

3.1 INTRODUCTION

This section includes minor edits to the DEIR. These modifications resulted from the response to comments received during the DEIR public review period.

Revisions herein do not result in new significant environmental impacts, do not constitute significant new information, nor do they alter the conclusions of the environmental analysis. Changes are provided in revision marks (underline for new text and ~~strike out~~ for deleted text), and are organized by section of the DEIR.

3.2 MASTER CHANGES

Master changes refer to changes to specific text that occurs throughout the document. For example: if there was a change a project's name, the master change would include all references to that project replacing the name with the new name throughout the whole document.

HELIPORT TO HELISTOP

In this EIR, a master change includes the changing of the text "heliport" to "helistop". Any reference throughout the document which includes the text "heliport" was changed to "helistop".

The definition of a heliport, as defined in the helicopter feasibility report prepared for the EIR is "an area of land, water or portion of a structure to be used for the landing and takeoff of helicopters on a recurring and frequent basis. Heliports are distinguished from other helicopter landing area on the basis that heliports typically include facilities for aircraft maintenance, fueling service, permanent helicopter parking areas, terminal/passenger buildings and related improvements for operation of a complete facility." (Flight Safety Institute)

The definition of a helistop, from the same study, is "a minimally developed area of land, water or portion of a structure to be used for the landing and takeoff of helicopters for the purpose of enplaning or deplaning passengers/cargo on a regular basis. Helistop facilities do not normally include permanent aircraft parking positions, fueling services or aircraft maintenance facilities, although transient helicopter parking, lighting and related safety/security improvements may be available." (Flight Safety Institute)

The Sutter Elk Grove Master Plan helicopter facility is consider a helistop not as heliport because it will not offer facilities for aircraft maintenance, fueling service, permanent helicopter parking areas, terminal/passenger buildings. Therefore as stated previously, all references throughout the document which includes the text "heliport" was changed to "helistop".

Changes in text form heliport to helistop do not increase or reduce potential impacts from this facility as it was analyzed under conditions set for a helistop facility. It has been known throughout the Project that number of flights would average one per week or no more than six per month. Also, it has been known throughout the Project that no fueling, parking or maintenance facilities would be included in the helistop uses.

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SR 99 CORRIDOR IMPACT FEE TO FREEWAY MITIGATION FEE PROGRAM

In this EIR, a master change includes the changing of the text "SR 99 Corridor Impact Fee" to "Freeway Mitigation Fee Program" per the California Department of Transportation comment letter (letter I) received on the proposed Project. Any reference throughout the document which includes the text "SR 99 Corridor Impact Fee" was changed to "Freeway Mitigation Fee Program".

3.3 CHANGES AND EDITS TO THE DEIR

2.0 EXECUTIVE SUMMARY

Page 2.0-10 has been changed as follows:

<p>Impact 4.2.9 The project, in addition to existing, approved, proposed and reasonably foreseeable development shown in Table 4.0-1 of this EIR, may contribute to an increase in greenhouse gas (GHG) emissions in the earth's atmosphere. Higher concentrations of GHGs have been linked to the phenomenon of climate change.</p>	<p>CC</p>	<p>MM 4.2.9d <u>The following energy efficiency and renewable energy measures shall be implemented:</u></p> <ul style="list-style-type: none"> • <u>Prior to issuance of building permits, the project applicant shall develop a plan, in consultation with SMAQMD, for installation of renewable energy systems capable of generating at least 7.5% of the project's projected annual energy consumption using the methodology presented in SMAQMD's <i>Recommended Guidance for Land Use Emission Reductions</i> (August, 2007). The plan shall include, but not be limited to, detailed specifications of the renewable energy devices to be utilized, analysis of the buildings' projected energy consumption using averages recommended by SMAMD, analysis of the projected power output from the renewable energy system, and detailed background information on the calculations made. Successful implementation of this measure shall be subject to verification by SMAQMD by a site review of the installation to confirm the components and devices match the renewable energy system described in the plan.</u> • <u>As a condition of approval, the City shall require that the project have 50% of all hardscapes shaded within 15 years of project completion. Successful implementation of this measure shall be subject to verification by City staff.</u> <p><u>Timing/Implementation: Prior to issuance of building permits</u></p> <p><u>Monitoring/Enforcement: City of Elk Grove Development Services Department and Sacramento Metropolitan Air Quality Management District</u></p>	
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		<p>MM 4.2.9E <u>Implement all proposed reduction measures found in Section 6 of the Sutter Elk Grove Master Plan Operational Air Quality Mitigation Plan (included in the Final EIR as Attachment C).</u></p> <p><i>Timing/Implementation:</i> <u>Prior to issuance of building permits</u></p> <p><i>Monitoring/Enforcement:</i> <u>City of Elk Grove Development Services Department and Sacramento Metropolitan Air Quality Management District</u></p>	
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Page 2.0-53 has been changed as follows:

<p>Impact 4.12.8 Unacceptable operations would be exacerbated in the AM and PM peak hour at the SR 99 NB Off-Ramp/East Stockton Boulevard intersection with the addition of Scenario 3 Project traffic.</p>	PS	<p>MM 4.12.8 Implementation of mitigation measure MM 4.12.4.</p> <p><i>Timing/Implementation:</i> Prior to issuance of building permits for any development of Phase V of the Project.</p> <p><i>Enforcement/Monitoring:</i> City of Elk Grove, Development Services, Planning.</p>	<u>ESSU</u>
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Page 2.0-54 has been changed as follows:

<p>Impact 4.12.15 Acceptable operations (LOS D) worsened to unacceptable levels (LOS E) in the AM peak hour and unacceptable operations exacerbated in the PM peak hour at the SR 99 NB Off-Ramp/East Stockton Boulevard intersection by the addition of project traffic.</p>	S	<p>MM 4.12.15 Implementation of mitigation measure MM 4.12.8.</p> <p><i>Timing/Implementation:</i> Prior to issuance of building permits for any development of Phase III of the Project</p> <p><i>Enforcement/Monitoring:</i> City of Elk Grove, Development Services, Planning</p>	<u>ESSU</u>
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Page 2.0-58 has been changed as follows:

<p>Impact 4.12.2728 Buildout of the proposed Project would result in unacceptable operations being exacerbated on the northbound SR 99 mainline segment between Elk Grove Boulevard and Laguna Boulevard during the PM peak hour with the addition of Project traffic.</p>	<p>LS</p>	<p>None Required</p>	<p>LS</p>
<p>Impact 4.12.2928 Buildout of the proposed Project would result in unacceptable operations being exacerbated during both the AM and PM peak hours on the northbound SR 99 off-ramp diverge to Laguna Boulevard with the addition of Project traffic.</p>	<p>CC</p>	<p>MM 4.12.29 28 The Project applicant shall be required to pay the SR 99 corridor impact fee <u>Freeway Mitigation Fee Program Fee</u> that is in effect at the time of issuance of building permits.</p> <p>Timing/Implementation: Prior to issuance of building permits for any development of Phase VIII of the Project</p> <p>Enforcement/Monitoring: City of Elk Grove, Development Services, Planning,</p>	<p>CC & SU</p>
<p>Impact 4.12.3029 Buildout of the proposed Project would result in unacceptable operations exacerbated during the PM peak hour on the northbound SR 99 loop on-ramp merge from Laguna Boulevard with the addition of Project traffic.</p>	<p>CC</p>	<p>MM 4.12.30 29 The Project shall be required to pay the SR 99 corridor impact fee <u>Freeway Mitigation Fee Program Fee</u> that is in effect at the time of issuance of building permits.</p> <p>Timing/Implementation: Prior to issuance of building permits for any development of Phase VIII of the Project.</p> <p>Enforcement/Monitoring: City of Elk Grove, Development Services, Planning.</p>	<p>CC & SU</p>
<p>Impact 4.12.3130 Buildout of the proposed Project would result in unacceptable operations being exacerbated during one or more peak hours for all analyzed freeway facilities along northbound SR 99 from the mainline north of Laguna Boulevard (including the Laguna Boulevard slip-on ramp) to the</p>	<p>LS</p>	<p>None Required</p>	<p>LS</p>

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mainline south of Calvine Road with the addition of Project traffic.			
Impact 4.12.3231 Buildout of the proposed Project would result in unacceptable operations being exacerbated on the southbound SR 99 mainline segment between Sheldon Road and Calvine Road and on the southbound SR 99 off-ramp diverge to Sheldon Road in the PM peak hour with the addition of Project traffic.	LS	None Required	LS

3.0 PROJECT DESCRIPTION

Page 3.0-3, 1st paragraph has been changed as follows:

The Sutter Master Plan proposes development of a hospital and related medical facilities, including renovation of the existing medical office buildings, at the Sutter Health Elk Grove Medical Campus. **Figure 3.0-3** illustrates the site plan for the Project. The Project applicant has identified that the proposed Project will generate approximately no more than 997 new employees

Page 3.0-3, 2nd paragraph under heading Phase II: New Medical Office Building III (MOB III) has been changed as follows:

Additionally, this phase will include the construction of a one-story ASC/MOB/~~training center~~ building. The building is anticipated to be a total of 11,920 sf in size. Parking facilities include 89 parking spaces.

4.2 AESTHETICS/LIGHT AND GLARE

Page 4.1-10, 2nd paragraph has been changed as follows:

Phase I through Phase VIII propose the construction of an ambulatory surgery center, ~~training center~~, medical office buildings, retail uses, and a 68-bed hospital. This would include a total of approximately 393,000 square feet of new one- and two-story buildings and associated parking, walkways, and signage on the Project site.

4.2 AIR QUALITY

Page 4.2-37, the following mitigation measures have been added as follows:

MM 4.2.9d The following energy efficiency and renewable energy measures shall be implemented:

- Prior to issuance of building permits, the project applicant shall develop a plan, in consultation with SMAQMD, for installation of renewable energy systems capable of generating at least 7.5% of the project's projected annual energy consumption using the methodology presented in SMAQMD's *Recommended Guidance for Land Use Emission Reductions* (August, 2007). The plan shall include, but not be limited to, detailed specifications of the renewable energy devices to be utilized, analysis of the buildings' projected energy consumption using averages recommended by SMAQMD, analysis of the projected power output from the renewable energy system, and detailed background information on the calculations made. Successful implementation of this measure shall be subject to verification by SMAQMD by a site review of the installation to confirm the components and devices match the renewable energy system described in the plan.
- As a condition of approval, the City shall require that the project have 50% of all hardscapes shaded within 15 years of project completion. Successful implementation of this measure shall be subject to verification by City staff.

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Timing/Implementation: Prior to issuance of building permits

Monitoring/Enforcement: City of Elk Grove Development Services
Department and Sacramento Metropolitan
Air Quality Management District

MM 4.2.9E Implement all proposed reduction measures found in Section 6 of the Sutter Elk Grove Master Plan Operational Air Quality Mitigation Plan (included in the Final EIR as Attachment C).

Timing/Implementation: Prior to issuance of building permits

Monitoring/Enforcement: City of Elk Grove Development Services
Department and Sacramento Metropolitan
Air Quality Management District

4.8 LAND USE

Page 4.8-8 has been change as follows:

Conflict with Adopted Land Use Plans

Impact 4.8.1 Implementation of the proposed Project would not require include a General Plan amendment to change the land use for proposed Project area which would allow a type of development not considered in the current General Plan. This impact is considered to be **less than significant.**

Phase I through Phase VIII propose the construction of an ambulatory surgery center, training center, medical office buildings, retail uses, and a 99-bed hospital, resulting in approximately 393,000 square feet of development, as described in Section 3.0, Project Description.

The Office/Multifamily land use designation is identified in the General Plan as "generally characterized by office and professional land uses; may include ancillary retail sales. Also includes high density residential development." The proposed hospital and related services, office and retail uses associated with the Project are allowed under the Office/Multifamily land use designation. ~~However, the hospitals and ambulatory surgery center components of the Project are not identified as an allowed use in the Office/Multifamily land use designation. However, the Elk Grove General Plan does include the Institutional land use designation. This designation is identified as allowing "facilities such as hospitals, congregate care facilities, and the like." The proposed Sutter Master Plan Project requests to change the General Plan land use designation from Office/Multifamily to Institutional over the entire 40.89 acre Project site.~~

~~This change in land use could~~ The Project would not conflict with the assumptions upon which the City of Elk Grove General Plan was based and the resulting level of impact evaluated in the General Plan environmental document, as it is consistent with the land use uses identified in the General Plan. Future planning for expansion of public and community services and facilities are based, in part, upon land uses planned in the City's General Plan. Long-term planning for water, wastewater, drainage, fire, police, and

other public services and utilities base much of the future need for the service/utility on the land uses identified in a General Plan. Changes in land use designations are considered an environmental issue because these changes may bring about the need for the expansion of infrastructure or facilities which in and of itself may cause an environmental impact. For example, the change of an office land use designation to an institutional land use designation may result in the need for additional water resources which were not identified in the water purveyor's master plan.

4.10 PUBLIC SERVICES AND UTILITIES

Page 4.10-1, the following information was added to Fire Station 45:

Fire Station 45 is located at 229 5th Street in Central Galt. Currently, this station includes six personnel, 24 hours per day; one four-person engine company, and one two-person medic unit.

Page 4.10-1, the following information was added to Fire Station 47:

Fire Station 46 is located at 1050 Walnut Avenue in Northeast Galt. Currently, this station includes five personnel, 24 hours per day; one three-person engine company and one two-person medic unit.

Page 4.10-1, the bullet was removed from Fire Station 71:

- Fire Station 71 is located at 8760 Elk Grove Boulevard in Elk Grove. This station maintains a minimum of five personnel, 24 hours a day; one four-person engine, one two-person medic, and one battalion chief.

Page 4.10-2, 3rd paragraph has been changed as follows:

The CSD Fire Department provides Advanced Life Support (ALS) and Basic Life Support (BLS) and ambulance transport services in the CSD service boundaries. All medical units are staffed with one paramedic and an emergency medical technician (EMT). The CSD Fire Department operates ~~three~~ four full-time medic units from its fire stations in central Elk Grove, east Elk Grove, and Laguna. ~~An additional medic unit is stationed in Franklin and staffed by the station's engine company when needed.~~

Page 4.10-2, 4th paragraph has been changed as follows:

The department is divided into ~~two~~ three divisions, the Operations division and the Administration and Support Services division, and the Fire Prevention Bureau.

Page 4.10-2, 6th paragraph has been changed as follows:

~~More than 150 sworn personnel work in the Operations Division,~~ Current staffing of Cosumnes CSD Fire Department is 186-full-time personnel, which has units devoted to fire suppression, training, and emergency medical services. The division staffs eight engine companies, one ladder truck company, six ambulances, and a command vehicle each day on a 24-hour basis. Additionally, there are eight grass engines and other specialty apparatus, including one heavy foam unit, ~~a~~ two heavy rescue engines, a technical rescue trailer, a mass decontamination trailer, a mass casualty incident trailer, and a swift water rescue boat, also staffed using these personnel as seasons and emergency

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circumstances dictate. There is a training facility managed by a training battalion chief. Emergency Medical Services manages the Department's EMS program, including overseeing the certification, training, and evaluation of the Department's ~~39~~ 88 paramedics and ~~629~~ emergency medical technicians, maintaining the Department's inventory of basic and advanced life support medical supplies, and coordinating with other area ambulance providers and Sacramento hospitals. Medic units provide ALS and BLS transport and treatment services to customers within the CSD boundaries, as well as the nearby communities of Wilton, Herald, ~~and Courtland,~~ and Walnut Grove. Four medic units operate 24 hours a day. These medic units are based in East Elk Grove, Laguna, East Franklin, and central Elk Grove. In addition to ambulance units, the EMS Division introduced a medic bike team in 1998 that is deployed at large-scale community events to provide rapid medical responses in heavily congested areas

Page 4.10-2, 7th paragraph has been changed as follows:

The Department responded to ~~13,011~~ 13,134 service calls in 2006~~7~~. ~~The calls included 720 calls for fires; 16 calls regarding overpressure rupture, explosion, overheat; 9,271 calls for rescue and emergency services; 206 calls regarding hazardous conditions; 638 service calls; 1,161 good intent calls; 853 false alarm and false calls; 2 calls regarding severe weather; and 53 special incident type calls. The average response time for the CCSD in urban areas is 5 minutes or less, 80 percent of the time.~~

Page 4.10-3 1st paragraph, 1st sentence has been changed as follows:

Call volume statistics available as of 2006~~7~~ indicate that ~~71~~ 73.8 percent of all calls to the Department are medical in nature.

Page 4.10-4 has been changed as follows:

Response Time

The City of Elk Grove has established a response time goal of ~~5-6~~ 5-6 minutes or less (~~80~~ 90 percent of the time) in the urbanized portions of the City.

Page 4.10-5, 6th paragraph, 3rd sentence has been changed as follows:

Additionally, this Project is infill development in an existing built out urban area and would not result in a decrease of the response time goal of ~~5-6~~ 5-6 minutes or less (~~80~~ 90 percent of the time) in the urbanized portions of the City.

Page 4.10-10, 5th paragraph has been changed as follows:

Development of uses conceptually envisioned for the Project site would result in the creation of new structures and the location of employees and patients within the Project area, contributing to an increased demand for law enforcement services. The proposed Project at buildout includes five new medical office buildings, a retail/complementary services building, an ambulatory surgery center ~~and training facility building~~, and an acute care hospital with the capacity of up to 99 beds. These uses would be subject to vandalism, theft, and altercations, thus increasing the demand for law enforcement services.

Page 4.10-27, 3rd paragraph has been changed as follows:

- **Regional 2020 Master Plan** - The Sacramento Regional Wastewater Treatment Plant Master Plan (2020 Master Plan) for the SRWTP provides a phased program of recommended wastewater treatment facilities and management programs to accommodate planned growth and to meet existing and anticipated regulatory requirements through the year 2020.

Page 4.10-27, 1st paragraph, 3rd sentence has been changed as follows:

Project-generated wastewater would be conveyed by existing collectors and interceptors for treatment at the ~~SRWTP~~ SRCSD Sacramento Regional Wastewater Treatment Plant.

Page 4.10-31, 1st paragraph, 3rd sentence has been changed as follows:

An existing SRCSD 54-inch diameter trunk/interceptor sewer line is located along Laguna Boulevard and an 18-inch trunk line along Big Horn Boulevard which extends to the SRCSD wastewater treatment plant, the 54-inch trunk is a SASD facility.

Page 4.10-31, 2nd paragraph, 2nd sentence has been changed as follows:

As discussed in Impact 4.10.4.1 above, the existing ~~Wastewater Treatment Plant~~ SRWTP has adequate capacity to treat Project-generated wastewater without the need for expansion, so no impacts to this facility will occur. Impacts associated with the connection of existing trunk sewer lines needed to convey effluent are evaluated in the respective technical sections of this EIR, including air quality, biology, cultural resources, noise, and traffic.

Page 4.10-31, 4th paragraph has been changed as follows:

Based on the review of the Project by SASD (Singh, 2008), the following conditions must be incorporated into the Project:

Private sewer service laterals will not be permitted to connect directly to the 54-inch diameter trunk/interceptor sewer line, along Laguna Boulevard or to the 18-inch trunk line along Big Horn Boulevard.

The subject project owner(s) and successors in interest thereof, shall be responsible for repair and/or replacement of all non-asphalt and/or enhanced surface treatments of streets and drives such as stamped/decorative concrete, pavers, etc.) within these easements damaged by District maintenance and repair operations, including landscaping, channelizations, lighting, fountain area, sidewalk, and any other appurtenances conflicting therein. This requirement shall be set forth in easement grant documents and be a covenant running with the land, be the responsibility of successors in interest in future land transfers and divisions and by language approved by the District. The District will only replace asphalt and standard concrete roadway/driveway disturbed due to maintenance/repair of its sewer line. If the repair is of decorative or stamped concrete, the District will only replace with standard concrete.

Page 4.10-32, 6th paragraph, 1st sentence has been changed as follows:

The cumulative setting for wastewater service is Sacramento County and the service boundaries of the SRCSD, which includes the SASD and the ~~SRWTP~~ SRCSD service areas.

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Page 4.10-33, 2nd paragraph has been changed as follows:

The Sacramento region is experiencing significant growth, resulting in a substantial cumulative demand for SRCSD wastewater facilities and related services. Potential development constructed as a result of implementation of the proposed Project would incrementally increase cumulative demands for wastewater services and related facilities. The capacity of the SRWTP and construction of wastewater SRCSD interceptors are determined by regional population estimates performed by SACOG and not dependent on land use designations and residential densities. Individual trunk systems are determined by land uses in a specific geographical area and are dependent on the phasing of development in a particular area. As noted above, the environmental effects of currently anticipated wastewater facility improvements have been evaluated in the EIRs for the Sacramento Regional Wastewater Treatment Plant 2020 Master Plan Project and planned expansion of SASD regional wastewater facilities. ~~In the 2020 Master Plan, buildout base wastewater flows from the Master Plan service area would reach 517 mgd, of which flow would be conveyed to the SRWTP.~~ In the year 2020, SASD calculates approximately 134 mgd average wastewater flow for the anticipated future SASD service area. Both SASD and SRCSD have indicated that there is adequate capacity in the wastewater conveyance infrastructure and treatment facility to serve the proposed Project, as discussed in Impact 4.10.4.1 above. All new development projects are required to pay connection fees and construct necessary wastewater improvements to ensure adequate financing and infrastructure for future expansion. Therefore, cumulative wastewater impacts are considered to be **less than significant cumulative** impacts.

4.12 TRAFFIC AND CIRCULATION

Impact 4.12.8, page 4.12-47, 2nd paragraph has been changed as follows:

This mitigation would restore the average delay at the intersection to acceptable levels (LOS A) in the AM peak hour and provide acceptable operations (LOS B) in the PM peak hour. ~~Implementation of this mitigation measure would reduce the impact to a **less than significant** level. However, as with mitigation measure **MM 4.12.4**, as a result of the SR 99 NB Off-Ramp/East Stockton Boulevard Intersection not being identified for improvement in the current Roadway Fee Program, this impact is considered **significant** and **unavoidable**.~~

Impact 4.12.15, page 4.12-51, 1st paragraph has been changed as follows:

This mitigation would restore the average delay at the intersection to acceptable levels (LOS A) in the AM peak hour and provide acceptable operations (LOS B) in the PM peak hour. ~~Implementation of this mitigation measure would reduce the impact to a **less than significant** level. However, as with mitigation measure **MM 4.12.8**, as a result of the SR 99 NB Off-Ramp/East Stockton Boulevard Intersection not being identified for improvement in the current Roadway Fee Program, this impact is considered **significant** and **unavoidable**.~~

Impact 4.12.17, page 4.12-52, 2nd to last sentence has been changed as follows:

Additionally, the proposed Project is required through mitigation measure MM 4.9.2e 4.2.9c incorporate three bus pads into the Project site. Therefore, the proposed Project would have **no impact** on the City's transit system.

E-tran provides numerous routes with bus stops that are available near the Project site. Routes including Big Horn Boulevard (Route 162), Bruceville Road (Routes 156, 161), Laguna Boulevard (Routes 157, 163, 71, 52, 162), Elk Grove Boulevard (Routes 66, 70, 155, 156, 304), and Laguna Springs Drive (Routes 52, 162) are located less than three-quarters of a mile from the Project site. Stops for Routes 162 and 163 are currently provided adjacent to the Project site at the Big Horn Boulevard/Laguna Boulevard intersection and for Route 162 at the Big Horn Boulevard/Monetta Drive intersection. Completion of the proposed Project would not require the removal or relocation of existing transit stops, nor would completion of the proposed Project disrupt or interfere with existing or planned transit facilities as the Project does not require the realignment of existing roadways which would result in a relocation of an existing or planned transit facility. Additionally, the proposed Project is required through mitigation measure MM 4.9.2c incorporate three bus pads into the Project site. Additionally, the City's Public Works Department presented to the City Council on October 8, 2008, a staff report outlining the possible locations for a transit station on Big Horn Boulevard. This staff report identified four locations as well as the advantages and disadvantages of each location. At that time, the City Council provided policy direction stating that the new transit station should be located adjacent to the Century 16 Theaters, south of the Project site. Therefore, the proposed Project would have **no impact** on the City's transit system.

APPENDIX D

The Draft Operational Air Quality Mitigation Plan has been replaced with the Final Operational Air Quality Mitigation Plan and is included as Attachment C of this Final EIR

3.4 REFERENCES

Flight Safety Institute. 2008. *Feasibility Study* (for Helicopter Operations for Sutter Elk Grove Master Plan Project). June 30, 2008. Incline Village NV.