

Mitigation Measures: *None required.* (DEIR, p. 6.6-26.)

Significance After Mitigation: The impact is less than significant without mitigation. (DEIR, p. 6.6-26.)

Impact 6.6-4: Helicopter activities could exceed the City's exterior noise threshold. (Less than Significant). (DEIR, p. 6.6-27.)

Finding: Less than Significant. Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

Explanation: The helistop would be used intermittently on an as-needed basis. It is expected that no more than 200 landings would occur during the year. Helicopters would approach and depart from the roof of the WCC using two basic flight paths. These paths generally follow the Capital City Freeway from the north to the south or the south to the north. The approach from the north is on a heading of approximately 180 degrees, at an altitude of 1,000 feet mean sea level (MSL), and descending at a rate of 500 feet per minute. The departure would continue on the heading of 180 degrees to the south. The approach from the south is on a heading of approximately 360 degrees, at an altitude of 1,000 feet MSL, and descending at a rate of 500 feet per minute. The departure would continue on the heading of 360 degrees to the north. (DEIR, p. 6.6-27.)

Because helicopter flight paths would follow the Capital City Freeway, noise contours developed to evaluate helicopter noise generally follow the freeway as well. The 60 dB CNEL helicopter noise contour extends approximately three blocks north/south from about K Street to the north to about O Street to the south. East/west, the contour extends for about one and a half blocks to the west of the freeway. (DEIR, p. 6.6-27.)

The proposed helicopter operations would generate noise in residential areas that would be perceptible to residents. While this helicopter noise would be apparent to residents for short periods of time, the City of Sacramento General Plan standards for interior and exterior noise levels are measured over a 24-hour period. This 24-hour noise metric differs from other metrics such as L_{eq} , that measure noise levels over another, usually much shorter period of time. In contrast to L_{eq} , 24-hour standards evaluate noise levels when averaged over a much longer period, where very high or low noise levels average out and give a more accurate picture of ambient noise for an area. The short duration of helicopter noise during arrivals and departures would not be long enough to affect 24-hour noise levels. The impact to individuals from exposure to short-term helicopter noise is analyzed in Impact 6.6-7 of the Draft EIR. As shown in Figures 6.6-3 and 6.6-4 of the Draft EIR, the INM predicted CNEL contours indicate that no residential use would be exposed to noise levels in excess of the City of Sacramento exterior noise level criterion of 60 dB CNEL.

Mitigation Measures: *None required.* (DEIR, p. 6.6-27.)

Significance After Mitigation: *The impact is less than significant without mitigation.*
(DEIR, p. 6.6-27.)

Impact 6.6-5: Helicopter activities could exceed Caltrans exterior noise thresholds.
(Less than Significant). (DEIR, p. 6.6-28.)

Finding: Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

Explanation: As noted above, the project includes a helistop. The proposed helicopter operations could exceed the FAA or Caltrans Division of Aeronautics exterior noise level criterion of 65 dB Ldn/CNEL in residential areas. These noise levels would only occur during take-offs and landings, and would be of short duration. Consequently, they would not significantly affect 24-hour noise level standards. As shown in Figures 6.6-3 and 6.6-4, the INM predicted CNEL contours indicate that no residential uses would be exposed to noise levels in excess of 60 dB CNEL. Therefore, no residential uses would be exposed to noise levels in excess of 65 dB CNEL. (DEIR, p. 6.6-28.)

Mitigation Measures: *None required.* (DEIR, p. 6.6-28.)

Significance After Mitigation: The impact is less than significant without mitigation.

Impact 6.6-6: Helicopter activities could exceed the city's interior noise thresholds.
(Less than Significant). (DEIR, p. 6.6-28.)

Finding: Less than Significant. Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

Explanation: The proposed helicopter operations could exceed the City's interior noise level criterion of 45 dB L_{dn}/CNEL. A typical exterior to interior noise level reduction of 25 dB can be expected with windows in the closed position. Based on the noise measurement data collected for noise monitoring sites 6 and 7, the minimum exterior to interior noise level reduction was 25 dB with the windows closed. Since no residential uses would be exposed to exterior helicopter noise levels in excess of 60 dB Ldn/CNEL, the interior noise levels are expected to comply with the City's interior noise level criterion of 45 dB Ldn/CNEL. (DEIR, p. 6.6-28.)

Mitigation Measures: *None required.* (DEIR, p. 6.6-29.)

Significance After Mitigation: The impact is less than significant without mitigation. (DEIR, p. 6.6-28.)

Impact 6.6-7: Helicopter activities could contribute to a sleep disturbance in adjacent neighborhoods. (Significant and Unavoidable). (DEIR, p. 6.6-29.)

Finding: Changes or alterations have been required in, or incorporated into, the Project that substantially lessen, but do not avoid, the Project's potentially significant effects associated with nighttime operational noise. (See AR 11:4333-4335; 17:6293, 6348.) No additional mitigation measures are available to render the effects less than significant. Specifically, commentor's suggestion to require a retrofit program to upgrade windows, doors etc. is rejected as infeasible for the reasons stated in the Final EIR. (AR 17:6293 [Response 8-48].) The effects therefore remain significant and unavoidable.

Explanation: The proposed helicopter operations could result in sleep disturbance at existing residential areas adjacent to and near the proposed WCC. To describe noise levels due to the proposed helicopter operations, a series of noise measurements were performed during pre-arranged helicopter operations. The noise level measurements were conducted on February 19, 2004. The noise level measurements were conducted at 11 noise measurement sites. The sites were selected to provide meaningful technical data to develop a noise level data base for noise prediction, to calibrate the noise modeling of the proposed helicopter operations, to represent noise levels at the nearest residences, and to determine the effects of shielding of helicopter noise by intervening buildings. The measurement sites are shown by Figure 6.6-1 of the Draft EIR. To represent worst case noise exposure, the noise level measurements were conducted for a Bell 206 Long Ranger helicopter. (DEIR, p. 6.6-29.)

As explained in the draft EIR, maximum noise levels generated by the helicopter could easily exceed the 70 dBA maximum allowed by the Municipal Code at some areas containing residential uses, including apartments near L Street and 28th Street. (DEIR, pp. 6.6-29 thru 30.)

Mitigation Measures: Implementation of Mitigation Measure 6.6-2 could reduce helicopter noise levels by ensuring that helicopters use the flight paths following Capital City Freeway whenever possible. This would not necessarily reduce maximum noise levels as shown in Table 6.6-10 of the Draft EIR. (DEIR, p. 6.6-30; AR 11:4334-4335.)

Significance After Mitigation: Significant and unavoidable. (DEIR, p. 6.6-30.)

Impact 6.6-8: The SMCS Project could result in an increase in future traffic noise levels at existing land uses in the project vicinity on the existing local roadway network. (Less than Significant). (DEIR, p. 6.6-31.)

Finding: Under CEQA, no mitigation measures are required for impacts that are less than

significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

Explanation: In addition to increasing traffic noise in the near term, the SMCS Project could also increase noise in future years. The future year analyzed in the EIR was 2025. As shown in the EIR, all east/west lettered streets would have traffic noise levels greater than 60 dBA Ldn at 50 feet. For roadway segments with traffic noise levels below 60 dBA Ldn in the future, the project would increase noise levels along only the 28th Street roadway segment between J and K Streets above 60 dBA Ldn. However, there are no sensitive receptors along this roadway segment. Also, as shown in Table 6.6-11, no roadway would experience traffic noise level increases of more than 1.1 dBA Ldn in 2025 as a result of the project, when compared to the Without Project Scenario. This 1.1 dBA Ldn increase would not be a perceptible increase. (DEIR, p. 6.6-31.)

The City may implement a traffic calming program where certain one-way streets in the vicinity of the project area would be converted to two-way streets. If implemented, traffic noise levels would increase by no more than 2.1 dBA Ldn at any roadway. This would not be a perceptible increase in noise. (DEIR, p. 6.6-31.)

Theatre

The Children's Theatre of California project would also generate traffic volumes that would increase noise levels on local roadways adjacent to sensitive receptors. However, the Theatre would only generate traffic before and after performances, when theatre-goers are either going to or departing from a performance. This project-related traffic would occur intermittently. Consequently, while the project could increase traffic noise at certain times, it would not increase traffic noise throughout the day. (DEIR, p. 6.6-31.)

Mitigation Measures: *None required.* (DEIR, p. 6.6-33.)

Significance After Mitigation: The impact is less than significant without mitigation. (DEIR, p. 6.6-31.)

Impact 6.6-9: Future traffic noise levels may exceed acceptable noise level criteria at the exterior of the Women's and Children's Center. (Less than Significant with Mitigation). (DEIR, p. 6.6-33.)

Finding: This impact can be minimized through implementation of Mitigation Measure 6.6-3. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the DEIR.

Theatre - Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

Explanation: The City of Sacramento General Plan does not include interior noise standards for hospital uses. The General Plan does, however, specify a maximum “normally acceptable” exterior noise standard of 60 db Ldn. For residential uses, the General Plan specifies a “normally acceptable” exterior noise standard of no more than 60 db Ldn, and a “normally acceptable” interior noise standard of no more than 45 db Ldn. (DEIR, p. 6.6-33.)

As shown in Tables 6.6-9, 6.6-11, and 6.6-12 of the Draft EIR, roadway noise levels at some streets adjacent to the WCC would produce traffic noise levels in excess of the 60 db Ldn standard at 35 feet. This indicates that exterior traffic noise levels at the hospital would exceed the City’s maximum “normally acceptable” noise exposure for hospital uses. (DEIR, p. 6.6-33.)

Also, as shown in the tables, proposed residences and offices on N Street between 26th and 27th Streets could experience exterior noise levels in excess of the City’s 60 db Ldn “normally acceptable” noise exposure for residences. This, however, is not an issue with the residences, as they are not proposed to have front or back yards. Exterior noise levels are designed to protect individuals from excessive or uncomfortable noise levels at outdoor areas where they may spend significant amounts of time recreating or relaxing. The absence of these types of outdoor areas at the proposed residential units means that the emphasis should be placed on interior noise level standards. Construction of newer buildings usually has the capacity to reduce exterior to interior noise levels by about 30 db. Even in future years, exterior noise levels at the residences would not reach much higher than 64 db. The exterior to interior noise reduction provided by construction would result in interior noise levels below the 45 db “normally acceptable” interior noise standard for residential uses. (DEIR, p. 6.6-33.)

Theatre

The City of Sacramento General Plan does include exterior noise exposure levels for auditoriums, which would include uses such as the proposed theatre. The General Plan does not contain interior noise standards for these uses. The “normally acceptable” exterior noise exposure level is 70 db. As shown in the traffic noise tables, the proposed theatre would not be exposed to noise levels approaching 70 db. (DEIR, p. 6.6-33-6.6-34.)

Mitigation Measures:

Implementation of Mitigation Measure 6.6-3 to the SMCS Project would reduce the impact from traffic noise to less than significant levels. (DEIR, p. 6.6-34.)

Significance After Mitigation: The impact is less than significant after mitigation. (DEIR, p. 6.6-33.)

Impact 6.6-10: The SMCS Project, along with other future development, would increase noise levels. (Less than Significant). (DEIR, p. 6.6-34.)

Finding: Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3),

Explanation: The cumulative impact of the SMCS Project would include the Project plus Other Future Development in the vicinity. It is not likely that new stationary sources of noise would develop in the area. Any stationary noise sources would be required by the City to mitigate any noise impacts prior to receiving a permit. Consequently, the major noise impact of future cumulative development would be traffic noise. (DEIR, p. 6.6-34.)

As shown in Tables 6.6-13 and 6.6-14 in the Draft EIR, total cumulative development in 2025 would differ very little from the "Future-plus-Project" scenarios shown in Tables 6.6-11 and 6.6-12. As discussed in Impact 6.6-2, the SMCS Project would add, at the most, 1.1 dBA Ldn to roadway noise levels, which would not be a significant increase. The Theatre would only generate traffic before and after performances, when theatre-goers are either going to or departing from a performance. This intermittent project traffic would add to cumulative future noise levels, but would not do so throughout the day. The Theatre's addition to 24-hour noise values would be very small. Since total cumulative noise levels resulting from the SMCS Project and the Theatre would not differ significantly from Future-plus-Project noise levels, the contribution to cumulative roadway noise would not be a perceptible increase. (DEIR, pp. 6.6-35.)

Mitigation Measures: *None required.* (DEIR, p. 6.6-35.)

Significance After Mitigation: Less than significant without mitigation. (DEIR, p. 6.6-35.)

7. TRANSPORTATION AND CIRCULATION

Impact 6.7-1: Intersections – The SMCS Project and the Children's Theatre would increase traffic volumes at study intersections. (Less than Significant). (DEIR, p. 6.7-36.)

Finding: Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

Explanation: Although the SMCS Project would increase traffic volumes at study area intersections, the changes in intersection operating conditions with the addition of project-generated traffic would not exceed the standards of significance for impacts to intersections. (DEIR, p. 6.7-36.)

Theatre

The Children's Theatre of California would increase traffic volumes at study area intersections. Although quantitative analyses of Existing Plus Theatre traffic have not been conducted at this time, the theatre is anticipated to generate only 11 vehicle trips during each of the a.m. and p.m. peak hours. (DEIR, p. 6.7-36.)

Mitigation Measures: *None required.* (DEIR, p. 6.7-36.)

Significance After Mitigation: The impact is less than significant without mitigation. (DEIR, p. 6.7-36.)

Impact 6.7-2: Freeway System – The SMCS Project and Children’s Theatre would increase traffic volumes on the freeway system. (Significant and Unavoidable). (DEIR, p. 6.7-40.)

Finding: Changes or alterations have been required in, or incorporated into, the SMCS Project that substantially lessen, but do not avoid, the Project’s significant effects associated with transportation and circulation with the freeway system. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable.

Explanation: The SMCS Project would increase traffic volumes on the freeway system. Tables 6.7-16 through 6.7-18 summarize the volume of traffic anticipated and the volume/capacity ratio and LOS. The changes in freeway system operating conditions with the addition of project-generated traffic would add traffic to a freeway facility that is already operating at a LOS “F”. Intersection queuing on freeway exit ramps is not anticipated to extend into critical areas. Because the SMCS Project would add traffic, the impact is considered *significant*. (DEIR, p. 6.7-40.)

Theatre

The Children’s Theatre would increase traffic volumes on the freeway system. Although quantitative analyses of Existing plus Theatre traffic have not been conducted because the environmental review was conducted on a programmatic level, the theatre is anticipated to generate approximately 11 vehicle trips during each of the a.m. and p.m. peak hours. The impact is considered *significant*. Because the Children’s Theatre would add traffic to a freeway facility that is already operating at a LOS “F,” no mitigation measures are available to avoid traffic to the freeway system. Therefore, the impact is considered *significant and unavoidable*. (DEIR, p. 6.7-40.)

Mitigation Measures: *None available.* (DEIR, p. 6.7-40.)

Significance After Mitigation: No mitigation is available to render the effects less than significant. The effects therefore remain short-term significant and unavoidable. (DEIR, p. 6.7-40.)

Impact 6.7-3: Bikeways – The SMCS Project and Children’s Theatre would result in the addition of employees, residents, patrons, and visitors to the site, some of whom would travel by bicycle. (Less than Significant). (DEIR, p. 6.7-43.)

Finding: Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

Explanation: The SMCS Project would result in the addition of employees, residents, patrons, and visitors to the site, some of whom would travel by bicycle. The SMCS Project would not result in any substantial changes to the existing or future bikeway system. The

project is not anticipated to hinder or eliminate an existing designated bikeway, or interfere with implementation of a proposed bikeway. On-street bikeways would be maintained on L Street between 27th and 29th Streets, and along Capitol Avenue between 26th and 29th Streets. The project is not anticipated to result in unsafe conditions for bicyclists, including unsafe bicycle/pedestrian or bicycle/motor vehicle conflicts. (DEIR, p. 6.7-43.)

Theatre

The Children's Theatre would result in the addition of employees, patrons, and visitors to the site, some of whom would travel by bicycle. The theatre would not result in any substantial changes to the existing or future bikeway system. The theatre is not anticipated to hinder or eliminate an existing designated bikeway, or interfere with implementation of a proposed bikeway. The theatre is not anticipated to result in unsafe conditions for bicyclists, including unsafe bicycle/pedestrian or bicycle/motor vehicle conflicts. (DEIR, p. 6.7-43.)

Mitigation Measures: *None required.* (DEIR, p. 6.7-43.)

Significance After Mitigation: Less than significant without mitigation. (DEIR, p. 6.7-43.)

Impact 6.7-4: (Pedestrian Facilities) The SMCS Project and Children's Theatre would result in the addition of employees, residents, patrons, and visitors to the site. (Less than Significant). (DEIR, p. 6.7-43.)

Finding: Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

Explanation: The SMCS Project would result in the addition of employees, residents, patrons, and visitors to the site. The project is not anticipated to result in unsafe conditions for pedestrians, including unsafe bicycle/pedestrian or pedestrian / motor vehicle conflicts. Pedestrian sidewalks would be provided on both sides of L Street between 27th and 29th Streets and three new pedestrian bridges are proposed to connect the medical complex. A new 3-story spanning structure is proposed over L Street to connect the existing Sutter General Hospital and the proposed WCC. In addition, a pedestrian bridge is proposed over 29th Street connecting the WCC to the public parking lot (south lot). A third pedestrian bridge is proposed over 28th Street connecting the Buhler Building with the new SMF Building. (DEIR, p. 6.7-44.)

Theatre

The Children's Theatre would result in the addition of employees, residents, patrons, and visitors to the site. The theatre is not anticipated to result in unsafe conditions for pedestrians, including unsafe bicycle/pedestrian or pedestrian/motor vehicle conflicts. Sidewalks would be maintained along Capitol Avenue and 27th Street. (DEIR, p. 6.7-44.)

Mitigation Measures: *None required.* (DEIR, p. 6.7-44.)

Significance After Mitigation: Less than significant without mitigation. (DEIR, p. 6.7-44.)

Impact 6.7-5: Transit Services – The SMCS Project and Children's Theatre would increase demand for transit services. (Less than Significant). (DEIR, p. 6.7-44.)

Finding: Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

Explanation: The SMCS Project would increase demand for transit services. The SMCS Project would result in the addition of employees, residents, patrons, and visitors to the site, some of whom would travel by transit. Although particular transit vehicles operate at or near capacity during the peak commuter periods, a review of existing transit operations and plans for future transit services indicate that there is ample capacity on the Regional Transit system to support the anticipated increase in trips. (DEIR, p. 6.7-44.)

Theatre

The Children's Theatre would increase demand for transit services. The theatre would result in the addition of employees, patrons, and visitors to the site, some of whom would travel by transit. Although particular transit vehicles operate at or near capacity during the peak commuter periods, a review of existing transit operations and plans for future transit

services indicate that there is ample capacity on the Regional Transit system to support the anticipated increase in trips. (DEIR, pp. 6.7-44-6.7-45.)

Mitigation Measures: *None required.* (DEIR, p. 6.7-45.)

Significance After Mitigation: Less than significant without mitigation. (DEIR, p. 6.7-45.)

Impact 6.7-6: Parking – The SMCS Project and Children's Theatre would increase demand for parking. (Significant and Unavoidable). (DEIR, p. 6.7-45.)

Finding: Changes or alterations have been required in, or incorporated into, the Project that substantially lessen, but do not avoid, the Project's potentially significant effects associated with parking. No feasible mitigation is available to render the effects less than significant. The effects therefore remain potentially significant and unavoidable.

Explanation: The parking demand for the proposed hospital and medical office buildings is based on a survey of existing parking demand ("use") at SMH. SMH is near the intersection of 52nd Street and F Street in Sacramento. This existing hospital is proposed to be closed, and its uses moved about 1.5 miles west to the proposed Project site. The midday parking accumulation counts (or the total number of vehicles on the SMH site)

in the RDEIR were conducted by DKS Associates between 11:30 and 12:30 p.m. on Thursday, March 17, 2005 at the existing SMH. The midday time period was chosen for the parking survey because it was determined that midday would have the greatest number of vehicles on-site and, therefore, the highest parking demand based on data from the vehicle trip hose counts (see description of vehicle trip surveys in the analysis of Project trip generation, above). A peak accumulation of 898 occupied spaces was recorded. A hospital "parking-rate" was then developed by dividing the number of counted occupied spaces by the size of SMH. Dividing the number of occupied parking spaces (898) by the existing hospital size (430,627 square feet), yields a peak-parking rate of 2.09 spaces per 1,000 square feet. This rate is shown in Table 6.7-19 from Volume 1 of the October 2005 Final EIR.

Multiplying the SMH rate (2.09 spaces per 1,000 square feet) by the proposed project's hospital component (398,362 square feet) results in 833 required spaces. Based on information from the surveys taken at SMH approximately five percent (5%) of the existing space at SMH is solely dedicated to medical office uses. The remainder of the parking spaces (95%) is used for the hospital; therefore, the observed parking rate was considered to be appropriate for hospital uses. In addition, this calculated parking rate was compared to information contained in the Institute of Transportation Engineers (ITE) Parking Generation, 3rd Edition, page 153. The ITE parking rate for an "urban hospital," applied to the 272 hospital beds proposed for the SMCS, would generate a demand for 944 parking spaces. However, since the data from SMH is considered to be most representative of local conditions, because the SMH is located close by the Project site and the parking survey recorded actual, local conditions, this information was used rather than the ITE Manual data.

Table 6.7-14 from Volume 1 of the October 2005 Final EIR showed the City's parking requirements for the project. The parking demand rates used for the SMCS project are shown in Table 6.7-19. Additional information on how parking demand was calculated is presented in the technical memorandum attached to the RDEIR.

Overall, the SMCS Project would increase the demand for and supply of parking. As shown in Table 6.7-19 of the Draft EIR and Revised Draft EIR, the SMCS Project could result in an estimated parking demand of 1,427 spaces. Combined with Trinity Cathedral the demand would increase to 1,452 spaces and 1,576 spaces including the Children's Theatre. The combined effect of these supply and demand changes could result in a parking shortfall. (DEIR, p. 6.7-45; See RDEIR, pp. 6.7R-4 to 6.7R-7.)

In order to reduce the potential for parking demand in excess of available supply, the SMCS Project includes a Parking Management Program to reduce parking demand, monitor parking demand on an on-going basis, and provide additional parking supply (including remote parking) if necessary. The Parking Management Program is described in Chapter 2, Project Description of the EIR. (DEIR, p. 6.7-45; see DEIR, p. 2-43 – 2-51, 6.7-46 – 6.7-47.)

It is difficult to determine the precise number of spaces that could be reduced as a result of the PMP. It is reasonable to expect that the SMCS TSM and Parking Management Program, described in Chapter 2, Project Description, would ensure parking supply is available to meet the parking demands of the project, primarily because of the stated

commitment to provide adequate parking to meet demand, even in remote parking lots if necessary. The adequacy of parking supply would be the subject of a specific monitoring and reporting effort. Nonetheless, there is the potential that if monitoring determines that parking demand reduction measures have not adequately reduced parking demand, there could be temporary parking shortfalls as new parking spaces are being made available. The Community Parking Structure is the first project component to be constructed which would ensure adequate parking is available as the new uses are developed. However, because there is the potential that there could be periods of time where parking demand may exceed supply as the project is being constructed this is considered a **potentially significant impact**. (DEIR, p. 6.7-47.)

Theatre

The Theatre project would also increase the demand for parking. Midday theatre parking demand is based upon an adult matinee event planned for the 200-seat theatre. Matinee performances would occur from 1:00 to 3:00 p.m., overlapping the peak midday parking period. Assuming 80 percent theatre occupancy and an effective 2.5 persons per automobile (including consideration of alternative modes), it is anticipated the theatre would generate a patron parking demand of 64 spaces. In addition, 60 spaces are to be provided for theatre staff. Therefore, during the time of performances the total theatre midday parking demand of 124 spaces is in addition to the 1,427-space demand of the SMCS Project and 25 spaces provided for the Trinity Cathedral Project resulting in a demand that exceeds the proposed supply. The SMCS Parking Management Program, described above, is designed to provide sufficient parking through demand management, on-going monitoring, and increases in parking supply as necessary.

Taken together, the SMCS, Trinity Cathedral, and Children's Theatre projects could result in a parking shortfall of up to 686 spaces. Taking into account the quantifiable factors discussed above, the combined SMCS, Trinity, and Children's Theatre projects parking shortfall could be as low as 215 spaces. Therefore, this is considered a **potentially significant impact**. (DEIR, pp. 6.7-47-6.7-48.)

Mitigation Measures: Implementation of Mitigation Measure 6.7-1 would ensure SMCS provide parking if a shortfall is identified and addressed with additional measures before the shortage occurs. However, this would still be considered a *potentially significant and unavoidable impact*. (DEIR, p. 6.7-48.)

Significance After Mitigation: After mitigation, the impact is potentially significant and unavoidable. (DEIR, p. 6.7-45.)

Impact 6.7-7: Parking – The Children's Theatre would increase demand for oversized vehicle parking. (Less than Significant after Mitigation). (DEIR, p. 6.7-48.)

Finding: This impact would be reduced through implementation of Mitigation Measure 6.7-2. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the DEIR.

Explanation: Daytime events oriented to children would result in the need for parking for school buses and vans. There is no current provision in the SMCS Project or Children's Theatre plans at this time to accommodate oversized vehicles. (DEIR, p. 6.7-48.)

Mitigation Measures: Compliance with Mitigation Measure 6.7-2 would ensure adequate parking is provided for any buses or oversized vehicles resulting in a *less-than-significant impact* for the Children's Theatre after mitigation. (DEIR, p. 6.7-48.)

Significance After Mitigation: Theatre - The impact is less than significant after mitigation. (DEIR, p. 6.7-48.)

Impact 6.7-8: Intersections -- The SMCS Project would increase traffic volumes at study intersections under 2025 conditions. (Less than Significant after Mitigation). (DEIR, p. 6.7-66.)

Finding: This impact will be reduced to less than significant levels through implementation of Mitigation Measure 6.7-3. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the DEIR.

Explanation: The SMCS Project would increase traffic volumes at study area intersections under year 2025 conditions. Figure 6.7-15 of the Draft EIR illustrates the a.m. and p.m. peak hour intersection volumes. Intersection geometry is illustrated in Figure 6.7-4. Table 6.7-29 summarizes conditions both with and without the SMCS Project. As discussed the changes in intersection operating conditions with the addition of project-generated traffic exceed the standards of significance for impacts to intersections. Operating conditions at the intersection at 27th Street and Capitol Avenue would degrade from LOS "A" to LOS "E" during the p.m. peak hour resulting in a **significant cumulative impact**. (DEIR, p. 6.7-66.)

- 28th Street and Capitol Avenue – Operating conditions degrade from LOS "C" to LOS "D" during the p.m. peak hour.
- Alhambra Boulevard and L Street - Operating conditions degrade from LOS "C" to LOS "D" during the p.m. peak hour.
- Alhambra Boulevard and Capitol Avenue – Operating conditions remain at LOS "D" during the p.m. peak hour, with an increase in average vehicular delay of 10.8 seconds. (DEIR, pp. 6.7-66-6.7-70.)

(DEIR, p. 6.7-70.)

Mitigation Measures: Implementation of Mitigation Measure 6.7-3 would ensure

cumulative impacts to intersections would be reduced to a *less-than-significant level*. (DEIR, p. 6.7-70.)

With this mitigation, operating conditions would improve to LOS "B" or LOS C during the p.m. peak hour.

Significance After Mitigation: The impact is less than significant after mitigation. (DEIR, p. 6.7-66.)

Impact 6.7-9: Freeway System – The SMCS Project would increase traffic volumes on the freeway system under year 2025 conditions. (Significant and Unavoidable). (DEIR, p. 6.7-71.)

Finding: Changes or alterations have been required in, or incorporated into, the Project that substantially lessen, but do not avoid, the Project's significant effects associated with traffic volumes on the freeway system. No feasible mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable.

Explanation: The SMCS Project would increase traffic volumes on the study area freeway system. Tables 6.7-30 through 6.7-32 of the EIR summarize the resultant conditions. The changes in freeway system operating conditions under year 2025 conditions with the addition of project-generated traffic would add traffic to a freeway system that is currently operating at LOS "F" which would exceed the level of significance. Intersection queuing on freeway exit ramps is not anticipated to extend into critical areas. Therefore, impacts to freeway systems are considered *significant*. (DEIR, p. 6.7-71.)

Mitigation Measures: No feasible mitigation measures are available to avoid adding more traffic to the freeway system under cumulative conditions. Therefore, the impact would be *significant and unavoidable*. (DEIR, p. 6.7-71.)

Significance After Mitigation: No mitigation is available to render the effects less than significant. The effects therefore **remain significant and unavoidable**. (DEIR, p. 6.7-71.)

Impact 6.7-10: Intersections – The SMCS program and Trinity Cathedral Project would increase traffic volumes at study intersections under year 2025 conditions. (Less than Significant after Mitigation). (DEIR, p. 6.7-74.)

Finding: This impact can be reduced to less than significant levels through implementation of Mitigation Measure 6.7-4. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the DEIR.

Explanation: The SMCS program (includes Children's Theatre) in combination with the Trinity Cathedral Project would increase traffic volumes at study area intersections. Figure 6.7-16 of the EIR illustrates the a.m. and p.m. peak hour intersection volumes and Table 6.7-33 summarizes the resultant conditions. As discussed in the Trip Generation section of the EIR (DEIR, pp. 6.7-30 to 6.7-32; RDEIR, pp. 6.7R-1 to 6.7R-4), TSM measures could reduce trip generation and result in fewer impacts to intersections. (DEIR, p. 6.7-74.)

The SMCS program in combination with the Trinity Cathedral Project, would result in **significant impacts** to study intersections. (DEIR, p. 6.7-74.)

Mitigation Measures: Implementation of Mitigation Measure 6.7-4 would reduce impacts on the intersections identified to a **less-than-significant level**. (DEIR, p. 6.7-74 through -78.)

Significance After Mitigation: The impact is less than significant after mitigation. (DEIR, p. 6.7-74.)

Impact 6.7-11: Freeway System – The SMCS program and Trinity Cathedral Project would increase traffic volumes on the freeway system under year 2025 conditions. (Significant and Unavoidable). (DEIR, p. 6.7-78.)

Finding: Changes or alterations have been required in, or incorporated into, the Project that substantially lessen, but do not avoid, the Project's significant effects associated with traffic volumes on the freeway system under year 2025 conditions. No feasible mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable.

Explanation: The SMCS program (includes Children's Theatre) would increase traffic volumes on the study area freeway system. Operating conditions in the weaving area on southbound Capital City Freeway between the N Street entrance and the U.S. 50 exit would degrade from LOS "E" to LOS "F" in the p.m. peak hour. Because the project would contribute cars to a freeway system that is currently operating at LOS "F", the impacts are considered **significant**. (DEIR, p. 6.7-78.)

Mitigation Measures: Implementation of Mitigation Measure 6.7-5 would ensure traffic flows would be metered onto the highway; however, because there would be an increase in vehicles, the impact is considered **significant and unavoidable**. (DEIR, p. 6.7-81.)

Significance After Mitigation: Significant and unavoidable. (DEIR, p. 6.7-81.)

Impact 6.7-12: Intersections – The SMCS Project (with Two-Way Conversion) would increase traffic volumes at study intersections under year 2025 conditions. (Significant and Unavoidable). (DEIR, p. 6.7-81.)

Finding: Changes or alterations have been required in, or incorporated into, the Project that substantially lessen, but do not avoid, the Project's significant effects associated with intersection traffic volumes. No feasible mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable.

Explanation: The SMCS Project would increase traffic volumes at study area intersections. As discussed in the Trip Generation section of the EIR (DEIR, pp. 6.7-30 to 6.7-32; RDEIR, pp. 6.7R-1 to 6.7R-4), TSM measures could reduce trip generation and result in fewer impacts to intersections. The changes in intersection operating conditions with the addition of project-generated traffic exceed the standards of significance for

impacts to intersections. Therefore, the impacts are considered **significant**. (DEIR, p. 6.7-81.)

Mitigation Measures: Implementation of Mitigation Measure 6.7-6 would help to minimize impacts to intersections; however, not to a less-than-significant level for all intersections. Therefore, the impact would remain **significant and unavoidable**. (DEIR, p. 6.7-85.)

Significance After Mitigation: Significant and unavoidable. (DEIR, p. 6.7-85.)

Impact 6.7-13: Freeway System – The SMCS Project would increase traffic volumes on the freeway system under year 2025 conditions. (Significant and Unavoidable). (DEIR, p. 6.7-85.)

Finding: Changes or alterations have been required in, or incorporated into, the Project that substantially lessen, but do not avoid, the Project's potentially significant effects associated with intersection traffic volumes. No feasible mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable.

Explanation: The project would increase traffic volumes on the study area freeway system. Tables 6.7-38 through 6.7-40 of the EIR summarize the resultant conditions. The changes in freeway system operating conditions with the addition of project-generated traffic do not exceed the standards of significance for impacts to the freeway system. Intersection queuing on freeway exit ramps is not anticipated to extend into critical areas. Therefore, the impacts are considered **significant**. (DEIR, p. 6.7-86.)

Mitigation Measures: No mitigation measures are available to avoid adding more traffic to the freeway system under cumulative conditions; therefore, the impact would be **significant and unavoidable**. (DEIR, p. 6.7-24.)

Significance After Mitigation: Less than significant without mitigation. (DEIR, p. 6.7-85.)

Impact 6.7-14: Intersections – The SMCS program and Trinity Cathedral Project (with Two-Way Conversion) would increase traffic volumes at study intersections under year 2025 conditions. (Significant and Unavoidable). (DEIR, p. 6.7-86.)

Finding: Changes or alterations have been required in, or incorporated into, the Project that substantially lessen, but do not avoid, the Project's significant effects associated with traffic volumes. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable.

Explanation: The SMCS program (includes Children's Theatre) in combination with the Trinity Cathedral Project would increase traffic volumes at study area intersections. Figure 6.7-18 illustrates the a.m. and p.m. peak hour intersection volumes. Intersection geometry is illustrated in Figure 6.7-11. Table 6.7-41 summarizes the resultant conditions. As discussed in the Trip Generation section of the EIR (DEIR, pp. 6.7-30 to 6.7-32; RDEIR,

pp. 6.7R-1 to 6.7R-4), TSM measures could reduce trip generation rates resulting in fewer impacts to intersections. The changes in intersection operating conditions with the addition of project-generated traffic under the city's Two-Way Conversion project would exceed the standards of significance for impacts to intersections. Therefore, the impacts are considered **significant**. (DEIR, p. 6.7-86.)

Mitigation Measures: Implementation of Mitigation Measure 6.7-7 would help to offset impacts associated with the City's two-way conversion project, however there is no feasible mitigation measure to address the impact at 29th and J Streets. The cumulative impact to all of the intersections identified with the exception of 28th and N Streets would be considered **significant and unavoidable**. (DEIR, p. 6.7-92.)

Significance After Mitigation: After mitigation, the impact is **significant and unavoidable**. (DEIR, p. 6.7-86.)

Impact 6.7-15: Freeway System – The SMCS program and Trinity Cathedral Project (with Two-Way Conversion) would increase traffic volumes on the freeway system under year 2025 conditions. (Significant and Unavoidable). (DEIR, p. 6.7-92.)

Finding: Changes or alterations have been required in, or incorporated into, the Project that substantially lessen, but do not avoid, the Project's significant effects associated with traffic volume. No feasible mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable.

Explanation: The SMCS program (includes Children's Theatre) in combination with the Trinity Cathedral Project would increase traffic volumes on the study area freeway system. Operating conditions in the weaving area on southbound Capital City Freeway between the N Street entrance and the US 50 exit degrade from LOS "E" to LOS "F" in the p.m. peak hour under the City's Two-Way Conversion project. (DEIR, pp. 6.7-93.)

Mitigation Measures: Compliance with improvements set forth in Mitigation Measures 6.7-8 and 6.7-4 would help to reduce traffic levels; however, the contribution of any traffic to the freeway system is considered a **significant and unavoidable impact**. (DEIR, p. 6.7-95, 6.7-74 – 6.7-78.)

Significance After Mitigation: Significant and unavoidable. (DEIR, p. 6.7-92.)

Impact 6.7-16: Construction – Construction of the SMCS program and Trinity Cathedral Project would include the temporary closure of numerous transportation facilities, including portions of City streets, sidewalks, bikeways, and off-street parking. (Less than Significant after mitigation). (DEIR, p. 6.7-95.)

Finding: This impact can be reduced through implementation of Mitigation Measure 6.7-9. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the DEIR.

Explanation: As described in Chapter 2, Project Description of the EIR, the SMCS Project would be constructed over a multi-year period. Construction would include numerous

disruptions to the transportation system in and around the project area, including temporary street closures, sidewalk closures, and bikeway closures. These short-term activities would result in degraded roadway operations. The addition of construction personnel would also result in a need for additional parking. The anticipated schedule of on-site parking removal and addition is shown in Table 2-9, in Chapter 2 of the EIR. The parking

management program discussed in Chapter 2, Project Description, is intended to provide an adequate balance between parking demand and supply during construction. In addition, construction of the Trinity Cathedral Project is anticipated to begin sometime in 2007 and be completed by 2009, resulting in additional impacts to roadways associated with construction traffic. Project construction activities for both the SMCS Project and the Trinity Cathedral Project could result in impacts to vehicle and pedestrian access in and around the project area. (DEIR, p. 6.7-96.)

Mitigation Measures: Implementation of Mitigation Measure 6.7-9 would reduce impacts associated with project construction to a *less-than-significant level*. (DEIR, p. 6.7-96.)

Significance After Mitigation: Less than significant after mitigation. (DEIR, p. 6.7-95.)

8. UTILITY SYSTEMS

WATER SUPPLY AND DISTRIBUTION

Impact 6.8-1: Implementation of the SMCS Project would not increase demand for potable water in excess of available supplies. (Less than Significant). (DEIR, p. 6.8-12.)

Finding: Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

Explanation: Development of the SMCS Project, as shown in Table 6.8-4, would generate an additional water demand of 190,256 gpd; (211 AFY). Surface water from the American and Sacramento Rivers supply the project area. As discussed in the Environmental Setting, the City's current surface water entitlement totals 192,000 AFY. Overall water consumption for the year 2002/03 totaled 135,536 AF, leaving the City with an excess of 56,464 AFY. With a gross project demand of 230 AFY, the SMCS Project demand would represent approximately 0.4 percent of the City's remaining authorized supply. (DEIR, p. 6.8-12.)

Furthermore, construction phasing is timed such that access to available surface water would increase by the time the SMCS Project is fully complete. Specifically, construction of the SMF Building, the residential/retail/commercial component, and the Future MOB would be completed in 2006; the WCC is scheduled for completion in 2010. At the time that the SMCS Project is fully complete, water entitlements would be between 205,500 and 227,500 AFY. Thus, while the total project demand would be approximately 211 AFY, this would be for the project at completion (2010). This demand would be incurred incrementally and would be phased, as SMCS buildings are completed in accordance with the construction schedule. (DEIR, p. 6.8-12.)

The project area is served by several 8-inch water lines located in public rights-of-way. The alleys that would be affected by the SMCS Project also contain 8-inch mains. As part of the SMCS Project, however, new lines would be constructed in adjacent streets to compensate for lost capacity. Specifically, three additional 8-inch pipes are planned on adjacent streets and two additional 12-inch pipes in Capitol and N Streets between 27th and 28th Streets. (DEIR, p. 6.8-13.)

Theatre

The estimated water demand from operation of the Children's Theatre of California would be approximately 3,390 gpd or 1.1 mg per year (3.25 AFY), based upon six days of operation per week. This demand would represent approximately 0.006% of the current unused water supply. Actual demand would likely be lower than the above estimate, as the Children's Theatre would not operate throughout the entire year. In addition, as discussed above, distribution would not be negatively affected, because new mains would be constructed to replace the mains in the alleys that would be abandoned. (DEIR, pp. 6.8-14.)

Mitigation Measures: *None required.* (DEIR, p. 6.8-14.)

Significance After Mitigation: Less than significant without mitigation. (DEIR, p. 6.8-12.)

Impact 6.8-2: **The SMCS Project could result in inadequate treatment capacity to supply the SMCS Project with no plans or processes in place for obtaining needed infrastructure.** (Less than Significant). (DEIR, p. 6.8-14.)

Finding: Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

Explanation: The water demand of the SMCS Project would be 190,256 gpd that would require treatment prior to delivery at the project site. The Sacramento River WTP and E.A. Fairbairn WTP have a combined capacity of 360 mgd (403,398 AFY). Based on Sacramento's 2002/2003 water demand of 116 mgd (59.2 mgd from the American River, 56.8 mgd from the Sacramento River), the treatment plants have a combined excess capacity of 244 mgd. The SMCS Project demand for water treatment would be 0.08 percent of the excess capacity available at the treatment plants. (DEIR, p. 6.8-14.)

Theatre

The Children's Theatre of California lies within the boundaries of the SMCS Project area. The site is relatively small compared to the SMCS Project and is unlikely to significantly impact capacity or treatment systems. Specifically, as discussed under Impact 6.8-1, it is estimated that 3.25 AFY in additional water demand would result from construction of the Theatre. The capacity discussion above for the SMCS Project explains that the existing treatment capacity for the City of Sacramento is approximately 360 mgd. (DEIR, p. 6.8-15.)

Mitigation Measures: *None required.* (DEIR, p. 6.8-15.)

Significance After Mitigation: The impact is less than significant without mitigation. (DEIR, p. 6.8-14.)

Impact 6.8-3: The SMCS Project could result in inadequate water distribution infrastructure to supply the SMCS Project with no plans or processes in place for obtaining needed infrastructure. (Less than Significant). (DEIR, p. 6.8-15.)

Finding: Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

Explanation: As discussed in the EIR, existing water conveyance infrastructure in the project area consists of a series of 8 -inch water lines located in public right-of-ways. Water lines that serve the project area are located in: K Street from 30th to 28th Streets; 28th Street from K to N Streets; 29th Street between K and L Streets; L Street between 28th and 27th Streets; 26th Street between Capitol and L Streets; and Capitol Street between 28th and 29th Streets. (DEIR, p. 6.8-15.)

Alley and/or utility abandonment would occur in the alley by the existing Buhler Building, the alley behind Pioneer Church, and the alley in the Community Block, each of which contain an 8-inch main. Two abandonments would directly affect the SMCS Project and entail both physical and utility abandonments. These planned abandonments would affect primarily the SMF Building and the WCC. However, replacement conveyance lines would also be constructed as part of the project, and, as discussed above in Impact 6.8-1, capacity would increase due to newly constructed pipes. In addition, new public fire hydrants would be constructed at the mid-block of every frontage street. (DEIR, p. 6.8-15.)

The SMCS Project includes the construction of larger replacement pipes, which would ensure no additional expansion of distribution infrastructure would be required. In addition, the City requires that a water supply test be prepared to determine the capacity of the water lines. If existing infrastructure in the project vicinity is not sufficient to serve the project, the City would condition that the applicant provide their fair share of the funding for required improvements, which would ensure that adequate system capacity exists to secure the project site. The impact would be *less than significant*. (DEIR, p. 6.8-15 – 6.8-16.)

Theatre

The Children's Theatre of California would also be affected by the Community Block utility abandonment, and an 8-inch water main serving the block would be removed. However, as discussed above, the replacement mains that would be constructed on adjacent streets

would increase conveyance capacity in the project area. In addition, the City's water

system test would ensure the impact would be *less than significant*. (DEIR, p. 6.8-16.)

Mitigation Measures: *None required*. (DEIR, p. 6.8-16.)

Significance After Mitigation: The impact is less than significant without mitigation. (DEIR, p. 6.8-16.)

Impact 6.8-4: The SMCS Project could increase water demand by more than 10 million gallons per day. (Less than Significant). (DEIR, p. 6.8-16.)

Finding: No impact. Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

Explanation: The various medical office uses, commercial and retail uses, residential units, and hospital facility associated with the SMCS Project would increase demand for water supply in the project area. (DEIR, p. 6.8-16.) As noted in Impact 6.8-1 the projected demand would be approximately 190,256 gpd (0.19 mgd) which is far below the 10 mgd threshold. Thus, *no impact* would occur and no mitigation is required. (DEIR, p. 6.8-16.)

Theatre

As noted above in Impact 6.8-1, the demand generated by the Children's Theatre of California would be approximately 3,400 gpd (0.003 mgd). This is far below the 10 mgd threshold and, as a result, *no impact* would occur. (DEIR, p. 6.8-16.)

Mitigation Measures: *None required*. (DEIR, p. 6.8-16.)

Significance After Mitigation: No impact. No mitigation required. (DEIR, p. 6.8-16.)

Impact 6.8:5: The SMCS Project, in combination with other development in the City of Sacramento, could increase demand for one or more of the following in excess of available supplies: potable water, water treatment, water capacity, and/or water infrastructure. (Less than Significant) (DEIR, p. 6.8-17.)

Finding: Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

Explanation: The SMCS Project would increase the demand for water in the City's service area beyond the existing demand of approximately 136,000 AFY. However, as previously stated, the City's authorized supply under the WFA would also increase in the future. As

shown in Table 6.8-2, the City's authorized supply in year 2030 would be 325,800 AFY. Therefore, the water demand would be required to more than double 2002/2003 demand in order to exceed the available supply. Although the City is in the process of updating its General Plan, it is highly unlikely that the Plan would include a doubling of the population over buildout of the Plan. In fact, population projections for Sacramento County as a

whole, estimate that growth would occur at a rate of less than ten percent every 5 years. At that rate, it would take 40 to 45 years for population increases to generate demand equal to supplies. In addition, it is likely that the City would implement water-saving methods, such as metering water, which would reduce demand. Because that time far exceeds the typical timeline considered in a general plan, this impact would be considered less than significant. (DEIR, p. 6.8-17.)

In addition, although much of the Central City area is already developed, it is likely that the land uses within the Central City could intensify in the future as development pressure throughout the area increases. The intensification of uses could result in the need for upgrades in the City's water distribution and/or treatment systems. As stated in Impact 6.8-3, the City would require a water system test for new development to ensure that the system capacity is sufficient to serve development. In addition, as previously stated, the City's treatment plants have a combined treatment capacity of 360 mgd, which is more than three times Sacramento's 2002/2003 water demand of 116 mgd. (DEIR, p. 6.8-17.)

Therefore, this project's contribution would not be cumulatively considerable resulting in a **less-than-significant** cumulative impact on water supplies and infrastructure. (DEIR, pp. 6.8-17-6.8-18.)

Mitigation Measures: *None required.* (DEIR, p. 6.8-18.)

Significance After Mitigation:The impact is less than significant without mitigation. (DEIR, p. 6.8-18.)

WASTEWATER AND STORM DRAINAGE

Impact 6.8-6: The SMCS Project could result in or require the construction of new or expansion of existing wastewater collection or treatment facilities or exceed RWQCB requirements. (Less than Significant). (DEIR, p. 6.8-25.)

Finding: Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

Explanation: Implementation of the SMCS Project would increase the amount of building space and population, which would result in the generation and discharge of additional wastewater requiring treatment at the SRWTP. (DEIR, p. 6.8-24.)

As shown in Table 6.8-5 of the EIR, the SMCS Project would generate approximately 0.15 mgd of wastewater requiring transportation and treatment in the CSS. Currently, the SRWTP treats an average of 165 mgd. The overall capacity of the SRWTP is 380 mgd, of which 60 mgd is dedicated to receiving flows from the City of Sacramento's CSS. During wet weather, when wastewater flows exceed maximum levels accepted by the SRWTP (60 mgd), the City diverts flows to the CWTP (130 mgd), resulting in a combined total capacity of 190 mgd. The additional 0.15 mgd generated by the SMCS Project could be adequately

treated by existing infrastructure during dry weather conditions. However, the CSS presently experiences CSOs under existing conditions during severe storm events. Any increase in flows to the CSS during these conditions could result in a significant impact. (DEIR, p. 6.8-25.)

Existing infrastructure that serves the project area is discussed in the Environmental Setting section. (DEIR, p. 6.8-25.)

As discussed in Chapter 2, Project Description, three alleys would be affected through physical or utility abandonments. CSS facilities in the 28th/29th /L Street alley would be relocated to 28th Street and Capitol Avenue and would connect to the 78-inch combined sewer proposed by the City in 29th Street. The CSS facilities in the 27th/28th/Capitol Avenue/N Street alley would be removed. The three buildings to remain along Capitol Avenue and 28th Streets (Café Bernardo's, Monkey Bar, and Capitol Physical Therapy) would be connected to the proposed CSS in 29th Street. The 27th/28th/Capitol Avenue/L Street alley would be subject to a utility abandonment. The City's CSS would be removed where in conflict with the new building. (DEIR, p. 6.8-25.)

The CSS line in the alley behind the Buhler Building and the Old Tavern building is currently leaking and presents a potential health and safety issue. SMCS proposes to install a new 12-inch lateral from the alley south along 28th Street to Capitol Avenue, then east to 29th Street. This relocated combined sewer would connect to the proposed 78-inch combined sewer to be constructed by the City in 29th Street. A new 12-inch combined sewer would be constructed in 28th Street from the alley south to N Street. This sewer would serve existing and new buildings. (DEIR, p. 6.8-26.)

The installation of replacement CSS lines would cause temporary disruptions within the public right-of-way. The transportation impacts of these construction operations are addressed in Section 6.7, Transportation and Circulation. The noise and air quality effects of construction are addressed in Section 6.2, Air Quality, and 6.6, Noise. Installing new CSS pipes could require dewatering, if the pipes are installed below the groundwater table. The impacts associated with potential dewatering activities are addressed in Section 6.5, Hydrology and Water Quality. (DEIR, p. 6.8-26.)

Localized flooding and CSOs occur during severe storm events, which would be exacerbated by additional flows from the SMCS Project. However, the City is currently implementing system-wide improvements to the CSS and the SMCS Project would be required to contribute funds toward City improvements to the CSS or, alternatively, complete on- or offsite improvements to store project wastewater during storm events. Absent system improvements, however, flooding and CSOs would continue. (DEIR, p. 6.8-26.)

However, compliance with the City's Combined System Development Fee ordinance would reduce the project impact by providing (1) additional capacity in the City's system to reduce the potential for flooding and CSOs system-wide, or (2) requiring storage of project flows to ensure that the proposed project would not contribute to flooding and CSOs. This would reduce this impact to a ***less-than-significant level***. (DEIR, p. 6.8-26 – 6.8-27.)

Theatre

The building that comprises the Children's Theatre would include a total of 565 seats. The project would be required to comply with all applicable wastewater discharge requirements and NPDES permits, described above. (DEIR, p. 6.8-27.)

Wastewater generation from theatre venues are calculated on a per seat basis (0.3 ESD/100 seats). With 565 seats, the Children's Theatre would generate 678 gpd (.0001 mgd). This flow would constitute less than 0.001 percent of the system capacity. Because the CSS system does not have capacity during large storm events, the small increase in wastewater associated with the Theatre could result in a significant impact. As stated above, however, the Theatre project would be required to comply with the Combined System Development Fee Ordinance, which would reduce the impact to a ***less-than-significant level***. (DEIR, p. 6.8-27.)

Mitigation Measures: *None required.* (DEIR, p. 6.8-27.)

Significance After Mitigation: The impact is less than significant without mitigation. (DEIR, p. 6.8-25.)

Impact 6.8-7: The SMCS Project could create or contribute runoff water over pre-development conditions that would exceed the capacity of existing or planned stormwater drainage systems, including the City's CSS. (Less than Significant). (DEIR, p. 6.8-27.)

Finding: Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

Explanation:**SMCS Project**

The SMCS Project is proposed for development on land that currently contains urban development with primarily impervious surfaces. Development of the SMCS Project would

increase the amount of impervious surfaces by approximately 16,000 square feet, or four percent of the site (see Table 6.8-6). The loss of pervious surfaces would not create a significant increase in the amount of stormwater runoff from the site. (DEIR, p. 6.8-27.) However, the site is drained by CSS facilities, which are considered impacted because of the lack of available capacity during large storm events. During dry weather conditions, the CSS has adequate capacity to accommodate flows from the project area, which would be primarily wastewater. During severe storm events, however, stormwater from the project area could exceed the capacity of the system. The City is currently implementing system-

wide improvements to the CSS, including the new 78-inch line in 29th Street, and the SMCS Project would be required to comply with the recently adopted ordinance that requires payment of fees. Alternatively, the project could complete on- or off-site improvements to store project wastewater during storm events. Absent system improvements, however, flooding and CSOs would continue. (DEIR, p. 6.8-27 – 6.8-28.)

Compliance with the City's new Combined System Development Fee Ordinance would reduce the project impact by providing (1) additional capacity in the City's system to reduce the potential for flooding, or (2) requiring storage of project flows to ensure the project would not contribute to flooding and CSOs. This would be considered a ***less-than-significant impact***. (DEIR, p. 6.8-28.)

Theatre

The site of the proposed Children's Theatre of California lies within the SMCS Project area and currently contains impervious surfaces associated with the Trinity Apartments, EAP Building, and two existing surface parking lots, along with a vacant area containing pervious surface. Specific development plans for the Children's Theatre have not yet been prepared; therefore, the amount of impervious surface that would remain after project completion is unknown. It is assumed that future development would be required to comply with the City's combined System Development Fee Ordinance that would ensure project flows would not contribute to flooding and CSOs. Therefore, this is considered a ***less-than-significant impact***. (DEIR, p. 6.8-28.)

Mitigation Measures: *None required*. (DEIR, p. 6.8-29.)

Significance After Mitigation: The impact is less than significant without mitigation. (DEIR, p. 6.8-27.)

Impact 6.8-8: The SMCS Project, in combination with other development within the CSS service area, could result in or require the construction of new or expansion of existing wastewater and stormwater collection or treatment facilities. (Less than Significant). (DEIR, p. 6.8-29.)

Finding: Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3),

15091.)

Explanation: The average daily dry weather flow at full build-out of the City General Plan is estimated at 129.1 mgd and peak flow is estimated at 305.9 mgd. The SRWTP currently receives an average dry weather flow of 155 mgd, less than its permitted capacity of 181 mgd of dry weather flow, so the SRCSD is not currently undergoing any expansions to the treatment plant. However, based on the Sacramento Area Council of Government's regional population projections, SRCSD's Regional 2020 Master Plan accommodates for expansions of the treatment plant as growth occurs. This plan is intended to ensure that

the SRWTP facilities have sufficient capacity to meet planned growth in the service area through the year 2020. In addition, the Master Plan is updated every five years to account for changes in existing and projected population. Any necessary changes to capacity would occur incrementally, as regional population growth demands greater treatment capacity. (DEIR, p. 6.8-28.)

The Department of Utilities has completed many of the CSS Improvement and Rehabilitation Program projects, including the rehabilitation and upsizing of Sump 2, construction of new regional storage projects, and numerous rehabilitation and replacement projects throughout the system. The City continues to complete improvements according to the program, including additional storage facilities, and the improvement and expansion of existing facilities. The City has also identified improvements to the older portions of the City's CSS to meet increased demand, including future upgrades to the interceptors that connect into the SRWTP. As previously discussed, the City is implementing a new fee program to ensure that these improvements are sufficiently funded. Therefore, with implementation of the existing programs to ensure that capacity is available as growth occurs, the project's contribution would not be cumulatively considerable; therefore, cumulative impact would be ***less-than-significant***. (DEIR, p. 6.8-29-6.8-30.)

Mitigation Measures: *None required*. (DEIR, p. 6.8-30.)

Significance After Mitigation: The impact is less than significant without mitigation. (DEIR, . 6.8-29.)

SOLID WASTE

Impact 6.8-9: The SMCS Project could increase the production of solid waste in excess of available distribution or landfill capacity. (**Less than Significant**). (DEIR, p. 6.8-37.)

Finding: Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

Explanation: The project would result in a net increase in solid waste generation above the current level within the project area. (DEIR, p. 6.8-37.) As shown in Table 6.8-8 of the EIR, the SMCS Project would generate 6,365 lbs/day (3.2 tons/day). It is uncertain at this time how solid waste services would be divided up among existing providers. However, if SMCS contracts with the City of Sacramento to provide all solid waste hauling, the SMCS Project's waste would be delivered to Anderson Landfill, the current destination for SMCS's solid waste. The 3.2 tons/day generated by the SMCS Project would constitute less than 0.2 percent of Anderson Landfill's maximum daily capacity. As described above, the Anderson Landfill has a remaining capacity of approximately 8 million tons. (DEIR, p. 6.8-37.)

Implementation of the SMCS Project would include demolition of existing buildings and the construction of new facilities, which would result in construction debris requiring disposal. Construction and Demolition (C&D) activities generate significant amounts of waste. The CIWMB has estimated that C&D waste represents approximately 28 percent of the total solid waste stream. The CIWMB does not have a specific generation rate for construction waste generated per square foot of new office/commercial or medical construction, however, construction of the SMCS Project would generate significant C&D waste. The C&D waste could be disposed of at a variety of landfills including Lockwood Landfill, Keifer Landfill, or Yolo County Landfill; however, as discussed above, the landfills that would potentially be used for the SMCS Project have adequate capacity and accept C&D waste that would result from the project. (DEIR, p. 6.8-37 – 6.8-38.)

As discussed in Regulatory Setting, the SMCS Project is required to submit a statement of recycling information to the City's solid waste manager. This statement includes a site plan and design specifications including the materials to be recycled, a demolition and construction plan, and description of proposed education/public relations programs. The construction plan includes measures to recycle the following demolition and scrap materials: (DEIR, p. 6.8-38.)

- Concrete Pre-Cast Panels (building exterior)
- Roofing Ballast (Re-use)
- Metal Studs & Drywall
- Lead Shielding
- Copper & Steel Piping
- Acoustical Ceiling & Grid
- Carpeting (options based on manufacturer)
- Light Fixture & Wiring
- Hollow Metal Frames (steel)
- Ductwork & Misc. Sheet Metal (Steel)

- Packing Materials
- Aluminum Window Frames

(DEIR, p. 6.8-39.)

A recycling plan for normal operations would also be submitted. This plan would outline how the hospital would continue to divert cardboard, mixed paper, and beverage containers from the waste stream. The operations recycling plan would also include specific information on internal policy including information on: materials to be recycled,

locations of enclosures and size of containers for recycling and trash, an education plan that states how employees will be trained including signage for enclosures, identification of medical waste, hazardous waste, bio-hazardous waste, and universal waste items. The municipal code sets guidelines for the recycling capacity facilities must provide. According to the parameters set by the City, the SMCS Project would be required to provide approximately 8.7 cubic yards of recycling volume, according to their proposed land uses. (DEIR, p. 6.8-39.)

For general hospital/medical clinic land uses, no recycling volume requirement is set. Nonetheless, office and commercial land uses comprise a significant percentage of the overall SMCS Project and, thus, the recycling volume guidelines would significantly reduce demand placed on solid waste haulers. As shown in Table 6.8-7, in 2003, Sutter recycled 236,494 lbs, which totaled approximately 12 percent of all waste generated. Assuming a 10 percent diversion rate at the new WCC, solid waste generated at the hospital drops to approximately 3,900 lbs/day. (DEIR, p. 6.8-39.)

With no recycling included, the SMCS Project would generate approximately 1,162 tons of solid waste per year. This would increase Sacramento's total solid waste disposal by less than 0.3 percent. With implementation of required recycling programs, the increase in the solid waste stream would be even less. Recycling programs can reduce the amount of solid waste by 50 to 80 percent, depending on how aggressive the program is. With conservative diversion rate estimates (10 percent for hospital use, 30 percent for all other uses), solid waste generated by the SMCS Project would be reduced to approximately 5,300 lbs/day (2.7 tons/day). (DEIR, p. 6.8-39.)

Disposal of solid waste from the jurisdiction of the City of Sacramento generally does not impact capacity at receiving landfills because the waste is widely distributed among a variety of landfills, as described in the setting section. Compliance with the City recycling code would ensure implementation of the SMCS Project would not require the expansion or construction of landfills; therefore, this impact would be considered ***less than significant***. (DEIR, p. 6.8-39 – 6.8-40.)

Theatre

The proposed Children's Theatre of California lies within the boundaries of the SMCS Project area. According to estimated generation rates provided by the CIWMB, service establishments such as theatres can generate up to 3.12 lbs of solid waste per 100 sf per day (lbs/sf/day). According to this rate, the proposed 50,000 square foot Children's Theatre could generate up to about 1,560 lbs/day (or 285 tons per year) of additional solid waste. (DEIR, p. 6.8-40.)

It is uncertain at this time which service provider, and thus, which landfill would be used by the theatre. However, as discussed above, the project would be required to implement recycling programs in compliance with City code. Again, assuming a diversion rate of 30 percent, the waste generated would drop to about 1,092 lbs/day. It is anticipated that the solid waste would be delivered to a landfill with adequate space to accommodate the waste. Impacts would, therefore, be considered ***less than significant***. (DEIR, p. 6.8-40.)

Mitigation Measures: *None required.* (DEIR, p. 6.8-40.)

Significance After Mitigation: Less than significant without mitigation. (DEIR, p. 6.8-37.)

Impact 6.8-10: The SMCS Project could substantially increase the production of recyclable solid waste in excess of available materials recovery facility (MRF) capacity. (**Less than Significant**). (DEIR, p. 6.8-40.)

Finding: Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

Explanation: It was determined in Impact 6.8-8 that solid waste facilities serving the project area have adequate capacity to meet the project demands. The Sacramento Recycling and Transfer Station currently accepts an average of 2,000 tons per day, and is permitted to process up to 3,000 tons/day. As discussed above, the project would generate approximately 3.2 tons/day of solid waste. The SMCS Project would constitute less than 0.2 percent of the materials received daily at the MRF. The current operating capacity of the Sacramento Recycling and Transfer Station would accommodate the demand associated with the SMCS Project; therefore, impacts are considered ***less than significant***. (DEIR, p. 6.8-40.)

Theatre

The Children's Theatre of California would generate less than one ton of solid waste each day. This would represent approximately 0.04 percent of the daily throughput at the Sacramento Recycling and Transfer Station. The MRF would have adequate capacity to accommodate solid waste generated by the theatre; therefore, impacts are, considered ***less than significant***. (DEIR, pp. 6.8-41.)

Mitigation Measures: *None required.* (DEIR, p. 6.8-41.)

Significance After Mitigation: The impact is less than significant without mitigation.

(DEIR, p.6.8-40.)

Impact 6.8-11: The SMCS Project could generate more than 500 tons of solid waste per year. (**Significant and Unavoidable**). (DEIR, p. 6.8-41.)

Finding: Changes or alterations have been required in, or incorporated into, the SMCS Project that substantially lessen, but do not avoid, the Project's significant effects associated with production of recyclable solid waste. No feasible mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable.

The Theatre project will not result in significant impacts and no mitigation is required. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

Explanation:

SMCS Project

The SMCS Project would generate more than 500 tons of solid waste per year. Assuming a 30 percent recycling rate for the office, residential, and commercial uses and a 10 percent recycling rate for the hospital, the SMCS Project could generate over 1,000 tons/year. This would be considered a **significant impact**. (DEIR, p. 6.8-41.)

Theatre

Construction of the Children's Theatre of California, assuming a 30 percent rate of recycling, would produce approximately 200 tons of solid waste per year. This is less than the threshold 500 tons, resulting in a **less-than-significant impact**. (DEIR, p. 6.8-41.)

Mitigation Measures: No additional mitigation measures would reduce the solid waste generated by the SMCS Project to less than 500 tons/year; therefore, this impact would remain **significant and unavoidable**. (DEIR, p. 6.8-41.)

Significance After Mitigation: No mitigation is available to render the effects less than significant. The effects therefore remain **significant and unavoidable**. (DEIR, p. 6.8-41.)

Theatre – The impact is less than significant without mitigation. (DEIR, p. 6.8-41.)

9. CUMULATIVE IMPACTS

Because the 500 ton per year standard applies to individual projects, it would not logically apply to cumulative development. The cumulative analysis is based on the project's contribution and potential impact on landfills. The cumulative context for solid waste services includes all development in the Sacramento Regional County Solid Waste Authority service area. This includes the cities of Sacramento and Citrus Heights and

unincorporated areas of the County. (DEIR, pp. 6.8-41-6.8-42.)

Impact 6.8-12:

The SMCS Project, in combination with other development, could substantially increase the production of solid waste in excess of available distribution or landfill and MRF capacity without also including provisions to adequately accommodate the increased production. (**Less than Significant**). (DEIR, p. 6.8-42.)

Finding: Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

Explanation: A number of landfills operate in the Sacramento region, and landfills outside the region also serve Sacramento's solid waste needs. The Lockwood Landfill, the primary destination for waste collected by the City of Sacramento, has no expected closure date and 32.5 million cubic yards of capacity. Anderson Landfill, which would receive medical waste generated in the Sacramento region, is not expected to reach capacity for another 20 years. As growth continues in the region, in accordance with the County General Plan and city general plans, population would increase and the solid waste stream would continue to grow. Implementation of the Solid Waste Authority and Sacramento recycling requirements, however, would continue to reduce potential impacts on landfill capacity. The existence of significant capacity at the City's primary landfills, the exporting of solid waste, and aggressive recycling policy indicate that the project's contribution on a cumulative level would not be considered significant. Therefore, the SMCS Project would result in a *less-than-significant cumulative impact*. (DEIR, p. 6.8-42.)

Mitigation Measures: *None required*. (DEIR, p. 6.8-42.)

Significance After Mitigation: The impact is less than significant without mitigation. (DEIR, p. 6.8-42.)

MITIGATION MEASURES CONSIDERED AND NOT ADOPTED

Additional mitigation measures suggested by commentors are not adopted because (1) they are already incorporated in the project description or included as mitigation measures; (2) they are not necessary to address significant impacts; and/or (3) they are infeasible, as set forth in the FEIR, in written and oral responses provided by staff, and elsewhere in the record.

10. GROWTH INDUCEMENT

CEQA requires a discussion of the ways in which the Project could be growth inducing. CEQA also requires a discussion of ways in which a project may remove obstacles to growth, as well as ways in which a project may set a precedent for future growth. CEQA Guidelines Section 15126.2, subdivision (d), identifies a project as growth inducing if it fosters economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. New employees from commercial

and industrial development and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area. Examples of development that would indirectly facilitate growth include the installation of new roadways or the construction or expansion of water delivery/treatment facilities. The Project's growth inducing impacts are discussed below.

Elimination of Obstacles to Growth

The elimination of physical or regulatory obstacles to growth is considered a growth-inducing effect. The proposed SMCS Project would be developed in a built-out, highly

urbanized area in midtown Sacramento; however, some physical constraints to growth currently exist in the vicinity of the project sites. The primary growth obstacles in the project area include:

Limited capacity of the City's combined sewer and storm drain system (CSS) serving this portion of the City of Sacramento.

Both the combined sewer and storm drain system serving the project area are at or beyond capacity during severe storm events. Although the SMCS, housing, Theatre and Trinity Cathedral Projects would both contribute flows to these systems and would likely contribute funding to their expansion or other improvements, these improvements would be made regardless of whether the either project is constructed. (DEIR, p. 9-5.)

Economic Effects

Increased Demand on Secondary Markets

In addition to the employment generated by the proposed SMCS and Trinity Cathedral Projects, additional local employment can be generated through what is commonly referred to as the "multiplier effect." The multiplier effect tends to be greater in regions with larger diverse economies due to a decrease in the requirement to import goods and services from outside the region. (DEIR, p. 9-5.)

Two different types of additional employment are tracked through the multiplier effect. *Indirect* employment includes those additional jobs that are generated through the expenditure patterns of direct employment associated with a project. For example, workers of the proposed SMCS and Trinity Cathedral Projects would spend money in the local economy, and the expenditure of that money would result in additional jobs. *Indirect* jobs tend to be in relatively close proximity to the places of employment and residence. (DEIR, p. 9-5.)

The multiplier effect also calculates *induced* employment. Induced employment follows the economic effect of employment beyond the expenditures of the employees within the project area to include jobs created by the stream of goods and services necessary to support businesses within the project area. For example, when a manufacturer buys products or sells products, the employment associated with those inputs or outputs is considered *induced* employment. (DEIR, p. 9-5.)

For example, when an employee from either SMCS or Trinity goes out to lunch, the person who serves the project employee lunch holds a job that was *indirectly* caused by either project. When the server then goes out and spends money in the economy, the jobs generated by this third-tier effect are considered *induced* employment. (DEIR, p. 9-5.)

The multiplier effect also considers the secondary effect of employee expenditures. Thus,

it includes the economic effect of the dollars spent by those employees who support the employees of the project. (DEIR, p. 9-5.)

Increased future employment generated by resident and employee spending ultimately results in physical development of space to accommodate those employees. It is the characteristics of this physical space and its specific location that will determine the type and magnitude of environmental impacts of this additional economic activity. Although the economic effect can be predicted, the actual environmental implications of this type of economic growth are too speculative to predict or evaluate, since they can be spread throughout the Sacramento metropolitan region and beyond. (DEIR, p. 9-6.)

While the proposed SMCS and Trinity Cathedral Projects would contribute to direct, indirect, and induced growth in the area, they would contribute to enhancing the vitality of the Central City area, which is a goal of the City's General Plan and the Central City Community Plan. (DEIR, p. 9-6.)

Increased Pressure on Land Use Intensification

Unforeseen future development can be spurred by the construction of certain projects that have the effect of creating unique and currently unmet market demands, or by creating economic incentives for future projects by substantially increasing surrounding property values. These types of impacts are most often identified for projects developed in areas that are currently lacking a full spectrum of economic activity. For example, newly developing office areas may be lacking in a full range of support commercial uses; this support commercial demand can cause increased pressure for rezones or general plan amendments aimed at providing adequate land to accommodate businesses seeking to serve the unmet demand. (DEIR, p. 9-6.)

The SMCS Project and Trinity Cathedral Project are both located in a developed area of the city. Both of these uses currently support the existing community as well as a larger regional area. The development of these uses are not anticipated to increase the pressure for additional new growth in the city or in out lying areas. (DEIR, p. 9-6.)

Impacts of Induced Growth

While growth in the Central Business District area of the City is an intended consequence of the proposed SMCS and Trinity Cathedral Projects, growth induced directly and indirectly by the projects could also affect the greater Sacramento area. However, neither of these projects would be considered growth-inducing because they do not introduce a new population or generate the need for new employees. Any new development would contribute to increased traffic congestion; air quality deterioration; impacts on utilities and services such as fire and police protection, water, recycled water, wastewater, solid waste, energy, and natural gas; and increased demand for housing. (DEIR, p. 9-6.)

Specifically, an increase in population-growth-induced housing demand in the greater Sacramento region to house workers employed by the proposed SMCS or Trinity Cathedral Project could cause environmental effects as new residential development would require governmental services, such as schools, libraries, and parks. Indirect and induced employment and population growth would further contribute to the loss of open space because it would encourage conversion to urban uses for housing and infrastructure. However, SMCS plans on relocating staff from Sutter Memorial Hospital to the new Women's and Children's Center and the SMF Building so it is not anticipated that there would be the need for a significant number of new employees. (DEIR, p. 9-6.)

11. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL EFFECTS

The State CEQA Guidelines mandate that an EIR address any significant irreversible environmental changes which would be involved if the proposed project is implemented. (CEQA Guidelines, § 15126.2, subd. (c).) An impact would fall into this category if:

- The project would involve a large commitment of nonrenewable resources;
- The primary and secondary impacts of a project would generally commit future generations to similar uses (e.g. a highway provides access to a previously remote area);
- The project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The phasing of the proposed consumption of resources is not justified (e.g., the project involves a wasteful use of energy).

Development of the SMCS and Trinity projects would result in the continued commitment of the project area to more intense urban development, thereby precluding any other uses for the lifespan of the project. Restoration of the site to a less developed condition would not be feasible given the degree of disturbance, the urbanization of the area, and the level of capital investment. (DEIR, p. 9-3.)

The CEQA Guidelines also require a discussion of the potential for irreversible environmental damage caused by an accident associated with the project(s). While the project(s) would result in the use, transport, storage, and disposal of hazardous wastes, as described in the Hazardous Materials and Public Safety sections 6.4 and 7.4, all activities

would comply with applicable State and federal laws related to the use, storage and transport of hazardous materials, which significantly reduces the likelihood and severity of accidents that could result in irreversible environmental damage. (DEIR, p. 9-3.)

Implementation of either the SMCS or Trinity project would result in the long-term commitment of resources to urban development. The most notable significant irreversible impacts are increased generation of pollutants, and the short-term commitment of non-

renewable and/or slowly renewable natural and energy resources, such as mineral resources and water resources during construction activities. Operations associated with future uses would also consume natural gas and electrical energy. These unavoidable consequences of urban growth are described in the appropriate sections in Chapters 6 and 7 of the EIR and the Initial Study in Appendix A. (DEIR, p. 9-3.)

Resources that would be permanently and continually consumed by project implementation include water, electricity, natural gas, and fossil fuels; however, the amount and rate of consumption of these resources would not result in the unnecessary, inefficient, or wasteful use of resources. With respect to operational activities, compliance with all applicable building codes, as well as mitigation measures, planning policies, and standard conservation features, would ensure that all natural resources are conserved to the maximum extent possible. It is also possible that new technologies or systems will emerge, or will become more cost-effective or user-friendly, to further reduce the reliance upon nonrenewable natural resources. Nonetheless, construction activities related to project development would result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels (including fuel oil), natural gas, and gasoline for automobiles and construction equipment. (DEIR, p. 9-3 – 9-4.)

Both projects have been designed to comply with Title 24 of the California Code of Regulations (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) requirements, which include lighting and other energy conservation measures, and include up-to-date energy-saving equipment. Lighting conservation efforts in new construction include installation of occupancy sensors to automatically turn off lights when not in use, lighting reflectors, electronic ballasts, and energy-efficient lamps. Conservation efforts are also expected to involve improved HVAC systems with microprocessor-controlled energy management systems. (DEIR, p. 9-4.)

12. CONSISTENCY WITH APPLICABLE PLANS

CEQA Guidelines Section 15125, subdivision (d), requires that any inconsistencies between a proposed project and applicable general plans and regional plans be discussed.

The SMCS project and the Trinity Cathedral project are both evaluated for compatibility with the existing and planned land uses, consistency with zoning and applicable policies, including the goals and policies of the City's General Plan and CCCP. (DEIR, p. 4-16.) The following discussion addresses consistency with the relevant City's General Plan and Sacramento Central City Community Plan ("CCCP").

The SMCS project would require a General Plan Amendment (GPA) to modify existing land use designations from Regional Commercial Office (RCO) to Public/Quasi Public Miscellaneous (PQPM) and High Density Residential (HDR) to Community Neighborhood Commercial and Office (CNCO), as shown in Table 4-1. As stated in the Regulatory

Context section, the General Plan includes specific goals and policies designed to support a balanced system of quality medical facilities (Goal A) that would be considered applicable to the SMCS project. The SMCS project proposes to amend the current General Plan land use designations to meet the intent of this goal, which is for the City to support a balanced system of quality medical facilities. The SMCS project would be considered consistent with the intent of the City's goals and policies pertaining to the provision of medical facilities. (DEIR, p. 4-23.)

The CCCP would also be required to be amended to accommodate the SMCS project. The existing CCCP designations for the SMCS project area include General Commercial, Residential/Office, and Multi-Family Residential. The SMCS project proposes a Community Plan Amendment (CPA) to change RO and MF to GC, as shown in Table 4-1. These designations are consistent with surrounding uses and would be consistent with the land uses that currently exist in the area. (DEIR, p. 4-23.)

There are currently various zoning districts on the site that would be rezoned to accommodate the SMCS project. The SMCS project includes new hospital uses, medical offices, parking facilities, retail/commercial, theatre, and residential. These uses would be allowed in the zoning districts proposed for the project and would, therefore, be consistent with the city's zoning. It should be noted that prior to rezoning the site, the Planning Commission and the City Council would need to make a determination as to whether the proposed zoning would result in any incompatibilities with adjacent uses. The proposed zoning would allow uses consistent with those found in an urban area. As shown in the description of these districts in the Regulatory Setting, there would be no inherent incompatibilities with this mix of uses and, in fact, the Residential-Office (RO) zone is intended to include its own internal mix of office and residential. Assuming that uses allowed in each district comply with its regulations, these uses would be considered compatible with one another. (DEIR, p. 4-23.)

As part of the project, a height variance has been requested for the WCC because the proposed building height is in conflict with the Alhambra Corridor design guidelines. The City would review these changes to ensure consistency with the City's zoning ordinance. As with the rezone request, the variance for building height would be reviewed by the Planning Commission and the City Council, thus, the determination of consistency would be at the discretion of those entities. (DEIR, p. 4-23.)

The City hereby finds that the SMCS Project is consistent with all applicable plans, including the General Plan and the CCCP for the reasons set forth in the EIR, in the staff reports, and in these findings. The City further finds that the Project is not inconsistent with any mandatory and fundamental General Plan or CCCP policies.

13. PROJECT ALTERNATIVES

Where a lead agency has determined that, even after the adoption of all feasible mitigation measures, a project as proposed will still cause one or more significant adverse environmental effects that cannot be substantially lessened or avoided, the agency, prior to approving the project as mitigated, must first determine whether, with respect to such impacts, there remain any project alternatives that are both environmentally superior and feasible within the meaning of CEQA. As noted earlier in these Findings, an alternative may be "infeasible" if it fails to fully promote the lead agency's underlying goals and objectives with respect to the project. Thus, "feasibility" under CEQA encompasses "desireability" to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social and technological factors. (*City of Del Mar*,

- The SMCS Project would increase traffic volumes on the freeway system under year 2025 conditions (6.7-9);
- The SMCS program and Trinity Cathedral Project would increase traffic volumes at study intersections under year 2025 conditions (6.7-10);
- The SMCS program and Trinity Cathedral Project would increase traffic volumes on the freeway system under year 2025 conditions (6.7-11);
- The SMCS Project (with Two-Way Conversion) would increase traffic volumes at study intersections under year 2025 conditions (6.7-12);
- The SMCS program and Trinity Cathedral Project (with Two-Way Conversion) would increase traffic volumes at study intersections under year 2025 conditions (6.7-14); and
- The SMCS program and Trinity Cathedral Project (with Two-Way Conversion) would increase traffic volumes on the freeway system under year 2025 conditions (6.7-15).

(DEIR, p. 3-4.)

The City can fully satisfy its CEQA obligations by determining whether any alternatives identified in the EIR are both feasible and environmentally superior with respect to these impacts. If the City determines that no alternative is both feasible and environmentally superior with respect to the significant and unavoidable impacts identified in the EIR, the City may approve the Project as mitigated, after adopting a statement of overriding considerations. As illustrated below, no identified alternative qualifies as both feasible and environmentally superior with respect to these unmitigable impacts. Only the proposed project is feasible in light of the project objectives and other considerations.

Alternatives Considered and Dismissed from Further Consideration as Infeasible.

The following alternatives for the SMCS Project were considered but rejected from further analysis because none of the alternatives listed below were determined to be feasible. (DEIR, p. 8-5.)

Seismic upgrade to Sutter Memorial Hospital: To address the need to comply with SB 1953, the option of upgrading the existing SMH was contemplated. However, due to the costs associated with retrofitting this existing facility it was determined this was not a feasible option. Under this alternative, additional space for medical offices would need to be developed elsewhere in the City or the region. This option does not meet a majority of the project objectives identified in Chapter 2. (DEIR, p. 8-5.)

Relocate Cardiac Services to Sutter General Hospital and Develop a new Women's and Children's Center at SMH: The option of relocating some services to SGH from SMH was considered, along with developing a new women's and children's tower at the existing SMH. This option was contemplated but dismissed because it would be very costly to upgrade the existing SMH to meet current codes and to construct a new portion of

the hospital. Adequate parking also became a concern under this alternative. In addition, this alternative would not meet one of the primary project objectives to consolidate all acute care facilities presently at Sutter Memorial Hospital and Sutter General Hospital into one complex. (DEIR, p. 8-6.)

Close SMH and Relocate Services to SGH or throughout the Region: The option of closing SMH and relocating all of the hospital services to SGH or to other Sutter facilities throughout the region was also considered. However, it was determined that SGH was not large enough to absorb the critical hospital functions required. Distributing these services/functions throughout the region would not assist Sutter in their quest to consolidate these services in one area. This alternative option was considered but dismissed because it was determined to not be feasible. (DEIR, p. 8-6.)

Summary of Alternatives Considered

The DEIR identified the following five potentially feasible alternatives to the Project: No Project/No Action Alternative; Smaller SMF Building Alternative; SMCS Reduced Size Alternative; SMCS Full Parking Supply Alternative; and the SMCS Off-Site Alternative. Each of these alternatives for the SMCS Project is summarized below.

- **SMCS No Project/No Action Alternative**, which assumes that the SMCS Project would not be developed but development could occur on any undeveloped land owned by SMCS within the project area. This alternative assumes uses at Sutter Memorial Hospital (SMH) would not change and the existing Sutter General Hospital (SGH) and Buhler Building would remain, the same as all the other existing structures.
- **Smaller SMF Building Alternative**, assumes the Specialty Care medical office uses (63,400 +/- sf) would not be constructed in the SMF Building thereby reducing the overall size of the building. The medical uses proposed to relocate into the SMF Building would stay where they are currently located.
- **SMCS Reduced Size Alternative**, this alternative assumes the WCC, Energy Center, Housing and Community Parking Structure would be constructed but the SMF Building and Future MOB would not be constructed.
- **SMCS Full Parking Supply Alternative**, this alternative assumes the Community Parking Structure would be larger in order to accommodate the parking demand of the SMCS Project, Trinity Cathedral and the Children's Theatre on-site.
- **SMCS Off-Site Alternative**, this alternative assumes the SMCS Project would be constructed on an approximately 40-acre parcel of land located in North Natomas. Under this alternative the WCC, SGH and the SMF Building would be constructed at this location creating a new medical complex.

Each of the alternatives is described in detail below, followed by an assessment of the alternative's impacts relative to the SMCS Project. The focus of this analysis is the difference between the alternative and the project. For each issue area, the analysis

indicates which mitigation measures would be required of the alternative, and which significant and unavoidable impacts identified as part of the project would be avoided or which significant impacts reduced in severity. In some cases, the analysis indicates what additional mitigation measures, if any, would be required for the alternative being discussed, and what significant and unavoidable impacts would be more (or less) severe. Unless otherwise indicated, the level of significance and required mitigation would be the same for the alternative as for the project and no further statement of the level of significance is made. (DEIR, p. 8-14.)

SMCS Project Alternatives

SMCS No Project/No Action Alternative

Description

Under CEQA, the No Project (No Action) Alternative must consider the effects of foregoing the project. The purpose of analyzing the No Project Alternative is to allow decision makers to compare the impacts of the Proposed Project versus no project. The No Project Alternative describes the environmental conditions that exist at the time the Notice of Preparation (NOP) is published, or if no NOP is published, at the time environmental analysis commences, or well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services (CEQA Guidelines, section 15126.6(e)(2)).

Under the SMCS No Project Alternative the WCC, SMF Building, Community Parking Structure, Energy Center, Housing and Future MOB as well as the Children's Theatre of California would not be constructed. The existing buildings within the SMCS Project area

would remain with no further modifications and SMH would not be closed. Existing medical office uses would remain where they are currently located and would not relocate. However, for the purposes of this analysis it is assumed that any vacant land within the SMCS Project area would be developed consistent with the underlying land use designation and zoning for the site. All of the undeveloped land within the SMCS Project area is owned by SMCS. (DEIR, p. 8-15.)

Undeveloped land within the SMCS Project area includes the $\frac{1}{2}$ to $\frac{3}{4}$ of a block bounded by N Street to the south, Capitol Avenue to the north, 27th Street to the west and 28th Street to the east (location of the proposed Community Parking Structure) and the "green lot" surface parking lot located at the corner of 28th and L Streets (location of the proposed SMF Building). The undeveloped land owned by SMCS is currently being used for surface

parking. Under the City's General Plan land use designations the parcel located between Capitol Avenue and N Street (proposed site of the Community Parking Structure) is designated for High Density Residential and Community/Neighborhood Commercial & Offices. The site is zoned Multi-Family (R-3A-SPD) and General Commercial (C-2). The parcel located at 28th and L Streets is designated for Regional Commercial & Office and is zoned Office Building (OB). Under the City's Zoning Ordinance the maximum density for the R-3A zone is 36 units per acre. Approximately half of the 1.7 acre site is designated for residential uses with the remainder designated for Community/Neighborhood Commercial & Office. Therefore, assuming the maximum density of 36 units/acre a total of up to 42 residential units could be constructed. For the purposes of this analysis based on the land use and zoning an approximately 35-foot tall, 17,000 square foot commercial use could be developed on the remainder of the site. Assuming the current land use and zoning an approximately 35-foot tall 29,750 square foot office building or 21 residential units could be constructed on the parcel located at 28th and L Streets. (DEIR, p. 8-16.)

Comparative Environmental Effects

Under the No Project/No Action Alternative, the existing structures within the SMCS Project area would remain and the area would not be redeveloped with the exception of the existing surface parking area located between N Street and Capitol Avenue, 27th and 28th Streets and the surface parking lot located at the corner of 28th and L Streets. Operations at SGH and the Buhler Building would continue and improvements to those buildings previously anticipated to occur (that are not subject to environmental review) would still happen. The existing St. Luke's Medical Office Building and parking garage, MTI office buildings, House of Furs building, (former) RAS Building, Old Tavern garage and associated office uses, and EAP office building would not be removed. It is assumed that any unoccupied buildings could be occupied with office and/or medical office uses in the future and that the undeveloped parcels could be developed with High Density Residential (multi-family), General Commercial and Office uses. (DEIR, p. 8-16.)

All of the existing buildings proposed for demolition would not be removed, but there could be limited development on the two undeveloped parcels within the project area. It is

assumed any new development would meet the City's existing land use and zoning requirements; therefore, any new building would not exceed the current 35-foot height limitation. From an aesthetics standpoint, there would be very little change in the visual character of the area. However, new office and residential uses could be constructed at the two undeveloped parcels which include the corner of 28th and L Streets and on the site of the proposed Community Parking Structure. These new uses would be limited to a 35-foot height limitation and would be subject to the City's design review process. Construction of any new buildings in this area would contribute to a change in the visual character, but it would not be considered significant. The environment is urban and is designated for development under the City's General Plan. Assuming future development of these sites is consistent with the City's Design Review Board the change in the visual character and aesthetics would not be considered significant, the same as the SMCS Project. If all of the existing buildings were fully occupied, the building occupants' would

generate increased traffic and parking demand when compared to existing conditions, but not on the same scale as the SMCS Project. It is unlikely that traffic generated under this alternative would result in any significant traffic or parking impacts. Under existing conditions there is adequate parking available and the roadway system is not adversely impacted. Under this alternative it is anticipated there would be no significant impacts to intersections, the freeway system, pedestrian, bicycle, transit, or parking associated with development. (DEIR, p. 8-16.)

Air emissions anticipated to occur due to construction of the SMCS Project would be substantially reduced under the No Project Alternative because only two parcels could be developed. Assuming these buildings are built at the same time and on different parcels, peak NO_x levels of 121.75 pounds per day could occur. Emissions associated with project operation would be less than the SMCS Project, as shown in Table 8-3.

Noise associated with project construction would also be significantly reduced under this alternative because construction would be limited to two sites, there would be no building demolition, and no helicopter operations would occur because the new WCC would not be constructed. (DEIR, p. 8-17.)

Because building demolition would not occur, public safety impacts to construction workers and the general public associated with building demolition and the generation of fugitive dust would not be a concern. Increases in stormwater flows and contributions to the City's Combined Sewer System (CSS) would be less than the SMCS Project because overall less development is planned. However, there might be a small increase due to occupying buildings that are currently unoccupied and development of new commercial and housing uses; however, compared to the SMCS Project the contribution to the CSS would be small, as shown in Table 8-3. Any increase in water demand or wastewater services would be less than the SMCS Project and no significant impacts are anticipated to occur. The increase in wastewater flows could result in impacts to existing infrastructure, the same as the SMCS Project. The amount of solid waste that would be generated would be less than the SMCS Project, and would not exceed the City's threshold of 500 tons of solid waste per year (see Table 8-3). (DEIR, p. 8-17.)

Mitigation That Would No Longer Be Required

A majority of the mitigation measures identified under the SMCS Project would no longer be required under the No Project Alternative because development would be limited. However, it is anticipated that if any new construction were to occur on the land currently undeveloped (28th/L Street and Community Block) the following mitigation measures would still be required. Mitigation measures required to mitigate potential impacts associated with the increase in air pollutants (see Mitigation Measures 6.2-2, 6.2-3) and noise (see Mitigation Measure 6.6-1) associated with project construction would still be required. Any potential land disturbance would require compliance with Mitigation Measures 6.3-1 and

6.3-2 to ensure impacts to any unknown cultural resources are less than significant. Mitigation Measures 6.5-1 and 6.8-1 would still be required to mitigate any contribution to the City's CSS. (DEIR, p. 8-17.)

Significant and Unavoidable Impacts That Would No Longer Occur

It is assumed that project construction could contribute to an increase in NO_x and construction noise resulting in short-term significant and unavoidable impacts. Development of this alternative would not generate more than 500 tons per year of solid waste, nor is it estimated that project operation would contribute to an increase in criteria pollutants resulting in both a project-specific and cumulative significant and unavoidable impact. Therefore, under this alternative only two of the five significant and unavoidable impacts would occur. (DEIR, p. 8-18.)

Relationship of the SMCS No Project Alternative to the Project Objectives

The SMCS No Project Alternative would not meet any of the project objectives identified by SMCS. The SMCS No Project Alternative would not consolidate healthcare facilities, would not expand specialty care services, or provide a new women's and children's center. Therefore, this alternative would be considered infeasible because it would fail to meet any of the identified project objectives. (DEIR, p. 8-18.)

Smaller SMF Building Alternative

Description

Under this alternative, approximately 63,400 +/- sf of Specialty Care medical office uses proposed in the SMF Building would not be constructed thereby reducing the size of the SMF Building. All of the other components of the SMCS Project would not change. The WCC, Housing, Future MOB, Energy Center, and Community Parking Structure as well as the Children's Theatre of California would all be constructed. Under this alternative, the amount of useable medical office space within the SMF Building would be reduced from 131,737 sf to 68,371 sf. Two levels of parking would be provided below-grade with two levels of medical office space located above grade. The building design would not change with the exception of a smaller structure. A total of 90 parking spaces and the Energy Center would still be included below-grade. Due to the reduction in medical office space, the demand for parking would be reduced by approximately 224 spaces. (DEIR, p. 8-18.)

Under the SMCS Project, the medical office uses to be re-located in the SMF Building would come from medical offices currently located in the Fort Sutter and Alhambra medical

buildings, as well as from SMH. By reducing the SMF Building by approximately 63,400 +/- sf of specialty care medical office space, the uses proposed to be re-located would remain where they are currently located. In essence, there would be no change relative to existing conditions for these components of the project. (DEIR, p. 8-18.)

Comparative Environmental Effects

Under the Smaller SMF Building Alternative approximately 63,400 sf of Specialty Care services would not be constructed. The specialty care medical office uses proposed in the SMF Building would not relocate from either the Fort Sutter or Alhambra medical office buildings; therefore, those medical office uses in SMH proposed to relocate into the vacant space to be created in the Fort Sutter Building and the Alhambra medical office building would not occur. Those medical uses would stay where they are currently located. The reduction of approximately 63,400 sf of medical space and the need for 224 fewer parking spaces would still however, result in the need to construct the 1,100 space Community Parking Structure. The reduction of 63,400 sf of building space would enable a smaller SMF Building to be constructed by two floors; however, the change in visual character would remain a less-than-significant impact the same as the SMCS Project. Construction of a smaller building on this site would fit into the urban environment essentially the same as a four story structure. Because the surrounding buildings vary in size from two stories to over six stories a two or a four story structure would be consistent with the surrounding buildings. (DEIR, p. 8-19.)

Under this alternative, the amount of construction activity would be similar to what was analyzed under the SMCS Project. However, because the SMF Building would be smaller it is assumed impacts associated with an increase in air pollutants and noise associated with project construction would be similar to what was analyzed for the project; although, slightly less severe, as shown in Table 8-4. Impacts to cultural resources would essentially be the same as the SMCS Project because the same area would be disturbed and/or excavated. The same would be true for hazards and public safety. Because the number of buildings to be demolished would not change under this alternative, the impacts would be the same as what was analyzed for the SMCS Project. The same is true for the increase in stormwater flows and potential impacts to the City's CSS. The reduction in size of the SMF Building would result in the same impacts to hydrology and water quality as

analyzed under the SMCS Project. Because the SMF Building would be smaller there would be a reduction in the number of vehicle trips accessing the project area. This alternative would generate 157 fewer a.m. peak hour trips and 236 fewer p.m. peak hour trips. The impacts on intersections and freeways would also be less than significant, the same as the project. Due the reduction in building size, fewer parking spaces would be required. A total of approximately 224 fewer spaces would be needed. However, even with this reduction in parking demand, there still could be a parking deficit of approximately 313 spaces for the project and 373 spaces for Trinity Cathedral and the Children's Theatre combined that would require mitigation. There would be no adverse impacts to bicycle, transit or pedestrian facilities, the same as the project. (DEIR, p. 8-19.)

The amount of water required for the project would be similar under this alternative as what was analyzed under the SMCS Project, shown in Table 8-4. Due to the reduction in size of

the SMF Building the total demand for water would be slightly less. The same is true for the increase in wastewater, as shown in Table 8-4. Overall, the amount of wastewater generated by the Smaller SMF Building alternative would be very similar to the SMCS Project, but slightly less severe. The amount of solid waste generated by this alternative would be very similar to the SMCS Project and would trigger the 500 pound threshold of significance, as shown in Table 8-4. (DEIR, p. 8-19.)

Mitigation That Would No Longer Be Required

All of the mitigation measures identified under the SMCS Project would also still be required for this alternative because essentially the same project would be constructed in the same location as what was analyzed under the SMCS Project. Even though the project is slightly smaller, it would still require excavation that would disturb the soil and could impact unknown cultural resources; generate air pollutants and noise associated with project construction and building demolition; and generate an increase in parking demand. (DEIR, p. 8-20.)

Significant and Unavoidable Impacts That Would No Longer Occur

It is anticipated that the same significant and unavoidable impacts associated with project construction activities and the increase in solid waste identified under the SMCS Project would still occur under the Smaller SMF Building Alternative. The significant and unavoidable cumulative impacts also would occur. (DEIR, p. 8-20.)

Relationship of the Smaller SMF Building Alternative to the Project Objectives

The Smaller SMF Building Alternative would fail to achieve the project applicant's primary project objective of consolidating all acute care facilities at SMH and SGH, as well as other disparate facilities into one health complex. By reducing the size of the SMF Building some

of the medical office uses to be re-located in the SMF Building from medical offices currently located in the Fort Sutter and Alhambra medical buildings, as well as from SMH would not occur. The uses proposed to be relocated would remain where they are currently located. In essence, there would be no change relative to existing conditions for these components of the project. Not allowing these medical office uses to be relocated from SMH, and the Fort Sutter and Alhambra medical office buildings would not meet the primary objective of consolidating disparate health care functions into one complex. Therefore, the Smaller SMF Alternative fails to meet SMCS's most important objective for the project. (DEIR, p. 8-20.)

SMCS Reduced Size Alternative

Description

Under the SMCS Reduced Size Alternative, the WCC, Energy Center, Housing, and Community Parking Structure as well as the Children's Theatre of California would be constructed as currently proposed; however, the SMF Building and the Future MOB (St. Luke's MOB) would not be constructed. Under this alternative, the existing St. Luke's MOB would remain and would not be occupied and the entire SMF Building would not be constructed. The other existing uses on the site would remain. The elimination of the SMF Building and the Future MOB would reduce parking demand by approximately 540 spaces; therefore, the Community Parking Structure would be reduced to six floors above grade with one floor below grade. A total of approximately 417 spaces would no longer be required for the SMF Building and 124 spaces would no longer be required for the Future MOB. (DEIR, p. 8-20.)

As discussed in the Smaller SMF Building Alternative, the medical offices proposed to relocate to the SMF Building under the SMCS Project would come from the Fort Sutter and Alhambra medical buildings, as well as from SMH. Not constructing the SMF Building or the Future MOB would therefore eliminate the relocation of any medical office uses to the SMCS medical complex. All of the medical uses would remain where they are currently and there would be no change relative to existing conditions. (DEIR, p. 8-20.)

Comparative Environmental Effects

Under the Reduced Size Alternative, all of the components of the project would be constructed with the exception of the SMF Building and the Future MOB. A total of approximately 540 parking spaces would no longer be required and the Community Parking Structure would be a total of six stories above grade versus seven stories. The visual impacts of the project would essentially be the same as what was analyzed for the

SMCS Project. The change in visual character would remain less than significant. Impacts caused by construction activities, including an increase in air pollutants and noise from construction equipment, would essentially be the same as the SMCS Project; however, slightly less severe because two buildings would not be constructed and some buildings would not be demolished. Table 8-5 indicates emissions associated with project construction attributed to the Reduced Size Alternative prior to mitigation. Under the Reduced Size Alternative there would be no impacts associated with project construction. Impacts due to project excavation and land disturbance which include impacts to cultural resources would be similar to those presented for the SMCS Project because for all practical purposes a majority of the site would be developed. (DEIR, p. 8-21.)

Under the Reduced Size Alternative, impacts associated with building demolition activities and the potential for hazards to be present on the site would still occur because a number of buildings would be demolished under this alternative. In addition, because the WCC

would be constructed it is assumed helicopter operations would still continue contributing to an increase in noise associated with helicopter operations. Impacts to hydrology and water quality would also be very similar to the SMCS Project. Although two buildings would not be constructed the overall amount of impervious surface area would not change much relative to existing conditions. The total amount of stormwater runoff would be very similar to what was analyzed under the SMCS Project. The potential for the project to exceed or adversely impact the City's CSS would be similar to the SMCS Project, as shown in Table 8-5. The amount of water and wastewater generated under this alternative would be less than the project. (DEIR, p. 8-21.)

Under this alternative there would be a reduction in vehicle trips which would generate 363 fewer peak hour a.m. trips and 521 fewer p.m. peak hour trips. Similar, to the project impacts to intersections and freeway segments would be less than significant. In addition, a total of approximately 540 parking spaces would no longer be required. This would enable a reduction in size of the Community Parking Structure to six stories above grade. The parking demand associated with this alternative would be accommodated by the parking provided by the project. There would be a parking shortfall of approximately 146 spaces associated with Trinity Cathedral and the Children's Theatre. Based on the proposed and available parking it is assumed there still could be a deficit in available on-site parking to meet the parking demand of this alternative. Impacts to pedestrian, bicycle and transit systems would remain less than significant, the same as the project. (DEIR, pp. 8-21 – 8-22.)

Mitigation That Would No Longer Be Required

Under the Reduced Size Alternative, all of the mitigation measures identified under the SMCS Project would still be required because essentially the entire project area would be developed. Overall, the severity of the impacts identified would be less than the project because a smaller project would be constructed. However, there still could be a parking shortfall under this alternative that would need to be mitigated. (DEIR, p. 8-22.)

Significant and Unavoidable Impacts That Would No Longer Occur

Under the Reduced Size Alternative, all of the project-specific and cumulative significant and unavoidable impacts identified for the SMCS Project associated with project construction and operation would still occur. (DEIR, p. 8-22.)

Relationship of the SMCS Reduced Size Alternative to the Project Objectives

The SMCS Reduced Size Alternative, similar to the Smaller SMF Building Alternative would fail to achieve the project applicant's primary project objective of consolidating all acute

care facilities from SMH and SGH, as well as other disparate facilities, into one medical complex. By eliminating the SMF Building and the Future MOB, the medical office uses to be relocated into the SMF Building would not occur. The uses proposed to be relocated would remain where they are currently located in either the Fort Sutter or Alhambra medical office buildings or SMH. If these medical office uses are not relocated this alternative would not meet the primary objective of consolidating all health care functions into one complex. Therefore, the SMCS Reduced Size Alternative fails to meet the project applicant's most important objective for the project. (DEIR, p. 8-22.) The alternative also fails to avoid or substantially reduce most of the significant and unavoidable impacts that would result from the project, and a reduced site project could not justify or support the substantial cost needed to provide the necessary infrastructure for the project.

SMCS Full Parking Supply Alternative

Under the SMCS Full Parking Supply Alternative, the Community Parking Structure would be redesigned to accommodate the maximum calculated midday parking demand associated with the SMCS Project, Trinity Cathedral Project, and the future Children's Theatre. As discussed in the Transportation section, Section 6.7, the parking shortfall estimated for the SMCS Project is approximately 537 spaces, combined with the parking needs of Trinity Cathedral (25 midday spaces) the parking shortfall increases to 562 spaces, adding the Children's Theatre the full midday parking demand shortfall increases to 686 spaces. Under this alternative the Community Parking Structure would be expanded and redesigned to accommodate up to

approximately 1,685 spaces in a ten-story above-grade structure. The redesign could necessitate removal of the proposed 9,000 sf of retail uses proposed along N Street because a larger building floor plate may be required to accommodate a taller structure. A 1,685 space structure assumes approximately 85 percent occupancy. This alternative also does not assume the project would include the additional TSM/Parking Demand Management Program Elements. This alternative does assume compliance with the City-required TSM Plan, but the additional program elements would not be required. Under this alternative other components of the SMCS Project would not change, the only component that would change would be the expansion and redesign of the parking structure. (DEIR, p. 8-23.)

Comparative Environmental Effects

Under the SMCS Full Parking Supply Alternative, all of the project components would be constructed with the exception of the expanded and redesigned Community Parking Structure. The parking structure would be one story below-grade and ten stories above-grade to accommodate a total of approximately 1,685 parking spaces; this would be an increase of three stories compared to the current design of one story below-grade with seven stories above-grade. All of the impacts addressed in Chapter 6 associated with the other project components including construction and operation (i.e., SMF Building, WCC, housing, etc) would not change under this alternative. The reader is referred to Chapter 6 for a full discussion of impacts associated with other project components. (DEIR, p. 8-23.)

Under this alternative, the increased height and mass of the expanded and redesigned parking Community Parking Structure would be out-of-scale with the adjacent structures and surrounding neighborhood. The expanded building would cast shadows on adjacent sidewalks, storefronts and other uses for longer periods of time than the SMCS Project. Although there are other noticeably tall buildings in the vicinity including the seven-story Buhler Building, five-story Sutter General Hospital, and the seven-story senior apartment building on Capitol Avenue, because the buildings immediately adjacent to the project site primarily include one and two-story structures a ten-story structure would appear to be out-of-scale with the adjacent uses. However, in the central business district/midtown area the City uses a different threshold to determine the significance of visual impacts and may not find the presence of a ten-story building an aesthetic impact. (DEIR, p. 8-23.)

Increasing the amount of parking in the Community Parking Structure would tend to concentrate of traffic flow in and around the parking structure, increasing the potential for congestion and other related impacts. However, the analysis of traffic, included in Section 6.7, assumed adequate parking was available to serve the project assuming compliance with the TSM Monitoring Program; therefore, under this alternative constructing a larger structure to accommodate the potential parking shortfall should not change the results of the traffic analysis. Traffic volumes under this alternative would not be reduced compared to the SMCS Project. However, the total amount of available parking would be increased under this alternative. (DEIR, p. 8-23.)

The maximum practical height of a parking garage is normally seven or eight levels. A taller structure results in increased vehicle circulation on the lower levels as people are looking for spaces in the lower floors. A taller structure could be designed with express ramps that lead vehicles up to the higher floors without having to circulate through all the lower floors. However, this design would require a larger building footprint to construct and may not be feasible in the current location. An increase in vehicles circulating around the structure could contribute to an increase in localized air pollutants as a result of more vehicles queuing to enter or exit the structure or circulating on streets in the vicinity of the parking structure. In addition, construction of a taller parking structure would contribute more air emissions of ROG and NO_x associated with a longer construction schedule. In addition, the concentration of vehicles in this area could also contribute to an increase in

traffic noise and an increase in pedestrian/bicycle and vehicle conflicts and other safety issues. (DEIR, p. 8-23.)

Mitigation that Would No Longer Be Required

Under the SMCS Full Parking Supply Alternative, since all of the other project components are remaining unchanged, the same mitigation measures identified under the SMCS Project would still be required under this alternative. All of the mitigation measures identified under the SMCS Project would be required with the exception of mitigation identified to address the parking shortfall (Mitigation Measure 6.7-1). (DEIR, p. 8-24.)

It is conceivable that additional mitigation could be required to address potential impacts associated with an increase in vehicles in the area and pedestrian/bicycle and vehicle conflicts. (DEIR, p. 8-24.)

Significant and Unavoidable Impacts that Would No Longer Occur

Under the SMCS Full Parking Supply Alternative the only significant and unavoidable impact that would no longer occur would be the potentially significant and unavoidable impact identified for the parking shortfall. Because this alternative meets the parking demand associated with the project the impact would be less than significant. (DEIR, p. 8-24.)

It is not anticipated that this alternative would create any new significant and unavoidable impacts. (DEIR, p. 8-24.)

Relationship of the SMCS Full Parking Supply Alternative to the Project Objectives

The SMCS Full Parking Supply Alternative is similar to the SMCS Project and would essentially not change the primary SMCS Project components. However, this alternative would fail to achieve all of the project applicant's project objectives by not

designing a project that is environmentally sensitive and includes an aggressive TSM program, and places the most intense project uses away from residential areas. In addition, this alternative would not fully meet the intent of the second objective which states a desire to design a project that complements the residential aspect of the surrounding neighborhood. Therefore, the SMCS Full Parking Supply Alternative fails to meet a majority of the project objectives and is therefore infeasible. (DEIR, p. 8-24.)

Section 15126.6(f)(1) of the CEQA Guidelines defines feasible as taking into account "site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries". In the spirit of full disclosure this alternative was presented in the EIR to address the parking shortfall identified. However, the question of is this alternative even deemed feasible is raised due to 1) affordability and 2) technical feasibility. SMCS has indicated that to construct a parking structure of this size would not be economically viable for the project. In addition, the technical feasibility of constructing a ten-story parking structure on this project site has not been determined. Therefore, at this time it is not known if this project alternative would even be considered a feasible alternative; however, it was presented in the spirit of full disclosure. (DEIR, p. 8-24.)

Under the SMCS Off-Site Alternative, the WCC, SMF Building and SGH would be constructed on an approximately 40-acre parcel of land located in North Natomas at the intersection of Arena Boulevard and East Commerce Way, east of I-5, as shown in Figure 8-6. The parcel is currently zoned EC 50, which would allow a hospital use. Under this alternative, the Housing, Future MOB and Community Parking Structure, as well as the Children's Theater of California would not be project components. However, if a new medical complex were to be constructed in a different location the existing SGH facility located in midtown Sacramento as well as SMH would be closed and a new hospital building constructed along with the WCC and the SMF Building in this new location. It would not be practical to maintain SGH in its current location; therefore, SGH would be closed and the building more than likely sold. This new medical complex would include a combination of surface and structured parking and it is anticipated a new Energy Center would also be constructed to serve the buildings. (DEIR, p. 8-25.)

This alternative assumes an approximately 400,000 sf new hospital would be constructed along with an approximately 398,000 sf WCC (including a helistop) and a 150,000 sf medical office building at this new location. An approximately 24,000 sf Energy Center would also be constructed to provide the heating and cooling needs of the new complex. It is assumed parking would be provided in a mix of surface parking and parking structures. (DEIR, p. 8-25.)

The project site is currently undeveloped and does not contain any buildings or structures. The site has previously been used for agricultural operations. No paved roads exist on the site. (DEIR, p. 8-25.)

Comparative Environmental Effects

Under the SMCS Off-Site Alternative it is assumed Sutter would construct a new medical complex in North Natomas on a 40-acre parcel of land. Three new buildings would be constructed as well as any required parking structures. Development of the project in this location would result in the creation of new impacts associated with development of raw

land versus development in a developed, urban environment. The project site is located within the North Natomas Community Plan area and is therefore subject to compliance with the Natomas Basin Habitat Conservation Plan (NBHCP). The land is currently designated by the State Farmland Mapping and Monitoring Program as a combination of Farmland of Local Importance and other lands. The introduction of development on this parcel would change the visual character of the area relative to existing conditions. However, this portion of the city is planned and zoned for development and is adjacent to existing development to the north, east and west. It is not anticipated that development of this site would contribute to any significant visual impacts. The site would be visible to motorists along I-5 so there could be impacts associated with light and glare that would need to be mitigated. Project construction would contribute to an increase in air emissions associated with grading activities and construction equipment. It is anticipated that PM₁₀ associated with grading activities would be increased compared to the SMCS Project because a much

larger site is being disturbed in an undeveloped area. In addition, no paved roads currently exist on the site so it is assumed additional dust would be created due to construction equipment accessing the site. As with the project it is assumed emissions associated with the increase in NO_x attributed to construction equipment could be reduced to less-than-significant levels through mitigation. Operational emissions associated with project operation are assumed to be very similar to what was analyzed as part of the SMCS Project, as shown in Table 8-6. Construction noise would be a short-term effect of the project yet due to its location it is not anticipated to disturb any sensitive receptors. The closest residential areas are located approximately 1,800 feet to the southwest across I-5. Because an undeveloped site would be disturbed it is assumed there could be adverse impacts to any known or unknown subsurface resources that may exist on the site, the same as the SMCS Project. No surface historic resources exist; therefore, this would not be an issue in this location. It is assumed the impact to any subsurface resources would be the same as the project. (DEIR, pp. 8-25 – 8-26.)

The potential for the project in this location to contribute to impacts associated with the transport, handling or storage of hazardous materials is considered the same as what was analyzed under the SMCS Project. However, because the project site is undeveloped a Phase 1 environmental site assessment (ESA) would need to be prepared to analyze any potential hazards that may be present on the site. The new hospital and medical office buildings would be required to comply with stringent federal and state requirements pertaining to the proposed handling, storage and disposal of any hazardous materials. In addition, because no buildings would need to be demolished there would not be any potential safety impacts to construction workers or the public. The WCC would also include a helistop, the same as the project, which would result in an increase in noise associated with helicopter operations. However, because the site is located adjacent to I-5 and not in close proximity to any residences it is not assumed that helicopter noise would create any significant, unmitigable impacts. The project site is not located within a floodplain; however, because it is located in an undeveloped area in the city existing storm drain, water and sewer infrastructure as well as roadways do not exist. Therefore, the project would require construction of on-site storm drain, water and sewer facilities as well as roads to accommodate the project. It is assumed the project would tie into the City's existing storm drain, water and sewer infrastructure located to the east of the project site in the newly developed area. There would be no impacts to the City's CSS because this site is not served by a combined system. However, there could be impacts associated with

increased runoff and stormwater flows because a majority of the project site would be developed with impervious surface area. There is the potential that existing utility infrastructure would not be adequate to serve the demand of the project and would need to be replaced. However, that is not likely because the site is located in a portion of the City that has been planned for future development including sizing of necessary infrastructure. (DEIR, p. 8-27.)

As mentioned above, the project site is undeveloped and does not contain any roads or utility infrastructure. Access to the project site would be via the existing off-ramp from I-5 into Arena Boulevard. Access to the site could be via Arena Boulevard or East Commerce Way. It is assumed a similar number of vehicle trips would be generated under this alternative. Although the specific number of trips would depend on the mode choices made by employees, patients, and visitors to the site. It is assumed the additional traffic

associated with the project would contribute a number of new trips along this section of I-5 and along Arena Boulevard. This could contribute to additional impacts to the freeway and some of the surrounding streets and intersections. This area is newly developing and not much development exists in the area currently; therefore, it is assumed the increase in trips would not result in any significant and unavoidable impacts. However, without quantified data it is difficult to assess the extent of the impacts. Under this alternative it is assumed adequate parking could be provided to meet the needs of the hospital and medical office buildings through a combination of surface and structured parking. However, because this site is not as centrally located and near transit facilities it is assumed fewer people would have the ability to use alternate transportation modes and that more single occupant vehicle trips would be generated compared to the SMCS Project. (DEIR, pp. 8-27 – 8-28.)

Mitigation That Would No Longer Be Required

Under this alternative a majority of the mitigation identified for the project would still be required for this alternative. However, since this area is not located within the City's CSS there would be no impacts to the CSS. In addition, since no buildings would need to be demolished, mitigation measures identified in the hazards section would no longer be required. The same mitigation measures identified for air quality and noise associated with project construction and operation would still be required. It is assumed any mitigation required for parking would not be required under this alternative because adequate surface and structure parking would be provided to meet the needs of the hospital and medical office space. (DEIR, p. 8-28.)

Significant and Unavoidable Impacts That Would No Longer Occur

The project-specific and cumulative impacts identified under the SMCS Project would be the same for this alternative. The short-term project-specific impact identified for the Children's Theatre associated with construction noise would not occur under this alternative because the Children's Theatre would not be constructed in this location. (DEIR, p. 8-28.)

Relationship of the SMCS Off-Site Alternative to the Project Objectives

Although the SMCS Off-Site Alternative would meet some of the project objectives because it would consolidate functions, it would not consolidate functions in a central location that would complement the midtown neighborhood. Relocation of the SMCS facilities to the Natomas area would eliminate the opportunity for the creation of compatible uses that would complement the cultural, business, residential, historic, and religious aspects of the surrounding neighborhood. In addition, by locating the medical complex in North Natomas there is no opportunity to create a unique partnership with the Children's Theatre of California to benefit patients and the community. Further, relocation of the SMCS facilities would substantially reduce the opportunities for increased use of alternative modes of transportation due to the presence of fewer transit and transportation options and increased distance from the center of the region. Therefore, although this alternative could

meet some of the project applicant's internal programmatic objectives, it fails to meet all of the objectives; specifically, the primary objective of consolidating uses in a way to complement and support the midtown neighborhood. (DEIR, p. 8-28.)

SMCS Environmentally Superior Alternative

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. Section 15126.6(e) of the CEQA Guidelines requires that an environmentally superior alternative be designated and states that "if the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."

For the SMCS Project the environmentally superior alternative would be the No Project/No Action Alternative due to the limited environmental impacts associated with this alternative. However, the SMCS No Project/No Action Alternative does not achieve any of the project's objectives. A SMCS No Project/No Action Alternative could be designed such that it reduces most of the unavoidable impacts of the project (except construction noise). According to the CEQA Guidelines, if the No Project alternative is the environmentally superior alternative the EIR shall also identify another environmentally superior alternative.

The SMCS Reduced Size Alternative would be considered the next viable environmentally superior alternative because a majority of the impacts identified for the project could be avoided or substantially reduced because a smaller project would be developed. This alternative, however, does not meet the primary project objective of consolidating all health care functions into one complex. Nevertheless, the SMCS Reduced Size Alternative would be considered the environmentally superior project alternative. (DEIR, p. 8-29.) Although environmentally superior, this alternative fails to avoid or reduce most of the significant and unavoidable impacts that would result from the project, and a reduced size project could not justify or support the substantial cost needed to provide the necessary infrastructure for the project.

C. STATEMENT OF OVERRIDING CONSIDERATIONS .

As set forth in the preceding sections, the City's approval of the SMCS Project will result in significant adverse environmental impacts that cannot be avoided even with the adoption of all feasible mitigation measures. Despite the occurrence of these impacts, however, the City chooses to approve the Project, as mitigated, because, in its view, the economic, social, and other benefits that the Project will produce will render the significant effects acceptable.

The following statement identifies why, in the City's judgment, the benefits of the Project as approved outweigh its unavoidable significant effects. Any one of these reasons is sufficient to justify approval of the Project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the City would stand by its

determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this section, and into the documents found in the Record of Proceedings, as defined above.

The City finds that each impact previously identified and briefly explained above is acceptable because mitigation measures have been required to reduce these impacts to the extent feasible, and on balancing the benefits to be realized by approval of the Project against the remaining environmental risks, the following economic, social, and other considerations outweigh the impacts and support approval of the Project:

First, the Project would provide new and expanded medical health services, technologies, and buildings to increase capacity for quality specialized care.

The Project is planned as an accessible and innovative healing arts facility for the citizens of Sacramento, as well as the region, within an urban setting. (DEIR, pp. 2-1; 2-5.) The SMCS project recognizes that the region's growing population will require specialized and accessible health facilities. (DEIR, p. 2-5.) As such, the Project would consolidate all acute care facilities run by SMCS into a single, fully integrated medical complex, offering the latest treatment in adult care and enhance a growing array of leading medical procedures. The consolidation of the acute care facilities into one health care complex will provide efficient, cost-effective delivery of health care treatment. (DEIR, pp. 2-1 and 2-9.)]

Moreover, the Project will comply with the requirements set forth in California law (SB 1953), which seeks to ensure the highest level of structural safety for hospital buildings. (DEIR, p. 2-10.)

Second, the Project would enrich the downtown area.

The adoption and implementation of the SMCS Project will provide a mix of housing, medical, and commercial opportunities adjacent to the City's core, the Project helps limit potential sprawl and enriches the downtown environment. (DEIR, p. 2-33.)

Third, the Project would provide a mixed-use community, including medical, retail, and housing.

The Project is envisioned as the hub of an "urban village" in Midtown's Sutter District. The SMCS Project would promote community involvement and neighborhood-building by including a community theatre, housing, and neighborhood-serving retail. (DEIR, p. 2-9.) The Project is designed to complement neighborhood features, including places of worship, historic and cultural sites, a new live theatre, residential development and commercial activity, including restaurants, retail and office uses. (DEIR, p. 2-5.)

Fourth, the Project would provide new jobs.

Development of the WCC and the SMF Building would increase economic activity in Midtown Sacramento. (DEIR, p. 2-49.)

The Project is also expected to create a number of secondary jobs, as implementation of the Project will require a large number of construction jobs for the development and modification of buildings, housing, commercial structures, and associated infrastructure (ie., roads, water and sewer lines). Such jobs will provide income and work experience for City residents and other workers and their families.

Fifth, the Project would provide fiscal benefits from taxes generated by the commercial portions related to the project.

The creation of temporary construction jobs and permanent jobs will create a financial benefit to the City, along with the increase in property taxes and local sales tax from the purchase of goods and services within the community.

The Project will also generate other revenues to the City through the payment of development impact fees. These monies will benefit the City and other governmental agencies, and their residents and constituencies, by providing needed revenue for the provision of required services and amenities. Further, the SMCS Project will enable SMCS to remain a part of the midtown community, and will thus contribute to the ongoing economic revitalization of the area.

Sixth, the Project would provide additional parking and pedestrian access.

The SMCS Project would provide a Community Parking Structure that would provide parking for staff and patients of the new medical center complex, restaurant patrons, retail customers, and future patrons of the theatre facilities, as well as other businesses in the neighborhood and persons attending neighborhood churches or nearby cultural attractions. (DEIR, pp. 2-2-10.) Moreover, the SMCS Project would increase the overall parking supply by 890 off-street spaces, from 1,847 off-street spaces to 2,792 off-street spaces. (DEIR, p. 6.7-26; FEIR, p. 2-4.) To reduce any potential for a future parking shortfall, the Project includes a Parking Management Program and TSM Plan to ensure that parking supply is available to meet parking demands of the project. (DEIR, pp. 2-46 – 2-49.) Additionally, the Community Parking Structure is the first project component to be constructed, which would ensure adequate parking is available as the new uses are developed. (DEIR, p. 6.7-47.)

The Project would provide a Spanning Structure to connect the WCC to the SGH to allow the two separate buildings to function as a single integrated hospital. Additionally, a short pedestrian bridge would connect the existing Buhler Building with the WCC. (DEIR, p. 2-21 – 2-22.)

Additionally, the streetscape within the SMCS Project area will be enhanced. Streetscape features could include decorative paving, landscaping, and lighting upgrades, as well as improved way-finding signage and circulation assistance. Pedestrian street level circulation and other improvements are also proposed. (DEIR, p. 2-40.)

Seventh, the Project would be consistent with the City's General Plan Policies and

the Sacramento Central City Community Plan ("CCCP").

As part of this Project, the General Plan would be amended to modify existing land use designations from Regional Commercial Office ("RCO") and High Density Residential ("HDR") to Community Neighborhood Commercial and Office ("CNCO") to support a balanced system of quality medical facilities, consistent with the goals and policies of the General Plan ("General Plan Goal A"). (DEIR, pp. 4-22 - 4-23.)

The Project would also be consistent with the CCCP. As part of this Project, the CCCP would be amended to change Residential/Office ("RO") and Multi-Family Residential ("MF") to General Commercial ("GC") to be consistent with surrounding land uses. (DEIR, p. 4-23.)

Eighth, the Project would provide traffic improvements.

The SMCS Project would complement the existing neighborhood and environment by providing road and intersection improvements to reduce traffic in the surrounding neighborhood and enhance pedestrian safety alongside new housing, retail and cultural amenities to the extent feasible. (DEIR, p. 2-10.)

The Project area is proximate to a light rail station, and thus promotes the use of public transit. The nearest light rail station is the 29th Street Station, located about four blocks south of the Project area. Additionally, a shuttle service is operated by SMCS between Sutter General Hospital and the station for employees, staff, and the general public. (DEIR, pp. 6.7-24; 2-43.)

Ninth, the Project would provide a WCC.

The WCC would feature the highest level of intensive care and maternal and children's health services as well as a life-saving "helistop" atop the hospital building to serve critically sick patients from across Northern California. (DEIR, pp. 2-9 and 2-16.)

Tenth, the Project envisions a live Children's Theatre to give hope and enjoyment to all children, including those frequenting the SMCS due to illness.

The Project's theatre component envisions the future development of the Children's Theatre of California/B Street Theatre within the Project area. The Children's Theatre envisions two separate theatres with a total of 565 seats, putting on a total of 11 plays per year. (DEIR, p. 2-51.) Such new live theatre would be designed to complement neighborhood features and contribute to the overall holistic urban community core.

Section 3. MITIGATION AND MONITORING PROGRAM

Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15091, and in support of its approval of the Project, the City Council adopts the Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring

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Exhibit A: Mitigation Monitoring Plan
Exhibit B: PuriNOx Update

<p align="center">SMCS PROJECT MITIGATION MONITORING PLAN (Includes updates provided at the 11/10/05 Planning Commission Meeting and Revisions based on the 11/20/06 RDEIR Planning Commission)</p>					
Impact	Mitigation Measure	Action	Implementing Party	Monitoring Party	
<p>4-a</p> <p>Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<p><u>SMCS Project</u></p> <p>1. To prevent direct impacts on nesting birds, tree removal shall occur between September 16 and February 28.</p> <p>2. If construction activities occur during the breeding season (approximately March 1 through September 15), the project applicant, in consultation with the CDFG and USFWS, shall conduct a pre-construction, breeding season survey of the specific project site(s) during the same calendar year that construction is planned to begin. The survey shall be constructed by a qualified avian biologist to determine if any birds are nesting on or directly adjacent to the project site.</p> <p>If phased construction procedures are planned, the results of the above survey shall be valid only for the season when it is conducted.</p> <p>A report shall be submitted to the project applicant and the City of Sacramento, following the completion of the nesting survey that includes, at a minimum, the following information:</p> <ul style="list-style-type: none"> • A description of methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited, and persons contacted; and • A map showing the location(s) of any nests observed within the project site. <p>If the above survey does not identify any nesting bird species on the project site, no further mitigation would be required. However, should any active bird nests be found on or within close proximity of the project site, one of the following mitigation measures</p>	<p>Verify schedule of any tree removal or demolition; if within the nesting season demonstrate retention of a qualified avian biologist to conduct appropriate nesting surveys and to consult with CDFG and USFWS if active nests are within the project area; obtain permits if nests cannot be avoided.</p>	<p>SMCS / contractor</p>	<p>Prior to tree removal</p>	<p>City of Sacramento Development Services Department</p>

<p align="center">SMCS PROJECT MITIGATION MONITORING PLAN (Includes updates provided at the 11/10/05 Planning Commission Meeting and Revisions based on the 11/20/06 RDEIR Planning Commission)</p>					
Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>shall be implemented.</p> <p>3. The project applicant, in consultation with CDFG and USFWS, shall avoid all active nest sites within the project area while the nest is occupied with adults and/or young. The occupied nest shall be monitored by a qualified avian biologist to determine when the nest is no longer used. Avoidance shall include the establishment of a non-disturbance buffer zone, to be determined in consultation with CDFG, around the nest site, which will be delineated by highly visible temporary construction fencing.</p> <p>Active nest trees that would not be removed but are in close proximity to construction activities shall be monitored weekly to determine if construction activities were disturbing the adult or young birds, until the birds left the nest.</p> <p>4. If an active nest site can not be avoided and would be destroyed, special permits would be required depending on the bird species.</p> <p>a. For a State-listed bird (i.e., Swainson's hawk), the project applicant shall obtain a Section 2081 permit. Standard mitigation for the loss of an active nest tree generally requires planting 15 trees (a mix of cottonwood, sycamore, and valley oaks) and monitoring the success of the trees for five years with a 55% success rate.</p> <p>b. For any bird covered by the Migratory Bird Treaty Act, the project applicant would consult with the USFWS to determine appropriate mitigation measures.</p>				

SMCS PROJECT				
MITIGATION MONITORING PLAN				
(Includes updates provided at the 11/10/05 Planning Commission Meeting and Revisions based on the 11/20/06 RDEIR Planning Commission)				
Impact	Mitigation Measure	Action	Implementing Party	Timing
<p>4-e Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>	<p><u>SMCS Project</u> 5. The project applicant shall remove and/or protect trees from construction activities in accordance with, but not limited to the recommendations in the Revised Arborist Report. This includes recommendations for tree protection during construction, tree removal, and general recommendations to ensure compliance with the City Tree Ordinance.</p>	<p>Verify that all construction bid documents and contracts include tree protection measures in accordance with, but not limited to, the recommendations in the Revised Arborist Report.</p>	<p>SMCS / contractor</p>	<p>Prior to tree removal, excavation, or construction of project; ongoing during project construction.</p>
DEIR Section 6.1 Aesthetics				
<p>6.1-2 Implementation of the SMCS project could create light or glare that could affect adjacent properties</p>	<p>(SMCS/Theatre) 6.1-2 (a) The configuration of exterior light fixtures shall emphasize close spacing and lower intensity light that is directed downward in order to minimize glare on adjacent uses. (b) Highly reflective mirrored glass or metal walls shall be avoided as a primary building material for facades. (SMCS) (c) To the extent feasible, the proposed illuminated skyline light on the west side of the WCC Building shall be set back to a position where it is not visible from Sutter's Fort.</p>	<p>SMCS shall design lighting system to avoid lighting of adjacent properties; include exterior building materials that minimize potential for glare. Ensure the sign on the west side of the WCC Building is not visible from Sutter's Fort.</p>	<p>SMCS SMCS</p>	<p>Prior to approval of final development plans and specifications. Prior to approval of final development plans and specifications.</p>
			<p>City of Sacramento Building Division</p>	<p>City of Sacramento Building Division</p>

<p align="center">SMCS PROJECT MITIGATION MONITORING PLAN (Includes updates provided at the 11/10/05 Planning Commission Meeting and Revisions based on the 11/20/06 RDEIR Planning Commission)</p>				
Impact	Mitigation Measure (SMCS/Theatre)	Action	Implementing Party	Monitoring Party
6.2-1 Increase in fugitive dust from demolition of existing buildings.	6.2-1 (a) The project applicant shall require in all construction contracts that the demolition contractors will ensure that all exterior surfaces of buildings are wetted during building demolition activities. The material from any building demolition shall be completely wetted during any period when the material is being disturbed, such as during the removal from the construction site.	Verify that all construction bid documents and contracts include demolition activity measures; periodic field inspections during construction.	SMCS / contractor	City of Sacramento Building Division / City of Sacramento Building Inspector
	(b) All piles of demolished material shall be wetted and covered until they are removed from the site. (c) Maintain two feet of freeboard space on haul trucks. (d) All operations shall expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry brushes is expressly prohibited except where preceded by sufficient water or chemical stabilizer/suppressant). (e) Wheel washers for exiting trucks shall be installed, or all trucks and equipment leaving the site shall be washed off. (f) All trucks removing demolition debris or excavated soil from the site(s) shall be wetted and covered. (g) SMCS or contractor shall ensure that buildings are demolished in succession, and that no buildings are demolished simultaneously.			

<p align="center">SMCS PROJECT</p> <p align="center">MITIGATION MONITORING PLAN</p> <p align="center">(Includes updates provided at the 11/10/05 Planning Commission Meeting and Revisions based on the 11/20/06 RDEIR Planning Commission)</p>					
Impact	Mitigation Measure	Action	Implementing Party	Monitoring Party	
<p>6.2-2</p> <p>Fugitive dust during grading of construction site(s).</p>	<p>(SMCS/Theatre)</p> <p>6.2-2</p> <p>The following measures are required by the SMAQMD for level one mitigation and shall be implemented during grading at all project sites:</p> <p>(a) Watering shall occur twice a day, <u>or more frequently as necessary to control dust.</u></p> <p>(b) Maintain two feet of freeboard space on haul trucks.</p> <p>In addition, the following measures shall be implemented to further reduce the PM₁₀ impact during construction activity:</p> <p>(c) All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry brushes is expressly prohibited except where preceded or accompanied by sufficient water or chemical stabilizer/suppressant.)</p> <p>(d) Wheel washers for all exiting trucks shall be installed, or all trucks and equipment leaving the site shall be washed off.</p> <p>(e) Excavation and grading activity shall be suspended when winds exceed 20 mph.</p> <p>(f) All trucks removing demolition debris or excavated soil from the site(s) shall be wetted and covered.</p>	<p>Verify that all construction bid documents and contracts include construction practices recommended by the SMAQMD; periodic field inspections during construction.</p>	<p>SMCS / contractor</p>	<p>Prior to issuance of a grading or building permit; on-going during construction.</p>	<p>City of Sacramento Building Division / City of Sacramento Building Inspector</p>

<p align="center">SMCS PROJECT MITIGATION MONITORING PLAN (Includes updates provided at the 11/10/05 Planning Commission Meeting and Revisions based on the 11/20/06 RDEIR Planning Commission)</p>					
Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
6.2-3 Increase in NO _x emissions generated by construction equipment.	<p>(SMCS) 6.2-3 The following measures shall be incorporated into construction practices, as recommended by the SMAQMD:</p> <p>(a) The project applicant shall require the project developer or contractor to provide a plan for approval by SMAQMD demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet average 20 percent NO_x reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction.</p> <p>(b) The project applicant shall require the project developer or contractor to submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used in an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. 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. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline, including start date and name and phone number of the project manager and on-site foreman.</p>	<p>Verify that all construction bid documents and construction practices recommended by the SMAQMD; periodic field inspections during construction.</p>	<p>SMCS / contractor</p>	<p>Prior to issuance of a grading or building permit; on-going during construction.</p>	<p>City of Sacramento Building Division / City of Sacramento Building Inspector</p>

<p align="center">SMCS PROJECT</p> <p align="center">MITIGATION MONITORING PLAN</p> <p align="center">(Includes updates provided at the 11/10/05 Planning Commission Meeting and Revisions based on the 11/20/06 RDEIR Planning Commission)</p>					
Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>(c) The project applicant shall require the project developer or contractor to ensure that emissions from all off-road diesel powered equipment used on the project site do 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 SMAQMD shall be notified within 48 hours of identification of non-compliant equipment.</p> <p>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.</p> <p>In addition to the above, the following NO_x reducing measures shall be incorporated in all construction contracts:</p> <p>(d) Construction equipment shall be kept in optimum running condition at all times.</p> <p>(e) When appropriate-if required, use alternative-fueled (such as aqueous fuel) and/or catalyst-equipped diesel construction equipment.</p> <p>(f) If any diesel-fueled generators are used during construction, one shall be replaced with a propane fueled gen-set. The project applicant or contractor shall coordinate with SMAQMD to ensure this is implemented.</p> <p>(g) Catalytic converters shall be installed on gasoline-powered equipment, if feasible.</p>				

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Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
6.2-4 Generation of ROG and	<p>(h) New technologies to control ozone precursor emissions shall be utilized as they become available and feasible are required by the <u>SMAQMD</u>.</p> <p>(i) <u>During the peak construction period, the amount of construction equipment in use on the project site at any one time shall be limited to the following pieces, or equipment that would produce equivalent emissions:</u></p> <ul style="list-style-type: none"> • <u>four concrete pumps;</u> • <u>one tract/tower crane;</u> • <u>seven small hydraulic cranes;</u> • <u>thirteen welding machines;</u> • <u>four boom lifts;</u> • <u>six forklifts.</u> <p><u>The construction site manager shall ensure the construction equipment is consistent with what is listed above, or that any equipment substitution does not exceed equivalent emissions.</u></p> <p>(j) <u>The project applicant shall require that the construction contractor retain a construction site manager. The construction site manager shall verify that all truck idling is limited to two minutes for delivery trucks, dump trucks and other construction equipment. The construction site manager shall also verify that engines are properly maintained and the amount of equipment operating during Spring 2007 does not exceed what is listed in Mitigation Measure 6.2-3(i).</u></p>	<p>Verify that all construction contracts include SMAQMD-approved</p>	<p>SMCS</p>	<p>Prior to issuance of a building permit; on-going during</p>	<p>City of Sacramento Building</p>

<p align="center">SMCS PROJECT</p> <p align="center">MITIGATION MONITORING PLAN</p> <p align="center">(Includes updates provided at the 11/10/05 Planning Commission Meeting and Revisions based on the 11/20/06 RDEIR Planning Commission)</p>				
Impact	Mitigation Measure	Action	Implementing Party	Monitoring Party
NOx (criteria pollutants) associated with project operation.	<p>6.2-4</p> <p>After approval by the SMAQMD, SMCS shall institute the following measures:</p> <p>(a) Exceed Title 24 energy standards for cooling energy by 25% at non-residential buildings. (1 point)</p> <p>(b) To the extent that loading docks are incorporated into the project, equip all truck loading and unloading docks with one 110/208 volt power outlet for every two dock doors. Diesel trucks shall be prohibited from idling more than five minutes and shall be required to connect to the 110/208 bolt power to run any auxiliary equipment. Signage addressing these requirements shall be provided at the loading docks. (1 point)</p> <p>(c) SMCS shall enter into an agreement with the City of Sacramento and the Sacramento Transportation Management Association to continue ongoing membership in the TMA in perpetuity. The transportation demand management measures outlined in the Air Quality Mitigation Plan and the TSM Plan will be implemented. (2.5 points)</p> <p>(d) Carpool matching assistance. (0.2 points)</p> <p>(e) SMCS will commit to achieving the 35 percent alternative mode use goal of the City's TSM Ordinance by the due date of the first annual TSM report (one year after construction, estimated to be 2011). In the event that monitoring shows a shortfall, SMCS in consultation with the City and the SMAQMD, will review and consider implementation of additional measures to increase alternative mode use, and select implementation</p>	measures to reduce ROG and NOx (criteria pollutants) associated with project operation; implement measures during project operation.		Division / City of Sacramento Building Inspector / Sacramento County Environmental Management Department.
				project operation.

<p align="center">SMCS PROJECT MITIGATION MONITORING PLAN (Includes updates provided at the 11/10/05 Planning Commission Meeting and Revisions based on the 11/20/06 RDEIR Planning Commission)</p>					
Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
6.2-7 The SMCS project, in combination with other projects proposed within the SVAB, could result in a significant temporary cumulative impact from construction activities.	measures to achieve the 35% goal. Measures may include increased employee parking rates. (1.5 points) (SMCS/Theatre) 6.2-61 Implement Mitigation Measure 6.2-3.	See MM 6.2-3	See MM 6.2-3	See MM 6.2-3	See MM 6.2-3
6.2-8 The SMCS project, in combination with other projects in the SVAB, could result in a cumulative impact on criteria pollutants associated with project operation.	(SMCS) 6.2-7 Implement Mitigation Measure 6.2-4	See MM 6.2-4	See MM 6.2-4	See MM 6.2-4	See MM 6.2-4

1 Mitigation Measure 6.2-5 was removed in response to a request from the SMAQMD.

<p align="center">SMCS PROJECT MITIGATION MONITORING PLAN (Includes updates provided at the 11/10/05 Planning Commission Meeting and Revisions based on the 11/20/06 RDEIR Planning Commission)</p>				
Impact	Mitigation Measure	Action	Implementing Party	Monitoring Party
6.3-1 Construction of the SMCS and Theatre projects could adversely affect known and/or previously unidentified prehistoric or historic archaeological resources.	<p>(SMCS/Theatre)</p> <p>6.3-1</p> <p>(a) The project applicant shall hire a qualified professional to prepare a formal research design and testing strategy with regards to sub-surface cultural resources during construction. Testing shall include geophysical mapping of the near-surface, ground-truthing using both the geophysical maps and historic maps, and evaluation of discovered resources for CRHR eligibility. All testing shall be conducted prior to initiation of construction for the project. Based on the results of testing, recommendations shall be provided, which may include additional testing, data recovery, future construction monitoring, etc. All recommendations shall be submitted to the City of Sacramento's Historic Preservation Director for approval.</p> <p>(b) The project applicant shall hire a professional archeologist to perform archaeological monitoring during ground-disturbing construction activities for the duration of the project. If resources are discovered during construction, the procedure laid out in the Unanticipated Discovery Plan will be followed.</p>	<p>DEIR Section 6.3 Cultural Resources</p> <p>Provide a research design and field strategy plan for testing and data recovery excavations prepared by a qualified professional.</p>	<p>SMCS / qualified professional archaeologist</p>	<p>City of Sacramento Development Services Department / City of Sacramento Historic Preservation Director</p>
		<p>Perform archaeological monitoring during ground-disturbing construction activities for the duration of the project.</p>	<p>SMCS / qualified professional archaeologist</p>	<p>City of Sacramento Development Services Department / City of Sacramento Historic Preservation Director</p>

<p align="center">SMCS PROJECT MITIGATION MONITORING PLAN (Includes updates provided at the 11/10/05 Planning Commission Meeting and Revisions based on the 11/20/06 RDEIR Planning Commission)</p>					
Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
<p>6.3-2 Construction of the SMCS project could adversely affect the significance of any or all of the following historical resources: Old Tavern, Pioneer Congregational Church, Sutter's Fort, Eastern Star Hall, Capitol Commercial Building, and the residence on the 2600 Block of the Capitol Mansions Historic District.</p>	<p>(SMCS) 6.3-2 (a) The project applicant shall hire a qualified geologist or other professional with expertise in ground vibration effects on existing structures to prepare a study of the potential of vibrations caused by construction activities. Based on the results of the study, incorporate into contract specifications restrictions on, and monitoring of construction. A copy of the study, contract specifications, and monitoring reports shall be provided to the City of Sacramento's Historic Preservation Director.</p> <p>(b) The project applicant shall incorporate into the construction contract a provision for establishing a training program for construction workers identifying the historic resources and features in the area and emphasizing the importance of protecting historic resources. Included shall be directions on working around and operating equipment near historic buildings and features, taking means to reduce vibrations from demolition and drilling, being aware of and reporting any potential problems that could affect the historic resources in the area. The location of the historic street feature (cut-stone curb) shall be disclosed in the construction contract. Construction crews shall be made aware of this historic street feature location, and the feature shall be flagged or fenced off as to prevent accidental damage or removal. The contract provisions shall be reviewed and approved by the City of Sacramento's Historic Preservation Director.</p>	<p>Hire a geologist to assess ground vibrations; incorporate any recommended measures into construction contracts.</p> <p>Include historic resource training program in all construction contracts.</p>	<p>SMCS / qualified geologist / registered structural engineer with a minimum of five years of experience in the rehabilitation and restoration of historic buildings.</p> <p>SMCS</p>	<p>Prior to issuance of grading, demolition, or building permits.</p> <p>Prior to issuance of grading, demolition, or building permits.</p>	<p>City of Sacramento Development Services Department / City of Sacramento Historic Preservation Director</p> <p>City of Sacramento Development Services Department/ City of Sacramento Historic Preservation Director</p>

<p align="center">SMCS PROJECT MITIGATION MONITORING PLAN (Includes updates provided at the 11/10/05 Planning Commission Meeting and Revisions based on the 11/20/06 RDEIR Planning Commission)</p>					
Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>6.3-3 (a) The project applicant shall hire a registered structural engineer, with a minimum of five years of experience in the rehabilitation and restoration of historic buildings, to investigate the existing relationship of the Old Tavern's foundation along the eastern elevation, including at the location of the elevator pit, to the western foundation of the garage. Any required test excavations shall be performed only in the presence of the structural engineer. The structural engineer shall prepare a report of findings, recommendations, and any related design modifications necessary to retain the structural integrity of the Old Tavern. The structural engineer (in consultation with a historic preservation architect, with a minimum of five years of experience in the rehabilitation and restoration of historic buildings, as well as meeting the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, Professional Qualifications Standards, if necessary) shall prepare designs and specifications for protective barriers required to protect the exposed Old Tavern wall from potential damage caused by construction activities. The structural engineer (with geotechnical consultation as necessary) shall also determine, due to the nature of the excavations, soils, and method of soil removal, and given the existing foundation of each building (the Old Tavern and Pioneer Congregational Church), the potential for settlement and whether the buildings would require underpinning and/or shoring. All documents prepared in accordance with this measure shall be reviewed and approved by the City of Sacramento's Historic Preservation Director.</p>	<p>Hire a registered structural engineer and architect to assess and prepare measures to prevent substantial adverse impacts to historic resources related to construction activities.</p>	<p>SMCS / registered structural engineer with a minimum of five years of experience in the rehabilitation and restoration of historic buildings / historic preservation architect with a minimum of five years of experience in the rehabilitation and restoration of historic buildings.</p>	<p>Prior to issuance of grading, demolition, or building permits; periodic site visits.</p>	<p>City of Sacramento Development Services Department / City of Sacramento Historic Preservation Director</p>

<p>SMCS PROJECT</p> <p>MITIGATION MONITORING PLAN</p> <p>(Includes updates provided at the 11/10/05 Planning Commission Meeting and Revisions based on the 11/20/06 RDEIR Planning Commission)</p>					
Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>Prior to demolition, the project applicant shall hire a historic preservation architect and a structural engineer to undertake an existing condition study of the identified historic resources identified in the Cultural Resources Report. The purpose of the study shall be to establish the baseline condition of the buildings prior to construction. The documentation shall take the form of written descriptions and visual illustrations, including those physical characteristics of the resources that convey their historic significance and that justify their inclusion on, or eligibility for inclusion on, the California Register of Historical Resources and local register. The documentation shall be reviewed and approved by the City of Sacramento's Historic Preservation Director.</p> <p>The structural engineer shall make periodic site visits to monitor the condition of the properties, including monitoring of any instruments, such as crack gauges. The structural engineer shall consult with the historic preservation architect, especially if any problems with character defining features of a historic resource are discovered. If, in the opinion of the structural engineer, in consultation with the historic preservation architect, substantial adverse impacts to historic resources related to construction activities are found during construction, the monitoring team shall so inform the project sponsor or sponsor's designated representative responsible for construction activities. The project sponsor shall adhere to the monitoring team's recommendations for corrective measures, including halting construction in situations where construction activities would imminently endanger historic resources. The monitoring team shall prepare site visit reports.</p>				

<p align="center">SMCS PROJECT MITIGATION MONITORING PLAN (Includes updates provided at the 11/10/05 Planning Commission Meeting and Revisions based on the 11/20/06 RDEIR Planning Commission)</p>					
Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>The project applicant shall respond to any claims of damage by inspecting the affected property promptly, but in no case more than five working days after the claim was filed and received by the project sponsor's designated representative. Any new cracks or other changes in the structures will be compared to pre-construction conditions and a determination made as to whether the proposed project could have caused such damage. In the event that the project is demonstrated to have caused any damage, such damage shall be repaired to the pre-existing condition.</p> <p>Site visit reports and documents associated with claims processing shall be provided to the City of Sacramento's Historic Preservation Director.</p>				
	<p>(b) The historic preservation architect and structural engineer shall specifically include the stained glass windows in their survey and monitoring of historic resources (see Mitigation Measure 6.3-1(a)). Included in the team's evaluation of the windows shall be consideration of whether it would be necessary to remove any of the windows. If such a recommendation is made, it should address methods for removal, transportation, storage, and reinstallation.</p> <p>(c) The project applicant shall hire a historic preservation architect with a minimum of five years of experience in the rehabilitation and restoration of historic buildings as well as meeting the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, Professional Qualifications Standards, to prepare proposed treatments of the Old Tavern wall for conservation purposes and designs for new</p>	<p>Include stained glass windows in survey and monitoring of historic resources.</p> <p>Hire a historic preservation architect to prepare proposed treatments of the Old Tavern wall for conservation purposes and designs for new openings; submit treatments and designs to City of Sacramento's</p>	<p>SMCS / registered structural engineer and historic preservation architect</p> <p>SMCS / historic preservation architect</p>	<p>Prior to issuance of grading, demolition, or building permits.</p> <p>Prior to issuance of grading, demolition, or building permits.</p>	<p>City of Sacramento Development Services Department/ City of Sacramento Historic Preservation Director</p> <p>City of Sacramento Development Services Department / City of Sacramento Historic Preservation Director</p>

<p align="center">SMCS PROJECT MITIGATION MONITORING PLAN (Includes updates provided at the 11/10/05 Planning Commission Meeting and Revisions based on the 11/20/06 RDEIR Planning Commission)</p>					
Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
6.3-4 The SMCS project, in combination with other development in the City, could substantially adversely alter archaeological resources, which could result in a significant cumulative impact.	Such treatments and designs shall be reviewed and approved by the City of Sacramento's Historic Preservation Director. (SMCS/Theatre) 6.3-4 Implement Mitigation Measure 6.3-1.	Historic Preservation Director for approval. See MM 6.3-1	See MM 6.3-1	See MM 6.3-1	See MM 6.3-1
6.3-5 The SMCS project could, in combination with other development in the City, substantially adversely alter historical resources, which could result in a significant cumulative impact.	(SMCS/Theatre) 6.3-5 Implement Mitigation Measures 6.3-2 and 6.3-3.	See MMs 6.3-2 and 6.3-3	See MMs 6.3-2 and 6.3-3	See MMs 6.3-2 and 6.3-3	See MMs 6.3-2 and 6.3-3
6.3-6 The SMCS project, in combination with other development in the City, could substantially adversely alter paleontological resources, which could result in a significant cumulative impact.	(SMCS/Theatre) 6.3-6 Implement Mitigation Measure 6.3-1.	See MM 6.3-1	See MM 6.3-1	See MM 6.3-1	See MM 6.3-1

<p align="center">SMCS PROJECT</p> <p align="center">MITIGATION MONITORING PLAN</p> <p align="center">(Includes updates provided at the 11/10/05 Planning Commission Meeting and Revisions based on the 11/20/06 RDEIR Planning Commission)</p>					
Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
6.4-1 Existing buildings demolished to accommodate the SMCS project are known to contain or may contain asbestos or lead-based paint or other hazardous substances, which could be released to the environment during demolition if not properly removed, contained, and transported for disposal at approved sites.	(SMCS/Theatre) 6.4-1 (a) Prior to demolition of the St. Luke's Office Medical Building, MTI Building, EAP Building, and House of Furs building, the project applicant shall provide written documentation to the City that asbestos-containing building materials (ACBM) abatement has occurred in compliance with applicable State and local laws and regulations. (b) Prior to demolition of the RAS Building, Energy Center, private medical office building, and Trinity Apartments, the project applicant shall provide written documentation to the City that ACBM testing and abatement, if necessary, has been completed in accordance with applicable State and local laws and regulations. (c) Prior to demolition of the St. Luke's Medical Office Building, MTI Building, EAP Building, RAS Building, Energy Center, private medical office building, and Trinity Apartments, the project applicant shall provide written documentation to the City that lead-based paint testing and abatement, if necessary, has been completed in accordance with applicable State and local laws and regulations.	Provide written documentation to the City that asbestos-containing building materials (ACBM) abatement has occurred. Provide written documentation to the City that ACBM testing and abatement has been completed. Provide written documentation to the City that lead-based paint testing and abatement has been completed.	SMCS SMCS SMCS	Prior to issuance of demolition permits. Prior to issuance of demolition permits. Prior to issuance of demolition permits.	City of Sacramento Development Services Department /Sacramento County Environmental Management Department City of Sacramento Development Services Department /Sacramento County Environmental Management Department City of Sacramento Development Services Department /Sacramento County Environmental Management Department

<p align="center">SMCS PROJECT</p> <p align="center">MITIGATION MONITORING PLAN</p> <p align="center">(Includes updates provided at the 11/10/05 Planning Commission Meeting and Revisions based on the 11/20/06 RDEIR Planning Commission)</p>				
Impact	Mitigation Measure	Action	Implementing Party	Monitoring Party
	<p>(d) Prior to demolition of the RAS Building, St. Luke's Medical Office Building, and private medical office building, the project applicant shall submit a written plan to the Sacramento County Environmental Management Department describing methods to be used to:</p> <p>(1) identify locations that could contain hazardous residues (e.g., mercury in sink traps); (2) remove plumbing fixtures known to contain or potentially containing hazardous substances; (3) determine the waste classification for the debris; (4) package contaminated items and wastes; and (5) identify disposal site(s) permitted to accept such wastes. Demolition shall not occur until the plan has been accepted by SCEMD and all hazardous components have been removed to the satisfaction of SCEMD staff.</p>	<p>Submit a written plan to the Sacramento County Environmental Management Department describing methods to locate, remove, classify, package, and dispose of hazardous materials; retain qualified environmental specialist to inspect buildings subject to demolition for the presence hazardous materials; report to the City findings and measures to mitigate issues identified in report.</p>	<p>SMCS</p>	<p>City of Sacramento Development Services Department/Sacramento County Environmental Management Department</p>
	<p>(e) Prior to demolition, the project applicant shall retain a qualified environmental specialist (e.g., a Registered Environmental Assessor or similarly qualified individual) to inspect all existing buildings subject to demolition for the presence of PCBs, mercury, or other hazardous materials. The applicant shall submit the report to the City, together with an explanation of how the project will mitigate any issues identified in the report. If found at levels that require special handling (i.e., removal and disposal as hazardous waste), the applicant shall manage these materials as required by law and according to federal and state regulations and guidelines, including those of DTSC, SCEMD, Cal/OSHA, and any other agency with jurisdiction over these hazardous materials.</p>			

SMCS PROJECT MITIGATION MONITORING PLAN (Includes updates provided at the 11/10/05 Planning Commission Meeting and Revisions based on the 11/20/06 RDEIR Planning Commission)					
Impact	Mitigation Measure (SMCS/Theatre)	Action	Implementing Party	Timing	Monitoring Party
<p>6.4-2</p> <p>Site preparation activities associated with the SMCS project (excavation, grading, trenching) have the potential to encounter previously unidentified contaminated soil or groundwater or buried debris that may contain hazardous substances.</p>	<p>6.4-2</p> <p>The following measures shall be implemented at all SMCS project sites (including the proposed theater site):</p> <p>(a) For building locations that have not been subject to Phase I ESAs, before each site is developed under the SMCS project, the project applicant shall ensure that each site is or has been investigated for the possible presence of hazardous materials in soils and buildings. Investigative measures could include, but would not be limited to, a comprehensive review of historic maps and aerial photographs, Sanborn maps, review of available city or county records, and consultation with knowledgeable individuals. If the Phase I ESA recommends a Phase II evaluation, the Phase II evaluation shall be completed prior to site preparation.</p>	<p>Ensure that each site is or has been investigated for the possible presence of hazardous materials in soils and buildings; prepare Phase II ESA evaluation if required.</p>	<p>SMCS</p>	<p>Prior to issuance of grading, demolition, or building permits.</p>	<p>City of Sacramento Development Services Department / Sacramento County Environmental Management Department</p>

<p align="center">SMCS PROJECT MITIGATION MONITORING PLAN (Includes updates provided at the 11/10/05 Planning Commission Meeting and Revisions based on the 11/20/06 RDEIR Planning Commission)</p>				
Impact	Mitigation Measure	Action	Implementing Party	Monitoring Party
	<p>(b) In the event that site inspections find evidence of contamination, waste discharges, underground storage tanks, abandoned drums, or other environmental impairment at locations to be developed or in the project site, the SCEMD shall be notified. A site remediation plan shall be prepared that (1) specifies measures to be taken to protect workers and the public from exposure to potential site hazards and (2) certifies that the proposed remediation measures would clean up the contaminants, dispose of the wastes, and protect public health in accordance with federal, state, and local requirements. Commencement of work in the areas of potential hazards shall not proceed until the site remediation plan has been completed to the satisfaction of the SCEMD.</p>	<p>Notify SCEMD if site inspections find environmental impairment at locations to be developed or in the project; prepare a site remediation plan.</p>	<p>SMCS</p>	<p>Prior to issuance of grading, demolition, or building permits.</p> <p>City of Sacramento Development Services Department/ Sacramento County Environmental Management Department</p>
	<p>(c) A site health and safety plan that meets the intent of OSHA hazardous materials worker requirements, shall be prepared and in place prior to commencing work on any contaminated sites. SMCS, through its contractor, shall ensure proper implementation of the health and safety plan.</p>	<p>Prior to commencing work on any contaminated sites, prepare a site health and safety plan that meets the intent of OSHA hazardous materials worker requirements.</p>	<p>SMCS</p>	<p>Prior to issuance of grading, demolition, or building permits.</p> <p>City of Sacramento Development Services Department/ Sacramento County Environmental Management Department</p>
	<p>(d) In the event that previously unidentified USTs or other features or materials that could present a threat to human health or the environment are discovered during excavation and grading, construction in that immediate area shall cease immediately. A qualified professional shall evaluate the location and hazards and make appropriate recommendations. Work shall not proceed in that area until identified hazards are managed</p>	<p>Cease construction activity in the immediate area where features or materials that could present a threat to human health or the environment are discovered during excavation and grading.</p>	<p>SMCS / contractor</p>	<p>For the duration of excavation, grading, and construction activity.</p> <p>City of Sacramento Development Services Department/ Sacramento County Environmental Management Department</p>

<p align="center">SMCS PROJECT MITIGATION MONITORING PLAN (Includes updates provided at the 11/10/05 Planning Commission Meeting and Revisions based on the 11/20/06 RDEIR Planning Commission)</p>					
Impact	Mitigation Measure to the satisfaction of SCEMD. Recommended (SMCS)	Action	Implementing Party	Timing	Monitoring Party
6.4-5 The SMCS project proposed helistop would not result in substantial safety risks due to helicopter operations. However, the design of the proposed helistop serving the Women's and Children's Center could be inconsistent with Section 12.92.070 of the Sacramento City Code pertaining to helistop design.	6.4-3 If Section 12.92.070 of the Sacramento City Code has not been amended prior to action by the Planning Commission recommending City Council approval of a Special Use Permit for the SMCS helistop, the applicant shall request a variance to the City's Helicopter Ordinance requesting approval for the proposed helistop design, which complies with current FAA design criteria set forth in Advisory Circular 150/5390-2B (September 2004).	Request a variance to the City's Helicopter Ordinance requesting approval for the proposed helistop design.	SMCS	Prior to the approval of final development plans and specifications.	City of Sacramento Development Services Department
6.4-7 The SMCS project, in combination with other development in the City of Sacramento, would result in the demolition of existing buildings. This demolition and other site preparation activities that could result in a release of hazardous materials to the environment thus exposing the public to potential health risks.	(SMCS/Theatre) 6.4-5 Implement Mitigation Measures 6.4-1 and 6.4-2	See MMs 6.4-1 and 6.4-2	See MMs 6.4-1 and 6.4-2	See MMs 6.4-1 and 6.4-2	See MMs 6.4-1 and 6.4-2
<p align="center">DEIR Section 6.6 Noise</p>					
6.6-1 Construction activities would intermittently generate noise levels above existing ambient levels in the project	(SMCS/Theatre) 6.6-1 (a) All construction equipment shall be equipped with factory matching mufflers and in good	Verify that construction bid documents and contracts include construction noise-abatement measures.	SMCS / contractor	Prior to the issuance of a building permit; inspections during construction.	City of Sacramento Building Division / City of Sacramento Building Inspector

<p align="center">SMCS PROJECT MITIGATION MONITORING PLAN (Includes updates provided at the 11/10/05 Planning Commission Meeting and Revisions based on the 11/20/06 RDEIR Planning Commission)</p>					
Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
vicinity.	<p>working order.</p> <p>(b) All staging areas and water tanks shall be located as far away from residential, hospital, medical office, and other noise-sensitive uses as possible.</p> <p>(c) <u>Construction of the Community Parking Structure, Housing, Future (St. Luke's) Medical Office Building, and the SMF Building shall require the project applicant to install a temporary barrier or modular steel acoustical fencing along those areas adjacent to residential uses (27th Street between the alley and N Street; N Street between 27th and 28th Streets; N Street between 26th and 27th Streets, and along the east and west sides of the housing project site, 26th Street between the alley and Capitol Avenue and along Capitol Avenue in front of the Future MOB project site) and adjacent to Trinity Cathedral, Pioneer Church/Montesson school (along the alley between 26th and 27th Streets behind the proposed housing project site and along the west side of the SMF project site) to minimize noise associated with project construction.</u></p>	<p>Provide a flight path diagram to all helicopter operators.</p>	<p>SMCS</p>	<p>Prior to the approval of final development plans and specifications; ongoing during project operation</p>	<p>City of Sacramento Development Services Department</p>
6.6-7 Helicopter activities could contribute to a sleep disturbance in adjacent neighborhoods.	<p>6.6-2</p> <p>(a) All helicopter operations shall use the flight paths described in the Draft Environmental Impact Report for the Sutter Medical Center, Sacramento (SMCS) Project and the Trinity Cathedral Project (July 2005), unless safety precautions require a diversion from the flight paths.</p> <p>(b) <u>SMCS shall include in any contracts with EMS helicopter pilots/operators that pilots adhere to the Helicopter Association</u></p>				

<p align="center">SMCS PROJECT MITIGATION MONITORING PLAN (Includes updates provided at the 11/10/05 Planning Commission Meeting and Revisions based on the 11/20/06 RDEIR Planning Commission)</p>					
Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
6.6-9 Future traffic noise levels may exceed acceptable noise level criteria at the exterior of the Women's and Children's Center.	International "Fly Neighborhood Program." (SMCS) 6.6-3 Construction of the proposed Women's and Children's Hospital shall occur only after a detailed analysis of the noise reduction requirements is made and needed noise-insulation features are included in the design.	Prepare a detailed analysis, as specified in the Sacramento County General Plan, of the noise-reduction requirements, and include required noise-insulation features in the project design.	SMCS	Prior to the approval of final development plans and specifications.	City of Sacramento Development Services Department / City of Sacramento Building Division
<p align="center">DEIR Section 6.7 Transportation and Circulation</p>					
6.7-6 The SMCS project and Children's Theatre would increase demand for parking.	(SMCS/Theatre) 6.7-1 In the event the Transportation Systems Management (TSM) / Parking Management Program monitoring identifies parking demand that exceeds available supply, SMCS shall make additional parking supplies available in an expeditious fashion such that parking supply is equal to or exceeds demand.	Make additional parking supplies available in an expeditious fashion if the TSM / Parking Management Program monitoring identifies parking demand that exceeds available supply.	SMCS	Upon exceedance of available parking supply, as determined by the TSM / Parking Management Program monitoring.	City of Sacramento Development Services Department
6.7-7 The Children's Theatre would increase demand for oversized vehicle parking.	(Theatre) 6.7-2 The Children's Theatre shall provide off-street and/or off-site parking for school buses and other oversized vehicles destined to theatre midday events without displacing occupied on-street parking spaces.	Provide off-street and/or off-site parking for school buses and other oversized vehicles, which does not displace on-street parking spaces.	SMCS	Prior to the approval of final development plans and specifications.	City of Sacramento Development Services Department

<p align="center">SMCS PROJECT MITIGATION MONITORING PLAN (Includes updates provided at the 11/10/05 Planning Commission Meeting and Revisions based on the 11/20/06 RDEIR Planning Commission)</p>				
Impact	Mitigation Measure	Action	Implementing Party	Monitoring Party
<p>6.7-8 The SMCS project would increase traffic volumes at study intersections under 2025 conditions.</p>	<p>(SMCS) 6.7-3 (a) The SMCS project shall pay its fair share to fund the future construction of a traffic signal at 27th Street and Capitol Avenue intersection. (b) The SMCS project shall pay to restripe the northbound and southbound intersection approaches at 28th Street and Capitol Avenue to provide one left turn lane and one through – right turn lane. (c) The SMCS project shall pay to add a northbound left turn lane at Alhambra Boulevard and L Street by restriping the northbound approach to provide one left turn lane and one through – right turn lane. (d) The SMCS project shall pay to convert all intersection approaches to one left turn, one through, and one right turn lane on Alhambra Boulevard and Capitol Avenue.</p>	<p>Pay fair share to fund the future construction of a traffic signal at 27th Street and Capitol Avenue intersection; pay for roadway improvements.</p>	<p>SMCS</p>	<p>Prior to the approval of final development plans and specifications. City of Sacramento Development Services Department</p>
<p>6.7-10 The SMCS program and Trinity Cathedral project would increase traffic volumes at study intersections under year 2025 conditions.</p>	<p>(SMCS) 6.7-4 (a) The SMCS project shall pay its fair share to signalize the intersection at 27th Street and Capitol Avenue. (b) The SMCS project shall pay to restripe northbound and southbound intersection approaches at 28th Street and Capitol Avenue to provide one left turn lane and one through – right turn lane.</p>	<p>Pay fair share to signalize the intersection at 27th Street and Capitol Avenue; pay for roadway improvements.</p>	<p>SMCS</p>	<p>Prior to the approval of final development plans and specifications. City of Sacramento Development Services Department</p>

<p align="center">SMCS PROJECT MITIGATION MONITORING PLAN (Includes updates provided at the 11/10/05 Planning Commission Meeting and Revisions based on the 11/20/06 RDEIR Planning Commission)</p>				
Impact	Mitigation Measure	Action	Implementing Party	Monitoring Party
6.7-11 The SMCS program and Trinity Cathedral project would increase traffic volumes on the freeway system under year 2025 conditions.	<p>(c) The SMCS project shall pay to restripe the southbound intersection approach to 29th and N Streets to provide one through – right turn lane, one through lane, two left turn lanes to the freeway, and one left turn lane to N Street.</p> <p>(d) The SMCS project shall pay to convert intersection approaches at Alhambra Boulevard and Capitol Avenue to one left turn, one through, and one right turn lane.</p>	Pay to implement ramp metering on the southbound Business Route 80 entrance ramp from N Street.	SMCS	City of Sacramento Development Services Department
6.7-12 The SMCS project (with Two-Way Conversion) would increase traffic volumes at study intersections under year 2025 conditions.	<p>(SMCS)</p> <p>6.7-5 SMCS shall pay to implement ramp metering on the southbound Business Route 80 entrance ramp from N Street.</p> <p>(SMCS)</p> <p>6.7-6 (a) SMCS shall pay to restripe the southbound intersection approach to 28th and N Streets to provide one left turn and one through lane and restripe the westbound intersection approach to provide one through – left turn and one right turn lane. (b) SMCS shall pay to restripe the southbound intersection approach to 29th and N Streets to provide one through – right turn lane, one through lane, two left turn lanes to the freeway, and one left turn lane to N Street. (c) SMCS shall pay to convert all intersection approaches to one left turn, one through, and one right turn lane at Alhambra Boulevard and Capitol Avenue.</p>	Pay for roadway improvements.	SMCS	City of Sacramento Development Services Department

<p align="center">SMCS PROJECT MITIGATION MONITORING PLAN (Includes updates provided at the 11/10/05 Planning Commission Meeting and Revisions based on the 11/20/06 RDEIR Planning Commission)</p>					
Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
6.7-14 The SMCS program and Trinity Cathedral project (with Two-Way Conversion) would increase traffic volumes at study intersections under year 2025 conditions.	(SMCS) 6.7-7 (a) SMCS shall pay to restripe the southbound intersection approach at 28th and N Streets to provide one left turn and one through lane and restripe the westbound intersection approach to provide one through -- left turn and one right turn lane. (b) SMCS shall pay to restripe the southbound intersection approach at 29th and N Streets to provide one through -- right turn lane, one through lane, two left turn lanes to the freeway, and one left turn lane to N Street. (c) SMCS shall pay to convert all intersection approaches at Alhambra Boulevard and Capitol Avenue to one left turn, one through, and one right turn lane.	Pay for roadway improvements.	SMCS	Prior to the approval of final development plans and specifications.	City of Sacramento Development Services Department
6.7-15 The SMCS program and Trinity Cathedral project (with Two-Way Conversion) would increase traffic volumes on the freeway system under year 2025 conditions.	(SMCS) 6.7-8 Implement Mitigation Measure 6.7-4.	See MM 6.7-4	See MM 6.7-4	See MM 6.7-4	See MM 6.7-4

SMCS PROJECT MITIGATION MONITORING PLAN (Includes updates provided at the 11/10/05 Planning Commission Meeting and Revisions based on the 11/20/06 RDEIR Planning Commission)					
Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
6.7-16 Construction of the SMCS program and Trinity Cathedral project would include the temporary closure of numerous transportation facilities, including portions of City streets, sidewalks, bikeways, and off-street parking.	(SMCS) 6.7-9 (a) Prior to beginning of construction, a construction traffic management plan shall be prepared by the project applicant to the satisfaction of the City traffic engineer and Planning Director. (b) The project applicant shall monitor parking occupancy on a regular basis during construction, particularly upon the closure of any parking facility. Adequate parking for patients/visitors shall be maintained at all times. As necessary, remote parking (with shuttle service) shall be provided for SMCS employees, including construction workers.	Prepare traffic management plan to the satisfaction of the City traffic engineer; monitor parking occupancy on a regular basis during construction.	SMCS	Prior to issuance of a grading or building permit; ongoing during construction.	City of Sacramento Development Services Department



Exhibit B

The Lubrizol Corporation
29400 Lakeland Boulevard, Wickliffe, Ohio 44092-2288

PuriNOx™ Business Update
October 2006

In January, Lubrizol announced to its fuel blending partners in North America its decision to exit the North American emulsified fuel market by the end of 2006. Lubrizol agreed to honor all commitments to our partners through the full terms of our agreements with them, most of which are coming to an end in the next few months.

We have explored the possibility of selling the PuriNOx technology to interested parties so that the fuel would continue to be available in North America. To date we have not reached any agreements in this area, but are still open to the possibility.

We have elected to maintain all our environmental approvals for PuriNOx technology for the foreseeable future so that they will be intact for anyone choosing to move forward with this business.

For reference, we will continue to offer PuriNOx™ products in Europe through several current partners who are buying the blending units they have been leasing to date. We may also choose to support very specific applications in North America where our emulsified fuel technology is deemed to be critical.

Thank you for your interest in this innovative new technology. We appreciate your support as we worked together to reduce diesel emissions in North America.

RESOLUTION NO.

Adopted by the Sacramento City Council

DENYING SERVICE EMPLOYEES INTERNATIONAL UNION – UNITED HEALTHCARE WORKERS WEST’S (“SEIU”) APPEAL AND APPROVING THE ENTITLEMENTS NECESSARY TO DEVELOP THE SUTTER MEDICAL CENTER MASTER PLAN (P03-090)

LOCATED 2722, 2730, 2800, 2801 L St., 1111 29th ST., 2600, 2700, 2706, 2710, 2715, 2720, 2721, 2727, 2731, 2815, 2831 CAPITOL AVE.; 1216 28TH ST.; 1315, 1317 N ST.; 2701 & 2720 N ST.

(APN’S: 007-0166-017; 007-0114-003; 007-0171-002, 003;007-0171-004-008,017; 007-0172-001-005, 010, 013, 014, 016-019; 007-0173-001-003; 007-0177-001) (P03-090)

BACKGROUND

- A. On November 10, 2005, the City Planning Commission approved various entitlements including Tentative Maps; Special Permits and Variances for the Sutter Medical Center Master Plan Project including a Special Permit for a Major Project, with conditions.
- B. On November 21, 2005, SEIU filed an appeal of the Planning Commission’s approval of the Project on the basis that the action failed to comply with the California Environmental Quality Act (“CEQA”).
- C. On December 6, 2005, the City Council denied SEIU’s appeal, certified the Environmental Impact Report (EIR), and approved the project.
- D. Thereafter, SEIU filed a petition for writ of mandate in the Sacramento County Superior Court, challenging the adequacy of the EIR under CEQA.
- E. On September 1, 2006, the Court entered a final ruling, judgment and order in the lawsuit filed by SEIU. A writ of mandate was issued on September 15, 2006. The Court’s ruling and judgment generally upheld the adequacy of the EIR. However, the Court also ruled that the administrative record filed with the Court did not contain sufficient evidence supporting the EIR’s analyses and conclusions regarding trip generation, parking, and construction-related NOx emissions. The Court ordered the City to repeal all project approvals and not to consider whether it would

reapprove or not reapprove the project until it prepared, re-circulated, and certified a new EIR in conformance with the CEQA and the CEQA Guidelines.

- F. On November 14, 2006, the City Council repealed its certification of the EIR and approval of Resolutions No 2005-882, 2005-883, 2005-884, 2005-886, 2005-887, 2005-888 and Ordinance No. 2005-094, excluding any and all separate approvals granted by the City relating to the Trinity Cathedral Project and Sutter Midtown Housing Project which were not challenged by SEIU. The City's resolution authorized certain aspects of the project to continue, as authorized by the judgment and writ issued by the Court.
- G. In compliance with the Court's order, a Revised Draft EIR regarding project trip generation, parking and construction-related NOx emissions was prepared and circulated for public review on September 22, 2006. The public review and comment period ended on November 6, 2006, and a Final Revised EIR was prepared.
- H. On November 20, 2006, the Planning Commission certified the Environmental Impact Report consisting of the original Draft EIR, prepared in July 2005, the Final EIR, prepared in October, 2005, the Revised Draft EIR, and the Final Revised EIR, prepared in September and November, 2006, respectively, and approved various entitlements for the Sutter Medical Center Master Plan Project.
- I. On November 29, 2006 SEIU filed an appeal of the decision of the Planning Commission approving the necessary entitlements for the Sutter Medical Center Master Plan claiming that the City has failed to comply with CEQA and applicable court orders.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. At the regular meeting of December 12, 2006, the City Council heard and considered evidence regarding the matters above. Based on verbal and documentary evidence at the hearing, the City Council takes the following actions:

- A. The City Council denies SEIU's appeal.
- B. The City Council approves the Sutter Medical Center Master Plan Project based on the findings of fact and subject to the conditions of approval as set forth below:

FINDINGS OF FACT

Environmental Impact Report and Mitigation Monitoring Program: The Environmental Impact Report for the Sutter Medical Center Master Plan Project, which consists of the

Draft EIR, the Final EIR (Comments and Responses thereto) and Appendices, the Revised Draft EIR, and the Final Revised EIR (Comments and Responses thereto) and Appendices ("EIR") has been certified, the Findings of Fact and Statement of Overriding Consideration have been adopted, and a Mitigation Monitoring Program has been adopted as provided in Resolution #_____.

Tentative Map to subdivide 24 parcels (9.6± acres) into five parcels is approved based on the following Findings of Fact:

1. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision;
2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City General Plan, the Central City Plan and Title 16 Subdivisions of the City Code, which is a Specific Plan of the City;
3. The discharge of waste from the proposed subdivision into the existing community sewer system will not result in a violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Board, Central Valley Region, in that existing treatment plants have a design capacity adequate to service the proposed subdivision;
4. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision, and;
5. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities.

Major Project Special Permit is approved based on the following Findings of Fact:

1. The project is based on sound principles of land use in that:
 - a. The design is compatible with surrounding uses, such as the Old Tavern, Sutter's Fort, the Pioneer Church, and various smaller neighborhood serving structures, and;
 - b. The project provides amenities such as housing and a Children's Theatre.
2. The project will not be detrimental to the public health, safety and welfare nor result in the creation of a public nuisance in that it provides sufficient parking (per City Code) to accommodate the proposed development, and incorporates several uses that will enhance and create neighborhood identity.

3. The project is consistent with the General Plan and Central City Community Plan policies that promote residential infill, quality medical services and cultural facilities that enhance quality of life;

Special Permit for Tandem Parking is approved based on the following Findings for Fact:

1. The request to allow tandem parking is based on sound principles of land use in that it will not adversely affect the peace and general welfare of the surrounding neighborhood because all tandem parking will take place entirely within a parking garage designed to accommodate the needs of the medical facility and a valet service will be provided;
2. The tandem parking will not be detrimental to the public health, safety and welfare nor result in the creation of a public nuisance in that the internal workings of the parking garage will not adversely impact on-street parking operations;
3. The proposed project is consistent with the objectives of the City of Sacramento General Plan, Central City Community Plan, and the requirements of the City Code, Title 17.

Special Permit for a Helistop which also serves as the airport plan of construction under Public Utilities Code section 21661.5 is approved based on the following findings of fact:

1. The project is based upon sound principles of land use in that the proposed helistop is integral to the function of the proposed hospital campus and will be used for scheduled, prearranged flights.
2. The project will not be detrimental to the public health, safety and welfare nor result in the creation of a public nuisance in that noise issues have been addressed in the Environmental Impact Report for the project, and the operation of the helistop is subject to City Code Title 12.92 and state regulations.
3. The project is consistent with the General Plan and Central City Community Plan promoting quality medical services for residents of the City of Sacramento.

Special Permits to Allow Heights in excess of that allowed in the Alhambra Corridor Special Planning District for the WCC, SMH Building, and the Community Parking Garage is approved based on the following Findings of Fact:

1. The project is based upon sound principles of land use in that the use is compatible with existing development and the buildings have been designed to reduce the height and the impact at the pedestrian level.
2. The project will not be detrimental to the public health, safety and welfare nor result in the creation of a public nuisance in that the proposed buildings have been designed to be sensitive to surrounding uses.

3. The project is consistent with the General Plan and Central City Community Plan policy promoting quality medical services for Sacramento city residents.

Variations to Reduce Setbacks: the front yard setback in the Hospital (H) zone, General Commercial (C-2) zone and the street side yard setback in the General Commercial zone is approved based on the following Findings of Fact:

1. Granting the variances does not constitute a special privilege extended to an individual property owner in that variances would be granted to other property owners facing similar circumstances developing a medical campus in an urban setting.
2. Granting the variances will not be detrimental to the public welfare nor result in the creation of a public nuisance in that the project has been designed so as to soften the effect of the setback encroachments on surrounding properties and the project reinforces the "urban edge".
3. Granting the variances does not constitute a use variance in that the proposed uses are allowed under proposed zoning designations.
4. The variances are consistent with the general purpose and intent of the City Zoning Code (Title 17 of the City Code) including the open space regulations and the General Plan policy which promotes quality medical care and facilities for Sacramento residents.

Variance to Reduce Maneuvering width is approved based on the following Findings of Fact:

1. Granting the variance does not constitute a special privilege extended to an individual property owner in that variances would be granted to other property owners constructing parking structures in and urban area.
2. Granting the variance will not be detrimental to the public welfare nor result in the creation of a public nuisance in that the project has been designed to provide adequate maneuvering space within the parking structure and the reduction of maneuvering will not impact on-street traffic.
3. Granting the variance does not constitute a use variance in that a parking structure is permitted use in the proposed zoning.
4. The variance is consistent with the general purpose and intent of the City Zoning Code (Title 17 of the Sacramento City Code), including the open space regulations, and the General Plan policies which promote quality medical care and facilities for Sacramento residents and adequate parking to be provided for the intended use.

CONDITIONS OF APPROVAL

All entitlements for the Sutter Medical Center Sacramento Project approved as set forth in this Resolution are subject to the following conditions:

1. Comply with the requirements included in the Mitigation Monitoring Program developed by and kept on file in the Development Services Department Planning Division office (P03-090).

Tentative Map to subdivide 24 parcels (9.6± acres) into five parcels is approved, subject to the following conditions:

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map approved for this project (P03-090). The design of any improvement not covered by these conditions shall be to City standards.

The applicant shall satisfy each of the following conditions prior to filing the Final Map unless a different time for compliance is specifically state in these conditions. Any condition requiring an improvement that has already been designed and secured under a City approved Improvement Agreement ay be considered satisfied at the discretion of the Development Engineering and Finance Division:

1. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments.
2. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P03-090).
3. Show all continuing and proposed/required easements on the Final Map.
4. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition.

DEF: Streets

5. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Development Engineering and Finance Division. Improvements required shall be determined by the City. The City shall determine improvements required for each phase prior to recordation of each phase. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing

deteriorated curb, gutter and sidewalk per City standards to the satisfaction of the Development Engineering and Finance Division.

6. This project shall require Historical Ornamental, Pedestrian street lighting. There is an existing lighting system in this project area. Improvements to the right-of-way may require modification to the existing systems. There are existing fire alarm facilities in the project area. The fire alarm system shall be relocated as part of the project as required.
7. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Development Engineering and Finance Division.
8. The applicant shall make provisions for bus stops, shelters, etc. to the satisfaction of Regional Transit.
9. If necessary (as determined by the Development Engineering and Finance Division) the applicant shall dedicate and construct bus turn-outs for all bus stops adjacent to the subject site to the satisfaction of the Development Engineering and Finance Division.

DEF: Abandonment (Recorded on Map)

10. The applicant must satisfy the conditions of the Abandonment Clearance Letters prior to or concurrent with the recordation of the Final Map.

PUBLIC/PRIVATE UTILITIES

11. Dedicate an easement for the transformers to be installed to service both new buildings adjacent to the north side of the alley, size to be determined by both SMUD and the applicant.

CITY UTILITIES

12. Only one domestic water service per parcel is allowed. The project must comply with the requirements of City Code 13.04.070 and the Departments current Commercial Tap Policy to have more than one domestic water service. The existing Sutter General Hospital north of L Street and the proposed new Buhler Building south of L Street will be allowed to have separate domestic water services. Any new domestic water services shall be metered. Excess services shall be abandoned to the satisfaction of the Department of Utilities. The applicant should be advised that the tap record research and verification of tap locations by the field

crews involved prior to sign-off of this condition may take a considerable amount of time, therefore, all requests should be submitted in a timely manner.

13. City water and sewer mains in alleys to be abandoned shall be relocated and reconstructed to the satisfaction of the Department of Utilities.
14. A public utility easement for underground utilities and a minimum vertical clearance of 17 feet between the roadway and overhead walkways shall be retained for the full width of street right of way to be abandoned for the construction of the overhead walkways over L Street and 28th Street.

The Major Project Special Permit is approved subject to the following conditions:

DEF

15. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P03-090)
16. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Development Engineering and Finance Division. Improvements required shall be determined by the City. The City shall determine improvements required for each phase prior to recordation of each phase. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk per City standards to the satisfaction of the Development Engineering and Finance Division.
17. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Development Engineering and Finance Division. The center lines of such streets shall be aligned.
18. All new driveways shall be located, designed and constructed per City Standards to the satisfaction of the Development Engineering and Finance Division. Any existing site driveways to be maintained shall be redesigned and reconstructed, if necessary, per City Standards to the satisfaction of the Development Engineering and Finance Division.
19. The site plan shall conform to A.D.A. requirements in all respects. This shall include the replacement of any curb ramp that does not meet current A.D.A. standards.
20. The applicant shall record the Final Map and Lot Mergers associated with the subject project, which creates the lot pattern shown on the proposed site plan, prior to obtaining any Occupancy Permits.

21. The applicant shall provide a vehicle / pedestrian alert system within the Community Parking Garage, for the driveways located on 27th and 28th Streets, as shown on the site plan dated June 15, 2005. The improvements related to this condition shall be to the satisfaction of the Development Services Department.
22. Any public alleys adjacent to the project sites, to be maintained, shall be constructed / reconstructed per City Standards, including the placement of lighting, to the satisfaction of the Development Engineering & Finance Division.
23. The applicant shall enter into and record an Easement Agreement for Minimal Encroachments on City Right-of-Way with the City, in a form acceptable to the City Attorney and the Real Estate Division, in order to obtain an easement for the use of public right-of-way for all bridges, spanning structures, below-grade tunnels, and other portions of the building encroaching into the public right-of-way, as shown on the Site Plan dated March 21, 2005. Conditions of the agreement may include, but not limited to, the following:
 - a. The applicant shall provide clearance letters from each of the affected City Departments / Divisions, Utility Companies, and other interested entities / agencies as deemed necessary by the City. The applicant shall satisfy any conditions included as part of the clearance letters.
 - b. The scope of the easements shall be as negotiated between the City and the applicant in drafting the agreement. All terms and conditions of the agreement shall be to the satisfaction of the City.
24. Prior to the issuance of building permits, the applicant shall provide sufficient proof that the above described Easement Agreement for encroachment into public right-of-way has been secured and recorded.
25. The design of walls, fences, signage, and landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Development Engineering and Finance Division.
26. For the Community Parking Garage, Foundation or basement dewatering discharges to the CSS and/or storm drainage system will not be allowed for the Sutter Medical Center Parking Garage unless the dewatering discharges are mitigated to the satisfaction of the Department of Utilities. The CSS and storm drainage system in the area does not have adequate capacity to allow for dewatering discharges for foundations or basements. Foundations and basements shall be designed without the need for dewatering to the satisfaction of the

Department of Utilities.

27. The applicant shall provide an ADA accessible, continuous path of travel for all public sidewalks and corner curbs. A detailed survey of the existing condition of the path of travel may be required in order to identify the defects that may need to be corrected. Path of travel issues typically include, but may not be limited to: sidewalk widths, obstructions, cracks, vertical off-sets in the sidewalk surface, curb ramps and driveway and curb cuts.
28. The applicant shall provide acorn-style street lighting, consistent to those recently installed around Marshall Park, subject to City standards and to the satisfaction of the Development, Engineering and Financing Section:
 - a. Adjacent to the project site, including Sutter General Hospital,
 - b. On the opposite sides of the street from the project site, and
 - c. On the west side of 29th Street and both sides of 28th Street from N to the light rail station on R St.
 - d. Work with property and/or business owners to facilitate an assessment district to fill in lighting throughout the Sutter District between K and P Streets and 25th to 29th Streets.
 - e. If such an assessment district is formed, the applicant shall be credited/reimbursed for the cost it incurs to install street lighting under b and c above.
29. A building permit for the parking garage shall not be issued unless the residential component of the project has started construction, or unless a building permit for the residential component is issued concurrently.
30. No on-street parking by construction workers shall be allowed. Prior to issuance of building permit, the applicant shall obtain off-site, off-street parking for construction workers and provide a parking management program that prohibits on street parking by construction workers, subject to the review and approval of the Planning Director. The applicant shall use all reasonable efforts to enforce the parking management program to ensure that construction workers do not utilize on-street parking.
31. The parking garage shall be designed to provide adequate screening of parking lot lighting and vehicle lights to surrounding properties.

Planning

32. The project shall be required to comply with the conditions of approval of the Design Review/Board (DR05-150, DR05-190, DR05-226, DR05-238).

33. The project shall provide setbacks as shown on the plans submitted.
34. The applicant shall designate 1949 parking spaces for use by the SGH, WCC, Buhler Building, and SMF Building.
35. Neither the applicant nor any of its affiliates shall apply for the rezoning of any residentially zoned real property located within the Central City Community Plan area east of 16th Street, but outside the property boundaries formed by the south edge of K Street, the east edge of the Capital City Freeway (Business 80) right-of-way, the north edge of N Street, and the east edge of 27th Street, except for that property located at 2600 L Street which currently houses a residential care facility. For purposes of this condition, "residentially zoned real property" shall include, but not be limited to property having any one of the following zoning designations: R-1, R-1A, R-1B, R-2, R-2A, R-2B, R-3, R-3A, R-4, R-4A, RMX, RO.
36. Sutter shall establish a "hot line" during construction so that nearby residents and business can call with complaints or questions.
37. Sutter shall work with residents in the adjoining neighborhood to restrict residential permit parking to one hour and to extend restricted parking to evenings and weekends.
38. Sutter is encouraged (a) to fully participate in an annual community stakeholder process pursuant to Health and Safety Code section 127340 et seq. regarding reaching an agreement with the community as to how best to meet its social obligations to the community, including, among other things, access to healthcare. This agreement can then be memorialized in its Community Benefit Plan, which should include mechanisms to periodically assess the Plan's effectiveness.

The Special Permit for a Helistop is approved subject to the following conditions:

39. The maximum number of take-offs and landings to be permitted for the helistop shall be limited to ten (10) per day, not to exceed 200 per year. Sutter will provide to the Planning Director, on an annual basis, due January 30 of each year, a report outlining the number of take-offs and landings per day and per year.
40. Prior to occupancy permit the applicant/owner/operator shall comply with requirements of the City Code Title 12.92 as amended by the City Council.
41. Prior to occupancy permit the applicant/owner/operator shall comply with State regulations.

ADVISORY NOTES:

The following advisory notes are informational in nature and are not a requirement of this Tentative Map (Sutter Commercial Components):

- a. The proposed project is located in the Flood zone designated as an X zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) that have been revised by a Letter of Map Revision effective February 18, 2005. Within the X zone, there are no requirements to elevate or flood proof.
- b. Due to potential flooding in the area during heavy storms the Department of Utilities recommends the lowest finished floor elevation of the living space of the structures should be a minimum of 1.5 feet above the highest adjoining back of sidewalk elevation.
- c. Many projects in the City of Sacramento require on site booster pumps for fire suppression and domestic water systems. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression system.
- d. Sutter Medical Center's projects that connect to the City's N Street and 29th Street Sewer Replacement Project have mitigated for Sutter's impact to the combined sewer due to their contribution to the sewer replacement project.

Exhibits

Exhibit A	Tentative Map
Exhibit B	Site Plan: General Hospital, Women's & Children Hospital, Medical Office Building
Exhibit C	Landscape Plan
Exhibit D	Tree Legend
Exhibit E	Women's & Children's Hospital Elevations
Exhibit F	Women's & Children Hospital Elevations
Exhibit G	North Elevation, Women's & Children's Hospital
Exhibit H	South Elevation, Women's & Children's Hospital
Exhibit I	East Elevation, Women's & Children's Hospital
Exhibit J	East Elevation (north), Women's & Children's Hospital
Exhibit K	West Elevation (north), Women's & Children's Hospital
Exhibit L	West Elevation (south), Women's & Children's Hospital
Exhibit M	Spanning Structure Elevations
Exhibit N	29 th St Ped Bridge Elevations
Exhibit O	Bridge Detail between W&C Hospital & Buhler Bld.
Exhibit P	Sutter Medical Foundation (SMF) Building/Energy Center

Exhibit Q	SMF Elevations
Exhibit R	Buhler Renovations (Elevations)
Exhibit S	Buhler Renovations (Elevations)
Exhibit T	Buhler Renovations (Elevations)
Exhibit U	Buhler Renovations (Elevations)
Exhibit V	Community Parking Garage Site Layout
Exhibit W	Community Parking Garage Elevations
Exhibit X	Community Parking Garage Floor Plan (Typical)

Exhibit A
Tentative Map

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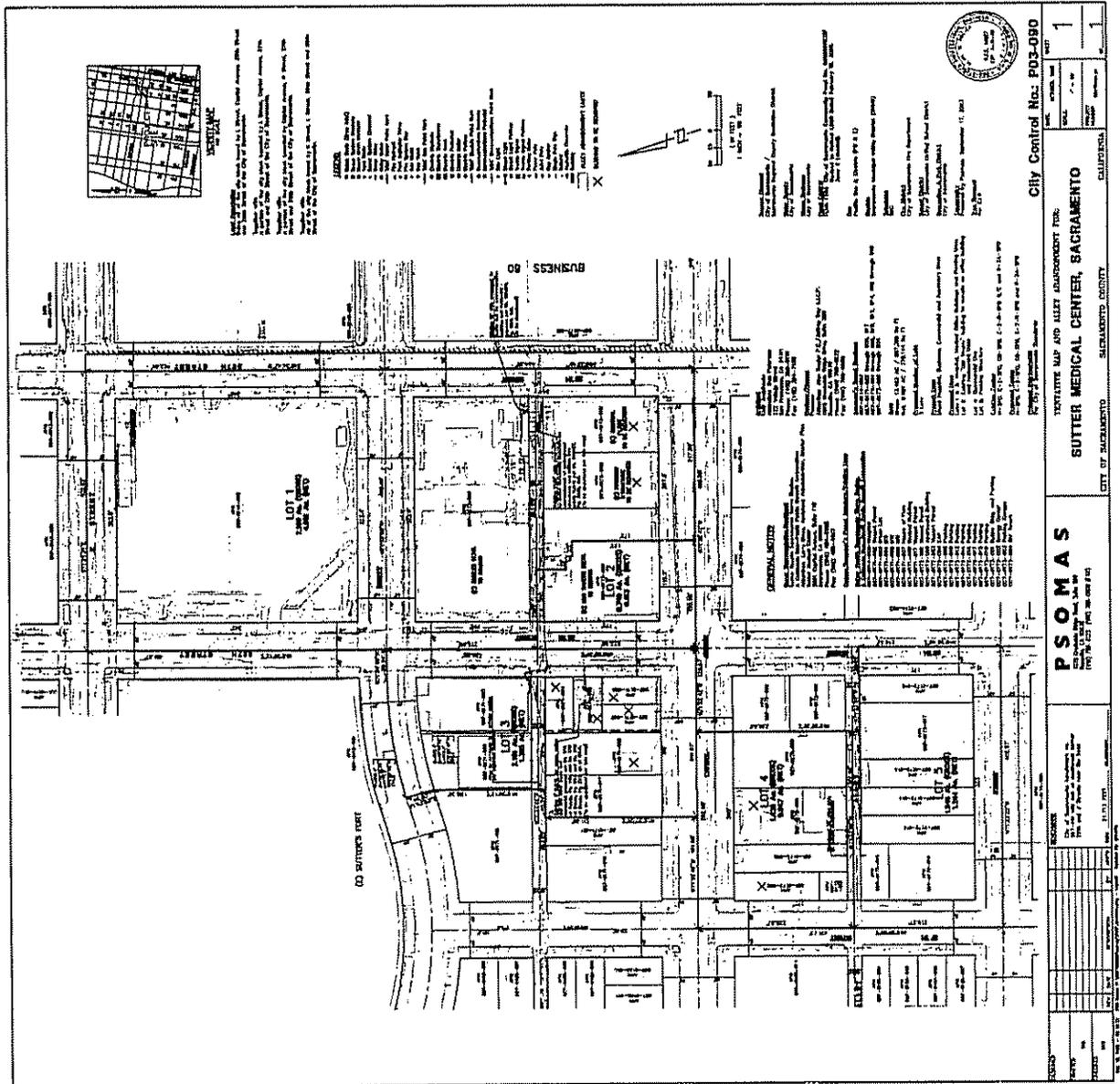
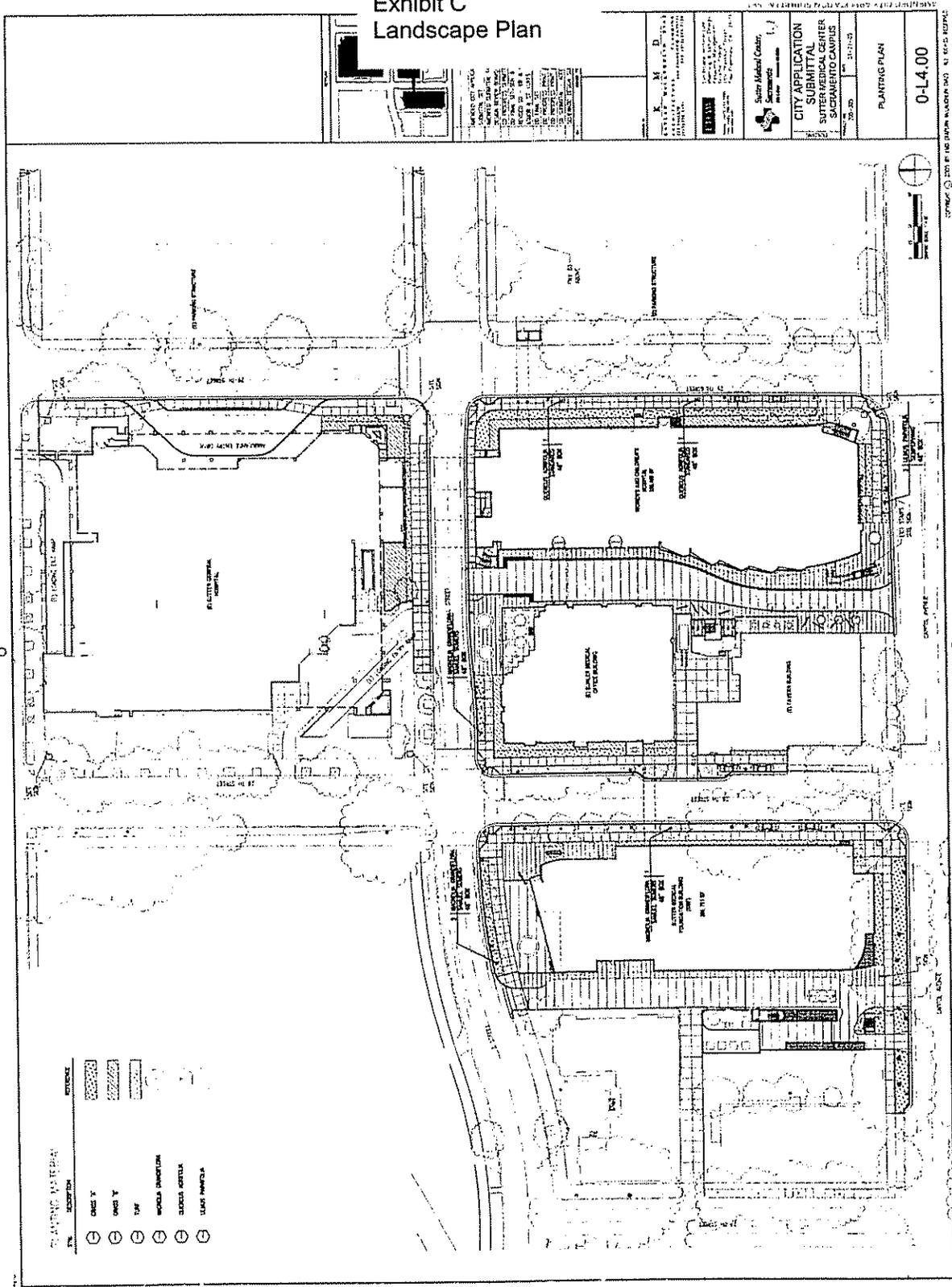


Exhibit C
Landscape Plan



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