ferrera, Sacramento Municipal Utility District (SMUD)**
Response January 3, 2022

- A10-1 Section 4.10, *Utilities and Service Systems*, of the Draft EIR analyzes the proposed project’s demand for electricity and electrical infrastructure, including easements, utility line routing, construction of a new on-site substation, and electrical load needs and requirements. Impact 4.11-13 beginning on page 4.11-47 of the Draft EIR addresses the project-specific energy demands, and Impact 4.11-15 on Draft EIR page 4.11-49 addresses cumulative demands.
- Section 4.6, *Global Climate Change*, of the Draft EIR addresses the proposed project’s impacts on climate change. Section 4.5, *Energy Demand and Conservation*, and Section 4.6 address the energy efficiency of the proposed project.
- A10-2 The comment refers to working with the project proponents to ensure electricity delivery to the proposed project. The comment does not address the EIR for the proposed project. The comment is noted and will be conveyed to the City Council for its consideration.

This page intentionally left blank



December 29, 2021

VIA EMAIL

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

RE: Innovation Park & CNU Medical Center DEIR (P18-077; SCH# 2019039011)

Dear Scott Johnson:

Thank you for routing the Innovation Park & CNU Medical Center DEIR project to Civic Thread (formerly WALKSacramento). After reviewing the draft Environmental Impact Report (EIR), we are pleased to see bikeability, walkability, and accessibility prioritized within the project site. Adding a planned Level II Trauma hospital will support increasing access to healthcare services for Natomas and North Sacramento residents and help reduce patient overflow in current Level II Trauma hospitals, mainly located in Downtown Sacramento.

O1-1

The proposed park space within Innovation Park will benefit the physical and mental health of patients and staff of CNU Medical Center, as well as residents of the proposed Residential Care Facility for the Elderly (RCFE). This open space can help promote physical activity for staff during their breaks, provide an uplifting green space for patients to go as an alternative from their hospital rooms, and serve as a safe, accessible area for older adults to do physical activity outdoors, or have facility-hosted activities.

Our immediate concerns regard bicyclist, pedestrian, and vehicle safety and access around the project site, as well as air quality impacts. We offer the following recommendations to improve the health-supportive features of the project.

O1-2

While access from the RCFE to green space is a great feature in this project, older adults' access to other important destinations bordering the project site, such as grocery stores and pharmacies, will not be as easy to get to. Referencing [California Department of Transportation's Collision Overview](#) statewide data from 2008-2017, adults 65 years or older represent the largest pedestrian age group who are victims of fatal collisions or

experience serious injuries by a vehicle. The proposed facility would bring in approximately 100 residents, and it is currently unclear how many of them would be independent living and traveling alone. The nearest grocery stores, Safeway and Raley's, are located north of the project site across Del Paso Road. With the proposed site plan, there would be entrance/exit driveways off Del Paso Road requiring the crossing of six to seven lanes which can pose a hazard for pedestrians needing more time to cross or may not be visible to cars traveling at a high speed.

Generally, access in and out of the site around the north (Del Paso Road), south (Arena Boulevard), east (Truxel Road), and west points (E Commerce Way) do not consistently support walking, biking, or rolling. There are many features within the proposed site that will be supporting active transportation, however, active transportation faces limitations when traveling into the site. Current infrastructure limits walking, biking, and rolling due to safety concerns such as crossing multi-lane roads, or traveling on narrow, low-visible bike lanes next to high-speed traffic. Not all roads around the project site have continuing bike lanes to important destinations in the area. While the proposed project aims to be health informed, the infrastructure surrounding the site must also improve for the site's goals to be truly impactful to the public health of those who will live, work, and play there. Civic Thread supports any planned future developments through the City of Sacramento to improve the continuity of Class II bike lanes, reduce car lanes, and/or improve high visibility of controlled pedestrian crosswalks and bike lanes.

Lastly, the proposed project's effects on air quality are another reason for concern. This site would bring in an increase in traffic through high numbers of employees, patients, residents, and visitors, thus increasing vehicle miles traveled and potentially impacting existing traffic by increasing queuing on the local freeways during rush hours. These would all contribute to a predicted rise in pollutants and negative effects on air quality. As mentioned in the project's EIR, California Air Resources Board data from 2017-2019 showed that this area's ozone pollutant parts per million were on the brink of surpassing the national and state standards, while fine particulate matter greatly surpassed the national and state standards for concentration. Considering existing data, it can be anticipated that the development of this project site can have further negative air quality impacts. Future development prioritizing walking, biking, rolling, or taking the bus to important daily destinations will not only support the physical health of the public but will also contribute to the improvement of the local community's air quality. There is also an opportunity through the largeness of the project site to plant trees to help negate some of these projected pollutants.



O1-2
cont.

O1-3

Development projects that lead to more walking and active travel are critical to our community's future. Human beings need moderate exercise, such as walking, for about 30 minutes a day to promote physical health and well-being. Only 30% of the population in the Sacramento region is active at this minimal level, often due to limitations placed by a built environment not suited to walking and other types of physically active travel. A 30-minute walk is about one and a half miles. If more people could obtain regular exercise by walking and bicycling to their regular destinations, in lieu of driving, it could yield significant health improvements to the resident population of this area. Reduced driving would also decrease vehicle emissions and the prevalence of asthma, cardiovascular disease, and other air pollution-related conditions. More trips by walking and bicycling could help reduce the current expensive burden on the health care system of providing medical care to more and more people with chronic conditions due to inactivity and poor air quality.

Civic Thread 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 public health and physical fitness, better air quality, a stronger sense of cohesion and safety in neighborhoods, and more sustainable communities and local economies.

Please notify Civic Thread of future routings or notices for this project.

Sincerely,

Pristina Zhang

Pristina Zhang, MPH
Project Manager

O1-4

Letter O1 **Pristina Zhang, Civic Thread**
Response December 29, 2021

- O1-1 The comment identifies some benefits of the proposed project, including the provision of open space to promote physical activity. The comment does not address the EIR for the proposed project. The comment is noted and will be conveyed to the City Council for its consideration.
- O1-2 The project site is surrounded by arterial roadways: East Commerce Way, Del Paso Road, Truxel Road, and Arena Boulevard. These arterials have sidewalks on both sides of the street. The project site is connected to these arterials at six gateways, two each on East Commerce Way and Del Paso Road and one each on Truxel Road and Arena Boulevard. The only gateway intersection not served by a traffic signal is the intersection of Del Paso Road and Five Star Way/E Street.
- Innovation Park PUD Policy 5.1.4 states, “Safe Crossings. The multimodal network should include appropriate measures to ensure safe crossings of all users to reduce the possibility of pedestrian/bicycle/vehicle conflicts.” The proposed project would construct sidewalks, bike lanes, and off-street trails as part of the on-site roadway network.
- The City’s Bicycle Master Plan guides the development of bikeways, supports facilities like bike parking, and includes programs such as education and encouragement. The City’s Pedestrian Master Plan addresses the need to provide pathways, crossings, and other pedestrian amenities. Providing these kinds of improvements is expected to result in an increase in walking as a mode of transportation, a decrease in vehicular trips, improved air quality, and improved health and fitness. Implementation of these plans throughout the city, including in areas adjacent to and connected with the project site, would result in a higher level of connectivity between residential areas and community services.
- O1-3 The City evaluated the proposed project’s effects on air quality, including increased traffic, in Section 4.2, *Air Quality*, of the Draft EIR. SMAQMD has established mass emissions thresholds for ozone precursors (i.e., nitrogen oxides and reactive organic gases), and particulate matter in size fractions of 10 microns or less in diameter (PM₁₀) and 2.5 microns or less in diameter (PM_{2.5}). In establishing these thresholds, SMAQMD considered both the health-based air quality standards and the attainment strategies developed in conjunction with the California Air Resources Board (ARB) and USEPA. These strategies are contained in the *1994 Sacramento Area Regional Ozone Attainment Plan*, which was approved by ARB and USEPA as part of the State Implementation Plan required under the federal Clean Air Act.

In Section 4.2, *Air Quality*, of the Draft EIR, under Impacts 4.2-2 and 4.2-3, construction and operations of the Innovation Park PUD and CNU Medical Center are evaluated against the SMAQMD CEQA thresholds and guidance.

As outlined in Innovation Park PUD Policy 5.1.2, *Network That Meets the Needs of Many and Is Inviting to All*:

The design and connectivity of the [Innovation Park PUD circulation] network should lend itself to the safe, convenient, and attractive use of many modes of transportation. Streets will be tree lined with facilities for pedestrians, cyclists, and vehicles, with generous sidewalks throughout, and Class I and IV bicycle routes, to facilitate safe and efficient mobility. These streets will serve as the framework for an interconnected network throughout the community.

- O1-4 The Innovation Park PUD envisions a planned urban community that provides mobility options well-suited to meet the needs of pedestrians, cyclists, and vehicles in a safe, inviting, and efficient network. Key to this network would be following a “complete streets” attitude toward its design. Tree-lined streets, sidewalks, and bicycle routes are important elements in the overall design throughout the PUD area.

This page intentionally left blank



ECOS

ENVIRONMENTAL
♦ COUNCIL ♦
OF SACRAMENTO

Post Office Box 1526 | Sacramento, CA 95812-1526

January 3, 2022

Scott Johnson, Senior Planner
City of Sacramento
300 Richards Blvd., Sacramento, CA 95811
SRJohnson@cityofsacramento.org

SUBJECT: Comments on Innovation Park and CNU Medical Center Project DEIR

Thank you for the opportunity to comment on this major project in North Natomas. We are pleased to see the reuse of the Arco Arena site. A hospital would address a long standing problem of having no hospital and few medical services north of the river in the City limits. All 24-hour emergency rooms are over 25 minutes away from residents of Natomas and North Sacramento. The land use designations are acceptable but more detail will be needed to fully understand the impacts given the wide range of densities that are allowed by the city. Impacts could vary significantly in terms of traffic, schools, parks and others. Further, it is still unclear what kind of “innovation” is anticipated in the area identified as Innovation Park.

O2-1

The following suggestions relate to the Summary of the Project.

1) Objectives 7 and 11 need to be expanded:

7 - Add staff housing for those employees who will be in entry level and low paying jobs (such as housekeeping, nurses aides, maintenance, etc.) who will need “affordable” housing or face long commutes.

#11 - Add “including parks and recreation, and dedicated habitat areas.” (This also refers to Parks and Open Space on 2.4.5)

O2-2

2) The discussion regarding parks must be adjusted to reflect the reality of the situation, in order to meet park land obligations and must be reviewed by City Parks staff to assure compliance with city policies. Also the charts on S 9-10 and 2.4.5 refer to 24 acres of parks, which is unrealistic for the following reasons.

- .8 acre plaza - This can only be considered “park” if the design meets the criteria and approval of city parks. There are many plazas in the office parks in South Natomas, and some are just concrete with maybe a few benches or planters and are really intended for the employees to use. Parks should be open to everyone, and serve a more recreational use, not just for employees’ breaks. The city’s criteria for parks is to serve residents not employees.
- 4 acre nature park is existing habitat, and can’t be considered a park since description says the public will have access from all sides, clearly impacting the viability of the area supporting wildlife. Plus the chart on 4.3.1 shows the riparian/wetland area as 6.38 acres. Therefore, 6.38 areas is the minimum nature area, and additional acreage will be needed to allow residents to use the exterior area as a park.

O2-3

- 5.7 acres adjacent to bikeway is landscaping, not a park, and can't be counted unless park areas are established along the route for recreation uses.
- 4.4 acres of sports fields at school cannot be counted as parks since neither access nor joint use is allowed by NUSD after schools are closed
- 9.1 areas of public access /open space are outdoor amenities but not parkland, unless the design, access and use are deemed recreational by staff

O2-3
cont.

3) In S-14 please consider adding the following projects to the proposal:

- A clinic on Northgate Blvd in South Natomas to serve the adjacent underserved communities of Northgate and Gardenland
- A convalescent hospital or rehab facility to meet undeserved demand in the area
- Affordable housing for staff to reduce traffic congestion and air quality impacts of lengthy commutes, in addition, housing for students and faculty; dormitories, studios, etc.
- The feasibility of basement uses should be carefully considered given high ground water and flood risk
- For landscaping, we request that you save as many mature trees as possible and add native oaks where possible to support the highest potential carbon sequestration and habitat; use native plants and shrubs that do not need shearing or regular trimming, to reduce air quality impacts.

O2-4

4) S-41 It's not clear how the loss of 41.83 areas of habitat and 6.3 acres of wetlands be mitigated? One suggestion is to enlarge the 4 acre "nature park" to include all 6.83 acres that exist, and buffer that with additional acreage to allow for human visitors.

O2-5

5) 4.3 - 42 - NBHCP - Why was the site exempted from Natomas Basin Conservancy (NBC) fees and not asked to pay their fair share? Since approval is needed from the USFWS and CDFW, additional mitigation would be required to make up the loss, working with the NBC.

O2-6

6) 4.9.4-10 Parks and habitat - please see comments above.

O2-7

7) 4.10 - Transportation and Circulation. Traffic in South Natomas will be impacted by this use, as it was from the Arena. The internal intersections of Truxel and San Juan, San Juan and Northgate, and San Juan and Azevedo need to be studied for impacts and mitigation measures. As the closest hospital and major employer, many residents of South Natomas will travel on these streets to reach the site for services or jobs.

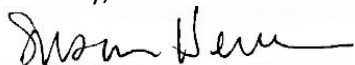
O2-8

If the Medical Center goes forward it will be a major transit hub, perhaps more important than the Airport. We suggest either it be located closer to Truxel (swapped with the housing) or the light rail alignment be diverted from Truxel to run on the new road between the Medical Center and the housing.

O2-9

Thank you for considering our comments.

Sincerely,



Susan Herre
President of the ECOS Board

**Letter O2
Response****Susan Herre, Environmental Council of Sacramento (ECOS)**
January 3, 2022

O2-1 As described on page 2-13 in Chapter 2, *Project Description*, of the Draft EIR, the PUD area could develop to serve a diverse mix of uses: employment uses, various market sector housing types, commercial, shopping, destination amenities, and a range of personal and professional services in addition to the proposed CNU Medical Center. The C-2 PUD zone provides flexibility and could be developed in a number of ways in the future. For the purposes of the EIR impact analysis, the City prepared and evaluated an anticipated development scenario, based on a mix of development types likely to occur in the project area. Table 2-1 on page 2-16 of the Draft EIR summarizes the anticipated development scenario for the project area that is analyzed in the EIR.

One of the contributing factors to the innovation anticipated in the Innovation Park PUD area is the synergistic connection between medical, office, university, research and development, laboratory, and commercial development within and surrounding the PUD area, offering the opportunity for invention.

O2-2 Project objectives for both the Innovation Park PUD as a whole and the project-specific CNU Medical Center are described on pages 2-7 and 2-8, respectively, in Chapter 2, *Project Description*, of the Draft EIR. A range of housing types and densities would be provided as part of the proposed project, offering the opportunity for a variety of levels of affordability. This range of housing types would include but not be limited to step-up housing, to meet the varied needs and preferences of those who would work both in the PUD area and the greater region.

The PUD would guide the development of parks and recreation facilities, natural open space areas, and active and passive and public and semi-public spaces. Parks and open spaces anticipated in the PUD area are proposed to include a curvilinear park, nature park, urban plaza, joint-use park, and publicly accessible open space on the CNU Medical Center campus. Please also see responses to comments O2-3, O2-5, and O2-6.

O2-3 The City has reviewed the parklands and open spaces proposed within the Innovation Park PUD area and found them to be consistent with City standards. City planning and guidance documents include a variety of park types including open space and parkways. Furthermore, the analysis in Section 4.9, *Public Services*, of the Draft EIR was not intended to identify every potential park facility in the PUD area. Individual developments would need to meet City standards, including compliance with the Quimby Act and the City's Park Impact Fee, which may result in the identification of additional park areas.

The 0.8-acre urban plaza would be located in the center of the PUD area and is not associated with a particular development or employer. This park is consistent with Sacramento 2035 General Plan Policy ERC 2.2.9, *Small Public Places for New Development*, which states that “[t]he City shall allow new development to provide small plazas, pocket parks, civic spaces, and other gathering places that are available to the public, particularly in infill areas, to help meet recreational demands.”

The 4-acre nature park would be consistent with City policies regarding open space areas, and its inclusion of either open water or habitat areas does not diminish its value or size.¹⁸ The entire 6.38-acre habitat area currently mapped was not included in the proposed nature park because the project proposes to fill a portion of the pond to remove the existing building foundation structures and provide area for planned development.

The 6-acre Innovator Loop Curvilinear Park would be consistent with City policies on parkways and would be considered part of the citywide/regional parks network.¹⁹

The 4.4 acres of sports fields adjacent to the proposed school are appropriate for inclusion in this analysis because they could be made available to the general public. The City and Natomas Unified School District have a master joint use agreement in place that allows for the mutual use of facilities. Certain school properties are included in the existing City park facilities, and approximately 37 acres of school property in the North Natomas area are currently accessible for public use after school hours.²⁰

The 9.1 acres of publicly accessible open space associated with the CNU Medical Center would include gardens, open lawn areas, walkways, seating, and other outdoor amenities that would contribute to the recreational opportunities of residents and employees.

O2-4 The comment suggests the addition of development outside of the PUD area. Development outside the boundaries of the project site is not proposed as part of the proposed project.

As described in response to comment O2-2, the proposed project is anticipated to have a range of housing affordability levels. The CNU Medical Center component of the proposed PUD would construct an active senior living/residential care facility for the elderly building that would accommodate

¹⁸ City of Sacramento. 2009. *Parks and Recreation Master Plan 2005–2010: 2009 Technical Update*. Adopted April 21, 2009. Appendices page 137.

¹⁹ City of Sacramento. 2015. *City of Sacramento 2035 General Plan Background Report*. Adopted March 3, 2015. Page 5-30.

²⁰ City of Sacramento. 2015. *City of Sacramento 2035 General Plan Background Report*. Adopted March 3, 2015. Page 5-32.

approximately 100 residents. The CNU Medical Center campus would include two dormitory buildings providing 300 housing units for 600 CNU Medical Center students; two faculty housing buildings are also proposed to include 200 units for 200 faculty members and their families.

The depth to groundwater on the project site was accounted for in the engineering and design of the proposed buildings that would include basements.

As described on page 2-56 of Chapter 2, *Project Description*, of the Draft EIR, the CNU Medical Center project element plans 638 trees to be part of the landscaping over the three phases of construction. Currently, 987 trees are located on the existing CNU Medical Center site. As many existing trees as feasible and appropriate for the final master plan would be kept in place over the three phases of construction. Other mature trees throughout the PUD area would be kept, if feasible, as development occurs during build-out of the PUD area. The proposed project would comply with the City's regulations for landscaping and tree removal/replacement.

O2-5 As described in Section 4.3, *Biological Resources*, of the Draft EIR, impacts on habitat would be mitigated through the purchase of credits at an approved mitigation bank in coordination with the appropriate resource agencies. The loss of 41.83 acres of suitable foraging habitat for Swainson's hawk would be mitigated at a 1:1 ratio through the purchase of credits at a CDFW-approved mitigation bank, as described in Mitigation Measure 4.3-1 on page 4.3-45 of the Draft EIR. Fill of or removal of the pond/wetland and associated riparian habitat would likely require regulatory approvals from the U.S. Army Corps of Engineers and CDFW. Appropriate mitigation for these impacts would be determined in coordination with these agencies as a requirement of the permitting process, as described in Mitigation Measure 4.3-5(b) on page 4.3-54 and Impact 4.3-6 on page 4.3-56 of the Draft EIR.

O2-6 The Natomas Basin Habitat Conservation Plan (NBHCP) was adopted to address impacts from future development actions within the City of Sacramento and Sutter County portions of the Natomas Basin, and to provide a vehicle for consolidating mitigation from this development. The project site has been identified as existing development, and is exempt from the requirements of the NBHCP. Existing development that is exempt consists of areas within the Natomas Basin portion of the City of Sacramento that were already approved for development or already developed before the approval of the NBHCP. Approximately 964 acres within the City portion of the Natomas Basin were determined exempt. The NBHCP (page 111-14) specifically references the 185-acre Arco Arena site as part of the 964 acres of exempt development land. Within the City of Sacramento, the Implementation Agreement for the NBHCP identifies certain specific areas as "Exempt Area—Existing Development," which are areas not covered by NBHCP provisions. Page 111-14 of the adopted 2003 NBHCP

identifies that existing projects within the Sacramento city limits were exempt from compliance with the NBHCP because they comprise development that existed before the 1997 NBHCP. The entire Innovation Park PUD area is identified as an exempt area and was considered previously developed and impacted for purposes of the NBHCP.²¹ These exempt areas are documented in the NBHCP and the NBHCP Implementation Agreement.

Although the project site is exempt from all requirements of the NBHCP, including payment of habitat conservation plan fees, the NBHCP is clear that such existing development is not exempt from any applicable requirements of the federal Endangered Species Act or California Endangered Species Act. As described in Section 4.3, *Biological Resources*, of the Draft EIR, the proposed project would be likely to need approvals from CDFW for impacts and mitigation related to Swainson's hawk foraging habitat, but this would occur outside of the NBHCP process. As such, the proposed project's mitigation may occur outside the NBHCP area, and in doing so, would preserve the availability of in-basin land for mitigation for development covered by the NBHCP.

- O2-7 Please see responses to comments O2-3, O2-5, and O2-6 related to parks and habitat.
- O2-8 The study intersections were chosen based on the likelihood of the proposed project to significantly affect operations at those intersections. Project trips are expected to travel through only one of these intersections: Truxel Road/San Juan Road. It is expected that between 3 and 8 percent of trips would travel through this intersection during the a.m. and p.m. peak hours. This accounts for between 111 and 295 trips in the a.m. peak hour and between 152 and 406 trips in the p.m. peak hour. The majority of these trips would be through trips traveling northbound and southbound along Truxel Road and are expected to have a negligible effect on operations at this intersection. Note that this comment pertains to the Local Transportation Analysis found in Appendix H of the Draft EIR because Level of Service is no longer considered a CEQA impact.
- O2-9 The proposed CNU Medical Center would be located in the southwest portion of the PUD area, adjacent to two gateway entry points to the PUD area. The comment regarding the location of the CNU Medical Center site is noted. CNU owns the land where the CNU Medical Center is proposed; CNU does not own land nearer to Truxel Road. The comment does not identify any significant impacts that would be reduced or avoided by relocating the proposed CNU Medical Center from its current proposed site to another location within the PUD area.
- The comment regarding the future alignment of the SacRT Green Line light rail line is noted. SacRT, not the project proponent or the City of Sacramento, is the

²¹ *Implementation Agreement for the Natomas Basin Habitat Conservation Plan*. Signed June 27, 2003. Baseline Map– Exhibit B, Page 39.

project proponent for the future Green Line. As described on page 2-20 in Chapter 2, *Project Description*, of the Draft EIR, “The current preferred alignment of the SacRT Green Line light rail route would be located along Truxel Road, running north/south to the east of the project area ... SacRT’s preferred alignment is the one analyzed in this EIR.” Thus, the Draft PUD and the Draft EIR reflect the alignment of the future Green Line, which is reasonably foreseeable at this time.

This page intentionally left blank

From: [Richard Ramirez](#)
To: [Scott Johnson](#)
Subject: Re: Innovation Park (P18-077) CEQA Notice of Availability of a Draft EIR
Date: Thursday, November 18, 2021 7:48:51 AM

Scott,

Thank you for sharing the EIR link for what appears to be a rather exciting "in fill" project. Having lived in the area for some time, I do chuckle at the notion that "Arco Arena" is an in-fill project. Regardless, I am pleased to see the emphasis on housing. Living 1.25 miles from the site we have ample retail zoning.

As one planner once remarked to me, "I've seen many beautiful renderings that turned out to be ugly ducklings". I pray with cooperation among the developer(s), the City and community, the project will be something to be proud of twenty years from now as it will be on its approval date.

Rich Ramirez, Natomas Park Resident

On Tue, Nov 16, 2021 at 4:02 PM Scott Johnson <SRJohnson@cityofsacramento.org> wrote:

Attached is the Notice of Availability (NOA) of a Draft Environmental Impact Report (Draft EIR) for the Innovation Park & CNU Medical Center project (P18-077) (SCH#: 2019039011). The City of Sacramento, Community Development Department, Environmental Planning Services, as lead agency, has completed the Draft EIR and the document is available at: <https://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>

The document is now available for public review and comment through Monday, January 3, 2022.

If you have any questions or would like to provide written comments, my contact information is below.

Thank you.

Scott Johnson

City of Sacramento

I1-1

Community Development Department

Environmental Planning Services

300 Richards Blvd., 3rd Floor

Sacramento, CA 95811

(916) 808-5842

srjohnson@cityofsacramento.org

**Letter I1
Response**

Richard Ramirez
November 18, 2021

- I1-1 The comment expresses general support for the proposed project, with an emphasis on housing. The comment is noted and will be conveyed to the City Council for its consideration.

This page intentionally left blank

From: [Larry Larsen](#)
To: [Scott Johnson](#)
Cc: [bross](#); [Gregory Thatch](#)
Subject: Innovation Park - Draft EIR Comments
Date: Monday, January 3, 2022 4:47:55 PM

Mr. Johnson,

Our office represents Commerce Station, LLC and Natomas Creek, LLC with respect to property that they own in North Natomas. Are clients have been and remain actively involved in the development of North Natomas and they have a keen interest in seeing that North Natomas be developed in a fair and equitable manner that assures appropriate infrastructure is financed and completed for the benefit of all landowners as contemplated by the North Natomas Community Plan and North Natomas Financing Plan, including fair share payments and reimbursements for necessary infrastructure already or to be constructed. Our clients have been monitoring the proposed redevelopment of the former Sleep Train Arena and they are excited that the proposed Innovation Park PUD may lead to reuse of this land to the benefit of the entire community. It is in this spirit that we submit these comments to the Draft EIR for the Innovation Park Planned Unit Development on behalf of our clients.

I2-1

We submit this email in response to the Notice of Availability that provides that any comments may be emailed to you. At this time, we are raising concerns regarding two deficiencies with respect to the DEIR, explained below.

I2-2

1. Traffic and Circulation – missing Appendix (CEQA transportation analysis). The traffic and circulation discussion in the Draft EIR essentially finds that no CEQA mitigation will be required based upon a determination that VMT from the project will be below established thresholds. These conclusions appear to be based on an often-quoted Transportation Analysis contained in Appendix H. Unfortunately, the Appendix H made part of the DEIR and asserted to be available on the City website, is the wrong document. Appendix H on the website is the Final Local Transportation Analysis (LTA) prepared by Kimley-Horn. By its own terms, the LTA was prepared to assist the City with conditioning the Project specific to localized traffic access and circulation. A second CEQA transportation analysis based on VMT was to have also been prepared for use in the EIR. The DEIR has many citations to the LTA, but none of the tables and citations appear to be to the LTA referenced in the DEIR. Those VMT-specific tables alluded to in the DEIR appear nowhere in the LTA. It appears that this may have been a clerical error and the intent was to include the separate CEQA transportation analysis in the DEIR. However, without having access to the separate CEQA transportation analysis, it is not possible to confirm the accuracy of the VMT conclusions in the DEIR. We submit that the most appropriate way to allow for meaningful public comment on the transportation and circulation section of the DEIR would be to re-circulate that section of the DEIR with the appropriate CEQA transportation analysis attached as an appendix and appropriate citations to that document included in the text and footnotes of the re-circulated DEIR.

2. Traffic and Circulation – deferred mitigation. Related to the missing CEQA transportation analysis document, the LTA attached to the DEIR specifically defers project specific analysis of the Hospital and the Innovation PUD. We are concerned that this deferral may be improper under CEQA. In this

I2-3

regard, the LTA specifically states: "As the hospital only site plan is currently in the process of being refined, a future, separate analysis will address site specific items such as on-site throat depths, parking circulation and recommended turn lane geometries at the hospital's main access on Innovator Drive. As the analysis summarized in this report only focused on a macro-level analysis of the Innovation PUD, an additional operational analysis will be provided in the future that will focus on the hospital site plan in a more focused-level of detail that will be documented in a supplemental report." Yet, the DEIR provided for a project-specific analysis of the Hospital in great detail, and deferring traffic analysis to a later time with respect to the hospital based on a refined, future site plan, is improperly deferring analysis of what should be defined at this time if, as proposed, the project includes project-level impacts associated with the hospital use. Similarly, since the DEIR assumes certain uses in the Innovation PUD, and provides that only changes would require subsequent CEQA review analysis, the concept of a future more focused-level of detail in a supplemental report, also, appears to constitute improper deferral of possible adverse traffic impacts. While this issue may be resolved in the CEQA transportation analysis referenced in comment 1, above, until the CEQA transportation analysis is made available for public review and comment, meaningful public comment remains illusory.

↑
I2-3
cont.

Larry C. Larsen
LAW OFFICES OF
GREGORY D. THATCH
1730 I Street, Suite 220
Sacramento, CA 95811
Phone: (916) 443-6956
Fax: (916) 443-4632
E-Mail: llarsen@thatchlaw.com

***** CONFIDENTIALITY NOTICE *****

This communication and any accompanying document(s) are confidential and privileged. They are intended for the sole use of the addressee. If you receive this transmission in error, you are advised that any disclosure, copying, distribution, or the taking of any action in reliance upon the communication is strictly prohibited. Moreover, any such inadvertent disclosure shall not compromise or waive the attorney-client privilege as to this communication or otherwise. If you have received this communication in error, please contact the sender at the internet address indicated, by telephone or by facsimile. Thank you.

**Letter I2
Response****Larry C. Larson, Law Offices of Gregory D. Thatch**
January 3, 2022

- I2-1 The VMT data were incorrectly attributed to the Local Transportation Analysis (LTA), when instead, the source of the VMT data was and should have been identified as “Kimley-Horn, 2021.” This would be applicable to Tables 4.10-1, 4.10-2, 4.10-3, 4.10-4, and 4.10-16. The information required in the Draft EIR was included in the document and appendices. In addition, the relevant data used for the VMT analysis has been provided to the commenter so they may review the data and calculations themselves. The comment does not address the EIR for the proposed project. The comment is noted and will be conveyed to the City Council for its consideration.
- I2-2 Appendix H, *Transportation Data*, of the Draft EIR consists of the LTA prepared for the proposed project. The LTA was prepared to assist the City with conditioning the proposed project specific to localized traffic access and circulation. An analysis of VMT, freeway on- and off-ramp queuing, basic freeway segments, and pedestrian, bicycle, and transit impacts is solely contained in Section 4.10, *Transportation and Circulation*, of the Draft EIR. There is not a separate report that analyzes VMT. Thus, all of the information regarding the potential transportation impacts of the proposed project was disclosed in the Draft EIR, and recirculation of the Draft EIR is not required.
- I2-3 The analyses in the LTA and in Section 4.10, *Transportation and Circulation*, of the Draft EIR fully consider build-out of the PUD, including the CNU Medical Center. The PUD discloses, and the LTA and Draft EIR analyze, the backbone roadways needed to facilitate travel within and across the PUD area. Roadways needed to serve the CNU Medical Center are included in this analysis and shown on relevant graphics; as an example, please see Figure 2-9, Proposed Roadway Network, on page 2-18 of the Draft EIR.

As described on page 4.10-16 of Section 4.10, *Transportation and Circulation*, of the Draft EIR, there are three significance thresholds that apply to the roadway system:

Impacts on the roadway system may be considered significant if any of the following scenarios would occur with implementation of the proposed project:

- Average VMT per capita for the project’s residential component would exceed 85 percent of the regional average, defined for the purposes of this analysis as the contiguous area that includes the SACOG member agencies;
- Average VMT per employee for the project’s employment component (excluding the hospital, university, and retail

components of the project) would exceed 85 percent of the regional average, defined for the purposes of this analysis as the contiguous area that includes the SACOG member agencies; or

- The addition of the project's hospital, university, or retail components, analyzed separately, would result in a net increase in the regional VMT.

Potential impacts related to VMT are addressed in Impact 4.10-1, beginning on page 4.10-45 of the Draft EIR.

The proposed CNU Medical Center is undergoing an operational analysis to identify appropriate driveway throat depths, identify appropriate driveway locations in accordance with City standards, and finalize on-site circulation. However, LOS and local roadway congestion are not thresholds of significance for the CEQA analysis. Under CEQA, a detailed operational analysis is not required to determine transportation impacts. Rather, the VMT analysis and other items contained within Section 4.10 of the Draft EIR adequately cover all CEQA requirements. The detailed operational analysis is only required by the City of Sacramento, and thus, as more refined development plans come available, the City will require these focused operational analyses to address concerns such as throat depths and parking circulation.

Further, the proposed PUD does not identify every local roadway that could possibly be included on the project site. At the same time that specific projects are proposed within the PUD area and parcels are subdivided, local roadways will be proposed to serve those specific uses.

CHAPTER 4

Mitigation Monitoring Plan

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 is the Mitigation Monitoring Plan (MMP) for the Innovation Park Planned Unit Development (PUD) project. The intent of the MMP is to track and successfully implement the Mitigation Measures identified within the Draft Environmental Impact Report (EIR) for this project.

4.2 Mitigation Measures

The Mitigation Measures are taken from the Innovation Park PUD EIR and are assigned the same number as in the Draft EIR. The MMP describes the actions that must take place to implement each Mitigation Measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

4.3 MMP Components

The components of the attached table, which contains applicable Mitigation Measures, are addressed briefly, below.

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

Mitigation Measure: All Mitigation Measures that were identified in the Innovation Park PUD EIR are 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.

Component: This column identifies the relevant component of the proposed project to which the Mitigation Measure applies. The Mitigation Measure may apply to the entire PUD area, or individually to the California Northstate University (CNU) Medical Center. If only the PUD is listed in this column, the measure does not apply to CNU (and vice versa). More than one project component may be identified.

Implementing Party: This item identifies the entity that will undertake the required action; this may be the project proponent or some other future project proponent.

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
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
4.1 Aesthetics, Light, and Glare						
4.1-2: Development allowed under the proposed project would create a new source of substantial light.	4.1-2 For each individual development project proposed within the project area, a signage and lighting design plan will be implemented, as approved in the City's Site Plan and Design Review process, to ensure that all outdoor lighting within the project area is designed to minimize lighting that is misdirected, excessive, or unnecessary by requiring light for development to be directed downward to minimize spill-over onto adjacent properties consistent with General Plan Policy ER 7.1.3.	Implement the signage and lighting design plan as approved by the City's Site Plan and Design Review process.	PUD, CNU	Project proponent	During construction following approval of site plan and design review.	City of Sacramento Community Development Department
4.2 Air Quality						
4.2-2: Construction activities associated with development under the proposed project could result in a short-term emissions increase of NO _x , PM ₁₀ , and PM _{2.5} , for which the project region is non-attainment under an applicable federal or state ambient air quality standard.	4.2-2(a) SMAQMD considers the following Basic Construction Emissions Control Practices feasible for controlling fugitive dust from a construction site. The practices also serve as BMPs that can be incorporated as part of individual projects proposed under the proposed project, allowing the use of the non-zero particulate matter significance thresholds. These emissions control practices shall be included either as Conditions of Approval (COA) or in a Mitigation Monitoring and Reporting Program (MMRP) to require implementation during project construction: <ol style="list-style-type: none"> Control of fugitive dust is required by District Rule 403 and enforced by District staff. 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. Cover or maintain at least 2 feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). All roadways, driveways, sidewalks, and parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading, unless seeding or soil binders are used. 	Implement SMAQMD Basic Construction Emissions Control Practices identified in Mitigation Measure 4.2-2(a).	PUD, CNU	Project proponent	During construction.	City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)
	4.2-2(b) Proponents for individual projects constructed under the proposed project shall require construction contractors to implement the following SMAQMD Exhaust Control Practices for diesel-powered fleets working at construction sites: <ol style="list-style-type: none"> Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to two minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site. 	Include SMAQMD Exhaust Control Practices listed in Mitigation Measure 4.2-2(b) on Grading and Construction Plans.	PUD, CNU	Project proponent	Prior to issuance of demolition permit or grading permit.	City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	<ol style="list-style-type: none"> 2. Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1]. 3. Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated. 					
	<p>4.2-2(c) The following measures related to the use of low-emission construction equipment shall be implemented for individual projects constructed under the Innovation Park PUD, including the CNU Medical Center:</p> <ol style="list-style-type: none"> 1. Proponents for individual projects constructed under the Innovation Park PUD, including the CNU Medical Center, shall require construction contractors to provide a plan for approval by the SMAQMD that demonstrates that all heavy-duty off-road equipment used for construction activities shall be equipped with the most effective Verified Diesel Emissions Control Strategies (VDECS) available for the engine type. In this case, the best available VDECS would be implementation of Tier 4F engines as certified by CARB and USEPA. The equipment shall be properly maintained and tuned in accordance with manufacturers' specifications. This would be verified through an equipment inventory submittal and certification plan submitted to the SMAQMD. 2. The plan shall have two components: an initial report submitted before construction, and a final report submitted at the completion. 3. The initial report shall be submitted at least four business days prior to construction activity using the SMAQMD's Construction Mitigation Tool (available at http://www.airquality.org/businesses/ceqa-land-use-planning/mitigation) and shall provide project information and construction company information and include the equipment type, horsepower rating, engine model year, projected hours of use, and the CARB equipment identification number for each piece of equipment to be used. All owned, leased, and subcontracted equipment to be used shall be included. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. 4. The final report shall be submitted at the end of the job, phase, or calendar year, as pre-arranged with SMAQMD staff and documented in the approval letter, to demonstrate continued project compliance. 5. Emissions from all off-road diesel-powered equipment used within the project area 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 and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual 	<p>Implement the practices described in Mitigation Measure 4.2-2(c) for low-emission construction equipment.</p>	<p>PUD, CNU</p>	<p>Project proponent</p>	<p>Prior to approval of grading or improvement plans and/or during and following construction, as applicable.</p>	<p>City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)</p>

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	<p>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.</p> <p>6. If at the time of granting of each building permit, the SMAQMD has adopted a regulation applicable to construction emissions, compliance with the regulation may completely or partially replace this mitigation. Consultation with the SMAQMD prior to construction will be necessary to make this determination.</p>					
	<p>4.2-2(d) City approval of any grading or improvement plans for individual projects proposed under the Innovation Park PUD (including the CNU Medical Center) shall include the following SMAQMD Enhanced Fugitive Dust Control Practices:</p> <p>Soil Disturbance Areas</p> <ol style="list-style-type: none"> 1. Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site. 2. Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph. 3. Install wind breaks (e.g., plant trees, solid fencing) on windward side(s) of construction areas. 4. Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. <p>Unpaved Roads (Entrained Road Dust)</p> <ol style="list-style-type: none"> 1. Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site. 2. 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 the generation of road dust and road dust carryout onto public roads. 3. 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>Include SMAQMD Enhanced Fugitive Dust Control Practices on grading or improvement plans as described in Mitigation Measure 4.2-2(d).</p> <p>Incorporate protocol described below for soil disturbance areas and unpaved roads.</p>	PUD, CNU	Project proponent	Prior to approval of grading or improvement plans.	City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)
	<p>4.2-2(e) If implosion is chosen as the method of demolition for the arena, a Construction Air Quality Management Plan shall be submitted to SMAQMD which details the control measures that would be implemented to reduce impacts from implosion of the arena. The plan shall include but not be limited to the following measures:</p> <ol style="list-style-type: none"> 1. Demarcation and maintenance of an adequate exclusion zone around the arena for as long as safety requirements warrant before and after the implosion. The extent of the exclusion zone shall be informed by a project-specific study that takes into account the noise, air quality, vibration, safety, and seismic impacts of the planned implosion based on the size of the arena and the amount of explosives used. 	<p>Include Construction Air Quality Management Plan containing measures listed in Mitigation Measure 4.2-2(e) if implosion is chosen as the method of demolition.</p>	PUD, CNU	Project Proponent	Prior to demolition if implosion is chosen.	City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	<p>2. All land uses within the exclusion zone shall be notified in advance of the planned implosion, with reminders sent out a week before. Notifications shall include the date and time of the planned implosion, the extent of the exclusion zone, information on street closures, and the duration for which the exclusion zone and street closures will be maintained. Occupants of all land uses within the exclusion zone shall be advised to stay indoors with HVAC systems, windows, and doors closed for the duration of the implosion.</p> <p>3. The same information shall also be posted as signs around the project area boundary, along with the name and telephone number of a complaint coordinator to contact with questions and complaints.</p> <p>4. Transportation and temporary relocation shall be provided to sensitive receptors located within 0.25 mile of the arena.</p>	<p>Provide advance notice of planned implosion with reminders sent out a week before. This information shall also be posted around the project area boundary.</p>	PUD, CNU	Project proponent	One week prior to demolition if implosion is chosen.	City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)
	<p>5. To prevent hazardous materials from getting airborne during demolition or debris removal, recyclable (plumbing and ventilation) and hazardous materials (asbestos and lead) shall be removed from the structure before implosion.</p> <p>6. Implosion shall be timed with favorable meteorological conditions, such as light precipitation with winds in the direction of sparse population.</p> <p>7. Adequately wet the structure before, during, and after the implosion to reduce suspended dust. Settled dust shall be suppressed with water and vacuum street cleaners.</p> <p>8. Use barricades and berms at ground level to control debris and dust.</p> <p>9. Use dust controlling misters and street sweepers during cleanup of the debris following the implosion.</p>	<p>Incorporate the practices described in Mitigation Measure 4.2-2(e) on the project site.</p>	PUD, CNU	Project proponent	Prior to demolition if implosion is chosen, and cleanup after implosion.	City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)
4.2-4: Development allowed under the proposed project (including the CNU Medical Center) would expose sensitive receptors to substantial pollutant concentrations.	<p>4.2-4 Proponents for individual projects constructed under the proposed Innovation Park PUD, including the proposed CNU Medical Center, shall require construction contractors to implement the following measures to reduce health risks from diesel-powered fleets working at construction sites:</p> <p>1. Implement Mitigation Measure 4.2-2(c), Implement Measures to Ensure the Use of Low-Emission Construction Equipment, for all project-related construction activities.</p> <p>2. Restrict construction activities to the daytime and evening hours between 7 a.m. and 10 p.m., except for limited circumstances requiring nighttime construction (e.g., elongated concrete pours, on-street movement of large construction equipment), which may be allowed in accordance with Sacramento City Code section 8.68.080.</p>	<p>Incorporate the practices described in Mitigation Measure 4.2-4 when working on construction sites.</p>	PUD, CNU	Project proponent	Prior to approval of grading or improvement plans and during construction.	City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)
4.2-5: Construction activities associated with development under the proposed project (including the CNU Medical Center) could contribute to cumulative increases in short-term emissions.	<p>4.2-5 Implement Mitigation Measures 4.2-2(a) through 4.2-2(e).</p>	<p>See Mitigation Measures 4.2-2(a) through 4.2-2(e).</p>	<p>See Mitigation Measures 4.2-2(a) through 4.2-2(e).</p>	<p>See Mitigation Measures 4.2-2(a) through 4.2-2(e).</p>	<p>See Mitigation Measures 4.2-2(a) through 4.2-2(e).</p>	<p>See Mitigation Measures 4.2-2(a) through 4.2-2(e).</p>

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
4.2-7: Development allowed under the proposed project (including the CNU Medical Center) could cumulatively expose sensitive receptors to substantial pollutant concentrations.	4.2-7 Implement Mitigation Measure 4.2-4.	See Mitigation Measure 4.2-4.	See Mitigation Measure 4.2-4.	See Mitigation Measure 4.2-4.	See Mitigation Measure 4.2-4.	See Mitigation Measure 4.2-4.
4.3 Biological Resources						
4.3-1: Construction under the proposed Innovation Park PUD project, including the CNU Medical Center, could result in the loss of potential foraging habitat for Swainson's hawk.	4.3-1 Construction of development under the Innovation Park PUD would affect 41.83 acres. To compensate for the permanent loss of 41.83 acres of Swainson's hawk foraging habitat, any future development project allowed under the Innovation Park PUD within suitable foraging habitat for Swainson's hawk shall preserve CDFW-approved foraging habitat for Swainson's hawk, or shall purchase Swainson's hawk foraging habitat mitigation credits at a CDFW-approved mitigation bank, at a minimum 1:1 ratio, which is double the mitigation ratio required by the NBHCP. Before purchase of credits at a mitigation bank and/or acquisition of mitigation land, the ratio and location of the mitigation shall be subject to approval by CDFW, USFWS, and/or the City's NBHCP Designee. This mitigation shall be implemented by the project proponent before the City's issuance of grading permits or of wrecking permits, whichever comes first, for any work in suitable Swainson's hawk foraging habitat. In addition, because of the limited availability of mitigation lands in the Natomas Basin, mitigation of impacts on Swainson's hawk foraging habitat shall not reduce the availability of needed mitigation lands for development subject to the NBHCP.	Preserve CDFW-approved foraging habitat under future Innovation Park PUD projects or purchase habitat mitigation credits.	PUD, CNU	Project proponent	Prior to issuance of grading permits or wrecking permits, whichever comes first.	City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW), U.S. Fish and Wildlife Service (USFWS)
4.3-2: Construction under the proposed Innovation Park PUD project, including the CNU Medical Center, could result in the loss of potential nesting habitat for special-status bird species and other sensitive and/or protected bird species.	4.3-2(a) Construction activities associated with clearing and grubbing, tree removal, demolition of buildings or other structures (including potential demolition by implosion), and removal of riparian woodland/filling of the pond shall occur outside of the nesting season that encompasses all birds (September 16 through January 31), unless the following measures are complied with. If vegetation removal begins during the nesting season (February 1 to September 15), the project proponent shall retain a qualified biologist to conduct a preconstruction survey for active nests in suitable nesting habitat within 500 feet of the construction area for nesting raptors and migratory birds. If removal of riparian woodland/filling of the pond begins during the non-nesting season (September 15 to January 31), the project applicant shall retain a qualified biologist to conduct a preconstruction survey for active rookery use within the riparian woodland/pond. The preconstruction survey shall be conducted within five days before the start of ground-disturbing activities. If the preconstruction survey shows that there is no evidence of active nests or active rookery use, a letter report shall be submitted to the City for its records within 14 days of the survey and no additional measures are required. If construction activities do not begin within five days of the preconstruction survey, or if construction halts for more than five days, an additional preconstruction survey is required within five days of the initiation or re-initiation of construction activities.	Conduct nesting and rookery surveys prior to tree removal. Conduct any tree removal and construction activities according to the protocol described in Mitigation Measure 4.3-2(a). Include tree removal timing and/or tree protection requirements on Grading and Construction Plans.	PUD, CNU	Project proponent	Between February 1 and September 15, conduct nesting surveys no more than five days before ground-disturbing activities. Between September 15 and February 1, conduct rookery use surveys no more than five days before ground-disturbing activities.	City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW), US Fish and Wildlife Service (USFWS)

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	<p>If active nests are found during the survey, the project proponent shall implement Mitigation Measures to ensure that the species will not be adversely affected, which will include establishing a no-work buffer zone, as approved by the City in consultation with the CDFW and/or USFWS, around the active nest.</p> <p>Measures will include, but not be limited to:</p> <ol style="list-style-type: none"> 1. The project proponent shall maintain a sufficient buffer around the active nest to ensure impacts to nests are avoided. The buffer size shall be determined in consultation with a qualified biologist based on site-specific conditions such as proximity to novel stimuli, natural shielding, etc. The minimum buffer size should be no less than a 500-foot buffer around each active raptor nest and a 100-foot buffer around the black-crowned night heron and cattle egret rookery (during nesting season); however, larger buffers may be needed depending on the sensitivity of any birds onsite. No construction activities shall be permitted within this buffer. For other nesting migratory and passerine birds, a no-work buffer zone shall be established around the active nest, as determined by the City in consultation with a qualified biologist, CDFW and/or USFWS. The no-work buffer may vary depending on species and site-specific conditions, as determined by the City in consultation with a qualified biologist, CDFW and USFWS. 2. 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 affecting the breeding effort. In this case (to be determined on a case-by-case basis), a qualified biologist shall monitor the nest(s) during construction within the buffer. If, in the professional opinion of the monitor, the project would affect the nest, the biologist shall immediately inform the construction manager and the project proponent shall notify the City's Planning Director. 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 the qualified biologist. If construction begins outside of the migratory bird breeding season (February 1 through August 31), the proponent is permitted to continue construction activities in the existing active construction footprint. However, an additional nesting bird survey shall be conducted if construction is expected to extend outside of the active construction footprint and the applicant is required to comply with bird protection measures of the Migratory Bird Treaty Act and the California Fish and Game Code, regardless of the time of year. 3. Mitigation Measure 4.7-1(a), item viii (see Section 4.7, Noise and Vibration), which requires employment of noise-reducing pile installation techniques, shall be implemented for construction activities that include pile driving. 	<p>Establish minimum 500-foot buffer around active raptor nest.</p> <p>Establish minimum 100-foot buffer around black-crowned night heron (during nesting season).</p> <p>Establish minimum 100-foot buffer around cattle egret rookery (during nesting season).</p> <p>Establish no-work buffer depending on species and site-specific conditions as determined by the City for other active nests.</p>	PUD, CNU	Project proponent	Establish buffer no more than five days before construction activities.	City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW), US Fish and Wildlife Service (USFWS)
		Monitor nesting activity within the buffer.	PUD, CNU	Project proponent	Monitor active nests through construction of each applicable development project.	City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)
		Implement noise reduction techniques during pile driving	PUD, CNU	Project proponent	Prior to the start of ground-disturbing activities.	City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	<p>If active rookery use is found outside the nesting season, the project proponent shall implement mitigation measures to ensure that the species will not be adversely affected, which will include establishing a no-work buffer zone, as approved by the City in consultation with a qualified biologist, CDFW and/or USFWS, around the active rookery. Measures will include, but not be limited to:</p> <ol style="list-style-type: none"> 1. In consultation with a qualified biologist, CDFW and/or USFWS, the project proponent shall develop a rookery impact reduction plan (Plan). The Plan shall detail the use of the rookery site outside of nesting season, propose strategies for reducing impacts to resident birds, and to ensure take of the species does not occur. Such strategies could include but are not limited to: <ol style="list-style-type: none"> a. Limiting any vegetation impacts to daylight hours or when birds are away from the rookery site. b. Progressively pruning any actively used trees that are to be removed over the course of several days as to passively encourage use of other habitats. c. "Soft-start" initiation of project activities as means to not immediately flush birds using the rookery. "Soft-start" techniques could be implemented by starting lower impact work in the area first or having a small crew walk the area before initiating heavy equipment use. d. Establishing a no disturbance buffer around any onsite habitat to be protected (i.e., so birds could relocate from one side of the pond to another) 	<p>Conduct any tree removal and construction activities according to the protocol described in Mitigation Measure 4.3-2(a).</p> <p>Prepare and implement a rookery impact reduction plan if required.</p> <p>Include tree removal timing and/or tree protection requirements on Grading and Construction Plans.</p>	PUD, CNU	Project proponent	Prior to activities that may impact the rookery.	City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW), US Fish and Wildlife Service (USFWS)
	<p>4.3-2(b)</p> <ol style="list-style-type: none"> 1. Preconstruction surveys for burrowing owls shall be conducted by a qualified biologist (as approved by CDFW) prior to construction activities within 500 feet of the annual grassland. For the purposes of burrowing owl, construction activities include mobilization, vegetation clearing operations, grading, including in areas where disturbance has occurred from construction prior to development. Surveys shall be conducted no more than 30 days and no less than 14 days before the start of construction activities. If construction activities are delayed for more than 30 days after the initial preconstruction surveys, a new preconstruction survey shall be required. All surveys shall be conducted in accordance with the Staff Report on Burrowing Owl Mitigation.¹ (Appendix D). This mitigation shall be implemented by the project proponent. 2. If burrowing owls are discovered within 500 feet of the disturbance footprint while construction is actively occurring during the nesting season, the CDFW-approved project biologist shall be notified immediately. The biologist shall establish a 500-foot no-work buffer. The biologist shall conduct daily check-in site visits for the first week to monitor the nest. After the first week, the biologist shall conduct two site visits per week to monitor the nest until the biologist verifies through non-invasive methods that either: (1) the owls have not begun egg-laying and incubation; or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. 	<p>Conduct preconstruction surveys within 500 feet of annual grassland.</p> <p>Upon discovery of burrowing owls within 500 feet during construction while in nesting season notify the CDFW approved project biologist.</p> <p>Establish 500-foot no work buffer and biologist will monitor going forward.</p>	PUD	Project proponent	Conduct survey no more than 30 days and no less than 14 days before the start of construction activities and any time construction activities are delayed for more than 30 days.	City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)
			PUD	Project proponent	If burrowing owls are discovered while construction is occurring during nesting season.	City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)

¹ California Department of Fish and Wildlife. 2012. *Staff Report on Burrowing Owl Mitigation*. Sacramento, CA.

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party																		
	<p>4.3-2(c)</p> <p>1. If construction activities are anticipated to begin during the Swainson's hawk nesting season (March 1 to September 15) in each year construction activities begin, a qualified biologist shall conduct a minimum of three preconstruction surveys during each of the two recommended survey periods in accordance with the 2000 Swainson's Hawk Technical Advisory Committee's (TAC's) Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley² (Appendix D). Construction activities include clearing and grubbing, tree removal, initial grading, removal of riparian woodland/filling of the pond, and noise and vibration associated with construction equipment. The table below provides the Swainson's Hawk TAC's survey periods:</p> <table border="1"> <thead> <tr> <th>Survey Period</th> <th>Survey Time</th> <th>Notes</th> </tr> </thead> <tbody> <tr> <td>I. January–March</td> <td>All day</td> <td>Optional</td> </tr> <tr> <td>II. March 20–April 5</td> <td>Sunrise–10 a.m.; 4 p.m.–sunset</td> <td></td> </tr> <tr> <td>III. April 5–April 20</td> <td>Sunrise–12 noon; 4:30 p.m.–sunset</td> <td></td> </tr> <tr> <td>IV. April 21–June 10</td> <td>Monitoring known nest sites only</td> <td>Initiating surveys not recommended</td> </tr> <tr> <td>V. June 10–July 30</td> <td>Sunrise–12 noon; 4 p.m.–sunset</td> <td></td> </tr> </tbody> </table> <p>For example, if construction is anticipated to begin in May, three surveys would be conducted in Survey Period II and three surveys would be conducted in Survey Period III. All potential nest trees within 0.50 mile of the project footprint shall be visually examined for potential Swainson's hawk nests, as accessible. If no active Swainson's hawk nests are identified in or within 0.50 mile of the project area, a letter report documenting the survey methodology and findings shall be submitted to the City for their files within 14 days of the final survey for each year of construction. This mitigation shall be implemented by the project proponent before any project-related work in suitable nesting habitat.</p>	Survey Period	Survey Time	Notes	I. January–March	All day	Optional	II. March 20–April 5	Sunrise–10 a.m.; 4 p.m.–sunset		III. April 5–April 20	Sunrise–12 noon; 4:30 p.m.–sunset		IV. April 21–June 10	Monitoring known nest sites only	Initiating surveys not recommended	V. June 10–July 30	Sunrise–12 noon; 4 p.m.–sunset		Conduct preconstruction surveys within 0.50-mile of the project footprint according to the protocol described in Mitigation Measure 4.3-2(c).	PUD, CNU	Project proponent	Conduct surveys during each of the two recommended survey periods based on the start of construction activities in each year construction activities begin.	City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)
Survey Period	Survey Time	Notes																						
I. January–March	All day	Optional																						
II. March 20–April 5	Sunrise–10 a.m.; 4 p.m.–sunset																							
III. April 5–April 20	Sunrise–12 noon; 4:30 p.m.–sunset																							
IV. April 21–June 10	Monitoring known nest sites only	Initiating surveys not recommended																						
V. June 10–July 30	Sunrise–12 noon; 4 p.m.–sunset																							
	<p>2. If active Swainson's hawk nests are found within 0.25 mile of construction activities, a survey report shall be submitted to CDFW, and an avoidance and minimization plan shall be developed for approval by CDFW before the start of construction. The avoidance plan shall identify measures to minimize impacts on the active Swainson's hawk nest, depending on the exact location of the nest. These measures shall include but not be limited to:</p> <p>a. All construction personnel shall receive a worker environmental awareness training program from a CDFW- and USFWS-approved biologist before the start of any construction activities.</p>	If Swainson's hawk nests are found within 0.25 mile of construction activities, follow the protocol described under Mitigation Measure 4.3-2(c).	PUD, CNU	Project proponent	Prior to construction if there is a discovery of Swainson's hawk nests within 0.25 mile of construction activities.	City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW), US Fish and Wildlife Service (USFWS)																		

² Swainson's Hawk Technical Advisory Committee. 2000. *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley*. May 31, 2000.

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> b. A buffer zone and work schedule shall be established to avoid affecting the nest during critical periods. If possible, no work will occur within 0.25 mile of the nest while it is in active use. If work will occur within 0.25 mile of the nest, construction will be monitored by a qualified biologist on a daily basis to ensure that no work occurs which will result in take of Swainson’s hawk. In consultation with the qualified biologist, the project applicant shall preclude all project activities within a minimum of 500 feet of the nest during sensitive periods of the breeding season such as incubation or within 10 days after hatching. If during consultation it is determined that implementation of the project as proposed may result in take of Swainson’s hawk, the project may seek related take authorization as provided by the Fish and Game Code. c. A biological monitor shall conduct regular monitoring of the nest during construction activities. d. The biologist shall be allowed to halt construction activities if construction activities are disturbing the nest. The biologist will be able to halt construction until she/he has determined that the nest activity is resuming normal activity. Once the biologist determines that normal nesting behavior has resumed, construction activities may recommence. e. No plastic, monofilament, jute, or similar erosion control matting shall be placed within the project area when working within 200 feet of annual grassland or suitable nest sites. Possible substitutions include coconut coir matting, tackified hydroseeding compounds, or other material approved by CDFW and USFWS. f. Any trees containing an active Swainson’s hawk nest shall be retained during project implementation. Retention of the nest tree includes prohibition of any project-related activity which may inadvertently damage the integrity of the nest tree or the nest structure, including any activities in the surrounding vicinity that occur outside the Swainson’s hawk nesting season. If the nest tree cannot be retained, the project applicant and their qualified biologist shall consult with CDFW and demonstrate compliance with CESA. If during consultation it is determined that implementation of the project as proposed may result in take of Swainson’s hawk, the project may seek related take authorization as provided by the Fish and Game Code. g. During construction activities and when feasible based on site conditions, all staging and storage areas, including vehicle parking and employee break area shall be located at least 1000 feet from an active Swainson’s hawk nest. h. During construction activities, any night lighting used during project activities shall be directed away from the active nest or shielded to avoid disturbance of nesting behavior. 					

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
4.3-3: Construction under the proposed project could result in impacts on special-status bat species.	<p>4.3-3 Construction activities associated with removal of landscape and riparian trees, demolition and potential implosion of the Sleep Train Arena building and associated infrastructure, and demolition of the foundation of the partially constructed baseball field and stadium shall occur between September 1 and April 30, which is outside of the breeding season for bat species, to the extent feasible.</p> <p>If removal of landscape and riparian trees begin during the breeding period for bats (May 1 through August 31), a qualified biologist shall conduct a preconstruction survey within five days prior to the scheduled tree removal. The biological shall inspect all trees containing crevices and the bark or cavities for evidence of sign (i.e. guano). If no sign is observed, a letter report shall be submitted to the City for its records within 14 days of the survey and no additional measures associated with tree removal are required. If tree removal does not begin within five days of the preconstruction survey, or if the removal of previously inspected trees halts for more than five days, an additional preconstruction survey is required within five days of the initiation or re-initiation of tree removal. If a maternity colony is observed within a tree, that tree shall not be removed until the breeding season has been completed. Alternatively, a qualified bat biologist may exclude individual day-roosting bats in consultation with CDFW, thereby allowing tree removal to continue after successful exclusion activities.</p>	During bat breeding season, conduct preconstruction surveys prior to removal of landscape and riparian trees.	PUD, CNU	Project proponent	Conduct survey if removal of landscape and riparian trees begins during May 1 through August 31, within five days prior to the scheduled tree removal.	City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)
	<p>If construction activities associated with the demolition and potential implosion of the Sleep Train Arena building and associated infrastructure within the CNU Medical Center and the demolition of the remnant baseball field foundation in the Innovation Park PUD are anticipated to occur during the breeding season (May 1 through August 31), a qualified biologist shall conduct a nighttime emergence survey no later than one-half hour before sunset and continue until at least 3 hours after sunset to allow for detection of both day- and night-roosting bats. The survey shall be conducted within five days of the scheduled implosion of the Sleep Train Arena building and associated infrastructure and the demolition of the remnant baseball field foundation. If any bats are observed emerging from any of the buildings or foundation, the building(s) or the foundation shall not be demolished until the breeding season has been completed.</p>	During bat breeding season, conduct nighttime emergence survey.	PUD, CNU	Project proponent	<p>Conduct survey if construction activities occur during breeding season, no later than one-half hour before sunset and continue for at least 3 hours after sunset.</p> <p>Conduct survey within five days of scheduled implosion and demolition.</p>	City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
4.3-4: Vegetation clearing activities and initial grading under the proposed project could result in impacts on special-status plant species.	4.3-4 A qualified plant biologist approved by CDFW shall conduct a preconstruction survey in the annual grassland for stinkbells (blooms March-June) within the project area including the CNU Medical Center and within the riparian woodland for Stanford's arrowhead (blooms May-November) within Innovation Park PUD (excluding the CNU Medical Center) during their blooming periods prior to vegetation clearing activities and initial grading. The survey will be conducted following the Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities. ³ If special-status plant species are found, the project proponent shall prepare a transplantation and monitoring plan in consultation with CDFW. The transplantation and monitoring plan will be subject to review and approval by CDFW before the start of any construction activities in the special-status plant species area. This plan will describe the intent and anticipated success of transplanting, and specify success criteria for transplanted plants and related long-term protection and management of transplanted plants. This mitigation shall be implemented by the project proponent.	Retain a qualified biologist to conduct preconstruction survey in the annual grassland for stinkbells and within the riparian woodland for Stanford's arrowhead following the protocol outlined in Mitigation Measure 4.3-4.	PUD, CNU (stinkbell survey only)	Project proponent	Prior to vegetation clearing activities and initial grading.	City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW)
4.3-5: Impacts to the lacustrine/freshwater emergent wetland within the Innovation Park PUD would have the potential to result in a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	4.3-5(a) Before the City issues a grading permit or demolition permit, whichever comes first, for any work in riparian and emergent wetlands or lacustrine habitats in the project area, the project proponent shall acquire all applicable permits. This includes acquiring a permit for dewatering activities in the event the pond needs to be dewatered before any impacts. These permits may include, but would not be limited to, a CWA Section 404 permit from USACE, a CWA Section 401 water quality certification from the Central Valley RWQCB, and/or a Section 1600 lake and streambed alteration agreement from CDFW.	Acquire all applicable permits necessary for any work in riparian and emergent wetlands or lacustrine habitats in the project area.	PUD	Project proponent	Prior to issuance of a grading permit or demolition permit, whichever comes first.	City of Sacramento Community Development Department, United States Army Corps of Engineers (USACE), CVRWQCB and CDFW
	4.3-5(b) The project proponent shall demonstrate that there is no net loss of wetlands and other waters of the United States and state-protected waters/wetlands from project construction. To ensure this, wetland mitigation shall be developed as a part of the permitting process as described in Mitigation Measure 4.3-5(a) above. Mitigation shall be provided before construction-related impacts on the existing wetlands occur. The exact mitigation ratio will be determined in consultation with USACE and/or CDFW, based on the type and value of the wetlands affected by the project, but the project shall compensate for affected wetlands at a ratio no less than 1:1. Compensation shall take the form of wetland preservation or creation in accordance with USACE and/or CDFW mitigation requirements, as specified in project permits. Preservation and creation will occur off-site through the purchase of credits at a USACE- and/or CDFW-approved mitigation bank and/or the acquisition of mitigation land. Because the project area is not subject to the NBHCP, mitigation of impacts on wetlands and other waters of the United States and state-protected waters/wetlands can occur outside of the Natomas Basin. Alternatively, although exempt from the NBHCP, the project proponent may also pay NBHCP fees	Incorporate wetland mitigation into the permitting process as described in Mitigation Measure 4.3-5(a). Compensate for affected wetlands at a ratio no less than 1:1 via off-site wetland preservation or creation through the purchase of credits at a USACE and/or CDFW-approved mitigation bank and/or acquisition of mitigation land.	PUD	Project proponent	Prior to when construction-related impacts on the existing wetlands occur.	City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW), US Army Corps of Engineers (USACE)

³ California Department of Fish and Wildlife. 2018. *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities*. Sacramento, CA.

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
4.3-6: Construction under the proposed Innovation Park PUD could result in a substantial adverse effect on riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations or by CDFW or USFWS.	4.3-6 The project proponent shall compensate for the removal of riparian woodland habitat at a minimum ratio of 3:1. Compensation shall take the form of preservation or creation in accordance with CDFW mitigation requirements, as required under project permits. Preservation and creation shall occur off-site through the purchase of credits at a USACE- and/or CDFW-approved mitigation bank, through the acquisition of mitigation land, or through the purchase of NBHCP fees.	Compensate for removal of riparian woodland habitat at a minimum ration of 3:1 via preservation or creation as outlined in Mitigation Measure 4.3-6.	PUD	Project proponent	Concurrent with what is required under project permits.	City of Sacramento Community Development Department, California Department of Fish and Wildlife (CDFW), US Army Corps of Engineers (USACE)
4.3-8: Construction under the proposed Innovation Park PUD and CNU Medical Center could result in removal of protected trees and conflict with City of Sacramento policies protecting trees.	4.3-8(a) Should trees occur within the project footprint associated with the Innovation Park PUD, the project proponent shall retain a certified arborist to conduct an arborist survey to inventory all trees within the footprint.	Retain a certified arborist who shall conduct an inventory survey of all trees within the footprint.	PUD	Project proponent	Prior to tree removing activities.	City of Sacramento Community Development Department
	4.3-8(b) Before the start of construction activities in the Innovation Park PUD and the CNU Medical Center involving any work that would remove protected trees as defined by Sacramento City Code Chapter 12.56, the proponent shall obtain a permit for the removal of protected trees. The project proponent shall comply with all conditions of any issued permit during construction.	Obtain a permit for the removal of protected trees and comply with all conditions of any issued permit during construction.	PUD, CNU	Project proponent	Prior to the start of construction activities involving removal of protected trees.	City of Sacramento Community Development Department
4.3-10: Construction under the proposed project, in combination with other cumulative development, would contribute to the cumulative harm to, or loss of nesting habitat for, special-status bird species and other sensitive and/or protected bird species.	4.3-10 Implement Mitigation Measures 4.3-2(a) through 4.3-2(c).	See Mitigation Measures 4.3-2(a) through 4.3-2(c).	See Mitigation Measures 4.3-2(a) through 4.3-2(c).	See Mitigation Measures 4.3-2(a) through 4.3-2(c).	See Mitigation Measures 4.3-2(a) through 4.3-2(c).	See Mitigation Measures 4.3-2(a) through 4.3-2(c).
4.3-11: Construction under the proposed project, in combination with other cumulative development, would contribute to the cumulative loss of habitat, or impacts on bat species.	4.3-11 Implement Mitigation Measure 4.3-3.	See Mitigation Measure 4.3-3.	See Mitigation Measure 4.3-3.	See Mitigation Measure 4.3-3.	See Mitigation Measure 4.3-3.	See Mitigation Measure 4.3-3.
4.3-12: Construction under the proposed Innovation Park PUD, in combination with other cumulative development, could contribute to the cumulative loss of special-status plant species.	4.3-12 Implement Mitigation Measure 4.3-4.	See Mitigation Measure 4.3-4.	See Mitigation Measure 4.3-4.	See Mitigation Measure 4.3-4.	See Mitigation Measure 4.3-4.	See Mitigation Measure 4.3-4.
4.3-13: Construction under the proposed project, in combination with other cumulative development, would contribute to the cumulative loss of sensitive habitats, including protected wetland habitat as defined in Section 404 of the Clean Water Act, riparian vegetation, and state-protected waters/wetlands.	4.3-13 Implement Mitigation Measures 4.3-5(a), 4.3-5(b), and 4.3-7(b).	See Mitigation Measures 4.3-5(a), 4.3-5(b), and 4.3-7(b).	See Mitigation Measures 4.3-5(a), 4.3-5(b), and 4.3-7(b).	See Mitigation Measures 4.3-5(a), 4.3-5(b), and 4.3-7(b).	See Mitigation Measures 4.3-5(a), 4.3-5(b), and 4.3-7(b).	See Mitigation Measures 4.3-5(a), 4.3-5(b), and 4.3-7(b).
4.3-14: Construction under the proposed project, in combination with other cumulative development, would contribute to the cumulative loss of locally protected trees.	4.3-14 Implement Mitigation Measures 4.3-8(a) and 4.3-8(b).	See Mitigation Measures 4.3-8(a) and 4.3-8(b).	See Mitigation Measures 4.3-8(a) and 4.3-8(b).	See Mitigation Measures 4.3-8(a) and 4.3-8(b).	See Mitigation Measures 4.3-8(a) and 4.3-8(b).	See Mitigation Measures 4.3-8(a) and 4.3-8(b).

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
4.4 Cultural and Tribal Cultural Resources						
4.4-1: Construction of development allowed under the proposed project could affect previously unrecorded historical resources and unique archaeological resources.	4.4-1(a) A tribal cultural resources awareness brochure and training program for all personnel involved in project implementation shall be developed in coordination with interested Native American Tribes. The brochure shall be distributed and the training will be conducted by Native American representatives, or tribal monitors from culturally affiliated Native American Tribes, before any stages of project implementation and construction activities begin on the project site. The training may be done in coordination with the project archaeologist. The program will include relevant information regarding sensitive tribal cultural resources, applicable regulations and protocols for avoidance, and consequences of violating state laws and regulations. The program will describe appropriate avoidance and minimization measures for resources that have the potential to be located on the project site and will outline what to do and whom to contact if any potential tribal cultural resources or archaeological resources are encountered. The program will underscore the requirement for confidentiality and culturally appropriate treatment of any find with cultural significance to Native Americans' tribal values. All operators of ground-disturbing equipment shall receive the training and sign a form that acknowledges receipt of the training.	Prepare a tribal cultural resources awareness brochure and training program, which all operators of ground-disturbing equipment shall receive.	PUD, CNU	Project proponent	Prior to any stages of project implementation and construction activities begin on the project site.	City of Sacramento Community Development Department
	4.4-1(b) If cultural resources or tribal cultural resources (such as structural features, unusual amounts of bone or shell, artifacts, or human remains) are encountered at the project site during construction, work shall be suspended within 100 feet of the find (based on the apparent distribution of cultural materials), and the construction contractor shall immediately notify the project's City representative. Avoidance and preservation in place is the preferred manner of mitigating impacts on cultural resources and tribal cultural resources. This may be accomplished, by several alternative means, including those listed below.	Cease work within 100 feet if discovery is made and notify the project's City representative	PUD, CNU	Project proponent	During ground-disturbing activities.	City of Sacramento Community Development Department
	<ul style="list-style-type: none"> Construction will be planned to avoid tribal cultural resources, archaeological sites, and/or other cultural resources; cultural resources will be incorporated within parks, green space, or other open space; archaeological resources will be covered; a cultural resource will be deeded to a permanent conservation easement; or the project will use other preservation and protection methods agreeable to the consulting parties and regulatory authorities with jurisdiction over the activity. Recommendations for avoidance of cultural resources and tribal cultural resources will be reviewed by the City representative, interested culturally affiliated Native American Tribes, and other appropriate agencies in light of factors such as costs, logistics, feasibility, design, technology, and social, cultural, and environmental considerations, and the extent to which avoidance is consistent with project objectives. Avoidance and design alternatives may include realignment within the project site to avoid cultural resources or tribal cultural resources, modification of the design to eliminate or reduce impacts on cultural resources or tribal cultural resources, or modification or realignment to avoid highly significant features within a cultural resource or tribal cultural resource. 	Plan construction to avoid tribal cultural resources, archaeological sites, and/or other cultural resources.	PUD, CNU	Project proponent	Prior to construction.	City of Sacramento Community Development Department
		Review recommendations for avoidance of cultural resources and tribal cultural resources. Invite interested Native American representatives from interested culturally affiliated Native American tribes to review and comment.	PUD, CNU	Project proponent	Prior to construction.	City of Sacramento Community Development Department

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> Native American representatives from interested culturally affiliated Native American Tribes will be invited to review and comment on these analyses and shall have the opportunity to meet with the City representative and its representatives who have technical expertise to identify and recommend feasible avoidance and design alternatives, so that appropriate avoidance and design alternatives can be identified. If the discovered cultural resource or tribal cultural resource can be avoided, the construction contractor(s) will install protective fencing outside the site boundary, including a 100-foot buffer area, before construction restarts. The boundary of a cultural resource or a tribal cultural resource will be determined in consultation with interested culturally affiliated Native American tribes and tribes will be invited to monitor the installation of fencing. Use of temporary and permanent forms of protective fencing will be determined in consultation with Native American representatives from interested culturally affiliated Native American tribes. The construction contractor(s) will maintain the protective fencing throughout construction to avoid the site during all remaining phases of construction. The area will be demarcated as an "Environmentally Sensitive Area." 	<p>Install protective fencing outside the site boundary of discovered, avoidable cultural resource or tribal cultural resources. This will include a 100-foot buffer area.</p> <p>Protective fencing will be maintained throughout construction.</p>	PUD, CNU	Project proponent	During ground-disturbing activities for individual applicable development projects.	City of Sacramento Community Development Department
	<p>If a cultural resource or a tribal cultural resource cannot be avoided, the following performance standard shall be met before the continuance of construction and associated activities that may result in damage to or destruction of cultural resources or tribal cultural resources:</p> <ul style="list-style-type: none"> Each resource will be evaluated for California Register of Historical Resources eligibility through application of established eligibility criteria (California Code of Regulations Title 14, Section 15064.636), in consultation with consulting Native American Tribes, as applicable. 	<p>Evaluate a cultural resource or a tribal cultural resource that cannot be avoided for eligibility.</p>	PUD, CNU	Project proponent	During ground-disturbing activities for individual applicable development projects.	City of Sacramento Community Development Department
	<p>If a cultural resource or a tribal cultural resource is determined to be eligible for listing in the California Register, the City will avoid damaging effects on the resource in accordance with PRC Section 21084.3. The City shall coordinate the investigation of the find with a qualified archaeologist (meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology) approved by the City and with interested culturally affiliated Native American tribes that respond to the City's invitation. As part of the site investigation and resource assessment, the City and the archaeologist shall consult with interested culturally affiliated Native American tribes to assess the significance of the find, make recommendations for further evaluation and treatment as necessary, and provide proper management recommendations should potential impacts on the resources be determined by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City representative by the qualified archaeologist. These recommendations will be documented in the project record. For any recommendations made by interested culturally affiliated Native American tribes that are not implemented, a justification for why the recommendation was not followed will be provided in the project record.</p>	<p>Coordinate investigation of an eligible cultural resource or an eligible tribal cultural resource with a qualified archeologist and avoid damaging.</p> <p>Consult with interested culturally affiliated Native American tribes for recommendations.</p> <p>Submit a written report by the qualified archaeologist detailing site assessment, coordination activities, and management recommendations to the City representative.</p>	PUD, CNU	Project proponent	During ground-disturbing activities for individual applicable development projects.	City of Sacramento Community Development Department

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	<p>Native American representatives from interested culturally affiliated Native American tribes and the City representative will also consult to develop measures for long-term management of any discovered tribal cultural resources. Consultation will be limited to actions consistent with the jurisdiction of the City and taking into account ownership of the subject property. To the extent that the City has jurisdiction, routine operation and maintenance within tribal cultural resources retaining tribal cultural integrity shall be consistent with the avoidance and minimization standards identified in this Mitigation Measure.</p> <p>If the City determines that the project may cause a significant impact on a tribal cultural resource, and measures are not otherwise identified in the consultation process, the following are examples of mitigation capable of avoiding or substantially lessening potential significant impacts on a tribal cultural resource or alternatives that would avoid significant impacts on the resource. These measures may be considered to avoid or minimize significant adverse impacts and constitute the standard by which an impact conclusion of less than significant may be reached:</p> <ul style="list-style-type: none"> • Avoid and preserve resources in place, including but not limited to planning construction to avoid the resources and protect the cultural and natural context, or planning green space, parks, or other open space to incorporate the resources with culturally appropriate protection and management criteria. • Treat the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including but not limited to the following: <ul style="list-style-type: none"> – Protect the cultural character and integrity of the resource. – Protect the traditional use of the resource. – Protect the confidentiality of the resource. – Establish permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or using the resources or places. – Protect the resource. 	Consider the protocol described in Mitigation Measure 4.4-1(b) if measures are not identified for a tribal cultural resource.	PUD, CNU	Project proponent	During ground-disturbing activities for individual applicable development projects.	City of Sacramento Community Development Department
4.4-2: Construction of development allowed under the proposed project could affect human remains.	<p>4.4-2</p> <p>If an inadvertent discovery of human remains is made at any time during project-related construction activities or project planning, the following performance standards shall be met before implementing or continuing actions such as construction that may result in damage to or destruction of human remains. In accordance with the California Health and Safety Code (HSC), if human remains are encountered during ground-disturbing activities, the City shall immediately halt potentially damaging excavation in the area of the remains and notify the Sacramento County Coroner and a qualified archaeologist (meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology) to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (HSC Section 7050.5[b]).</p>	Cease work and notify the Sacramento County Coroner and a qualified archaeologist. Follow protocol for further notification including to the NAHC, if applicable. Contact the Native American Heritage Commission to identify the Most Likely Descendant, if applicable.	PUD, CNU	Project proponent	During ground-disturbing activities for individual applicable development projects.	City of Sacramento Community Development Department

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	<p>If the human remains are of historic age and are determined by the Sacramento County Coroner to be not of Native American origin, the City will follow the provisions of HSC Section 7000 et seq. regarding the disinterment and removal of non-Native American human remains.</p> <p>If the coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (HSC Section 7050[c]). After the coroner's findings have been made, the archaeologist and the NAHC-designated Most Likely Descendant, in consultation with the landowner, shall determine the ultimate treatment and disposition of the remains. The responsibilities of the City for acting upon notification of a discovery of Native American human remains are identified in Public Resources Code Section 5097.9 et seq.</p>					
4.4-3: Construction of development allowed under the proposed project could affect tribal cultural resources.	4.4-3 Implement Mitigation Measures 4.2-1(a) and 4.2-1(b) and/or Mitigation Measure 4.4-2, as applicable.	See Mitigation Measures 4.2-1(a) and 4.2-1(b) and/or Mitigation Measure 4.4-2, as applicable.	See Mitigation Measures 4.2-1(a) and 4.2-1(b) and/or Mitigation Measure 4.4-2, as applicable.	See Mitigation Measures 4.2-1(a) and 4.2-1(b) and/or Mitigation Measure 4.4-2, as applicable.	See Mitigation Measures 4.2-1(a) and 4.2-1(b) and/or Mitigation Measure 4.4-2, as applicable.	See Mitigation Measures 4.2-1(a) and 4.2-1(b) and/or Mitigation Measure 4.4-2, as applicable.
4.4-4: Construction of development allowed under the proposed project, in combination with other development, could contribute to the cumulative loss or alteration of historic-era and indigenous archaeological resources and/or human remains in archaeological contexts.	4.4-4 Implement Mitigation Measures 4.2-1(a) and 4.2-1(b) and/or Mitigation Measure 4.4-2, as applicable.	See Mitigation Measures 4.2-1(a) and 4.2-1(b) and/or Mitigation Measure 4.4-2, as applicable.	See Mitigation Measures 4.2-1(a) and 4.2-1(b) and/or Mitigation Measure 4.4-2, as applicable.	See Mitigation Measures 4.2-1(a) and 4.2-1(b) and/or Mitigation Measure 4.4-2, as applicable.	See Mitigation Measures 4.2-1(a) and 4.2-1(b) and/or Mitigation Measure 4.4-2, as applicable.	See Mitigation Measures 4.2-1(a) and 4.2-1(b) and/or Mitigation Measure 4.4-2, as applicable.
4.6 Global Climate Change						
4.6-1: Construction of the proposed project could generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.	4.6-1a Based on guidance from SMAQMD, the project proponents and/or construction contractors shall implement the following design features and on-site measures to reduce construction GHG emissions. i. Improve fuel efficiency from construction equipment: <ol style="list-style-type: none"> 1. Limit idling time either by shutting equipment off when not in use or reducing the time of idling to no more than 3 minutes (5 minute limit is required by the state airborne toxics control measure [Title 13, sections 2449(d)(3) and 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. 2. Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated. 3. All equipment operators shall be trained in the proper use of equipment in accordance with the equipment manufacturer's specifications. 4. Use the proper size of equipment for the job based on the professional experience of the construction contractor foreman. 	Implement design features and on-site measures outlined in Mitigation Measure 4.6-1a for reduction of GHG emissions.	PUD, CNU	Project proponent	During site plan and design, and during construction.	City of Sacramento Community Development Department

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	<p>5. Use equipment with new technologies (e.g., repowered engines, electric drive trains) where commercially available. Prior to the commencement of construction, any lack of availability shall be demonstrated with documentation from at least two heavy equipment providers in the greater Sacramento area. Such documentation shall be submitted to the City and SMAQMD.</p> <p>The construction contractor shall retain a qualified expert to evaluate whether on-site material hauling with trucks equipped with on-road engines would be less emissive than trucks with off-road engines based on horsepower and emission factor. If it is determined to be less emissive, and confirmed by the City and SMAQMD, trucks with on-road engines shall be used for on-site material hauling.</p> <p>iii. Use alternative fuels, such as propane or solar, for generators at construction sites or use electrical power.</p> <p>iv. Use a California Air Resources Board approved low carbon fuel for construction equipment. (Oxides of nitrogen emissions from the use of low carbon fuel must not be allowed to increase due to this measure.)</p> <p>v. Provide carpools, shuttle vans, transit passes, and/or secure bicycle parking for construction worker commutes.</p> <p>vi. Reduce electricity use in the construction office(s) by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.</p> <p>vii. Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75 percent by weight).</p> <p>viii. Use locally sourced or recycled materials for construction materials (goal of at least 20 percent based on costs for building materials, and based on volume for roadway, parking lot, sidewalk, and curb materials). Wood products utilized should be certified through a sustainable forestry program.</p> <p>ix. Utilize a low carbon concrete option.</p> <p>x. Use SmartWay certified trucks for deliveries and equipment transport.</p>	<p>Retain a qualified expert to evaluate what engine would be less emissive.</p> <p>Implement design features and on-site measures outlined in Mitigation Measure 4.6-1a for reduction of GHG emissions.</p>	<p>PUD, CNU</p> <p>PUD, CNU</p>	<p>Project proponent</p> <p>Project proponent</p>	<p>During site plan and design and during construction.</p> <p>During site plan and design.</p>	<p>City of Sacramento Community Development Department</p> <p>City of Sacramento Community Development Department</p>
	<p>4.6-1b</p> <p>If full implementation of Mitigation Measure 4.6-1a is determined by a qualified expert retained by the project proponent(s) and verified by the City to not reduce construction emissions below the 1,100 metric tons CO₂e/year construction threshold, prior to the commencement of the construction activities for each calendar year, project proponent(s) shall provide the City documentation that verified carbon offset credits have been purchased and retired for their fair share of the metric tons CO₂e to offset project construction-related GHG emissions that would otherwise exceed the SMAQMD's construction significance threshold. Each project proponent's construction emissions calculations and estimates shall be prepared by a qualified expert and provided to the City for review and approval. The City will then determine each proponent's fair share of construction emissions within the Innovation Park PUD for that year based on the total City-approved project construction emissions estimates for the year. Each proponent will then be responsible for mitigating its fair share</p>	<p>Provide documentation of verified carbon offset credits being purchased to offset project construction related emissions that exceed SMAQMD's construction significance threshold. Retain a qualified expert to verify this.</p>	<p>PUD, CNU</p>	<p>Project proponent</p>	<p>Prior to the commencement of the construction activities for each calendar year, and within 60 days of the City's approval of estimated emissions.</p>	<p>City of Sacramento Community Development Department, Sacramento Metropolitan Air Quality Management District (SMAQMD)</p>

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	<p>of construction emissions that exceed the significance threshold. Within 60 days of City approval of the estimated emissions, the project proponent(s) shall provide verification to the City that carbon offset credits have been purchased for the amount identified by the City-approved emissions estimates.</p> <p>The carbon offset credits shall be from a registry approved by CARB,⁴ and be quantified and verified using protocols that are consistent with the criteria identified in the California Code of Regulations, title 17, section 95972 – namely that they be real; permanent; quantifiable; verifiable; additional as defined by Health and Safety Code section 38562, subdivisions(d)(1) and (d)(2) and California Code of Regulations, title 17, section 95802, subdivision (a); and enforceable. In addition, any offsets originating outside California must have GHG emissions programs equivalent to, or more stringent than, California's cap and trade program.</p>					
	<p>4.6-1c</p> <p>As an alternative to implementation of Mitigation Measures 4.6-1a and/or 4.6-1b, if a demolition, grading, and/or building permit application for a project within the Innovation Park PUD area is submitted subsequent to the adoption of a City of Sacramento Climate Action Plan (CAP) that meets the requirements of CEQA Section 15183.5 (b), for tiering and streamlining the analysis of GHG emissions (i.e., CEQA-qualified GHG reduction plan), that project shall be designed, constructed, and operated in compliance with the CAP. The City shall document such compliance in written findings prior to the issuance of the building permit. To substantiate that the project construction complies with the requirements of the CAP, the proponent(s) shall provide the City with an analysis prepared by a qualified expert that identifies the requirements specified in the CAP that apply to construction of the project and, if those requirements are not otherwise binding and enforceable, the proponent(s) shall commit to incorporating those requirements as part of the project. Documentation of incorporation of requirements shall be submitted to the City and approved by the City prior to the commencement of construction activities and no additional mitigation shall be required.</p>	<p>Incorporate requirements under the City of Sacramento Climate Action Plan into construction plans for the project with assistance from a qualified expert as outlined in Mitigation Measure 4.6-1c.</p>	<p>PUD, CNU</p>	<p>Project proponent</p>	<p>During project design and if the City of Sacramento Climate Action Plan is adopted before a demolition, grading and/or building permit application for a project is submitted.</p>	<p>City of Sacramento Community Development Department</p>
<p>4.6-2: Operation of the proposed project could generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.</p>	<p>4.6-2a</p> <p>Following guidance from SMAQMD, the project shall include the following design features and on-site measures to reduce operational energy emissions:</p> <ul style="list-style-type: none"> i. Building electrification: Consistent with the Tier 1 BMPs and the City of Sacramento's recently adopted ordinance significantly limiting natural gas infrastructure in all new construction, all buildings other than the CNU Medical Center shall be designed to be 100 percent electric and to not include any natural gas appliances, including water heaters, clothes washers and dryers, HVAC systems, and stoves. ii. On-site measures to offset CNU Medical Center Natural Gas Combustion GHG Emissions: <ul style="list-style-type: none"> a. Install on-site roof-top solar PV panels or other on-site renewable energy on all buildings including the CNU Medical Center, subject to space availability. 	<p>Implement the design features and onsite measures for building electrification, on-site measures to offset CNU Medical Center Natural Gas Combustion GHG Emissions, and electric vehicles as described in Mitigation Measure 4.6-2a.</p>	<p>PUD, CNU</p>	<p>Project proponent</p>	<p>During site plan and design.</p>	<p>City of Sacramento Community Development Department</p>

⁴ Currently, CARB-approved GHG offset registries include the Climate Action Reserve, the American Carbon Registry, and Verra (previously, Verified Carbon Standard)

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> b. Implement an all-electric food service facility where feasible. c. Use electric process equipment for pharmaceutical manufacturing where feasible. d. The CNU Medical Center hospital building shall be constructed to achieve Leadership in Energy and Environmental Design (LEED) Gold certification. ii. Electric vehicle ready: Consistent with the SMAQMD Tier 1 BMPs and the City's recently adopted EV charging ordinance, the project shall meet the CALGreen Tier 2 standards for EV charging infrastructure, except all EV capable spaces shall instead be EV ready.⁵ <ul style="list-style-type: none"> a. At least 20 percent of residential parking spaces and 10 percent of non-residential parking spaces will be EV ready. b. At least 22 percent of parking spaces will be dedicated to any combination of low-emitting, fuel-efficient, and carpool/van pool vehicles. 					
	<p>4.6-2b</p> <p>If full implementation of Mitigation Measure 4.6-2a is determined by the project proponent(s) and verified by the City as infeasible, prior to the commencement of the project operations, the project proponent(s) shall provide documentation that includes a licensed engineer's estimate of the average annual natural gas combustion CO₂e emissions that have been deemed to be essential to operations due to infeasibility of electrification for certain components of the project for City review and approval. The documentation shall include criteria for the determination of infeasibility, including a demonstration of how project components will be designed to allow for future transition from fossil fuel combustion, such as pre-wiring for conversion to electric energy and ensuring ample accommodation for battery back-up or hydrogen storage. The documentation shall also include verification of purchase and retirement of credits to offset the natural gas combustion GHG emissions to net zero for each year of operations for the duration of the project's natural gas use, using verified carbon offset credits.</p> <p>The carbon offset credits shall be from a registry approved by CARB, and be quantified and verified using protocols that are consistent with the criteria identified in the California Code of Regulations, title 17, section 95972 – namely that they be real; permanent; quantifiable; verifiable; additional as defined by Health and Safety Code section 38562, subdivisions(d)(1) and (d)(2) and California Code of Regulations, title 17, section 95802, subdivision (a); and enforceable. In addition, any offsets originating outside California must have GHG emissions programs equivalent to, or more stringent than, California's cap and trade program. Within 120 days of City approval of the documented emissions estimates, the project proponent(s) shall provide evidence to the City that carbon offset credits have been purchased and retired for the purpose of offsetting the City-approved emissions estimates for the 40-year life of the project.</p>	<p>Provide estimate from a licensed engineer that average annual natural gas combustion emissions were essential to operations. Provide documentation for the purchase of credits to offset natural gas combustion GHG emissions to net zero for each year of operation.</p>	<p>PUD, CNU</p>	<p>Project proponent</p>	<p>Prior to the commencement of the project operations.</p>	<p>City of Sacramento Community Development Department</p>

⁵ For the purposes of this Draft EIR, "EV ready" shall mean installation of parking spaces as defined by CALGreen Section 5.106.5.3.2, plus the installation of an electrical junction box or charging outlet at charging site.

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	<p>4.6-2c</p> <p>As an alternative to implementation of Mitigation Measures 4.6-2a and/or 4.6-2b, if an occupancy permit application for a project within the Innovation Park PUD area is submitted subsequent to the adoption of a City of Sacramento Climate Action Plan (CAP), which meets the requirements of CEQA Section 15183.5 (b), for tiering and streamlining the analysis of GHG emissions (i.e., CEQA-qualified GHG reduction plan), that project shall be designed, constructed, and operated in compliance with the CAP. The City shall document such compliance in written findings prior to the issuance of the building permit. To substantiate that the project construction complies with the requirements of the CAP, the proponent(s) shall provide the City with an analysis prepared by a qualified expert that identifies the requirements specified in the CAP that apply to construction of the project and, if those requirements are not otherwise binding and enforceable, the proponent(s) shall commit to incorporating those requirements as part of the project. Documentation of incorporation of requirements shall be submitted to the City and approved by the City prior to the commencement of operations.</p>	Incorporate requirements under the City of Sacramento Climate Action Plan into construction plans for the project with assistance from a qualified expert as outlined in Mitigation Measure 4.6-2c.	PUD, CNU	Project proponent	During project design if the City of Sacramento Climate Action Plan has been adopted	City of Sacramento Community Development Department
4.6-4: Implementation of the proposed project could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gas emissions.	<p>4.6-4</p> <p>Implement Mitigation Measures 4.6-1a through 4.6-1c and Mitigation Measures 4.6-2a through 4.6-2c.</p>	See Mitigation Measures 4.6-1a through 4.6-1c and Mitigation Measures 4.6-2a through 4.6-2c.	See Mitigation Measures 4.6-1a through 4.6-1c and Mitigation Measures 4.6-2a through 4.6-2c.	See Mitigation Measures 4.6-1a through 4.6-1c and Mitigation Measures 4.6-2a through 4.6-2c.	See Mitigation Measures 4.6-1a through 4.6-1c and Mitigation Measures 4.6-2a through 4.6-2c.	See Mitigation Measures 4.6-1a through 4.6-1c and Mitigation Measures 4.6-2a through 4.6-2c.
4.7 Hazards and Hazardous Materials						
4.7-1: The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, disposal, or accidental release of hazardous materials.	<p>4.7-1(a)</p> <p>Before the start of ground-disturbing activities, including grading, trenching, or excavation, the project proponent shall conduct a Phase I Environmental Site Assessment in accordance with American Society of Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM E1527), 40 Code of Federal Regulations (CFR) Section 312.1, Purpose, Applicability, Scope and Disclosure Obligations. The purpose of the Phase I assessment is to identify Recognized Environmental Conditions (RECs), as defined in the ASTM standard. The Phase I assessment shall include the following:</p> <ul style="list-style-type: none"> • A review of governmental records to check for hazardous materials spills, releases, or violations that could affect the use of the property. • A site inspection to visually check for RECs • An interview of key personnel with knowledge of the historical and current uses of the property • A report documenting the findings, identifying any data gaps that affect the identification of RECs, and recommendations for further actions, as needed (e.g., sampling of onsite soil) 	Conduct a Phase I Environmental Site Assessment as described in Mitigation Measure 4.7-1(a).	PUD, CNU	Project proponent	Prior to the start of ground-disturbing activities.	City of Sacramento Community Development Department

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	<p>4.7-1(b) Before the start of ground-disturbing activities, including grading, trenching, or excavation, the project proponent shall require that the construction contractor(s) retain a qualified professional to prepare a site-specific health and safety plan (HASP) in accordance with regulations of the U.S. Occupational Safety and Health Administration (OSHA) (Code of Federal Regulations [CFR] Title 29, Section 1910.120 [29 CFR 1910.120]) and the California Occupational Safety and Health Administration (Cal/OSHA) (8 CCR Section 5192).</p> <p>The HASP shall be implemented by the construction contractor to protect construction workers, the public, and the environment during all ground-disturbing activities. HASPs shall be submitted to the Sacramento County Environmental Management Department (SCEMD) for review and approval, and any other applicable oversight regulatory agency for review before the start of construction activities and as a condition of the grading and/or construction permit(s). The HASP shall include, but not be limited to, the following elements:</p> <ul style="list-style-type: none"> • Designation of a trained, experienced site safety and health supervisor who has the responsibility and authority to implement the site HASP. • A summary of all potential risks to demolition and construction workers and maximum exposure limits for all known and reasonably foreseeable site chemicals. These would include the OSHA and Cal/OSHA Permissible Exposure Limits, available at Permissible Exposure Limits—Annotated Tables (https://www.osha.gov/annotated-pels). • Specified personal protective equipment and decontamination procedures according to OSHA standards, if needed. • The requirement to prepare documentation showing that HASP measures have been implemented during construction (e.g., tailgate safety meeting notes with a signup sheet for attendees). • A requirement specifying that any site worker who identifies hazardous materials has the authority to stop work and notify the site's safety and health supervisor. • Emergency procedures, including the route to the nearest hospital. • Procedures to follow if evidence of potential soil contamination is encountered (such as soil staining, noxious odors, debris, or buried storage containers). These procedures shall be followed in accordance with hazardous waste operations regulations and specifically include, but not be limited to, immediately stopping work in the vicinity of the unknown hazardous materials release; notifying SCEMD; and retaining a qualified environmental firm to perform sampling and remediation. The remediation (i.e., cleanup) would be to existing regulatory action levels (e.g., ESLs and RSLs; see Section 4.7.1 Environmental Setting, Hazardous Materials for summary of regulatory action levels) acceptable to the overseeing regulatory agency (DTSC, RWQCB, or SCEMD depending on which agency has jurisdiction). 	Retain a qualified professional to prepare a site-specific health and safety plan that includes the elements described in Mitigation Measure 4.7-1(b). The Health and Safety Plan will be implemented by the construction contractor during all ground disturbing activities.	PUD, CNU	Project proponent	Prior to the start of ground-disturbing activities.	City of Sacramento Community Development Department, US Occupational Safety and Health Administration (OSHA)

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	<p>4.7-1(c)</p> <p>In support of the health and safety plan described in Mitigation Measure 4.7-1(b), the project proponent for the specific work proposed shall develop and require that its contractor(s) develop and implement a site management plan (SMP) for the management of soil and groundwater before any ground-disturbing activity. The SMP may be prepared for the entire project area, for groups of parcels, or for individual parcels. In any case, all such parcels shall be covered by such a plan. Each SMP shall include the following, at a minimum:</p> <ul style="list-style-type: none"> • Site description, including the hazardous materials that may be encountered. • Roles and responsibilities of on-site workers, supervisors, and the regulatory agency. • Training for site workers focused on the recognition of and response to encountering hazardous materials (see Section 4.7.1 Environmental Setting, Hazardous Materials for summary of regulatory action levels). • Protocols for the testing, handling, removal, transport, and disposal of all excavated soil and dewatering effluent in a safe, appropriate, and lawful manner. • Reporting requirement to SCEMD, documenting that site activities were conducted in accordance with the SMP. 	<p>Develop and require contractor(s) to implement a site management plan for the management of soil and groundwater which includes the details described in Mitigation Measure 4.7-1(c).</p>	PUD, CNU	Project proponent	Prior to any ground-disturbing activity.	City of Sacramento Community Development Department
	<p>SMPs for parcels with soil or groundwater containing chemicals above environmental screening levels for the proposed land use shall be submitted to the regulatory agency with jurisdiction (i.e., California Department of Toxic Substances Control, Central Valley Regional Water Quality Control Board, or SCEMD) for review as a condition of the grading and/or construction permit(s). The contract specifications shall mandate full compliance with all applicable federal, state, and local regulations related to the identification, transportation, and disposal of hazardous materials. Regulatory environmental screening levels include the ESLs and RSLs</p>	<p>Submit soil or groundwater containing chemicals above environmental screening levels to the appropriate regulatory agency for review.</p>	PUD, CNU	Project proponent	Prior to any ground-disturbing activity.	City of Sacramento Community Development Department, CDTSC, CVRWQCB and SCEMD
	<p>For work that would encounter groundwater, contractors shall include a groundwater dewatering control and disposal plan in the SMP, specifying how groundwater (dewatering effluent) will be handled and disposed of in a safe, appropriate, and lawful manner, should any be encountered. The groundwater portion of the SMPs shall include the following information, at a minimum:</p> <ul style="list-style-type: none"> • The locations at which groundwater dewatering is likely to be required. • Testing methods to analyze groundwater for hazardous materials. • Appropriate treatment and/or disposal methods. • A discussion of discharge to a publicly owned treatment works or the stormwater system, in accordance with any regulatory requirements the treatment works may have, if this effluent disposal option is to be used. 	<p>Include a groundwater dewatering control and disposal plan for safe, appropriate handling of groundwater as described in Mitigation Measure 4.7-1(c).</p>	PUD, CNU	Project proponent	Prior to any ground-disturbing activity.	City of Sacramento Community Development Department

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
4.7-4: The proposed project could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	4.10-5 See Section 4.10, Transportation and Circulation, Impact 4.10-5, for the text of this Mitigation Measure. This measure, which would be required as a condition of permitting, would manage the movement of vehicles. The construction traffic plan would include measures to ensure that traffic, including emergency vehicles, would be able to reach the residential and commercial properties that surround the project area.	Include a construction traffic plan as described in Section 4.10, Transportation and Circulation, Impact 4.10-5.	PUD, CNU	Project proponent	Prior to construction.	City of Sacramento Community Development Department
4.7-5: The proposed project, in combination with other cumulative development, would not create a significant hazard to the public or the environment through the routine transport, use, disposal, or accidental release of hazardous materials.	4.7-5 Implement Mitigation Measures 4.7-1(a) through 4.7-1(c).	See Mitigation Measures 4.7-1(a) through 4.7-1(c).	See Mitigation Measures 4.7-1(a) through 4.7-1(c).	See Mitigation Measures 4.7-1(a) through 4.7-1(c).	See Mitigation Measures 4.7-1(a) through 4.7-1(c).	See Mitigation Measures 4.7-1(a) through 4.7-1(c).
4.7-8: The proposed project, could, in combination with other cumulative development, impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	4.7-8 Implement Mitigation Measure 4.10-5 (under impact 4.7-4).	See Mitigation Measure 4.10-5 (under impact 4.7-4).	See Mitigation Measure 4.10-5 (under impact 4.7-4).	See Mitigation Measure 4.10-5 (under impact 4.7-4).	See Mitigation Measure 4.10-5 (under impact 4.7-4).	See Mitigation Measure 4.10-5 (under impact 4.7-4).
4.8 Noise and Vibration						
4.8-1: Construction activities for the proposed project would result in substantial temporary or periodic increases in ambient noise levels in the area.	4.8-1(a) Proponents for individual projects proposed under the Innovation Park PUD shall require construction and demolition contractors to prepare and implement a construction noise reduction plan, to be included in all grading, demolition, and construction plans, that implements the following construction noise reduction measures during demolition, grading, and construction activities. These plans shall be submitted to the City of Sacramento Community Development Department to be included either as Conditions of Approval (COA) or in a Mitigation Monitoring and Reporting Program (MMRP):	Implement a construction noise reduction plan that includes the details described under Mitigation Measure 4.8-1(a).	PUD, CNU	Project proponent	Prior to issuance of demolition or grading permit.	City of Sacramento Community Development Department
	1. Consistent with Section 8.68.080 of the City of Sacramento Noise Control Ordinance, demolition and construction activities shall occur only between 7:00 a.m. and 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sundays.	Construction activities shall only occur during the hours specified or be evaluated on a case-by-case approval basis.	PUD, CNU	Project proponent	Prior to issuance of demolition or grading permit	City of Sacramento Community Development Department
	2. Any demolition or construction activity proposed to occur outside of the designated hours listed above shall be evaluated on a case-by-case basis and shall only be allowed with the prior written authorization of the City's Building Services Division. Such activities shall not exceed a period of three days.					
	3. All equipment and trucks used for demolition and construction shall be equipped with the best available noise control techniques (e.g., improved mufflers, redesigned equipment, intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds).	Implement best available noise control techniques for all equipment and trucks.	PUD, CNU	Project proponent	Prior to issuance of demolition or grading permit.	City of Sacramento Community Development Department

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	4. Impact tools (e.g., jackhammers, pavement breakers, and rock drills) used for demolition and construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dBA.					
	5. Stationary noise sources shall be located as far from adjacent receptors as possible and shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or include other measures.	Stationary noise sources should be located as far away from receptors.	PUD, CNU	Project proponent	Prior to issuance of demolition or grading permit.	City of Sacramento Community Development Department
	6. Temporary noise barriers or shielding shall be erected for construction work involving heavy-duty construction equipment if the other noise reduction methods are not effective or possible and if occurring within 300 feet of receptors for an extended period of time (more than two weeks).	Implement temporary noise barriers to shield construction sites from sensitive uses.	PUD, CNU	Project proponent	Prior to issuance of demolition or grading permit.	City of Sacramento Community Development Department
	7. Advance notice shall be provided to all noise sensitive receptors located within 300 feet of demolition and construction activities by mail at least fourteen days before the beginning of construction activity. Notice will include the approximate start date and duration of construction activities.	Provide advance notice to all noise sensitive receptors within 300 feet of demolition.	PUD, CNU	Project proponent	At least 14 days prior to beginning of construction activity.	City of Sacramento Community Development Department
	8. Noise-reducing pile installation techniques shall be employed during construction for projects requiring installation of piles. These techniques shall include: <ul style="list-style-type: none"> - Installing cast-in-place concrete piles. Noise from auger drilling is 17 dBA less than noise from an impact pile driver. - Vibrating piles into place and installing shrouds around the pile-driving hammer where feasible. - Installing intake and exhaust mufflers on pile-driving equipment. - Implementing "quiet" pile-driving technology (such as pre-drilling piles and using more than one pile driver to shorten the total duration of pile driving). - Using cushion blocks to dampen impact noise. Cushion blocks are blocks of material that are used with impact hammer pile drivers. They consist of blocks of material placed atop a piling during installation to minimize noise generated when driving the pile. Materials typically used for cushion blocks include wood, nylon, and micarta (a composite material). 	Implement noise reduction pile installation techniques during installation of piles.	PUD, CNU	Project proponent	Prior to issuance of demolition or grading permit.	City of Sacramento Community Development Department
	4.8-1(b) If implosion is chosen as the method for demolishing the Sleep Train Arena building, the construction noise reduction plan discussed in Mitigation Measure 4.8-1(a) shall include measures to reduce noise impacts from implosion on receptors in the vicinity. Measures shall include but not be limited to the following:	Implement protocol outlined in mitigation Measure 4.8-1(b) if implosion is chosen.	PUD, CNU	Project proponent	Prior to issuance of demolition or grading permit if implosion is chosen for demolition of the Sleep Train Arena building.	City of Sacramento Community Development Department

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	1. A detailed project-specific study shall be conducted that assesses the impacts of imploding the arena, including safety, air quality, noise, vibration, and seismic impacts, based on the size of the arena and the amount of explosives used. An independent third-party engineering consultant that specializes in seismic monitoring shall measure ground vibration levels on the day of the event to verify that the implosion goes as planned.	Conduct a detailed project-specific study, including monitoring by an independent third-party engineering consultant.	PUD, CNU	Project proponent	Prior to issuance of demolition or grading permit if implosion is chosen for demolition of the Sleep Train Arena building.	City of Sacramento Community Development Department
	2. An adequate exclusion zone around the arena, as determined by the project-specific feasibility study mentioned above, shall be demarked and maintained for as long as safety requirements warrant before and after the implosion.	Implement an exclusion zone around the area in accordance with the project-specific study.	PUD, CNU	Project proponent	Prior to issuance of demolition or grading permit if implosion is chosen for demolition of the Sleep Train Arena building.	City of Sacramento Community Development Department
	3. All land uses within the exclusion zone shall be notified by mail 30 days in advance of the planned implosion, with reminders sent out a week before. Notifications shall include the date and time of the planned implosion, the extent of the exclusion zone, information on street closures, and the amount of time the exclusion zone and street closures will be maintained. Occupants of land uses within the exclusion zone shall be advised to stay indoors with windows and doors closed for the duration of the implosion.	Provide notification to land uses within the exclusion zone and provide information around the project area boundary.	PUD, CNU	Project proponent	30 days prior to planned implosion, with reminders sent out a week before.	City of Sacramento Community Development Department
	4. The same information shall also be posted as signs around the project area boundary, along with the name and telephone number of a complaint coordinator to contact with questions and complaints.					
	5. Transportation and temporary relocation to a to-be-determined site shall be provided to sensitive receptors located within 0.25 miles of the arena building. Sensitive receptors will be returned to their original locations following completion of the planned implosion.	Provide transportation and temporary relocation to sensitive receptors within 0.25 miles.	PUD, CNU	Project proponent	Prior to issuance of demolition or grading permit if implosion is chosen for demolition of the Sleep Train Arena building.	City of Sacramento Community Development Department
4.8-2: Construction activities for the proposed project could expose persons to or generate excessive groundborne noise or groundborne vibration levels.	<p>4.8-2 Before any extreme vibration-generating construction activities (e.g., impact pile driving, vibratory pile driving, and other activities generating vibration greater than 90 VdB), CNU and future developers under the PUD shall submit a construction vibration management plan prepared by a qualified acoustical consultant for City review and approval by the City of Sacramento Community Development Department that contains a set of site-specific attenuation measures or engineering alternatives to reduce construction impacts associated with extreme vibration generating activities to 80 vdB or less at the nearest residences or sensitive receptors. CNU shall require its construction contractor(s) to implement the approved plan during construction. Potential measures include, but are not limited to, the following:</p> <ol style="list-style-type: none"> 1. Implementing "alternative" pile installation technology that also reduces vibration (such as pre-drilling of piles), where feasible, in consideration of geotechnical and structural requirements and conditions. 2. Installing cast-in-place concrete piles. 3. Vibrating piles into place where feasible. 	Implement a construction vibration management plan prepared by a qualified acoustical consultant for the City to review and approve. Incorporate the potential measures outlined in Mitigation Measure 4.8-2.	PUD, CNU	Project proponent	Prior to any extreme vibration generating activities.	City of Sacramento Community Development Department

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	4. Notifying property owners and occupants located within 300 feet of the construction activities at least 14 calendar days before the start of extreme noise- and vibration-generating activities. Before providing the notice, CNU shall submit to the City of Sacramento Community Development Department for review and approval a list of the proposed type and duration of extreme noise- and vibration-generating activities and the proposed public notice. The public notice shall provide the estimated start and end dates of the extreme noise- and vibration-generating activities and describe the attenuation measures to be implemented.	Provide notice to property owners and occupants within 300 feet of the construction.	PUD, CNU	Project proponent	At least 14 days prior to the start of extreme noise and vibration generating activities.	City of Sacramento Community Development Department
	Implement Mitigation Measure 4.8-1(b)	See Mitigation Measure 4.8-1(b)	See Mitigation Measure 4.8-1(b)	See Mitigation Measure 4.8-1(b)	See Mitigation Measure 4.8-1(b).	See Mitigation Measure 4.8-1(b)
4.8-3: The increase in traffic associated with development allowed under the proposed project would increase roadside noise levels in the area.	4.8-3 Individual projects proposed under the proposed Innovation Park PUD and the proposed student housing of the CNU shall undergo further review as they are proposed for development. As stated in Section 2.4.3, the proposed Innovation Park PUD requires a site plan and design review process that would ensure that future development projects are consistent with the goals, policies, objectives, and other provisions of the Innovation Park PUD if future traffic noise levels at noise-sensitive land uses along roadway segments would be significantly affected by project traffic, one or more of the following measures shall be considered to maintain an exterior performance standard of 65 dBA for outdoor gathering spaces of multi-family uses:	Implement a site plan and design review process that incorporates noise-sensitive land uses being significantly affected by project traffic as described in Mitigation Measure 4.8-3.	PUD, CNU	Project proponent	During site plan and design process.	City of Sacramento Community Development Department
	1. Construct noise barriers (walls and/or berms) to reduce traffic noise levels at noise-sensitive land uses that are found to be significantly affected by traffic noise. 2. For dwelling units that would be exposed to traffic noise levels exceeding 65 dBA L _{dn} , prohibit outdoor living areas such as balconies or decks on the side of the buildings exposed to high traffic noise. Alternatively, noise mitigation measures, such as barrier walls with a minimum height of 5 feet with adequate materials (wood, Plexiglas) with no holes or gaps, along the perimeter of the outdoor living areas can provide necessary noise reductions. 3. For proposed dwelling units that would be exposed to traffic noise levels exceeding 69 dBA CNEL, require building façade upgrades for windows associated with bedrooms and living/family rooms on the side of the buildings exposed to high traffic noise. Examples of such upgrades include using windows with Sound Transmission Class (STC) ratings higher than standard building practice (up to STC-28). 4. Install traffic calming measures along affected low-volume roadways to reduce future traffic speeds.	Implement noise barriers to shield noise-sensitive land uses, including use of adequate materials and upgrades where required as well as installation of traffic calming measures.	PUD, CNU	Project proponent	During site plan and design process.	City of Sacramento Community Development Department

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
4.8-4: Stationary sources and operational activities associated with development allowed under the proposed project would result in substantial permanent increases in ambient noise levels in the area.	<p>4.8-4</p> <p>For development of new commercial or mixed-use buildings within the Innovation Park PUD area, proponents of individual projects allowed under the proposed project shall demonstrate that noise levels from HVAC units, generators, and/or loading docks would not exceed the stationary noise standards established in the Sacramento City Code: 60 dBA L_{dn} at property line of single-family residential uses or 65 dBA at the property line of multi-family residential uses. To demonstrate that a proposed development will meet the City's stationary noise standards, the developer must implement the following measures:</p> <ol style="list-style-type: none"> The proposed land uses shall be designed so that on-site mechanical equipment (e.g., HVAC units, compressors, generators) and area-source operations (e.g., loading docks, parking lots, and recreational-use areas) are located as far as possible, enclosed, or shielded from nearby noise-sensitive land uses to meet City noise standards. Noise-generating stationary equipment associated with proposed commercial and/or office uses, including portable generators, compressors, and compactors, shall be enclosed or acoustically shielded to reduce noise-related impacts on noise-sensitive residential uses. Acoustical enclosures around stationary equipment offer typical noise reductions of 20–35 dBA.⁶ Before a building permit is issued for any individual project allowed under the Innovation Park PUD, the proponent for the project shall submit engineering and acoustical specifications for the project's mechanical HVAC equipment and the proposed locations of on-site loading docks to the City's Planning Division. The proponent shall retain a qualified acoustical engineer to demonstrate that the design of HVAC equipment and loading dock design (types, location, enclosure, specification) will ensure that noise from the equipment is consistent with the restrictions of Section 8.68.060 of the Sacramento City Code. Truck deliveries in commercial uses shall be limited to 7:00 a.m. to 10:00 p.m. unless site-specific analysis identifies no impacts on sensitive receptors. Commercial loading docks located within 300 feet of existing or proposed residences shall be positioned in areas shielded from view of adjacent noise-sensitive uses by intervening commercial buildings. Solid noise barriers shall be constructed at the boundary of the commercial uses with loading docks of sufficient height to intercept line of sight between heavy trucks and the affected area of the noise-sensitive uses. Signs shall be posted limiting the idling of delivery trucks to 10 minutes or less. 	Demonstrate that the proposed project will not exceed the City's stationary noise standards by implementing the protocol outlined in Mitigation Measure 4.8-4.	PUD, CNU	Project proponent	Prior to issuance of permits.	City of Sacramento Community Development Department
		Stage and shield on-site mechanical equipment away from noise-sensitive land uses.	PUD, CNU	Project proponent	Prior to issuance of permits.	City of Sacramento Community Development Department
		Submit engineering and acoustical specifications for the project's mechanical HVAC equipment and the proposed on-site loading dock locations. Retain a qualified acoustical engineer.	PUD, CNU	Project proponent	Prior to issuance of permits.	City of Sacramento Community Development Department
		Truck deliveries in commercial uses shall only occur during specified hours unless otherwise indicated by site-specific analysis.	PUD, CNU	Project proponent	Occurring on an ongoing basis.	City of Sacramento Community Development Department
		Shield loading docks from noise-sensitive uses.	PUD, CNU	Project proponent	Prior to issuance of permits.	City of Sacramento Community Development Department
		Limit idling time of trucks.	PUD, CNU	Project proponent	Prior to issuance of permits.	City of Sacramento Community Development Department

⁶ Kinetics Noise Control. 2021. Noiseblock Acoustical Enclosures. Available: https://kineticsnoise.com/noiseblock/acoustic_enclosures.html. Accessed August 13, 2021.

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
4.8-7: Construction activities for the proposed project, in combination with the construction of other cumulative development, could cause a substantial temporary or periodic increase in ambient noise levels in the area.	4.8-7 Implement Mitigation Measure 4.8-1(a).	See Mitigation Measure 4.8-1(a).	See Mitigation Measure 4.8-1(a).	See Mitigation Measure 4.8-1(a).	See Mitigation Measure 4.8-1(a).	See Mitigation Measure 4.8-1(a).
4.8-8: Construction activities for the proposed project, in combination with the construction of other cumulative development, could expose persons to or generate excessive groundborne noise or groundborne vibration levels.	4.8-8 Implement Mitigation Measures 4.8-1(b) and 4.8-2.	See Mitigation Measures 4.8-1(b) and 4.8-2.	See Mitigation Measures 4.8-1(b) and 4.8-2.	See Mitigation Measures 4.8-1(b) and 4.8-2.	See Mitigation Measures 4.8-1(b) and 4.8-2.	See Mitigation Measures 4.8-1(b) and 4.8-2.
4.8-9: Traffic associated with the proposed project, in combination with traffic from other cumulative development, would increase roadside noise levels in the area.	4.8-9 Implement Mitigation Measure 4.8-3.	See Mitigation Measure 4.8-3.	See Mitigation Measure 4.8-3.	See Mitigation Measure 4.8-3.	See Mitigation Measure 4.8-3.	See Mitigation Measure 4.8-3.
4.8-10: Stationary sources and operational activities associated with the proposed project, in combination with operational noise from other cumulative development, could result in substantial permanent increases in cumulative noise levels in the area.	4.8-10 Implement Mitigation Measure 4.8-4.	See Mitigation Measure 4.8-4.	See Mitigation Measure 4.8-4.	See Mitigation Measure 4.8-4.	See Mitigation Measure 4.8-4.	See Mitigation Measure 4.8-4.
4.9 Public Services						
4.9-7: Implementation of the proposed project could cause or accelerate the physical deterioration of existing parks or recreational facilities or create a need for construction or expansion of recreational facilities beyond what was anticipated in the General Plan.	4.9-7 The proposed project shall comply with the City of Sacramento's Quimby Act and Park Impact Fee ordinances.	Incorporate the Quimby Act and Park Impact Fee ordinances	PUD	Project proponent	Based on the City of Sacramento's Quimby Act and Park Impact Fee ordinances	City of Sacramento Community Development Department
4.9-8: Implementation of the proposed project, in conjunction with other development, could result in the provision of or need for increased demand for parks and recreational resources and facilities.	4.9-8 Implement Mitigation Measure 4.9-7.	See Mitigation Measure 4.9-7.	See Mitigation Measure 4.9-7.	See Mitigation Measure 4.9-7.	See Mitigation Measure 4.9-7.	See Mitigation Measure 4.9-7.
4.10 Transportation						
4.10-3: Implementation of the proposed project could adversely affect public transit operations and could fail to adequately provide access to transit.	4.10-3 The proponents for individual projects proposed under the Innovation Park PUD shall coordinate with SacRT (or other transit operators) to plan, fund, and implement transit facilities that would support access to transit services provided by SacRT, or other transit agencies, which facilities may include, but are not limited to, right of way for transit stops, bus stops/shelters, pedestrian and bicycle network connections to transit stop locations. Transit facilities shall be phased with the development of the project.	Implement measures to provide transit access by coordinating with SacRT.	PUD, CNU	Project proponent	During development of the project.	City of Sacramento Community Development Department, Sacramento Regional Transit District (SacRT)

PUD = Planned Unit Development; CNU = California Northstate University

**TABLE 4-1
INNOVATION PARK PLANNED UNIT DEVELOPMENT MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
4.10-5: Implementation of the proposed project could cause inconveniences to motorists as a result of prolonged road closures and could result in an increased frequency of potential conflicts between vehicles, pedestrians, and bicyclists due to construction-related traffic impacts.	<p>4.10-5</p> <p>Before the beginning of construction, the proponents for individual projects proposed under the Innovation Park PUD shall prepare a construction traffic plan that complies with Sacramento City Codes § 12.20.020, § 12.20.030, and is prepared to the satisfaction of the city traffic engineer with the City's Department of Public Works and subject to review by all affected agencies as identified by the City. The plan shall ensure that acceptable operating conditions on roadways, bicycle and pedestrian facilities, and transit facilities are maintained. At a minimum, the plan shall include the following elements:</p> <ul style="list-style-type: none"> • Description of trucks: Number and size of trucks per day, expected arrival/departure times, and truck circulation patterns which do not substantially conflict with Sacramento General Plan, Mobility Element Policies M 7.1.5 and M 7.1.6. • Description of staging area: Location, maximum number of trucks simultaneously permitted in the staging area, use of traffic control personnel, and specific signage. • Description of street closures and/or bicycle and pedestrian facility closures: Duration, advance warning and posted signage, safe and efficient access routes for emergency vehicles, and use of manual traffic control, subject to approval by the city traffic engineer per Sacramento City Code § 10.09.090. • Description of access plan: Provisions for safe vehicular, pedestrian, and bicycle travel; minimum distance from any open trench; special signage; and private vehicle accesses. • Provisions for parking for construction workers. 	Prepare a construction traffic plan that incorporates the elements outlined in Mitigation Measure 4.10-5 to ensure acceptable operating conditions. Approval by the city traffic engineer.	PUD, CNU	Project proponent	Prior to the beginning of construction.	City of Sacramento Community Development Department, City Department of Public Works
4.10-8: Implementation of the proposed project and cumulative development could adversely affect public transit operations and could fail to adequately provide access to transit.	<p>4.10-8</p> <p>Implement Mitigation Measure 4.10-3.</p>	See Mitigation Measure 4.10-3.	See Mitigation Measure 4.10-3.	See Mitigation Measure 4.10-3.	See Mitigation Measure 4.10-3.	See Mitigation Measure 4.10-3.
4.10-10: Implementation of the proposed project along with cumulative development could cause inconveniences to motorists as a result of prolonged road closures and could result in an increased frequency of potential conflicts between vehicles, pedestrians, and bicyclists due to construction-related traffic impacts.	<p>4.10-10</p> <p>Implement Mitigation Measure 4.10-5.</p>	See Mitigation Measure 4.10-5.	See Mitigation Measure 4.10-5.	See Mitigation Measure 4.10-5.	See Mitigation Measure 4.10-5.	See Mitigation Measure 4.10-5.

PUD = Planned Unit Development; CNU = California Northstate University

This page intentionally left blank