REPORT TO COUNCIL
City of Sacramento

915 I Street, Sacramento, CA 95814-2604
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CONSENT
November 20, 2007

Honorable Mayor and
Members of the City Council

Title: Mercy Hospital and Sacred Heart Parish School (P04-215)

Location/Council District: Various properties located on the blocks bounded by H, J, 38th, and 41st Streets, Sacramento City Unified School District; APNs: Mercy - 008-0034-029, 008-034-030, 008-0034-043, 008-0034-044, 008-0034-045, 008-0034-046, 008-0034-048, 008-0034-049, 008-0041-019, 008-0050-001-0001, 008-0050-001-0015; Sacred Heart Parish School – 008-0032-003, 008-0032-004, 008-0032-006, 008-0032-007, 008-0032-009, 008-0032-010, 008-0032-042, 008-0032-043; Residential Development Site – 008-0034-042, 008-0034-045; Council District 3.

Recommendation: 1) Review a **Resolution** certifying the Environmental Impact Report (EIR) and adopting the Mitigation Monitoring Plan (MMP); 2) review a **Resolution** approving the entitlements for the Mercy General Hospital, Sacred Heart Parish School, and residential development project; 3) review an **Ordinance** rezoning various property for the Mercy General Hospital, Sacred Heart Parish School, and residential development sites; and 4) pass for publication the **Ordinance** title as required by Sacramento City Charter 32c to be adopted November 27, 2007.

Contact: Evan Compton, Associate Planner, 808-5260; Stacia Cosgrove, Senior Planner, 808-7110

Presenters: Not applicable

Department: Development Services

Division: Current Planning

Organization No: 4885

Description/Analysis

Issue: The proposed project is a joint effort between Mercy General Hospital and Sacred Heart Parish School. The plan proposes a new Heart Center on the Mercy Hospital campus. The proposal will relocate the Sacred Heart Parish School to the west side of 39th Street and remove the existing 13 multi-family units and 4 single-family homes. A new 20 unit apartment building will be constructed on H Street to replace the units being displaced by the relocation of

the school. Several structures will be demolished and converted to surface parking lots including the chapel, East Wing, and the current Sacred Heart Parish School.

Policy Considerations:

General Plan: The City's General Plan is a primary tool for evaluating public and private building projects and is comprised of a series of goals, policies, programs and actions. The following General Plan policies are most relevant when evaluating the policy consistency of the proposed project:

- Provide and maintain a high quality of public facilities and services to all areas of the City. (GP, 7-1)
- In reviewing medical facility proposals, coordinate with the other agencies that are responsible for planning medical facilities to meet the health care needs of Sacramento. (GP, 7-30)
- Advocate the retention of hospitals in areas with the greater need or seek alternative methods to provide these services. (GP, 7-30)
- Evaluate medical facility proposals considering capacity, convenience to population served, impacts on adjoining uses, the medical needs of the area and proximity to existing and proposed transit services. (GP, 7-30)
- Explore alternative transportation modes that will lead to a decrease in demand of the City's surface street system. (GP, 5-13)
- Provide adequate off-street parking for new development and reduce the impact of on-street parking in established areas. (GP, 5-26)

The proposed project is consistent with the above goals and policies in the existing Sacramento City General Plan, for the following reasons:

The proposed project retains services at Mercy General Hospital in East Sacramento, which serves areas of high need that are geographically proximate to the hospital. These areas include: Oak Park (where Mercy assisted with the establishment of a County-run health clinic), Del Paso Heights (where Mercy operates MercyClinic Norwood, a primary care clinic aimed at reaching vulnerable populations) and downtown (where Mercy operates MercyClinic Loaves and Fishes, which serves transient, low income and homeless residents).

The proposed project provides necessary capacity to support the needs of both the inner city and outlying populations. Mercy General Hospital provides emergency services to the downtown, midtown, East Sacramento, Oak Park, North Sacramento, Tahoe Park, River Park and surrounding communities. More than 25% of the central city population relies on Mercy General for emergency

care.

The proposed project is convenient via public and private transportation to all the areas noted above. A light rail transit (LRT) station, served by a Mercy General Hospital public shuttle (28th and R Streets), is located 1.6 miles away, and another light rail station is located less than a mile from the hospital. Regional Transit also operates bus lines number 30 and 31 on J Street with 15 and 30 minute headways, seven days a week. The project is conditioned to expand its shuttle services to also include the 39th and R Street LRT station. The site is expected to provide adequate parking on-site to meet operational needs.

Additionally, in relation to residential development, the General Plan states:

- Prohibit the intrusion of incompatible uses into residential neighborhoods through adequate buffers, screening and zoning practices that do not preclude pedestrian access to arterials that may serve as transit corridors. (GP, 2-13)

- Provide affordable housing opportunities for all income household categories throughout the City. (GP, 2-14)

- Continue wherever possible to design street and to approve development applications in such a manner as to eliminate high traffic flows and parking problems within residential neighborhoods. (GP, 5-13)

Schools are an allowed use within virtually every zoning category that the City has adopted, and are consistently found within residential neighborhoods, directly adjacent to residential uses. Staff finds that the school use in and of itself located on the west side of 39th Street is not an incompatible use with the residential neighbors. The design of the site will improve pick-up and drop-off conditions for the children, parents, and staff, and will include adequate architectural massing, articulation, and landscaping, such that the buildings and activities of the school children will cause minimal disruption to the neighborhood while providing a safe and attractive streetscape. Staff very carefully evaluates project proposals that incorporate the demolition of residential uses and typically requires that residential units that are proposed to be removed are replaced either on the same site or within proximity to the site. In this case, the 17 residential units that would be removed with the transition of Sacred Heart Parish School to the west side of 39th Street would be replaced with 20 residential units on H Street, directly adjacent to the Mercy Hospital Campus.

A number of members of the community have made it clear to staff and to the Planning Commission and City Council during the review and comment hearings that they feel that the removal of the 13 residences on the west side of 39th Street would represent an unacceptable encroachment into the residential neighborhood in light of Mercy Hospital's history of expansion in the area. General Plan policies do not prohibit the removal of housing for other purposes,

but encourages that careful consideration be taken when locating non-residential uses adjacent to neighborhoods. Staff has been directed by Councilmember Cohn to address the issue of medical hospitals, specifically facilities located in East Sacramento, in the General Plan Update to establish policies related to the encroachment of major medical uses in residential areas.

With regards to traffic, a traffic analysis was performed to consider any potential impacts that the project would generate on surrounding streets. The impacts have been determined to be less than significant.

Smart Growth Principles: It is the policy of the City of Sacramento to promote sustainable and balanced development that makes efficient and effective use of land resources and existing infrastructure. To that end, the City adopted a set of Smart Growth Principles into the General Plan in December 2001; the proposed project is consistent with the following Smart Growth Principles:

1. Mix land uses and support vibrant city centers by giving preference to the redevelopment of city centers and transit oriented development within existing transportation corridors with vertically or horizontally integrated mixed uses to create vibrant urban places;
2. Concentrate new development and target infrastructure investments within the urban core of the region to allow for efficient use of existing facilities, infill and reuse areas;
3. Support high quality education and school facilities which are accessible to neighborhoods and critical in making desirable and livable communities.

The proposed project proposes to locate the new heart center within the developed Mercy Campus, proximate to other medical uses, and within the urban core of the region. The site is conveniently located adjacent to bus transit and will run shuttle service to Light Rail Transit for hospital employees. The hospital campus itself is open to the public and will include a "healing garden," an urban, landscaped garden area. Sacred Heart Parish School will remain within the neighborhood, conveniently located adjacent to residences.

Staff finds that the project as proposed is consistent with the City's General Plan, including the General Plan adopted Smart Growth Principles.

General Plan Update Vision and Guiding Principles: The proposed project complies with the following guiding principles and is not contrary to any of the proposed policies:

a. Provides accessibility and connectivity between areas and safely and efficiently accommodates a mixture of cars, transit, bicyclists, and pedestrians;

b. Includes a mix of housing types within neighborhoods to promote a diversity of household types and housing choices for residents of all ages and income levels to promote stable neighborhoods; and
c. Uses the existing infrastructure and public facilities to increase infill and re-use, while maintaining important qualities of community character.

Committee/Commission Action: On October 25, 2007, the Planning Commission recommended and forwarded to City Council a recommendation to approve the project. On October 16, 2007, the City Council conducted a Review and Comment hearing and on September 13, 2007, the Planning Commission conducted a Review and Comment hearing for the Mercy General Hospital and Sacred Heart Parish School project.

Environmental Considerations: In accordance with California Environmental Quality Act (CEQA) Guidelines, Section 15081, the City, as Lead Agency, determined that an Environmental Impact Report (EIR) should be prepared for the proposed project. The Draft EIR (DEIR) identified significant impacts to biological resources, cultural resources, aesthetics and visual resources, air quality, hazardous materials, noise, and transportation and circulation. Mitigation measures were identified to reduce project impacts to a less than significant impact; however, significant and unavoidable impacts remain for increased traffic volumes on freeway ramp junctions, freeway weaving, and freeway mainline. A Mitigation Monitoring Plan (MMP) that lists all of the mitigation measures and required implementing actions was prepared and is attached (Attachment 2, Exhibit A.2). The Draft EIR was prepared and released for a forty-five (45) day public review period, established by the State Clearinghouse, beginning on July 12, 2007 and ending on August 27, 2007. A public notice was placed in the Daily Recorder and Sacramento Bee on July 12, 2007, which stated that the Draft EIR was available for public review and comment. A public notice was posted with the Sacramento County Clerk's Office on July 12, 2007. A Notice of Availability (NOA) dated July 12, 2007 was distributed to all interested groups, organizations, and individuals for the Draft EIR. The NOA stated that the City of Sacramento had completed the Draft EIR and that copies were available at the City of Sacramento, Development Services Department, Environmental Planning Services, 2101 Arena Blvd., Suite 200, Sacramento, CA 95834. The NOA also indicated the forty-five day public review period.

Numerous comment letters were received on the DEIR. The comment letters and responses to comments are included in the Final EIR (FEIR). The FEIR responds to all comments received on the Draft EIR and revises text and/or analyses where warranted.

Rationale for Recommendation: The project is consistent with the objectives of the General Plan including the General Plan adopted Smart Growth Principles and will allow the medical facility to upgrade the hospital campus to meet future

seismic requirements, construct a new campus for an existing private school, and replace residential units demolished or relocated with a new multi-family development.

Financial Considerations: This project has no fiscal considerations.

Emerging Small Business Development (ESBD): No goods or services are being purchased under this report.

Respectfully Submitted by: _____
David Kwong
Planning Manager

Approved by: _____
William Thomas
Director of Development Services

Recommendation Approved:

for _____
Ray Kerridge
City Manager

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Attachment 1 – Background Information

Background Information: The proposal to construct the Alex G. Spanos Heart Center was submitted to the City of Sacramento on October 25, 2004. The proposal has been modified during the review process to the current proposal discussed in this report. The changes include reducing the size of the proposed heart center, moving the Sacred Heart Parish School to the west side of 39th Street which requires demolition or relocation of 17 residential units, and constructing 20 replacement residential units along H Street.

Entitlement History

On August 13, 1987, a Special Permit was approved to construct an interim surface parking lot with tandem parking spaces while the previously approved parking garage was being constructed. On December 18, 1986, a Special Permit was approved to construct a 110,622 square foot parking garage. On October 22, 1985 a Tentative Map to allow office condominiums was approved. On July 26, 1984 the Planning Commission approved Phase 3 of the Mercy Hospital Master Plan (P84-246). On June 2, 1983 the Planning Commission approved a Special Permit to revise the phasing of the Mercy Hospital Plan. The City Council approved a zone change on June 2, 1983 from Residential Office (RO) to Hospital (H) in the approval of P82-195. On November 21, 1977 the Planning Commission approved a master plan Mercy Hospital Replacement project. (P-7620)

Project Scope: The Mercy General Hospital Campus has a 358,445 square foot campus with 342 hospital beds on 11.65 acres. The proposed Alex G. Spanos Heart Center is 123,350 square feet. With the current proposal, the new Mercy Campus will have 427,491 square feet with 315 hospital beds on 13.25 acres. The project for the Mercy General Hospital site includes the construction of a new heart center, renovations to the South Wing, demolition of the existing Sacred Heart Parish School, demolition of portions of the East Wing, demolition of the chapel, and construction of two enclosures for an emergency generator and a liquid oxygen storage tank.

The Sacred Heart Parish School is currently located near the southeast corner of 39th and H Streets. As part of the Mercy Hospital expansion project, the school would be relocated to the southwest corner of 39th and H Streets. The proposal includes the construction of a new school, the demolition or relocation of 17 residential units (consisting of 13 multi-family units and 4 single-family homes), the demolition of the Mercy Care facility, and the removal of two heritage trees. (Since the decision of the Parks Commission to deny the removal of the Bunya Bunya tree has been called up, the City Council has the final authority concerning whether the tree may be removed. As such, this report analyzes both the original proposal to remove the Bunya Bunya tree, located at the southwest corner of H and 39th Streets, and also an alternative plan which modifies the classroom building to retain the heritage tree.) The new school will have 41,600 square feet. This is slightly larger than the existing school which is 40,000 square feet. The proposed classroom building is 25,600 square feet and the multi-purpose building is 16,000 square feet which consists of a 9,600 square foot gym and

2,000 square foot cafeteria. There is also a 960 square foot relocatable classroom adjacent to the play area.

A portion of the current site of the Sacred Heart Parish School will be redeveloped with 20 residential units. The applicant originally presented two options including a traditional and modern multifamily building. After soliciting input from the Planning Commission and neighborhood, the applicant has selected the traditional elevations but again has provided two options for further review.

Project Modifications Since Original Proposal: Neighborhood input and outreach has been consistent throughout the project review for the heart center proposal. There have been changes to the project proposal in response to the input provided by the community and staff.

Original Proposal

The original proposal in October 2004 was for a 171,246 square foot heart center. The heart center was six levels and 104 feet to the top of the building. The proposal requested to locate a surface parking lot on the Mercy Care Facility (132 spaces on the west side of 39th Street), and to add another parking level to the existing parking structure on H Street.

Modified Proposal

The neighborhood voiced concern the scale of the project was inappropriate for the surrounding neighborhood and the project was subsequently modified. The current proposal proposes a heart center that is 123,350 square feet and 77.5 feet to the top of the building. The applicant withdrew the request to add a surface parking lot on the west side of 39th Street and to add another level to the parking garage on H Street which had been very controversial. The project proposes to demolish the chapel, East Wing (a four story building next to single-family residential), and the current Sacred Heart Parish School which will become surface parking. The school will be relocated on the west side of 39th Street by demolishing the Mercy Care Facility and demolishing and/or relocating 17 residential units. The proposed addition to the mechanical equipment on 39th Street has been setback further from the street and additional landscaping has been proposed to improve the streetscape view.

Additional Modifications

Previously, the applicant requested to deviate from the standard tree shading and parking maneuvering requirements, however the new school proposal was redesigned to meet the standard requirements. The multifamily units proposed on H Street have been redesigned to address neighborhood concerns that the buildings do not have the architectural interest necessary to blend into the surrounding community.

The proposed project is not within a specific Design Review District, however the City Code allows staff architectural purview to ensure that the materials used on buildings

are compatible with other buildings in the area and have pleasing aesthetic qualities. Staff has consulted with the Design Review staff regarding the design of the heart center, school, and housing components. Design comments have been incorporated into this report and staff is recommending a condition that requires the residential development, new mechanical enclosures along 39th Street, and portions of the new private school to obtain staff level review and approval from Design Review to ensure the design elements of the new construction are appropriate for the surrounding East Sacramento neighborhood.

Public/Neighborhood Outreach and Comments: There are still members in the community that oppose the project as proposed. A copy of the most recent concerns has been attached to this report in Attachment 8. The major points of opposition include: 1) The J Street campus is the wrong site for a regional medical center. 2) Demolishing residences and increasing traffic in residential neighborhoods violates the City's General Plan. 3) There are feasible and reasonable alternate sites for a regional heart center that will better serve the community at large. 4) Centralizing medical facilities is bad planning, creates risks and leaves some communities underserved.

Both the opposition to the project and City Council have requested that an alternative be further discussed and explored. The alternative desired by the East Sacramento Preservation Task Force (ESPTF) would be to construct the heart center, with no more than a 10% increase of square footage on the hospital campus after a portion of the East Wing is demolished, and to rebuild the Sacred Heart Parish School on the same site as it exists today. This would preserve the 17 residential units that are currently being proposed for demolition and/or relocation. The ESPTF states that the Mercy Care Facility on the west side of 39th Street could be demolished and have portable classrooms for the children of Sacred Heart while the new school is being constructed. Later, it could be converted into a park/playground area for the older students and the general neighborhood. Staff analysis of the alternative can be found in Attachment 14.

Tentative Map

The tentative map will merge the nine current lots for the Mercy Hospital site and the former Sacred Heart Parish School site into one parcel for the Mercy General Hospital campus. The Mercy campus also has 15 condominium parcels for the medical practices of physicians in the Mercy Medical Plaza and these condo units will remain intact with this map. The map will also create a separate parcel for the proposed 20 residential units. Eight parcels on the Southwest corner of 39th and H Streets will be merged as part of the overall project. Each of the three final parcels proposed have public street frontage and meet the width, depth, and size requirements. The project was heard by the Subdivision Review Committee on August 15, 2007 and the committee made a recommendation to approve the tentative map subject to the conditions listed in this report.

Urban Forest Services (UFS) Tree Removal Hearing

On July 13, 2007 the UFS division held a Director level hearing to discuss the removal

of one Bunya Bunya and one Oak tree from the proposed school site. The final decision by the Parks Director was to allow the removal of the trees. The decision was appealed by a third party. The appeal was heard by the Parks Commission on September 6, 2007 and the decision of the Parks Commission was to overturn the previous approval by denying the removal of the Bunya Bunya tree. (The decision to remove the Oak tree was not overturned and therefore has been approved.) The item was formally called up by a Councilmember. Therefore, the final decision regarding the removal of the Bunya Bunya tree will be determined by the City Council unless the Call Up is rescinded.

Existing and Proposed Zoning: The proposed project includes three rezones which includes the hospital, school, and multifamily development sites.

Proposed Hospital Site

The current Sacred Heart Parish School site is zoned as Residential Office (RO) and is the site of a proposed surface parking lot for the Mercy General Hospital. The project would rezone this portion of land to Hospital (H). The RO zone permits development of office uses subject to the granting of a special permit by the Planning Commission. In the H zone, more intense uses are allowed primarily for medically-related services such as hospitals and convalescent homes, and for group care facilities for the physically and mentally challenged. In addition, medical offices, laboratories, and pharmacies are also permitted. Some neighbors are concerned that this rezone will allow further expansion for the major medical use in the future. Staff believes the rezone to H is appropriate since it would avoid mixed zoning for a single parcel and allows parking for the hospital use to be onsite rather than offsite. Any future expansion on the Mercy site would require further entitlements and therefore review and input from the neighborhood.

Proposed School Site

The new Sacred Heart Parish School site has both Single Family (R-1) and Multifamily (R-3) zoning and the proposal would rezone the site to Single Family Alternative (R-1A). The Zoning Code allows a private school in residential zones with the issuance of a Special Permit. The proposed R-1A zoning takes into consideration that if the site is redeveloped in the future, should the school use be discontinued, the zoning would allow a low to medium density development (15 dwelling units per net acre maximum) intended to permit the establishment of single-family, attached or detached residences where lot sizes, height, area and/or setback requirements vary from standard single-family. Staff believes an R-1A zone would be more appropriate than Standard Single Family (R-1) when considering the depth of the parcel and potential future development.

Proposed Residential Development Site

The new residential development will be located on a parcel that was combined by taking a portion of the Mercy General Hospital land and a portion of the current Sacred Heart Parish School site. The parcel will be rezoned from Residential Office (RO) and

Hospital (H) to Multifamily (R-3). The R-3 zone is a multi-family residential zone intended for more traditional types of apartments. This zone is located outside the central city serving as a buffer along major streets. The maximum density is 29 dwelling units per net acre and therefore the proposed .7± acre site would allow a maximum of 20 residential units. Staff believes this zoning would allow additional residential uses to be added to the site to complement the existing multifamily development on the corner, replace units that are being demolished or relocated because of the new school site, and to act as a buffer from the hospital for the residential units on the north of H Street.

Mercy General Hospital

The Mercy General Hospital Campus has a 358,445 square foot campus with 342 hospital beds on 11.65 acres. The proposed Alex G. Spanos Heart Center is 123,350 square feet. With the current proposal, the new Mercy Campus will have 427,491 square feet with 315 hospital beds on 13.25 acres. The project for the Mercy General Hospital site includes the construction of a new heart center, renovations to the South Wing, demolition of the existing Sacred Heart Parish School, demolition of portions of the East Wing, demolition of the chapel, and construction of two enclosures for an emergency generator and a liquid oxygen storage tank.

Table 1A: Project Information for Mercy General Hospital Campus
General Plan designation: Public/Quasi-Public
Existing zoning of site: H (Hospital) and RO (Existing School Site)
Proposed zoning of site: H (Hospital)
Existing use of site: Major Medical Facility and Sacred Heart Parish School
Property area: 11.65 acres (Mercy's Current Campus) and 13.25 acres (Mercy's Proposed Campus: Includes the 2.3 acre site for the existing school and less the .7 acres for the new Residential development)

Senate Bill 1953

In 1994 a new law was passed to amend the Alfred E. Alquist Hospital Seismic Safety Act of 1983. The law requires all existing acute care hospitals to achieve a minimum Structural Performance Category (SPC) and Non-Structural Performance Category (NPC) and places deadlines to meet the requirements. The goal of the minimum requirements would be to ensure all general acute care hospital buildings are not only capable of remaining intact after a seismic event, but also capable of continued operation and provision of acute care medical services after a seismic event. Mercy is seeking to upgrade its facility to meet the requirement of SB 1953 so the buildings may remain in operation beyond the year 2013 (requiring a minimum SPC-2 Standard) and the year 2030 (requiring a minimum SPC-5 Standard).

New Heart Center

The proposed Alex G. Spanos Heart Center is a four-level building, with basement and

mechanical penthouse. The building is 123,350 square feet and includes 90 private hospital beds. Approximately 16,135 square feet in the North Wing and Mercy Medical Plaza buildings will be renovated as part of the heart center project. The heart center will connect to all floors within the North Wing.

The heart center building will become the new "front door" to the hospital campus. (Previously the main entrance to the hospital was located on the North Wing.) A new vehicular drop-off drive is located on the J Street elevation and will provide access to the main entry.

Basement Level

The basement will include a connection to the Mercy Medical Plaza (MMP) building for electrophysiology and ambulatory surgery patients and to the North Wing for logistics support.

First Level

The first level will include the new hospital main entrance and contain the main lobby public spaces and restrooms. The existing chapel and Admitting Department will be relocated to the main entrance and lobby area. The first level will also include the Cardiac Patient and Rehabilitation Centers which provide diagnostic services to heart patients, as well as registration and preparation for heart surgery and registration, prep and recovery for cardiac catheterization patients. The Emergency Department will have a new public drop off area.

Second Level

This level will include 20 rooms to provide post-surgical care for open heart surgery patients. The floor will also include four new cardiovascular operating rooms, a new interventional radiology room, and one new cardiac catheterization lab.

Third Level

There will be 35 private beds on this floor for the Cardiac Intervention Unit.

Fourth Level

There will be 35 private beds on this floor for the Progressive Care Unit.

Penthouse Level

The penthouse level will contain mechanical equipment for the heart center and existing North Building. The mechanical equipment includes air handling units, cooling towers, and medical gases and vacuum pumps.

Renovations to South Wing

The demolition of the East Wing creates a need for some renovations to the South Wing building. New stairwells and a new cafeteria will be placed in the South Wing. The new stair towers will consist of approximately 2,640 square feet of new construction and will be similar in height to the existing stair towers. These towers provide for the required exiting from the upper levels of the South Wing building. The new cafeteria scope of work includes renovating 3,475 square feet on the first level. The exterior addition to the South Wing requires a Special Permit Modification and staff supports the request because the new stairwells will provide necessary exiting and are consistent with the other two existing stairwells on the South Wing.

Demolition of the East Wing, Chapel, and Current Sacred Heart Parish School

The new heart center will replace the majority of beds currently operating in the East Wing and the applicant proposes to demolish this structure after the opening of the new heart center. A freestanding one-story extension of the building with approximately 3,900 square feet will remain in use for therapy services. After the demolition the area will be converted to a parking lot and a six foot high masonry wall will be required for the areas adjacent to the residential uses. The chapel and East Wing uses will be relocated on campus, partly in the new heart center.

The project would also demolish the current Sacred Heart Parish School and a surface parking lot will replace the site after the new school is constructed on the west side of 39th Street. These demolitions have been reviewed by the Preservation Director and reviewed in the EIR. Staff does not oppose the demolitions since it will relocate major medical and hospital uses in a central location on the hospital campus and reduce the intrusiveness of uses adjacent to the single-family homes.

Emergency Generators and Liquid Oxygen Storage Tanks

The project includes the construction of two enclosures adjacent to the existing Mercy Medical Plaza emergency generator and liquid oxygen tank enclosures located near the intersection of 39th and I Streets. The new enclosures will include space for an additional emergency generator that will serve the proposed heart center and an enlarged horizontal liquid oxygen tank that will serve the entire campus. The new enclosures have been redesigned from the original submittal to meet all the required setbacks. Additional screening is also being proposed to minimize the visual impact from 39th Street. Staff is recommending that the new mechanical enclosures be conditioned to obtain staff level Design Review. The review may require additional brick work or landscaping to ensure an improved streetscape view from 39th Street or possibly relocating the structures to the interior of the hospital site.

Hospital Beds

With the completion of the proposed project, the hospital will have 315 hospital beds. The hospital currently has 342 hospital beds or 27 more beds than what is proposed. Although the net square footage of structures on the site will increase by 69,046 square feet after calculating the new heart center and taking into consideration the planned

demolitions, the number of beds will decrease because of architectural standards dictating larger spaces for patient care delivery. The 2006 Guidelines for the Design and Construction of Hospitals and Healthcare Facilities, produced by the American Institute of Architects, dictates 100 square feet of clear floor area per semi-private medical/surgical bed, 120 square feet of clear floor area per private medical/surgical bed, and 200 square feet of clear floor area per private intensive care unit bed. The new heart center will meet the above requirements, however, the East Wing which is proposed for demolition, is currently operating at 77 square feet of clear floor area per bed.

		Existing 2007		**Proposed 2012**	
Hospital Building	**Date Built**	**Licensed Beds**	**Total Square Feet**	**Licensed Beds**	**Total Square Feet**
South Wing	1925	116	110,748	110	113,388
East Wing	1954	107	57,804	0	3,900
Northeast Building	1963	65	35,237	65	32,197
North Wing	1981	54	154,656	50	154,656
Heart Center	2012	NA	NA	90	123,350
Totals:		342 beds	358,445	315 beds	427,491

Helistops

There is no proposal for a helistop (a designated area where helicopters can land to drop-off critically ill patients) on the Mercy General Hospital campus. Any future requests for a helistop would require the approval of a Planning Commission Special Permit.

Shuttle Service

The Transportation Systems Management Plan (TSMP) has been updated. A copy of the updated plan can be found in Attachment 7. Staff finds the community shuttle should include 39th Street and a condition has been placed on the project to require that this service incorporate a route to accommodate the change. The applicant has also been conditioned to cooperate with Regional Transit and other transit providers to coordinate shuttle service within East Sacramento.

Access, Circulation, and Parking

The proposed heart center will have vehicular access on H, J, and 39th Streets. There is

a drop off at the main entry on J Street with a covered canopy. The existing parking garages and the surface parking lots will be accessible from all three streets. H Street is an east-west street and has one travel lane in each direction. J Street is an east-west street and has one travel lane in each direction along with a center left-turn lane or two-way left turn lane. 39th Street is a north-south street and has one travel lane in each direction. There is a private street, often referred to as the Spine Street, running in a north-south direction which allows a connection between H and J Streets and provides an opportunity to circulate around the site. On the Mercy Hospital site, there will be designated parking spaces for the Sacred Heart Parish School, Mercy McMahon Terrace, and the new residential units. Approximately 279 spaces will be used by Sacred Heart Parish School on the Mercy Hospital site in the evenings and on weekends for assemblies and special events.

The parking spaces that exist on the southern portion of the Mercy hospital site along J Street will be reconfigured to maximize parking spaces.

Attendant Parking

In the parking garage, the operation is organized so that self-park spaces are occupied first. Once self-park spaces are filled, cars are directed to the roof level of the garage where the attendants offer assisted parking. Tandem spaces are occupied from the roof down each level. An attendant is stationed on each level to assist people with parking. Attendants provide a claim ticket to the vehicle owner. The vehicle will stay in the same location unless it needs to be moved to let out a self-parked vehicle. As the peak hours end, the attendants place tandem parked cars in self-park spaces. Keys to the vehicles are transferred to the cashier's booth where people can pick up their keys.

Table 2: Overall Parking Requirements

Use	Existing Parking	Required Parking	Proposed Parking	Difference
Mercy General Hospital	1,312 spaces onsite*	1,069 spaces**	1,426***	no

*Currently the hospital has 1,312 spaces onsite and 35 spaces on the Mercy Care Facility site for a total of 1,347 parking spaces.

**As indicated in Table 3, the hospital requires 1 parking space for each hospital bed and 1 parking space for every 200 square feet of medical office. With 315 hospital beds and 150,640 square feet of medical office, the hospital use requires 1,069 parking spaces.

***A parking inventory chart has been included to show where the parking spaces are located on the site.

Table 2a: Bicycle Parking			
Total parking provided	**Required bicycle parking**	**Provided bicycle parking**	**Difference**
1,426	71	72	no

As indicated above, the project meets or exceeds parking requirements.

Mercy McMahon Terrace Parking (MMT)

This adjacent use for residential care facility requires a total of 27 parking spaces (which was determined by the Planning Commission) for its use. The new loading area and drop off loop removes 11 parking spaces on their site so they will only have 16 spaces total after the new school is constructed. The offsite parking request will provide 15 designated parking spaces on the Mercy General Hospital site for the MMT use.

Table 3: Parking Inventory for the Mercy Parking Onsite			
Location	**Description**	**Current Spaces**	**Post Construction**
MMP Surface	Surface Lot	58	58
	Subtotal	*58*	*58*
MMP Garage	Upper Garage	84	84
	Lower Garage	72	72
	Subtotal	*156*	*156*
MGH	Physician Surface Lot	87	85
	Entry Surface Lot	26	20
	Surface Lot for SHPS	13 Faculty 9 Visitors *Subtotal: 22 spaces*	0
	Oversize Vehicle Lot	7	0
	Northwest Surface Lot (Former SHPS	0	15 MMT

	site)		4 Residential 35 SHPS 99 Emergency Department 2 Law Enforcement *Subtotal: 155 spaces*
	Northeast Surface Lot (Former Chapel site)	0	29
	Subtotal	*142*	*287*
MGH ED Surface	Emergency Department Surface Lot	29 Patients/Visitors 2 Law Enforcement	0
	Subtotal	*31*	*0*
MGH Parking Structure	Lower Level	124 regular 5 oversized vehicle 50 tandem	124 regular 5 oversized vehicle 50 tandem
	1st Level	157 spaces	157 spaces
	PM Lot	54 spaces 20 tandem	54 spaces 20 tandem
	2nd Level	223 spaces 39 tandem	223 spaces 39 tandem
	3rd Level	59 spaces	59 spaces
	4th Level	140 spaces 54 tandem	140 spaces 54 tandem

	Subtotal	*925 spaces*	*925 spaces*
Total Onsite Parking for Mercy		**1,312 spaces onsite currently**	**1,426 spaces onsite post construction**

The net increase in parking spaces onsite for Mercy is 114 spaces. Although the site is adding a total of 226 surface parking spaces (155 spaces on the SHPS site, 42 spaces on the East Wing site, and 29 spaces on the chapel site), there is parking allocated to other uses including: 35 spaces for SHPS, 15 spaces for MMT, and 4 for the residential use. There is also parking being removed to construct the heart center and other onsite improvements.

Setbacks, height and bulk

The new Alex G. Spanos Heart Center is proposed to be a four-story building measuring 62 feet to the roof and 77.5 feet to the top of the mechanical penthouse. The height of this structure exceeds the 45 foot height limit in the Hospital (H) zone which will require a Planning Commission Special Permit.

Table 4: Height and area standards for the Proposed Heart Center

Standard	**Required**	**Proposed**	**Deviation?**
Height	45'	62' to the plate line and 77.5' to the top of the parapet	yes
Front setback:			
H Street*	25'	330'	no
J Street*	25'	90'	no
Interior side setback	10'	308'	no
Street side setback (39th Street)	25'	351'**	no

*When the site has more than one street frontage, the Zoning Code states that the front of the lot is the narrowest frontage. Since H Street is 505 feet, J Street is 754 feet, and 39th Street is 650 feet, the H Street side is considered the front of the lot. On a through lot with a depth of 125 feet or more, each street frontage shall be considered the front yard. Therefore, both H and J Streets will be considered as the front of the lot and 39th Street will be considered the street side.

**The new mechanical equipment and enclosures along 39th Street will meet the streetside setback requirements. The Zoning Code requires a minimum of 25 feet. There is an existing mechanical enclosure that is located 25 feet from the property line and the new additions provide a minimum of 25 feet to the property line, therefore no entitlement is required.

The proposed heart center is located in the center of the Mercy campus and the plate height is 5.5 feet taller than the existing South Wing structure. Staff finds that the height of the proposed heart center is acceptable because it is set back from the street, located internally between existing multistory structures, and buffered from the residential neighborhood with a new residential development to the north side of the site.

Building	**Number of Levels**	**Height to Top of Building**
South Wing	4 with mechanical penthouse	72 feet
East Wing	1 level	20 feet
Northeast Building	2 levels	38 feet
North Wing	3 levels with basement	47 feet 8 inches
Russell Building	1 level	22 feet
Maintenance Building	1 level	10 feet 6 inches
Mercy Medical Plaza North	4 levels with basement	58 feet 5 inches
Mercy Medical Plaza South	3 levels	47 feet 5 inches
Proposed Heart Center	4 levels with basement	77 feet 5 inches

Alex G. Spanos Heart Center building design and landscaping

The design of the heart center contains traditional "arts and crafts" style elements which are found in the surrounding neighborhood architecture. The materials include a "Renaissance Stone" base, face brick middle, and stucco top. Additional façade elements include tower lantern elements along the west façade, recessed brick and stone detailing, arch window assemblies along west façade base, dry laid stone columns at the entry and lobby corridor, roof bracket supports, sun shade assemblies, and "arts and crafts" style exterior lighting.

A healing garden with a water feature is proposed between the existing South Wing and the proposed heart center. According to the applicant, this garden will be open to the

public during the day, however, it will be gated at night for security purposes.

Staff finds that the pedestrian access on the street frontages and on the internal site needs additional review. A condition has been placed on the project for Mercy representatives to work with the Design Director and the community to develop a "pedestrian master plan" for the site. The pedestrian master plan is to beautify the edges and the internal campus of the hospital campus not just for patients and visitors but for the general public. This could include but not be limited to: a pedestrian path from the public sidewalk to the healing garden, benches with decorative paving along the street frontages, widening the sidewalks, and improving the internal pedestrian connections on the hospital site.

Sacred Heart Parish School:

The Sacred Heart Parish School is currently located near the southeast corner of 39th and H Streets. As part of the Mercy Hospital expansion project, the school would be relocated to the southwest corner of 39th and H Streets. The proposal includes the construction of a new school, the demolition or relocation of 17 residential units (consisting of 13 multifamily units and 4 single-family homes), the demolition of the Mercy Care facility, and the removal of two heritage trees (with City Council call up and approval). The new school will have 41,600 square feet. This is slightly larger than the existing school which is 40,000 square feet. The proposed classroom building is 25,600 square feet and the multi-purpose building is 16,000 square feet which consists of a 9,600 square foot gym and 2,000 square foot cafeteria. There is also a 960 square foot relocatable classroom adjacent to the play area.

Table 1B: Project Information for New Sacred Heart Parish School Site
General Plan designation: Low Density Residential and Medium Density Residential
Existing zoning of site: R-1 (Standard Single Family) and R-3 (Multifamily Residential)
Proposed zoning of site: R-1A (Single Family Alternative)
Existing use of site: 13 multifamily units and 4 single-family homes to be demolished or relocated for new school.
Property area: 2.56 acres

Original Proposal and the Alternative Proposal

There are two versions for the proposed new private school. The original proposal, which is the preferred proposal by the applicant, removes the Bunya Bunya tree on the proposed school site at the southwest corner of H and 39th Streets. The alternative proposal, which retains the Bunya Bunya tree on the site, modifies the classroom building by moving the architectural projection of the library in a westerly direction and proposes a foundation plan that utilizes grade beams and drilled pier foundations to protect the dripline of the Bunya Bunya tree to the satisfaction of the Urban Forest Services department.

Setbacks, height and bulk

The proposed school has a one story element that will project into the required front setback on H Street. The rounded element will be used for the library. The setback requirement on H Street is 20 feet and the project provides 8 feet for the library element and 20 feet for the gymnasium element. Staff supports the request for the reduced setback on H Street because the library rounded element adds to the architectural interest and the majority of the multipurpose building and classroom building are set back to be consistent with the existing adjacent structures. Furthermore, the library element is only one story and will not affect the current or future tree canopy space.

The school buildings have a plate height of 28 feet which is less than the 35 foot maximum. There is a mechanical roof and tower element with a plate height of 42 feet. The Zoning Code allows architectural projections including mechanical appurtenances and towers as long as the height is no more than 20% of the allowed height and the area of the projection is less than 50% of the roof area. The projections are within the 20% allowed and the projection makes up approximately 19.2% of the roof area. Therefore an additional entitlement is not required.

Table 2B: Height and area standards for the New Sacred Heart Parish School Site

Standard	Required	Proposed	Deviation?
Height	35' maximum to the plate height and 20% additional height for architectural projections less than 50% of roof area	28' to the plate line of the 2 story classroom 42' to the plate height of the tower element	no
Front setback (H Street*)	20'	8'	12'
Interior Side setback	5'	10'	No
Street side setback (39th Street)	12.5'	20'	no
Rear setback	15'	15'	no

*When the site has more than one street frontage, the Zoning Code states that the front of the lot is the narrowest frontage. Since H Street is 259 feet and 39th Street is 293 feet, the H Street side is considered the front of the lot.

Demolition and/or Building Moves for 17 Residential Units and the Mercy Care

Facility

The proposed school site at the southwest corner of 39th and H Streets currently is developed with 17 residential units (13 multifamily units and 4 single-family homes) and the Mercy Care Facility. The residential units have been offered free to interested parties that would be willing to move the structures. Qualified applicants are to have a vacant lot and funds available for the building move to ensure the move can be completed without delaying the site preparation and construction of the new school. If qualified applicants are not found to move the residential units, the units will be demolished.

Residential home move requests require staff level review. The application is submitted to Design Review which coordinates the process with several other city departments. Additionally, building moves for residential structures require a Special Permit by the Zoning Administrator unless entitlements have been approved and a building permit issued for the replacement building (in this case the new school). No Special Permit has been requested with this project to move the buildings before the final decision of the project and to leave the lots vacant without a building permit issued for the new construction.

The overall project will have to be approved first before a home move request will be approved. However, the applicant may submit the move request(s) at any time and the review can be processed concurrently with the overall project. For building moves, the adjacent neighbors for both the existing and new site will be notified of the building move request. They may provide input to staff which can be considered in the staff level review process. The demolition of the existing residential structures if not moved, is being reviewed under the EIR so no additional notification will be required after the decision on the overall project. The Mercy Care Facility located at 862 39th Street is also proposed to be demolished. This facility has been vacant for the last several years.

Land Use

Private schools are allowed in any zone subject to the granting of a Planning Commission Special Permit. The Sacred Heart Parish School is a private school for K-8th grades. The school enrollment is approximately 315 students. A new Special Permit is required because the school is relocating their facilities to a new site. In evaluating Special Permit proposals of this type, the Commission is required to make the following findings:

A. Sound Principles of Land Use. A special permit shall be granted upon sound principles of land use.

In this case, staff finds that the proposed private school use is appropriate because it is an allowed use in the existing Single Family (R-1) and Multi Family (R-3) zone and the proposed Single Family Alternative (R-1A) zone. The private school has been in operation on the other side of 39th Street and has not caused undue disruption of the nearby residential uses.

B. Not Injurious. A Special Permit shall not be granted if it will be detrimental to the public health, safety or welfare, or if it results in the creation of a nuisance.

Staff finds that the new location of the school provides separation with the existing hospital campus and a new loop entry allows adequate stacking of cars which is an improvement over the existing site design.

C. The proposed project is consistent with the General Plan land use designation and General Plan policies

Staff finds that the site is designated Low and Medium Density Residential and school facilities are permitted subject to a Special Permit and the project supports the General Plan policy on locational criteria of school facilities because the proposed school site is conveniently accessible on the corner of 39th and H Streets and is separated from incompatible land uses by relocating west of 39th Street which is adjacent to residential and senior care uses.

Access, Circulation and Parking

The new school campus will have a drop off loop on the site. The loop will be accessed off of 39th Street and will consist of three lanes: a drop off lane, an entry thru lane, and an exit lane. The loop provides stacking room for approximately 45 cars. The applicant is proposing 46 parking spaces for the school use. There will be eight (8) visitor spaces for the school near the entrance of the drop off. There are also three (3) spaces located off of a gated entrance on H Street. There will also be 35 spaces for the faculty and staff parking on the hospital's surface parking lot where the existing school is located. The hard court area, which is located in the middle of the entrance loop, can be used for overflow when school is not in use and can accommodate approximately 60 vehicles. The school will also continue to work with Mercy hospital to provide additional parking on the hospital campus for special school events and assemblies. The parking requirement for a school use is determined by the Planning Commission.

Table 3: Parking Requirements for Sacred Heart Parish School

Use	Existing Parking	Required Parking	Proposed Parking	Difference
Sacred Heart Parish School	8 spaces	TBD by Planning Commission	46 spaces	no

As indicated in Table 3, the Sacred Heart Parish School parking requirement is determined by the Planning Commission. Typically the city has applied the requirements of the Sacramento County Zoning Code as a base to determine if adequate parking is being provided. Sacramento County requires one parking space per employee for an elementary school. Sacred Heart Parish School is proposing to provide a total of 46 parking spaces which includes 11 parking spaces onsite and 35

parking spaces on the Mercy Hospital Campus. There were previously 12 parking spaces proposed on the Sacred Heart Parish School site but one space was removed in order to meet the 50% tree shading requirements. For comparison purposes, the Sacred Heart Parish School currently has eight spaces on its property with the remainder of required spaces being provided by an agreement with Mercy Hospital.

Table 3a: Bicycle Parking			
Total parking provided	**Required bicycle parking**	**Provided bicycle parking**	**Difference**
46	1 facility for every 20 required parking spaces	2 facilities	no

Luther Family Property at 852 39th Street: The Luther family owns property that is surrounded on three sides by the proposed school site. The Zoning Code requires that all uses other than residential purposes must provide a minimum 6 foot high solid masonry wall along all property lines that abut a residential zone or residence. The owners of the home at 852 39th Street, the Luther family home, have requested that if the proposal is approved, they would request a wood fence for the home rather than masonry wall. Staff supports the request since the property owner does not object to the variance to waive the required masonry wall.

The Luther family has made other design requests including the following:

A. Provide an additional 5 feet to the Luther property from the school property on the northern property line for Luther's use.

B. Protect the Elm tree on the Luther property during construction of the school.

C. Preserve the 27 ft by 18 ft landscaped area on the south side of the residence. A portion of the landscaped area is actually located on the Mercy Care Facility property and is proposed to be removed to allow additional parking spaces and a sidewalk for the school.

Mercy has agreed to accommodate the Luther family on items A-B however, item C has not been resolved. Staff does not object to the current sidewalk and parking stall configuration proposed by Sacred Heart Parish School because the new parking stalls will buffer the pedestrian sidewalk and vehicles entering the school drop off loop.

Sacred Heart Parish School Building design and landscaping

The proposed project is not within a specific Design Review District, however the City Code allows staff architectural purview to ensure that the materials used on buildings are compatible with other buildings in the area and have pleasing aesthetic qualities.

The new school will be finished in cement plaster with a full-brick wainscot and barrel tile roof similar to the vocabulary of the church and existing school building. Staff believes the building design is very traditional and complements the surrounding neighborhood. Staff would like to work with the applicant on several items such as substituting three pipe terra cotta vents instead of the proposed metal vents and the incorporation of shed roof elements on the north elevation of the multi-purpose building and the south elevation of the classroom building. Staff would also like the proposed wrought iron fencing around the school to have an 18 inch brick base with decorative rail elements. The project has been conditioned so that the applicant shall work with Design Review staff for final approval on design.

Residential Development

A portion of the current site of the Sacred Heart Parish School will be redeveloped with 20 residential units. The applicant originally presented two options including a traditional and modern building. After soliciting input from the Planning Commission and neighborhood, the applicant has selected the traditional elevations. The traditional proposal in this report again provides two options: one style is entirely Craftsman and the other has both Craftsman and Spanish Colonial on the separate buildings for the multifamily complex.

Table 1C: Project Information for New Residential Development Site
General Plan designation: Public/Quasi-Public
Existing zoning of site: RO (Residential Office) and H (Hospital)
Proposed zoning of site: R-3 (Multifamily)
Existing use of site: Sacred Heart Parish School site and surface parking lot
Property area: .7 acres

Access, Circulation and Parking

The proposed housing has a pedestrian entrance from H Street and the vehicular entrance is located internally on the hospital campus which could be accessed from either H, J, or 39th Streets. The residential housing comprises of eight (8) units with 2 bedrooms and 2 baths. The other 12 units will have 1 bedroom and 1 bathroom configurations. The Zoning Code requires that each unit have 1.5 parking spaces and one guest space for every 15 units. Therefore, this complex will require 31 parking spaces. There are 27 parking spaces provided on the site and an additional four (4) designated parking spaces will be provided on the Mercy General Hospital site. A Special Permit is required to allow the parking spaces to be located offsite. The parking area will have a rolling gate. A Special Permit is required to establish gates at a private vehicular entrance. Staff does not object to the use of a gate in this instance since the gate may be necessary to keep the hospital visitors from parking in the residential parking lot. Additionally, pedestrian access is provided from H Street without gates.

Table 2: Overall Parking Requirements				
Use	**Existing Parking**	**Required Parking**	**Proposed Parking**	**Difference**
Apartments (20 units)	N/A	31 spaces	31 spaces	no

As indicated in Table 3, the apartments will require 1.5 parking spaces per unit and 1 guest space for a total of 31 parking spaces. There are 27 parking spaces proposed on the residential development site and 4 offsite parking spaces on the Mercy Hospital site.

Table 2a: Bicycle Parking			
Total parking provided	**Required bicycle parking**	**Provided bicycle parking**	**Difference**
31	2	2	no

As indicated above, the project meets or exceeds parking requirements.

Setbacks, height and bulk

The proposed residential units will be located on a parcel that is 203 feet wide along H Street and with a 150 foot depth. The structure has been designed to meet the setback, height, and lot coverage requirements in the proposed R-3 zone.

Table 2C: Height and area standards for the Residential Development Site			
Standard	**Required**	**Proposed**	**Deviation?**
Height	35'	27'	no
Front setback (H Street)	22'4"	22'4"	no
Side setback (West)	5'	5'	no
Side setback (East)	5'	69'	no
Rear setback	15'	15'	no
Courtyard	20'	7'	yes
Lot coverage	50% max.	32%	no

Density	29 d.u./n.a.	29 d.u./n.a.	no

As indicated above, the project requires a Variance for the courtyard requirement. The Zoning Code states that where main entrances are located on two or more sides of the court, the minimum width of said court shall be 20 feet. According to the plans submitted, there are court areas with only 7 feet. The fire department has reviewed the proposal and did not object to the layout. Staff does not have objections to the courtyard reduction request because there is adequate emergency access, an open court area is provided for light and air purposes, and the configuration allows for additional landscaping in the courtyard area.

Residential Development Building design and landscaping

Staff supports the further changes to the multifamily development to incorporate the neighborhood comments into the design. The massing of the buildings on H Street is appropriate. The concept to have separate designs for the two freestanding structures (Craftsman and a Spanish Colonial style) allows a more eclectic and typical East Sacramento streetscape on H Street. Staff would like to work with the applicant and the community further on the roof forms, finishes/materials, window trims, and attic vents. Therefore, staff has placed a condition on the Plan Review entitlement that the applicant shall work with Design Review staff and the community for approval to incorporate these elements into the final design.

Attachment 2

RESOLUTION NO.

Adopted by the Sacramento City Council

CERTIFYING THE ENVIRONMENTAL IMPACT REPORT AND ADOPTING THE MITIGATION MONITORING PLAN FOR THE MERCY GENERAL HOSPITAL AND SACRED HEART PARISH SCHOOL PROJECT (P04-215)

BACKGROUND

A. On October 25, 2007, the City Planning Commission conducted a public hearing, and, having reviewed and considered the information contained in the Environmental Impact Report, forwarded to the City Council a recommendation to approve with conditions the Mercy General Hospital and Sacred Heart Parish School Project.

B. On November 27, 2007, the City Council conducted a public hearing, for which notice was given pursuant to Sacramento City Code Sections 16.24.097, 17.208.020(C), 17.212.035, 17.216.035, and 17.200.010(C)(2)(a, b, and c)(publication, posting, and mail 500'), and received and considered evidence concerning the Mercy General Hospital and Sacred Heart Parish School Project.

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

Section 1. The City Council finds that the Environmental Impact Report for Mercy General Hospital and Sacred Heart Parish School Project (herein EIR) which consists of the Draft EIR and the Final EIR (Response to Comments) (collectively the "EIR") has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures.

Section 2. The City Council certifies that the EIR was prepared, published, circulated and reviewed in accordance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures, and constitutes an adequate, accurate, objective and complete Final Environmental Impact Report in full compliance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures.

Section 3. The City Council certifies that the EIR has been presented to it, that the City Council has reviewed the EIR and has considered the information contained in the

EIR prior to acting on the proposed Project, and that the EIR reflects the City Council's independent judgment and analysis.

Section 4. Pursuant to CEQA Guidelines Sections 15091 and 15093, and in support of its approval of the Project, the City Council adopts the attached Findings of Fact and Statement of Overriding Considerations in support of approval of the Project as set forth in the attached Exhibit A.1.

Section 5. 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 Plan 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 Plan as set forth in Exhibit A.2 of this Resolution.

Section 6. The City Council directs that, upon approval of the Project, the City's Environmental Planning Services shall file a notice of determination (NOD) with the County Clerk of Sacramento County and, if the Project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of CEQA section 21152.

Section 7. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

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Exhibit A - CEQA Findings of Fact and Statement of Overriding Considerations for the Mercy General Hospital and Sacred Heart Parish School Project (P04-215).

Exhibit A.1: FOF and SOC

CEQA Findings of Fact and Statement of Overriding Considerations for the Mercy General Hospital and Sacred Heart Parish School Project.

Description of the Project

The proposed project includes the development of a variety of new uses including construction of a 123,350 sf Alex G. Spanos Heart Center (Heart Center); surface parking lots on the existing School campus and at the northeast and southeast corners of the hospital campus; and a residential complex with 20 for-rent units along H Street. The project also includes the relocation of the School to a location west of 39th Street between H and J Streets where the existing Mercy Care facility and 17 residential units are presently located. The following buildings would be demolished in order to construct the project: Mercy General Hospital's East Wing and chapel; existing School buildings; the Mercy Care facility; and seven residential structures (4 single-family and 13 multi-family residential units). The following entitlements are requested:

- Environmental Determination: Certification of the Environmental Impact Report (EIR);
- Mitigation Monitoring Plan;
- Rezone the hospital campus from H and RO to H;
- Rezone the new school site from R-1 and R-3 to R-1A;
- Rezone the multifamily site from RO and H to R-3;
- Tentative Map to merge and resubdivide 16.51± acres into 3 lots for the Mercy Medical Campus (13.25± acres), Multifamily Development (.7± acres), and the Sacred Heart Parish Campus (2.56± acres);
- Special Permit to allow a private school and parish ministries in the R-1A zone;
- Special Permit to allow the new heart center to exceed the 45 foot height requirement and construct a structure with 62 feet to the plate line and 77.5 feet to the top of the building;
- Special Permit to allow offsite parking for the school on the Mercy site;
- Special Permit to allow offsite parking for Mercy McMahon Terrace on the Mercy Hospital site;
- Special Permit to allow 4 offsite parking spaces for the multifamily units on the Mercy Hospital campus;
- Special Permit to allow attendant parking;
- Special Permit to allow vehicular gates for a multifamily development;
- Plan Review for the development of 20 residential units in the proposed R-3 zone;
- Special Permit Major Modification to demolish the existing East Wing and replace with a 47 space surface parking lot;
- Special Permit Major Modification to demolish a chapel and replace with a 29 space surface parking lot;

- Special Permit Major Modification to demolish the Sacred Heart Parish School building and replace with a 155 space surface parking lot;
- Special Permit Major Modification to construct a new 123,350 square foot heart center;
- Special Permit Modification to renovate the South Wing which includes two new exit stair towers;
- Variance to allow the new multifamily units to deviate from the standard courtyard requirement in the R-3 zone;
- Variance to allow the new school to deviate from the required setbacks in the existing R-1 and R-3 zone and the proposed R-1A zone;
- Variance to waive the required masonry wall between the new private school and a single-family home;
- Variance to waive the required masonry wall on the residential development's south and east property lines abutting the hospital site;
- Variance to allow a trash enclosure to be located in a required setback area for a new multifamily development.

Findings Required Under CEQA

1. Procedural Findings

The City Council of the City of Sacramento finds as follows:

Based on the Initial Study conducted for Mercy General Hospital and Sacred Heart Parish School Project (P04-215), SCH # 2007022104, (herein after the Project), the City of Sacramento's Environmental Planning Services determined, on substantial evidence, that the Project may have a significant effect on the environment and prepared an environmental impact report ("EIR") on the Project. The EIR was prepared, noticed, published, circulated, reviewed, and completed in full compliance with the California Environmental Quality Act (Public Resources Code §21000 *et seq.* ("CEQA"), the CEQA Guidelines (14 California Code of Regulations §15000 *et seq.*), and the City of Sacramento environmental guidelines, as follows:

a. A Notice of Preparation (NOP) of the Draft EIR was filed with the Office of Planning and Research and each responsible and trustee agency and the Sacramento County Clerk Recorder's Office and was circulated for public comments from February 23, 2007 through March 27, 2007.

b. A Notice of Completion (NOC) and copies of the Draft EIR were distributed to the Office of Planning and Research on July 12, 2007 to those public agencies that have jurisdiction by law with respect to the Project, or which exercise authority over resources that may be affected by the Project, and to other interested parties and agencies as required by law. The comments of such persons and agencies were sought.

c. An official 45-day public comment period for the Draft EIR was established by the Office of Planning and Research. The public comment period began on July 12, 2007 and ended on August 27, 2007.

d. A Notice of Availability (NOA) of the Draft EIR was mailed to all interested groups, organizations, and individuals who had previously requested notice in writing on July 12, 2007. The NOA stated that the City of Sacramento had completed the Draft EIR and that copies were available at the City of Sacramento, Development Services Department, North Permit Center, 2101 Arena Boulevard, Suite 200, Sacramento, California 95834 and that the Draft EIR was available on the Development Services Department's webpage. The letter also indicated that the official 45-day public review period for the Draft EIR would end on August 27, 2007.

e. A public notice was placed in the Daily Recorder and Sacramento Bee on July 12, 2007, which stated that the Draft EIR was available for public review and comment.

f. A public notice was posted in the office of the Sacramento County Clerk on July 12, 2007.

g. Following closure of the public comment period, all comments received on the Draft EIR during the comment period, the City's written responses to the significant environmental points raised in those comments, and additional information added by the City were added to the Draft EIR to produce the Final EIR.

2. Record of Proceedings

The following information is incorporated by reference and made part of the record supporting these findings:

a. The Draft and Final EIR and all documents relied upon or incorporated by reference;

b. The City of Sacramento General Plan, City of Sacramento, January, 1988 and all updates.

c. Environmental Impact Report City of Sacramento General Plan Update, City of Sacramento, March, 1987 and all updates.

d. Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sacramento General Plan Update, City of Sacramento, 1988 and all updates.

e. Zoning Ordinance of the City of Sacramento

f. Blueprint Preferred Scenario for 2050, Sacramento Area Council of Governments, December, 2004

g. The Mitigation Monitoring Plan for the Project.

h. All records of decision, staff reports, memoranda, maps, exhibits, letters, synopses of meetings, and other documents approved, reviewed, relied upon, or prepared by any City commissions, boards, officials, consultants, or staff relating to the Project.

3. Findings

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environment impacts that would otherwise occur. Mitigation measures or alternatives are not required, however, where such changes are infeasible or where the responsibility for the project lies with some other agency. (CEQA Guidelines, § 15091, sub. (a), (b).)

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (CEQA Guidelines, §§ 15093, 15043, sub. (b); see also Pub. Resources Code, § 21081, sub. (b).)

In seeking to effectuate the substantive policy of CEQA to substantially lessen or avoid significant environmental effects to the extent feasible, an agency, in adopting findings, need not necessarily address the feasibility of *both* mitigation measures and environmentally superior alternatives when contemplating approval of a proposed project with significant impacts. Where a significant impact can be mitigated to an "acceptable" level solely by the adoption of feasible mitigation measures, the agency, in drafting its findings, has no obligation to consider the feasibility of any environmentally superior alternative that could also substantially lessen or avoid that same impact — even if the alternative would render the impact less severe than would the proposed project as mitigated. (*Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515, 521; *see also Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 730-731; and *Laurel Heights Improvement Association v. Regents of the University of California ("Laurel Heights I")* (1988) 47 Cal.3d 376, 400-403.)

In these Findings, the City first addresses the extent to which each significant environmental effect can be substantially lessened or avoided through the adoption of feasible mitigation measures. Only after determining that, even with the adoption of all feasible mitigation measures, an effect is significant and unavoidable does the City address the extent to which alternatives described in the EIR are (i) environmentally superior with respect to that effect and (ii) "feasible" within the meaning of CEQA.

In cases in which a project's significant effects cannot be mitigated or avoided, an agency, after adopting proper findings, may nevertheless approve the project if it first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the "benefits of the project outweigh the significant effects on the environment." (Public Resources Code, Section 21081, sub. (b); *see also,* CEQA Guidelines, Sections 15093, 15043, sub.(b).) In the Statement of Overriding Considerations found at the end of these Findings, the City identifies the specific economic, social, and other considerations that, in its judgment, outweigh the significant environmental effects that the Project will cause.

o The California Supreme Court has stated that "[t]he wisdom of approving ... any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." (*Goleta II* (1990) 52 Cal.3d 553 at 576.)

o In support of its approval of the Project, the City Council makes the following findings for each of the significant environmental effects and alternatives of the Project identified in the EIR pursuant to Section 21080 of CEQA and section 15091 of the CEQA Guidelines:

A. Significant or Potentially Significant Impacts Mitigated to a Less Than Significant Level.

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are being mitigated to a less than significant level and are set out below. Pursuant to section 21081(a)(1) of CEQA and section 15091(a)(1) of the CEQA Guidelines, as to each such impact, the City Council, based on the evidence in the record before it, finds that changes or alterations incorporated into the Project by means of conditions or otherwise, mitigate, avoid or substantially lessen to a level of insignificance these significant or potentially significant environmental impacts of the Project. The basis for the finding for each identified impact is set forth below.

<u>Initial Study 7. Biological Resources</u>

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Impact: 7.A The proposed project could result in impacts to endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals and birds). Without mitigation, this is a significant impact.

o **Mitigation Measure 1**

o To prevent direct impacts on nesting birds, any tree removal shall occur between September 16 and February 28.

o **Mitigation Measure 2**

(a) If construction activities occur during the breeding season of nesting birds (approximately March 1 through September 15), the project applicant, in consultation with the California Department of Fish and Game (CDFG) and U.S. Fish and Wildlife Service (USFWS), shall conduct a pre-construction, breeding season survey of the project site during the calendar year that construction is planned to begin. The survey shall be conducted by a qualified avian biologist to determine if any birds are nesting on or directly adjacent to the project site.

(b) If phased construction procedures are planned for the proposed project, the results of the above survey shall be valid only for the season when it is conducted.

(c) 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:

- 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.
- A map showing the location(s) of any nests observed within the project site.

o 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 shall be implemented.

o **Mitigation Measure 3**

(a) 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 delineated by highly visible temporary construction fencing.

(b) Active nest trees that would not be removed, but are in close proximity to construction activities, shall be monitored weekly, until the birds leave the nest, to determine if construction activities are disturbing the adult or young birds.

o **Mitigation Measure 4**

o If an active nest site cannot be avoided and would be destroyed, special permits would be required, depending on the bird species.

(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 of 15 trees (a mix of cottonwood, sycamore and valley oaks) and monitoring the success of the trees for five years with a 55 percent success rate.

(b) For any bird covered by the Migratory Bird Treaty Act, the project applicant would consult with the USFWS to determine appropriate mitigation measures.

o **Mitigation Measure 5**
o The project applicant shall salvage and plant the affected elderberry shrub and plant additional elderberry shrubs and associated native riparian plants, in compliance with ratios established by the USFWS. Mitigation planting shall occur, to the maximum extent practicable, in open space areas (or other USFWS approved mitigation site) that is preserved as wildlife habitat in perpetuity. Mitigation plantings shall be monitored annually pursuant to USFWS protocol by a qualified biologist hired by the project applicant as agreed to by the USFWS. This mitigation measure can be achieved through compliance with mitigation measures identified in the approved HCP, assuming those meet, at a minimum, the above criteria.

o **Finding:** Mitigation measure 1 listed above would ensure that tree removal occurs outside of the breeding season to avoid impacts to nesting birds. Mitigation measure 2 would identify active nests within and adjacent to the proposed project site. If none are found, no additional mitigation would be required. If required, mitigation measure 3 outlines avoidance measures for the protection of active nest site. If avoidance is not feasible, mitigation measure 4 outlines necessary permits and the conditions required for reducing the impacts to active nest sites to a less than significant level. Mitigation measure 5 ensures that the applicant continues to comply with the Federal Endangered Species Act and a Section 10(a) consultation with and approval from USFWS. With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

o **Impact: 7.B The proposed project could result in impacts to locally designated species (e.g., heritage or City street trees). Without mitigation, this is a significant impact.**

o **Mitigation Measure 6**
o Avoid construction within the critical root zones of a tree. Avoidance areas shall be fenced prior to any activities on site.

o **Mitigation Measure 7**
o Avoid grade cuts within the critical root zone of all retained trees. The project Arborist shall supervise all grade cuts and prune and properly treat all roots subject to damage as soon as possible after excavation. Cut-faces exposed for more than two to three days shall be covered with a dense burlap fabric and watered to maintain soil moisture at least on a daily basis until areas are permanently covered.

o **Mitigation Measure 8**
o Avoid placement of fill exceeding one foot in depth within the critical root zone of all trees. If unavoidable, either design drainage away from the critical root zone off the tree or consider tree removal. Placement of fill materials less than one foot depth an

encroachment of less than 20 percent into the critical root zone area should not require special mitigative measures.

o **Mitigation Measure 9**
o Any proposed structure shall not encroach more than 20 percent into the critical root zone area of a retained tree. If unavoidable, tree removal should be considered.

o **Mitigation Measure 10**
o Construction equipment clearance required for proposed structures shall also be limited to 20 percent or less of the critical root zone of preserved trees.

o **Mitigation Measure 11**
o Utilities shall be planned to avoid the critical root zone of trees. In some circumstances, hand digging of utilities through the critical root zone areas may be an option. Boring beneath the critical root zone area may also be an option.

o **Mitigation Measure 12**
o Branches and limbs that have been torn, broken, or split during construction should be removed in accordance with the City's Tree Ordinance. In addition, any dead, diseased, or rubbing limbs should be removed. Other maintenance pruning should be postponed for at least one to two years.

o **Finding:** The mitigation measures listed above provide protection measures ensuring the protection of existing trees that will remain on the project site. With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

o **Initial Study 14. Cultural Resources**
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o **Impact: 14.A The proposed project could disturb paleontological resources. Without mitigation, this is a significant impact.**

o **Mitigation Measure 13**
o Should paleontological resources be identified at any project construction sites during any phase of construction, the project manager shall cease operation at the site of the discovery and immediately notify the City of Sacramento Development Services Department. The project applicant shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts on a less-than-significant level. In considering any suggested mitigation proposed by the consulting paleontologist, the City of Sacramento Development Services Department shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, specific plan policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on

other parts of the project site while mitigation for paleontological resources is carried out.

o **Finding:** The mitigation measure listed above would ensure that if any paleontological resources were encountered during project construction, these resources could be properly protected, or avoided, whichever option is deemed appropriate. With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

o **5.1 Aesthetics and Visual Resources**

o **Impact: 5.1-2 The proposed project could create new sources of light and glare that could adversely affect on-site and adjacent uses. Without mitigation, this is a significant impact.**

o **Mitigation Measure 5.1-2**

(a) The project contractor shall include a configuration of exterior light fixtures that emphasize close spacing and lower intensity light that is directed downward and sufficiently shielded to avoid substantial light trespass on adjacent uses.

(b) The project contractor shall use Low E glass in order to reduce the reflective qualities of the building, while maintaining energy efficiency.

o **Finding:** Implementation of the mitigation measures listed above would ensure that all lighting is focused downward to eliminate spillover light, which would ensure that the proposed project would not cast light or glare in such as way as to cause a public hazard or annoyance for a sustained period of time. With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

o **5.2 Air Quality**

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o **Impact: 5.2-1 Activities for the demolition of existing on-site structures, site grading/ infrastructure installation, and construction of the proposed project structures would generate emissions of PM_{10}. Without mitigation, this is a significant impact.**

o **Mitigation Measure 5.2-1**

o To reduce fugitive dust emissions, in compliance with Rule 403 of the Sacramento Air Quality Management District (SMAQMD), the following mitigation measures would be implemented during construction:

- (a) All disturbed area, including storage piles that are not being actively used for construction purposes, shall be effectively stabilized of dust emissions using water, a chemical stabilizer or suppressant, or vegetative ground cover;
- (b) All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or a chemical stabilizer or suppressant;
- (c) When materials are transported off-site, they shall be covered, effectively wetted to limit visible dust emissions, or maintained with at least 6 inches of freeboard space from the top of the container;
- (d) All operations shall limit or expeditiously remove the accumulation of project-generated mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring;
- (e) Following the addition of materials to, or the removal of materials from, the surfaces of outdoor storage piles, the storage piles shall be effectively stabilized of fugitive dust emissions using sufficient water or a chemical stabilizer or suppressant;
- (f) On-site vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph);
- (g) Wheel washers shall be installed for all trucks and equipment exiting from unpaved areas or wheels shall be washed manually to remove accumulated dirt prior to leaving the site;
- (h) Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from adjacent project areas with a slope greater than 1 percent;
- (i) Excavation and grading activities shall be suspended when winds exceed 20 mph; and
- (j) The extent of areas simultaneously subject to excavation and grading shall be limited, whenever possible, to the minimum area feasible.

- **Finding:** The proposed project could produce substantial emissions of PM_{10} with consequent threats to the ambient air quality at nearby sensitive receptors. Wetting-down buildings undergoing demolition is a technique employed on a regular basis by demolition contractors. The mitigation measures listed above would decrease PM_{10} emissions from demolition, excavation, and any other earth-moving activities. With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

- **Impact: 5.2-2 Construction of the proposed project would generate emissions of ozone precursors. Without mitigation, this is a significant impact.**

- **Mitigation Measure 5.2-2**

- The following measures shall be incorporated into project construction contracts:
- (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 ARB fleet average at time of construction.
- (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 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.
- (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. 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.
- (d) The project applicant shall pay into the SMAQMD's construction mitigation fund for construction-generated emissions of NO_x that exceed 85 lbs/day after credit has been taken for a 20% reduction expected from the implementation of Mitigation Measure 5.2-2(a). Fees shall be assessed based upon the current rate of $14,300/ton of excess NO_x emissions generated plus a 5% administrative surcharge. This fee shall be paid to the SMAQMD prior to issuance of building permits. Based upon the URBEMIS modeling, the estimated payment for construction NO_x emissions would be $17,527 for the excess NO_x plus a $876 surcharge. The project construction contractor shall keep records of equipment use and schedule, use these data to estimate actual NO_x emissions over the course of construction, and pay additional fees quarterly to the SMAQMD, if actual emissions exceed the estimated emissions.
- (e) Limit diesel equipment idling time to 5 minutes.

o **Finding:** Since ozone has significant adverse health effects, it is important to consider ozone precursors ROG and NO_x when addressing project development impacts. The SMAQMD has not developed a threshold of significance for ROG associated with construction activities because the main source of ROG during construction, architectural coatings, can be effectively regulated by SMAQMD Rule 442, Architectural Coatings. Although some measures address NO_x emissions from heavy-duty diesel construction equipment, the SMAQMD has found it necessary to develop a construction threshold for NO_x of 85 pounds per day.

Following SMAQMD's recommended methodology and assumptions, construction emissions were modeled for the proposed project with the results illustrated in Table 5.2-65 of the DEIR. Modeling indicated that NO_x emissions during construction could reach a maximum of 197 pounds per day in August of 2009. This would be above the 85 pounds-per-day threshold of significance for construction NO_x, and would be a *significant impact.*

o Emission estimates of the proposed project indicate the potential of NO_x emissions to exceed the thresholds during construction activities for all phases of the project throughout the duration of the project. The SMAQMD has developed mitigation measures to reduce construction related emissions by 20%. For certain phases, project impacts would remain significant after the 20% reduction; however, the SMAQMD has instituted a construction mitigation fee that goes to a program to retrofit and replace older, more polluting construction equipment. Through implementation of the measures to reduce NO_x emissions by 20% and the payment of these fees, SMAQMD has determined that impacts from construction emissions can be reduced to less than significant levels.
o With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

o **Impact: 5.2-6 Construction of the proposed project, in combination with construction activities of other construction projects in the SVAB, would generate emission of ozone precursors that could combine with other precursor emissions and increase ozone levels in the Sacramento Ozone Non-attainment Area. Without mitigation, this is a significant impact.**

o **Mitigation Measure 5.2-6**
o **Implement Mitigation Measure 5.2-2.**
o The following measures shall be incorporated into project construction contracts:

o (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 ARB fleet average at time of construction.

- (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 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.
- (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. 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.
- (d) The project applicant shall pay into the SMAQMD's construction mitigation fund for construction-generated emissions of NO_x that exceed 85 lbs/day after credit has been taken for a 20% reduction expected from the implementation of Mitigation Measure 5.2-2(a). Fees shall be assessed based upon the current rate of $14,300/ton of excess NO_x emissions generated plus a 5% administrative surcharge. This fee shall be paid to the SMAQMD prior to issuance of building permits. Based upon the URBEMIS modeling, the estimated payment for construction NO_x emissions would be $17,527 for the excess NO_x plus a $876 surcharge. The project construction contractor shall keep records of equipment use and schedule, use these data to estimate actual NO_x emissions over the course of construction, and pay additional fees quarterly to the SMAQMD, if actual emissions exceed the estimated emissions.
- (e) Limit diesel equipment idling time to 5 minutes.

- **Finding:** Since ozone has significant adverse health effects, it is important to consider ozone precursors ROG and NO_x when addressing project development impacts. The SMAQMD has not developed a threshold of significance for ROG associated with construction activities because the main source of ROG during construction, architectural coatings, can be effectively regulated by SMAQMD Rule 442, Architectural Coatings. Although some measures address NO_x emissions from heavy-

duty diesel construction equipment, the SMAQMD has found it necessary to develop a construction threshold for NO_x of 85 pounds per day.

Following SMAQMD's recommended methodology and assumptions, construction emissions were modeled for the proposed project with the results illustrated in Table 5.2-65 of the DEIR. Modeling indicated that NO_x emissions during construction could reach a maximum of 197 pounds per day in August of 2009. This would be above the 85 pounds-per-day threshold of significance for construction NO_x, and would be a *significant impact*.

o Emission estimates of the proposed project indicate the potential of NO_x emissions to exceed the thresholds during construction activities for all phases of the project throughout the duration of the project. The SMAQMD has developed mitigation measures to reduce construction related emissions by 20%. For certain phases, project impacts would remain significant after the 20% reduction; however, the SMAQMD has instituted a construction mitigation fee that goes to a program to retrofit and replace older, more polluting construction equipment. Through implementation of the measures to reduce NO_x emissions by 20% and the payment of these fees, SMAQMD has determined that impacts from construction emissions of ozone precursors can be reduced to less than significant levels. With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

o **5.3 Cultural Resources**

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o **Impact: 5.3-2 The proposed project could cause a substantial change in the significance of an as yet undiscovered archaeological resource as defined in CEQA Guidelines Section 15064.5 or disturb any humans remains, including those interred outside of formal cemeteries. Without mitigation, this is a significant impact.**

o **Mitigation Measure 5.3-2**

o (a) In the event that any prehistoric or historic-period subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian, and/or mortar are discovered during demolition/construction-related earth-moving activities, all ground disturbing activity within 100 feet of the resources shall be halted immediately, and the City of Sacramento Development Services Department and the City Preservation Director shall be notified within 24 hours. The project applicant shall retain an archaeologist who meets the Secretary of the Interior's professional qualifications for Archaeology. The City Preservation Director shall consult with the archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the City Preservation Director and that are consistent with the Secretary of Interior's Standards for Archaeological Documentation.

- If a Native American archaeological, ethnographic, or spiritual resources are discovered, all identification and treatment of the resources shall be conducted by a qualified archaeologist and Native American representatives who are approved by the local Native American community as scholars of the cultural traditions. In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. When historic archaeological sites or historic architectural features are involved, all identification and treatment is to be carried out by historical archaeologists or architectural historians who meet the Secretary of Interior's professional qualifications for Archaeology and/or Architectural History.

- (b) If human remains are discovered during any demolition/construction activities, all ground-disturbing activity within 50 feet of the remains shall be halted immediately, and the Sacramento County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project applicant shall also retain a professional archaeologist with Native American burial experience to conduct a Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendent, including the excavation and removal of the human remains. The City of Sacramento Development Services Department shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of state law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project applicant shall implement approved mitigation, to be verified by the City of Sacramento Development Services Department, before the resumption of ground-disturbing activities within 50 feet of where the remains were discovered.

- **Finding:** The project site has been occupied and disturbed by human activities for decades and the majority of the site is currently paved or covered with existing buildings. However there is a possibility that subsurface historical resources or unique archaeological resources existing on the project site that could be uncovered during grading, excavation, and other earth-moving activities during construction. The project area also retains a low sensitivity for the presence of human remains. However, there is a possibility that human remains, including those interred outside of formal cemeteries; exist on the project site that could be disturbed during grading, excavation, and other earth-moving activities during construction. If encountered during construction such resources could be damaged or destroyed. The mitigation measures listed above provides discovery and evaluation procedures for any previously unknown archaeological resources on the project site and requires that a professional

archaeologist employ data recovery or other methods that meet the Secretary of Interior's Standards for Archaeological Documentation to reduce impacts on unique archaeological resources. The above mitigation measures also include direction per State law as to how human remains would be handled if discovered. With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

o **5.4 Hazardous Materials and Public Safety**

o **Impact: 5.4-2 Demolition of existing buildings within the project site could expose people to hazardous materials, resulting in potential health hazards. Without mitigation, this is a significant impact.**

o **Mitigation Measure 5.4-2**

o (a) Prior to any demolition activities, the project applicant shall submit a written plan to the Sacramento County Environmental Management Department (SCEMD) describing methods to be used to: (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 (50 identify disposal site(s) permitted to accept such wastes. Demolition shall not occur until the plan has been accepted by the City and SCEMD and all hazardous components have been removed to the satisfaction of the City and SCEMD staff.

o (b) Prior to any demolition activities, 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 project applicant shall submit the report to the City, together with an explanation of how the project would 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.

o **Finding:** Construction of the proposed project would involve the demolition and removal of the vacant Marcy Care building and seven residential buildings west of 39th Street, Sacred Heart Parish School, the East Wing building, and the Chapel building east of 39th Street. Because the buildings were constructed when asbestos and lead-based paint were used in building construction (prior to 1978), there is a chance that the building components contain asbestos or lead-based paint. The above mitigation measure would ensure the asbestos containing building materials (ACBM), lead-based paint, or other hazardous substances in building components are identified,

removed, packaged, and disposed of in accordance with applicable state laws and regulations. This would minimize the risk of an accidental release of hazardous substances that could adversely affect human health of the environment. With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

o **5.5 Noise**

o **Impact: 5.5-1 Construction and demolition activities associated with the project would temporarily increase noise at nearby existing residences, the existing Sacred Heart Parish School (SHPS), and the newly constructed Sacred Heart Parish School. Without mitigation, this is a significant impact.**

o **Mitigation Measure 5.5-1**
o The project developer shall require by contract specifications that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels:

(a) Two weeks prior to the commencement of construction, provide notification to surrounding land uses, disclosing the construction schedule, including the various types of activities that would occur throughout the duration of the construction period.

(b) Ensure that construction equipment is properly muffled according to industry standards.

(c) Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.

(d) Schedule high noise-producing activities between the hours of 8 A.M. and 5 P.M. to minimize disruption on sensitive uses.

(e) Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, noise barriers or noise blankets.

(f) Locate construction staging areas along with the operation of earthmoving equipment within the SHPS and MGH sites as far away from vibration and noise sensitive sites as possible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.

(g) Where feasible, limit construction activities during Heart Center excavation immediately adjacent to the existing Sacred Heart Parish School while school is in season.

o **Finding:** Construction activities associated with demolition and construction of the Heart Center, new SHPS, and residential apartments would generate daytime noise levels above the City's 55 dBA exterior limit. The impacts associated with construction noise are considered by the City to be less than significant. Sensitive uses

in the vicinity of construction activities, including students at the existing SHPS, residents located to the north and west of the project site and residential uses adjacent to the proposed SHPS would be exposed to construction noise during the daytime. Residents in these areas could be present during the day and would be exposed to higher noise levels generated during daytime hours.

o The placement of sound absorbing barriers would be a method to reduce excessive noise levels generated by construction activities. The placement of such a barrier would reduce noise levels by approximately 5 to 10 dBA. Additionally accommodation during construction activity for National Standardized testing days of children at SHPS, including curtailing activities that would disturb or interfere with the testing environment would minimize the impacts of construction of the Heart Center to the extent feasible during preparation and testing periods.

o Implementation of the mitigation measures listed above may include the use of noise barriers (e.g., sound walls) or noise blankets. The erection of temporary sound barriers, as required by Mitigation Measure 5.5-1, construction noise exposure at the residential uses along J Street would be reduced by 5 to 10 dBA, and would therefore be at or below the existing ambient noise levels. In addition, Mitigation Measure 5.5-1(f), which requires that construction staging areas and earthmoving equipment be located as far away from noise and vibration-sensitive land uses as possible would also reduce construction-related noise levels. No other feasible mitigation measures are available. While construction noise levels would be reduced to the extent feasible, noise levels would still exceed the 55 dBA exterior noise level set forth by Section 8.68.060 of the City Code. However, since construction noise would be reduced where feasible with implementation of the mitigation measures, and because construction noise is exempted by the provisions of the City Code, this impact is reduced to a *less than significant* level.

o **Impact: 5.5-4 Construction Activities would not contribute to cumulative noise levels in the project vicinity. Without mitigation, this is a significant impact.**

o **Mitigation Measure 5.5-4**
o Implement Mitigation Measure 5.5-1
o The project developer shall require by contract specifications that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels:

(a) Two weeks prior to the commencement of construction, provide notification to surrounding land uses, disclosing the construction schedule, including the various types of activities that would occur throughout the duration of the construction period.

(b) Ensure that construction equipment is properly muffled according to industry standards.

(c) Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.

(d) Schedule high noise-producing activities between the hours of 8 A.M. and 5 P.M. to minimize disruption on sensitive uses.

(e) Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, noise barriers or noise blankets.

(f) Locate construction staging areas along with the operation of earthmoving equipment within the SHPS and MGH sites as far away from vibration and noise sensitive sites as possible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.

(g) Where feasible, limit construction activities during Heart Center excavation immediately adjacent to the existing Sacred Heart Parish School while school is in season.

o **Finding:** Construction activities associated with demolition and construction of the Heart Center, new SHPS, and residential apartments would generate daytime noise levels above the City's 55 dBA exterior limit. The impacts associated with construction noise are considered by the City to be less than significant. Sensitive uses in the vicinity of construction activities, including students at the existing SHPS, residents located to the north and west of the project site and residential uses adjacent to the proposed SHPS would be exposed to construction noise during the daytime. Residents in these areas could be present during the day and would be exposed to higher noise levels generated during daytime hours.

o The placement of sound absorbing barriers would be a method to reduce excessive noise levels generated by construction activities. The placement of such a barrier would reduce noise levels by approximately 5 to 10 dBA. Additionally accommodation during construction activity for National Standardized testing days of children at SHPS, including curtailing activities that would disturb or interfere with the testing environment would minimize the impacts of construction of the Heart Center to the extent feasible during preparation and testing periods.

o Implementation of the mitigation measures listed above may include the use of noise barriers (e.g., sound walls) or noise blankets. The erection of temporary sound barriers, as required by Mitigation Measure 5.5-1, construction noise exposure at the residential uses along J Street would be reduced by 5 to 10 dBA, and would therefore be at or below the existing ambient noise levels. In addition, Mitigation Measure 5.5-1(f), which requires that construction staging areas and earthmoving equipment be located as far away from noise and vibration-sensitive land uses as possible would also reduce construction-related noise levels. No other feasible mitigation measures are available. While construction noise levels would be reduced to the extent feasible, noise levels would still exceed the 55 dBA exterior noise level set forth by Section 8.68.060 of the City Code.

o While construction of the proposed project could combine with other construction activities in the project vicinity and cumulative construction noise levels could be in excess of the 55 dBA L_{dn} threshold established by the City; however, The City exempts noise generated from construction from the City noise standards. Because compliance with the mitigation measures, the construction time limits required by the City Code, and the proposed project and all other cumulative development would be exempted by the provisions of the City Code, this impact is reduced to a *less than significant* level.

o **5.7 Transportation and Circulation**

o **Impact: 5.7-14 Construction would include disruptions to the transportation network near the site, including the possibility of temporary lane closures, street closures, sidewalk closures, and bikeway closures. Pedestrian and transit access may be disrupted. Heavy vehicles would access the site and may need to be staged for construction. Existing parking areas would be disrupted during construction. The addition of construction personnel would result in a need for additional parking. There would also be a need for the staging of construction materials and vehicles on-site. These changes could result in an on-site parking shortage.**

o **Mitigation Measure 5.7-14**

o (a) Prior to beginning of construction, a construction traffic and parking management plan shall be prepared by the applicant to the satisfaction of the City traffic engineer and subject to review and all affected agencies and will contain the following (at a minimum):

- Identification of the anticipated mix of construction equipment and vehicles and their proposed staging location.
- Number of truck trips and the daily schedule of truck trips entering and leaving the site. Truck trips shall be scheduled outside the AM and PM peak hours of traffic.
- Prohibition of construction traffic using any of the existing residential roadways in the vicinity of the project.
- Identification of measures to maintain safe vehicular, pedestrian and bicycle movements in the project area.
- Maintenance of access for emergency vehicles in the project area.
- Provision of manual traffic control (if required).
- Clear demarcation of construction areas along project roadways.

o (b) Prior to any demolition or grading activities, the applicant shall provide notification to all residences and businesses in the vicinity of the project site of the construction starting date and duration.

o (c) The applicant shall monitor parking occupancy on a regular basis during construction, particularly upon the closure of any parking facility. Adequate parking shall be maintained at all times. As necessary, remote parking (with shuttle service) shall be provided for employees, including construction workers.

Finding: Mercy's parking plan during construction reports 1,332 existing parking spaces. The number would decrease to 1,307 spaces during phase 1 of construction, increase to 1,339 spaces during phase 2 of construction, and increase to 1,390 spaces during phase 3 of construction. However, given the current observed parking demand of 1,309 vehicles, the available parking during construction may not be adequate to accommodate construction parking. In addition, some parking spaces beyond those shown in the Mercy construction-parking plan may be needed for construction purposes, at least on an occasional basis. With implementation of the mitigation measures, this impact is reduced to a *less than significant* level.

B. Significant or Potentially Significant Impacts for which Mitigation is Outside the City's Responsibility and/or Jurisdiction.

Mitigation measures to mitigate, avoid, or substantially lessen the following significant and potentially significant environmental impacts of the Project, are within the responsibility and jurisdiction of another public agency and not the City. Pursuant to section 21081(a)(2) of the Public Resources Code and section 15091(a)(2) of the CEQA Guidelines, the City Council, based on the evidence in the record before it, specifically finds that implementation of these mitigation measures can and should be undertaken by the other public agency. The City will request, but cannot compel implementation of the identified mitigation measures described. The impact and mitigation measures and the facts supporting the determination that mitigation is within the responsibility and jurisdiction of another public agency and not the City, are set forth below. Notwithstanding the disclosure of these impacts, the City Council elects to approve the Project due to the overriding considerations set forth below in Section G, the statement of overriding considerations.

5.7 Transportation and Circulation

Impact: 5.7-2 The project would increase traffic volumes on the freeway mainline. Without mitigation, this is a *significant impact.*

o **Finding:** Caltrans District 3 has a Draft District System Management Plan (DSMP) that includes Business Route 80, US 50, and SR 99 improvement projects near the project site. The DSMP is the Vision Document for the District and has a 20-year planning horizon.

o Some of the proposed freeway improvement projects are included in Sacramento Area Council of Governments (SACOG) existing Metropolitan Transportation Plan (MTP) for preliminary engineering and environmental only. The

MTP is a long-range plan that is based on growth and travel demand projections coupled with financial projections. The MTP lists hundreds of locally and regionally important projects. It is updated every three years, at which time projects can be added or deleted. SACOG uses the plan to help prioritize projects and guide regional transportation project funding decisions. The projects included in the MTP have not gone through the environmental review process and are not guaranteed for funding or construction. Regional traffic improvements have generally been funded in the past through bond measures, sales tax, and other taxes rather than development fees.

o Given the status of the improvement projects identified by Caltrans and the information available at this time, the City has concluded that there is currently insufficient information and certainty on which to base a feasible and viable mitigation measure to address the project's impact on the identified freeway mainline section. The freeway improvement projects proposed by Caltrans are not currently approved and funded. There is no fee or other funding mechanism currently in place for future funding. Furthermore, the City cannot determine either the cost of the proposed improvement projects or the project's fair share proportional contribution to the improvement projects with sufficient certainty to enable the City to develop a fee-based mitigation measure that would satisfy the legal requirements for fee-based mitigation under both CEQA (see CEQA Guidelines 15126.4)and constitutional principals that call for a nexus and rough proportionality between a project's impacts and the fee-based mitigation measure. Finally, the prospects of the proposed freeway improvements ever being constructed remains uncertain due to funding priorities and on-going policy developments that may favor other approaches to addressing freeway congestion.

o The California Department of Transportation (Caltrans) through coordination with the City has not identified mitigation measures imposable on this project that could reduce or avoid the impact of the project on freeway segments to a less-than-significant level based on the very low number of peak hour trips. The California Environmental Quality Act (Pub. Resources Code, §2100 et seq.) defines "feasible" for these purposes as capable of being accomplished in a successful manner with a reasonable period of time, taking into economic, environmental, social, and technological factors (Pub. Resources Code, Section 21061.1). For these reasons, the impact remains *significant and unavoidable*.

Impact: 5.7-3 The project would increase traffic volumes at freeway ramp junctions. Without mitigation, this is a *significant impact*.

o **Finding:** Caltrans District 3 has a Draft District System Management Plan (DSMP) that includes Business Route 80, US 50, and SR 99 improvement projects near the project site. The DSMP is the Vision Document for the District and has a 20-year planning horizon.

o Some of the proposed freeway improvement projects are included in Sacramento Area Council of Governments (SACOG) existing Metropolitan

Transportation Plan (MTP) for preliminary engineering and environmental only. The MTP is a long-range plan that is based on growth and travel demand projections coupled with financial projections. The MTP lists hundreds of locally and regionally important projects. It is updated every three years, at which time projects can be added or deleted. SACOG uses the plan to help prioritize projects and guide regional transportation project funding decisions. The projects included in the MTP have not gone through the environmental review process and are not guaranteed for funding or construction. Regional traffic improvements have generally been funded in the past through bond measures, sales tax, and other taxes rather than development fees.

o Given the status of the improvement projects identified by Caltrans and the information available at this time, the City has concluded that there is currently insufficient information and certainty on which to base a feasible and viable mitigation measure to address the project's impact on the identified freeway mainline section. The freeway improvement projects proposed by Caltrans are not currently approved and funded. There is no fee or other funding mechanism currently in place for future funding. Furthermore, the City cannot determine either the cost of the proposed improvement projects or the project's fair share proportional contribution to the improvement projects with sufficient certainty to enable the City to develop a fee-based mitigation measure that would satisfy the legal requirements for fee-based mitigation under both CEQA (see CEQA Guidelines 15126.4)and constitutional principals that call for a nexus and rough proportionality between a project's impacts and the fee-based mitigation measure. Finally, the prospects of the proposed freeway improvements ever being constructed remains uncertain due to funding priorities and on-going policy developments that may favor other approaches to addressing freeway congestion.

The California Department of Transportation (Caltrans) through coordination with the City has not identified mitigation measures imposable on this project that could reduce or avoid the impact of the project on freeway segments to a less-than-significant level based on the very low number of peak hour trips. The California Environmental Quality Act (Pub. Resources Code, §2100 et seq.) defines "feasible" for these purposes as capable of being accomplished in a successful manner with a reasonable period of time, taking into economic, environmental, social, and technological factors (Pub. Resources Code, Section 21061.1). For these reasons, the impact remains *significant and unavoidable*.

Impact: 5.7-10 The project would increase traffic volumes on the freeway mainline. Without mitigation, this is a *significant impact.*

o **Finding:** Caltrans District 3 has a Draft District System Management Plan (DSMP) that includes Business Route 80, US 50, and SR 99 improvement projects near the project site. The DSMP is the Vision Document for the District and has a 20-year planning horizon.

o Some of the proposed freeway improvement projects are included in Sacramento Area Council of Governments (SACOG) existing Metropolitan

Transportation Plan (MTP) for preliminary engineering and environmental only. The MTP is a long-range plan that is based on growth and travel demand projections coupled with financial projections. The MTP lists hundreds of locally and regionally important projects. It is updated every three years, at which time projects can be added or deleted. SACOG uses the plan to help prioritize projects and guide regional transportation project funding decisions. The projects included in the MTP have not gone through the environmental review process and are not guaranteed for funding or construction. Regional traffic improvements have generally been funded in the past through bond measures, sales tax, and other taxes rather than development fees.

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o Given the status of the improvement projects identified by Caltrans and the information available at this time, the City has concluded that there is currently insufficient information and certainty on which to base a feasible and viable mitigation measure to address the project's impact on the identified freeway mainline section. The freeway improvement projects proposed by Caltrans are not currently approved and funded. There is no fee or other funding mechanism currently in place for future funding. Furthermore the City cannot determine either the cost of the proposed improvement projects or the project's fair share proportional contribution to the improvement projects with sufficient certainty to enable the City to develop a fee-based mitigation measure that would satisfy the legal requirements for fee-based mitigation under both CEQA (see CEQA Guidelines 15126.4)and constitutional principals that call for a nexus and rough proportionality between a project's impacts and the fee-based mitigation measure. Finally, the prospects of the proposed freeway improvements ever being constructed remains uncertain due to funding priorities and on-going policy developments that may favor other approaches to addressing freeway congestion.

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Impact: 5.7-11 The project would increase traffic volumes at freeway ramp junctions. Without mitigation, this is a *significant impact.*

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o **Finding:** Caltrans District 3 has a Draft District System Management Plan (DSMP) that includes Business Route 80, US 50, and SR 99 improvement projects near the project site. The DSMP is the Vision Document for the the District and has a 20-year planning horizon.

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o Some of the these proposed freeway improvement projects are included in Sacramento Area Council of Governments (SACOG) existing Metropolitan Transportation Plan (MTP) for preliminary engineering and environmental only. The MTP is a long-range plan that is based on growth and travel demand projections coupled with financial projections. The MTP lists hundreds of locally and regionally important projects. It is updated every three years, at which time projects can be added or deleted. SACOG uses the plan to help prioritize projects and guide regional transportation project funding decisions. The projects included in the MTP have not gone through the environmental review process and are not guaranteed for funding or construction. Regional traffic improvements have generally been funded in the past through bond measures, sales tax, and other taxes rather than development fees.
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o Given the status of the improvement projects identified by Caltrans and the information available at this time, the City has concluded that there is currently insufficient information and certainty on which to base a feasible and viable mitigation measure to address the project's impact on the identified freeway mainline section. The freeway improvement projects proposed by Caltrans are not currently approved and funded. There is no fee or other funding mechanism currently in place for future funding. Furthermore the City cannot determine either the cost of the proposed improvement projects or the project's fair share proportional contribution to the improvement projects with sufficient certainty to enable the City to develop a fee-based mitigation measure that would satisfy the legal requirements for fee-based mitigation under both CEQA (see CEQA Guidelines 15126.4)and constitutional principals that call for a nexus and rough proportionality between a project's impacts and the fee-based mitigation measure. Finally, the prospects of the proposed freeway improvements ever being constructed remains uncertain due to funding priorities and on-going policy developments that may favor other approaches to addressing freeway congestion.
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Impact: 5.7-13 The project would increase traffic volumes on the freeway weaving segments. Without mitigation, this is a *significant impact.*

o **Finding:** Caltrans District 3 has a Draft District System Management Plan (DSMP) that includes Business Route 80, US 50, and SR 99 improvement projects near the project site. The DSMP is the Vision Document for the District and has a 20-year planning horizon.

o Some of the proposed freeway improvement projects are included in Sacramento Area Council of Governments (SACOG) existing Metropolitan Transportation Plan (MTP) for preliminary engineering and environmental only. The MTP is a long-range plan that is based on growth and travel demand projections coupled with financial projections. The MTP lists hundreds of locally and regionally important projects. It is updated every three years, at which time projects can be added or deleted. SACOG uses the plan to help prioritize projects and guide regional transportation project funding decisions. The projects included in the MTP have not gone through the environmental review process and are not guaranteed for funding or construction. Regional traffic improvements have generally been funded in the past through bond measures, sales tax, and other taxes rather than development fees.

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The California Department of Transportation (Caltrans) through coordination with the City has not identified mitigation measures imposable on this project that could reduce or avoid the impact of the project on freeway segments to a less-than-significant level based on the very low number of peak hour trips. The California Environmental Quality Act (Pub. Resources Code, §2100 et seq.) defines "feasible" for these purposes as capable of being accomplished in a successful manner with a reasonable period of time, taking into economic, environmental, social, and technological factors (Pub. Resources Code, Section 21061.1). For these reasons, the impact remains *significant and unavoidable*.

C. Significant and Unavoidable Impacts.

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are unavoidable and cannot be mitigated in a manner that would substantially lessen the significant impact. Notwithstanding disclosure of these impacts, the City Council elects to approve the Project due to overriding considerations as set forth below in Section G, the statement of overriding

considerations.

5.7 Transportation and Circulation

Impact: 5.7-2 The project would increase traffic volumes on the freeway mainline. Without mitigation, this is a *significant impact*.

o **Finding:** Caltrans District 3 has a Draft District System Management Plan (DSMP) that includes Business Route 80, US 50, and SR 99 improvement projects near the project site. The DSMP is the Vision Document for the District and has a 20-year planning horizon.
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o Some of the proposed freeway improvement projects are included in Sacramento Area Council of Governments (SACOG) existing Metropolitan Transportation Plan (MTP) for preliminary engineering and environmental only. The MTP is a long-range plan that is based on growth and travel demand projections coupled with financial projections. The MTP lists hundreds of locally and regionally important projects. It is updated every three years, at which time projects can be added or deleted. SACOG uses the plan to help prioritize projects and guide regional transportation project funding decisions. The projects included in the MTP have not gone through the environmental review process and are not guaranteed for funding or construction. Regional traffic improvements have generally been funded in the past through bond measures, sales tax, and other taxes rather than development fees.

o Given the status of the improvement projects identified by Caltrans and the information available at this time, the City has concluded that there is currently insufficient information and certainty on which to base a feasible and viable mitigation measure to address the project's impact on the identified freeway mainline section. The freeway improvement projects proposed by Caltrans are not currently approved and funded. There is no fee or other funding mechanism currently in place for future funding. Furthermore the City cannot determine either the cost of the proposed improvement projects or the project's fair share proportional contribution to the improvement projects with sufficient certainty to enable the City to develop a fee-based mitigation measure that would satisfy the legal requirements for fee-based mitigation under both CEQA (see CEQA Guidelines 15126.4)and constitutional principals that call for a nexus and rough proportionality between a project's impacts and the fee-based mitigation measure. Finally, the prospects of the proposed freeway improvements ever being constructed remains uncertain due to funding priorities and on-going policy developments that may favor other approaches to addressing freeway congestion.

o Consequently, the City has been unable to identify any feasible mitigation measures imposable on this project that could reduce or avoid the impact of the project on freeway segments to a less-than-significant level. The California Environmental Quality Act (Pub. Resources Code, §2100 et seq.) defines "feasible" for these purposes as capable of being accomplished in a successful manner with a reasonable period of

time, taking into economic, environmental, social, and technological factors (Pub. Resources Code, Section 21061.1). For these reasons, the impact remains *significant and unavoidable*.

o

Impact: 5.7-3 The project would increase traffic volumes at freeway ramp junctions. Without mitigation, this is a *significant impact*.

o

o **Finding:** Caltrans District 3 has a Draft District System Management Plan (DSMP) that includes Business Route 80, US 50, and SR 99 improvement projects near the project site. The DSMP is the Vision Document for the District and has a 20-year planning horizon.

o

o Some of the proposed freeway improvement projects are included in Sacramento Area Council of Governments (SACOG) existing Metropolitan Transportation Plan (MTP) for preliminary engineering and environmental only. The MTP is a long-range plan that is based on growth and travel demand projections coupled with financial projections. The MTP lists hundreds of locally and regionally important projects. It is updated every three years, at which time projects can be added or deleted. SACOG uses the plan to help prioritize projects and guide regional transportation project funding decisions. The projects included in the MTP have not gone through the environmental review process and are not guaranteed for funding or construction. Regional traffic improvements have generally been funded in the past through bond measures, sales tax, and other taxes rather than development fees.

o Given the status of the improvement projects identified by Caltrans and the information available at this time, the City has concluded that there is currently insufficient information and certainty on which to base a feasible and viable mitigation measure to address the project's impact on the identified freeway mainline section. The freeway improvement projects proposed by Caltrans are not currently approved and funded. There is no fee or other funding mechanism currently in place for future funding. Furthermore the City cannot determine either the cost of the proposed improvement projects or the project's fair share proportional contribution to the improvement projects with sufficient certainty to enable the City to develop a fee-based mitigation measure that would satisfy the legal requirements for fee-based mitigation under both CEQA (see CEQA Guidelines 15126.4)and constitutional principals that call for a nexus and rough proportionality between a project's impacts and the fee-based mitigation measure. Finally, the prospects of the proposed freeway improvements ever being constructed remains uncertain due to funding priorities and on-going policy developments that may favor other approaches to addressing freeway congestion.

Consequently, the City has been unable to identify any feasible mitigation measures imposable on this project that could reduce or avoid the impact of the project on freeway segments to a less-than-significant level. The California Environmental Quality Act (Pub. Resources Code, §2100 et seq.) defines "feasible" for these purposes as capable of being accomplished in a successful manner with a reasonable period of

time, taking into economic, environmental, social, and technological factors (Pub. Resources Code, Section 21061.1). For these reasons, the impact remains *significant and unavoidable*.

Impact: 5.7-10 The project would increase traffic volumes on the freeway mainline (cumulative with project). Without mitigation, this is a *significant impact*.

o **Finding:** Caltrans District 3 has a Draft District System Management Plan (DSMP) that includes Business Route 80, US 50, and SR 99 improvement projects near the project site. The DSMP is the Vision Document for the District and has a 20-year planning horizon.

o Some of the proposed freeway improvement projects are included in Sacramento Area Council of Governments (SACOG) existing Metropolitan Transportation Plan (MTP) for preliminary engineering and environmental only. The MTP is a long-range plan that is based on growth and travel demand projections coupled with financial projections. The MTP lists hundreds of locally and regionally important projects. It is updated every three years, at which time projects can be added or deleted. SACOG uses the plan to help prioritize projects and guide regional transportation project funding decisions. The projects included in the MTP have not gone through the environmental review process and are not guaranteed for funding or construction. Regional traffic improvements have generally been funded in the past through bond measures, sales tax, and other taxes rather than development fees.

o Given the status of the improvement projects identified by Caltrans and the information available at this time, the City has concluded that there is currently insufficient information and certainty on which to base a feasible and viable mitigation measure to address the project's impact on the identified freeway mainline section. The freeway improvement projects proposed by Caltrans are not currently approved and funded. There is no fee or other funding mechanism currently in place for future funding. Furthermore the City cannot determine either the cost of the proposed improvement projects or the project's fair share proportional contribution to the improvement projects with sufficient certainty to enable the City to develop a fee-based mitigation measure that would satisfy the legal requirements for fee-based mitigation under both CEQA (see CEQA Guidelines 15126.4)and constitutional principals that call for a nexus and rough proportionality between a project's impacts and the fee-based mitigation measure. Finally, the prospects of the proposed freeway improvements ever being constructed remains uncertain due to funding priorities and on-going policy developments that may favor other approaches to addressing freeway congestion.

Consequently, the City has been unable to identify any feasible mitigation measures imposable on this project that could reduce or avoid the impact of the project on freeway segments to a less-than-significant level. The California Environmental Quality Act (Pub. Resources Code, §2100 et seq.) defines "feasible" for these purposes as capable of being accomplished in a successful manner with a reasonable period of time, taking into economic, environmental, social, and technological factors (Pub.

Resources Code, Section 21061.1). For these reasons, the impact remains *significant and unavoidable*.

Impact: 5.7-11 The project would increase traffic volumes at freeway ramp junctions cumulative with project. Without mitigation, this is a *significant impact.*

o **Finding:** Caltrans District 3 has a Draft District System Management Plan (DSMP) that includes Business Route 80, US 50, and SR 99 improvement projects near the project site. The DSMP is the Vision Document for the District and has a 20-year planning horizon.

o Some of the proposed freeway improvement projects are included in Sacramento Area Council of Governments (SACOG) existing Metropolitan Transportation Plan (MTP) for preliminary engineering and environmental only. The MTP is a long-range plan that is based on growth and travel demand projections coupled with financial projections. The MTP lists hundreds of locally and regionally important projects. It is updated every three years, at which time projects can be added or deleted. SACOG uses the plan to help prioritize projects and guide regional transportation project funding decisions. The projects included in the MTP have not gone through the environmental review process and are not guaranteed for funding or construction. Regional traffic improvements have generally been funded in the past through bond measures, sales tax, and other taxes rather than development fees.

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Consequently, the City has been unable to identify any feasible mitigation measures imposable on this project that could reduce or avoid the impact of the project on freeway segments to a less-than-significant level. The California Environmental Quality Act (Pub. Resources Code, §2100 et seq.) defines "feasible" for these purposes as capable of being accomplished in a successful manner with a reasonable period of time, taking into economic, environmental, social, and technological factors (Pub.

Resources Code, Section 21061.1). For these reasons, the impact remains *significant and unavoidable*.

Impact: 5.7-13 The project would increase traffic volumes on the freeway weaving segments. Without mitigation, this is a *significant impact*.

o **Finding:** Caltrans District 3 has a Draft District System Management Plan (DSMP) that includes Business Route 80, US 50, and SR 99 improvement projects near the project site. The DSMP is the Vision Document for the District and has a 20-year planning horizon.

o Some of the proposed freeway improvement projects are included in Sacramento Area Council of Governments (SACOG) existing Metropolitan Transportation Plan (MTP) for preliminary engineering and environmental only. The MTP is a long-range plan that is based on growth and travel demand projections coupled with financial projections. The MTP lists hundreds of locally and regionally important projects. It is updated every three years, at which time projects can be added or deleted. SACOG uses the plan to help prioritize projects and guide regional transportation project funding decisions. The projects included in the MTP have not gone through the environmental review process and are not guaranteed for funding or construction. Regional traffic improvements have generally been funded in the past through bond measures, sales tax, and other taxes rather than development fees.

o Given the status of the improvement projects identified by Caltrans and the information available at this time, the City has concluded that there is currently insufficient information and certainty on which to base a feasible and viable mitigation measure to address the project's impact on the identified freeway mainline section. The freeway improvement projects proposed by Caltrans are not currently approved and funded. There is no fee or other funding mechanism currently in place for future funding. Furthermore the City cannot determine either the cost of the proposed improvement projects or the project's fair share proportional contribution to the improvement projects with sufficient certainty to enable the City to develop a fee-based mitigation measure that would satisfy the legal requirements for fee-based mitigation under both CEQA (see CEQA Guidelines 15126.4)and constitutional principals that call for a nexus and rough proportionality between a project's impacts and the fee-based mitigation measure. Finally, the prospects of the proposed freeway improvements ever being constructed remains uncertain due to funding priorities and on-going policy developments that may favor other approaches to addressing freeway congestion.

Consequently, the City has been unable to identify any feasible mitigation measures imposable on this project that could reduce or avoid the impact of the project on freeway segments to a less-than-significant level. The California Environmental Quality Act (Pub. Resources Code, §2100 et seq.) defines "feasible" for these purposes as capable of being accomplished in a successful manner with a reasonable period of time, taking into economic, environmental, social, and technological factors (Pub. Resources Code, Section 21061.1). For these reasons, the impact remains *significant*

and unavoidable.

D. Findings Related to the Relationship Between Local Short-term Uses of the Environment and Maintenance and Enhancement of Long-term Productivity.

Based on the EIR and the entire record before the City Council, the City Council makes the following findings with respect to the project's balancing of local short term uses of the environment and the maintenance of long term productivity:

i. As the project is implemented, certain impacts would occur on a short term level. Such short term impacts are discussed fully above. Such short term impacts include, without limitation, impacts relating to biological resources, cultural resources, aesthetics and visual resources, air quality, hazardous materials and public safety, noise, and transportation and circulation increases due to the project, although measures have been incorporated in the project to mitigate these potential impacts.

ii. The long term implementation of the project would serve to retain jobs by providing updated medical and school facilities while retaining residential uses within the East Sacramento Area. The project would be developed in an existing urbanized area and not contribute to urban sprawl. Notwithstanding the foregoing, some long term impacts would result. These impacts include adverse impacts on air quality, cultural resources, aesthetics and visual resources, and transportation and circulation. However, implementation of the project would provide long term benefits, including, without limitation, a new cardiac center for treatment of cardiac medical problems, alternative residential opportunities, and a new updated school facility separated from the hospital facility.

iii. Although there are short term adverse impacts from the project, the short and long term benefits of the project justify its immediate implementation.

E. Project Alternatives.

The City Council has considered the Project alternatives presented and analyzed in the final EIR and presented during the comment period and public hearing process. Some of these alternatives have the potential to avoid or reduce certain significant or potentially significant environmental impacts, as set forth below. The City Council finds, based on specific economic, legal, social, technological, or other considerations, that these alternatives are infeasible. Each alternative and the facts supporting the finding of infeasibility of each alternative are set forth below.

o **<u>Alternatives Considered and Dismissed from Further Consideration</u>**

• Consistent with the CEQA Guidelines, primary consideration was given to alternatives that would reduce significant impacts while still meeting most of the project

objectives. Those alternatives that would have impacts identical to or more severe than the proposed project, or that would not meet most of the project objectives, were rejected from further consideration. The following alternatives for the Mercy General Hospital and Sacred Heart Parish School's Mixed Use Project were considered but rejected from further analysis because none of the alternatives listed below were determined to be feasible under CEQA.

Convert Mercy General Hospital to a Heart Center Campus: This alternative assumes the existing Mercy General Hospital would be converted into a specialized cardiovascular hospital by building the Heart Center but demolishing the South and East Wings and eliminating all non-cardiovascular services. This alternative was not considered further because it does not assure the community can receive continued, uninterrupted delivery of full-service, general acute care services at Mercy General Hospital's current East Sacramento site, by building long-term replacement beds. This alternative would reduce local community access to general medical services, including emergency services, obstetrics, and general medical-surgical care, which is a primary goal of the project.

- Construct the Heart Center on the site of the South Wing building. This alternative was suggested in comments on the Notice of Preparation. It assumes that the South Wing building would be demolished and the Heart Center would be constructed on that site. One of the primary goals of the project is to continue to provide uninterrupted general acute care services at Mercy General Hospital. This alternative was not considered further because the demolition of the South Wing building, with no replacement space, would substantially hinder the ability of hospital to provide these general acute care services.

- Construct the Heart Center without relocating Sacred Heart Parish School (SHPS). This alternative would reduce construction-related impacts of the proposed project because there would be less demolition (the existing school, the Mercy Care facility, and the 17 residential units southwest of H and 39th streets would not be demolished). However, under current conditions, there is substantial traffic congestion during school pick-up and drop-off where cars queue on the "spine" street (the north-south street through the MGH campus) and back up onto H and J streets. This alternative would increase the intensity of use on the site and exacerbate the existing circulation deficiency associated with the school. One of the primary objectives of the project is to respond to the identified traffic and parking issues in the immediate neighborhood. Continued operation of SHPS at its current location along with the new Heart Center would exacerbate the traffic congestion on the site, which would be inconsistent with one of the main objectives of the project which is to respond to identified traffic and parking issues in the immediate neighborhood.

- **Summary of Alternatives Considered**

- The significant and unavoidable impacts identified for the proposed project include increased traffic on Caltrans freeway facilities, including increased congestion on freeway mainlines and ramps under project-specific and cumulative conditions and impacts on weaving segments under cumulative conditions. Because the significant

and unavoidable impacts identified for the proposed project are related to the location of the project (project-related traffic added to already-congested urban freeways), the alternatives considered in this Draft EIR are intended to reduce or eliminate impacts at the proposed project site. The alternatives analyzed include the No Project Alterative, which evaluates the effects of not building the project and, thus, not increasing traffic related to the additional square footage at the MGH site. This analysis also includes two off-site alternatives, which would similarly eliminate the additional square footage at the MGH site, though these alternatives assume construction of cardiac services at another location. The alternatives considered in this analysis include the following:

- **No Project Alternative,** which assumes that the proposed project would not be constructed as proposed. This alternative considers two scenarios that could result if the proposed project is not approved: 1) leave the existing buildings on the MGH campus as-is and do not retrofit; and 2) retrofit the buildings to comply with Senate Bill 1953 (SB 1953).
- **Alternate Campus Alternative,** which assumes the proposed Heart Center would be developed at another Catholic Healthcare West (CHW) Sacramento area campus and maintain existing hospital services on the MGH campus.
- **Off-Site Hospital Alternative,** which assumes construction of a new campus including the proposed Heart Center on an undeveloped site at the northwest corner of Interstate 5 (I-5) and Del Paso Road in the City of Sacramento.

No Project Alternative

o If the proposed project were not approved, the Heart Center would not be constructed, Sacred Heart Parish School would not be relocated west of 39th Street, and the residences west of 39th Street would not be removed. However, if the project were not constructed, MGH would have only two SB 1953-compliant buildings in year 2013: the North Wing and Northeast Wing, which together have an acute care capacity of 110 beds. Thus, with the No Project Alternative in which no retrofits are performed on any of the buildings, MGH would have an acute care capacity of 110 beds in 2013, which would be a reduction from the current total capacity of 304 beds.

- CHW has indicated that operation of a 24-hour-a-day, seven day a week emergency department is an important part of its role as a full-service community hospital and that 36 percent of the hospital's admissions, or approximately 84 hospitalized patients on an average day, are admitted through the Emergency Department (ED). Because the ED cannot legally reject access to ED services to emergency patients, the ED may have to be closed to prevent the admission of more patients than the hospital's capacity. The lack of sufficient bed capacity to support the inpatient demand generated by emergency services, particularly during times of higher patient volume (generally, winter months) would reduce the community's access to emergency care, placing a greater strain on the emergency departments of nearby hospitals, such as Sutter General Hospital and UC Davis Medical Center. In addition, many cardiovascular patients arrive through the ED and/or are hospitalized in

conjunction with other chronic conditions. Without an emergency department and other complementary services to address other chronic conditions these patients may have, the cardiovascular program could be compromised. The cardiovascular program and other medical/surgical services could be further compromised due to the lack of necessary procedural space with only the North and Northeast buildings in operation. The decrease of acute care beds could also affect other hospitals in the Sacramento region. Even with planned expansions at Sutter General, UC Davis Medical Center, Mercy San Juan, Kaiser, and Sutter Roseville hospitals, there is a projected deficit of inpatient beds to serve the growing population in the region. A reduction of beds at MGH would further exacerbate this deficit.

- MGH would not be able to leave the buildings as is (without being retrofitted to address SB 1953 requirements) without having a significant effect on its own acute care capacity, emergency department, and hospitals in the Sacramento region. The South and East Wing buildings together account for 223 acute care beds. In order to be able to use the South and East Wing buildings for acute care after 2013, MGH would be required to comply with SB 1953 to ensure that the hospital is capable of remaining intact, maintaining current operations, and providing acute care medical services after a seismic event (please see Chapter 2, Project Description for a discussion of the requirements of SB 1953). Under the No Project Alternative, MGH would likely opt to retrofit the South and East Wings in order to be operational after 2013 under SB 1953. With the retrofits, MGH would have a bed capacity of 283 (compared to 316 with the proposed project). The South and East Wing buildings would need to be retrofitted for structural compliance, as well as interior renovations to modernize the buildings to meet current standards for patient care. For instance, as discussed in Chapter 2, Project Description, the architectural standard for inpatient acute care hospitals has increased from less than 1,000 gross square feet (sf) per bed to at least 2,000 gross sf per bed. Current guidelines also dictate 100 sf of clear floor area per semi-private medical/surgical bed, 120 sf of clear floor area per private medical/surgical bed, and 200 sf of clear floor area per private intensive care unit bed.

- Retrofits to the South and East Wing buildings would require entire units to be taken out of service at one time, thus affecting hospital capacity and the ability to provide uninterrupted service during retrofitting. As discussed in Chapter 2, one to two floors of each hospital building (approximately 30 to 60 beds) would have to be taken out of service at a time to accommodate the retrofit requirements. When determining the capacity of the hospital, not only the number of beds but also the type of bed, such as intensive care (ICU) or medical/surgery, must be considered. If a disproportionate number of a particular type of bed is removed from service, the ability of the hospital to provide general acute care would be less than the absolute number of beds out of service would indicate. For instance, there are 130 general medical-surgical beds at MGH that are not dedicated for specialized treatment. If 30 to 60 beds out of service were medical-surgical beds, the hospital's ability to provide service in that area would be reduced by 25 to nearly 50 percent during this period.

- Nonetheless, even with the 2013 retrofits, the South and East Wing buildings would not be able to meet the 2030 retrofit requirements (see Chapter 2, Project Description). Thus, with the No Project Alternative in which building retrofits are performed on the South and East Wing buildings, MGH would have an acute care capacity of 54 beds (from the North and Northeast buildings) after 2030. In 2030 with the proposed project, MGH would have an acute care capacity of 141 beds.

o Under the No Project Alternative, MGH would operate at a substantially reduced level compared to current operations due to the reduction in acute care beds (after 2013 or 2030) and the disparity between the ED patient load and the hospital's acute care bed capacity. The reduction in capacity at MGH would result in a diversion of patients to other area hospitals, which could require further expansions of those facilities.

o **Facts in Support of Finding of Infeasibility**

o The No Project Alternative is rejected because it does not achieve the project's objectives and would ultimately result in the need for new or modified hospital facilities on the project site or other location. The No Project Alternative would generally fail to meet the objectives of the proposed project. The No Project Alternative would allow MGH to comply with the State of California's SB 1953 seismic retrofit requirement, but acute care services at MGH's current East Sacramento site would be temporarily affected during the retrofit process. It would take a large capital investment to allow MGH to continue to function as a full-service hospital up to 2030, at which time the hospital capacity would be substantially reduced. The No Project Alternative would not increase cardiovascular procedural and intensive care capacity and consolidate cardiovascular services in a site that is proximate to the existing MMP buildings. One of the primary objectives of the proposed project is to allow MGH to provide continued, uninterrupted delivery of full-service, general acute care services at the East Sacramento site. In order to do so, modifications other than seismic retrofits are required. Thus, the No Project Alternative would be inconsistent with this objective.

Alternate Campus Alternative

- The Alternate Campus Alternative would include development of the Heart Center at another CHW Sacramento area campus and the continuation of non-cardiovascular hospital services on the MGH campus. According to CHW, Methodist Hospital and Mercy Hospital of Folsom are configured to support the current technology and are flexible to adapt to new trends in healthcare delivery, such that they would be able to support the uses in a new heart center. Therefore, this alternative assumes the construction of the approximately 123,000-square foot Heart Center building at the Methodist Hospital in south Sacramento or at Mercy Hospital of Folsom. Methodist is located in south Sacramento, adjacent to State Route 99 to the east, with commercial uses to the north and south and single-family residential to the west. Mercy Folsom is located in the City of Folsom with medical office uses to the north and west and single-family residential to the south and east.

- It is assumed that the building would be the same size and constructed in a similar manner as the proposed project. Therefore, the type and number of construction equipment, the length of construction, and the amount and type of building materials at either of these campuses would be the same as that of the Heart Center portion of the proposed project. This alternative does not assume demolition or any other construction on either of the other campuses, so the overall construction schedule and construction impacts would be less than that of the proposed project.

- Because this alternative would involve construction of the Heart Center at another campus, no new structures would be constructed on the MGH campus, so this alternative would result in a scenario the same as that described above for the No Project Alternative for the MGH campus. No new buildings are assumed on the MGH campus; however, it would be necessary to retrofit the existing MGH buildings to remain an acute care facility beyond 2013, which would be at a level less intense than currently achieved by MGH (283 beds versus 342 beds). As with the No Project Alternative, with the retrofits to existing buildings, MGH would have acute care beds similar to current levels, until 2030, at which time the South and East Wing buildings would be non-compliant for acute care. Therefore, the acute care bed capacity would be reduced to 54 in 2030 under the Alternate Campus Alternative, as is described under the No Project Alternative.

This alternative assumes that all non-emergency cardiac services would occur at the alternate site and that all existing non-emergency cardiac services that occur at MGH would be relocated to the new site. The alternative site would need to accommodate not only the increase that would be experienced at the existing MGH campus caused by the new facilities under the proposed project, but would also have to absorb the patients that are currently being treated at MGH. Therefore, the increase in cardiac-related services at the alternate site would be greater than the increase experienced at the MGH campus under the proposed project.

- **Facts in Support of Finding of Infeasibility**

- The Alternate Campus Alternative would generally fail to meet the objectives of the proposed project. The Alternate Campus Alternative would allow MGH to comply with the State of California's SB 1953 seismic retrofit requirement, but acute care services at MGH's current East Sacramento site would ultimately be reduced, even if the South and East Wings were retrofitted. The Alternate Campus Alternative would allow for an increase in CHW's cardiovascular procedural and intensive care capacity, but not at a site that is proximate to the Mercy Medical Plaza. In order to allow MGH to provide continued, uninterrupted delivery of full-service, general acute care services at the East Sacramento site beyond 2030, modifications other than seismic retrofits would be required on the MGH campus. This alternative would not fulfill this objective.

- The traffic volumes experienced at the Methodist and Mercy Folsom campuses would be greater than those experienced at the MGH campus because cardiac-care services would be moved from the East Sacramento location to a location that does not

currently provide these services. The extent to which traffic increases could result in significant impacts at the alternate sites cannot be determined without a detailed traffic study. However, as noted above, because the Caltrans facilities are projected to operate at unacceptable levels of service with or without the proposed project, the Alternate Campus Alternative would not improve the substandard conditions identified under the proposed project.

Off-Site Hospital Alternative

- Several comments received in response to the Notice of Preparation suggested that MGH be moved to another location. Therefore, the Off-Site Hospital Alternative assumes that a new hospital to replace MGH, including the proposed new Heart Center, would be constructed at another location on an undeveloped site in the City of Sacramento. A site at the northwest corner of I-5 and Del Paso Road was chosen as representative to provide a comparative analysis of the effects of this alternative; however, similar effects would be anticipated at other "greenfield" or undeveloped locations in the City. Because this alternative would occur on an undeveloped site independent of any other hospital facilities, this analysis assumes construction and operation of a full-service hospital, similar in size to the MGH facilities that would be available with the proposed project. Thus, this alternative assumes construction of approximately 425,000 square feet of hospital buildings on approximately 10 acres.
- With the relocation of all the hospital uses from the MGH campus to the Off-Site Hospital site, the existing MGH hospital would be vacated and available for reuse. Because the medical office buildings are independent of MGH, it is likely that those buildings would continue to operate; however, the existing hospital buildings could reasonably be occupied by another medical-related use, such as medical office or some type of assisted-care residential living facility. Another potential scenario would include demolition of the hospital buildings and construction of a different use, such as residential or commercial. However, this would require a general plan amendment and rezone to the appropriate designation.

Facts in Support of Finding of Infeasibility

The Off Site alternative would be inconsistent with the objective to develop the Heart Center use at the MGH campus, which is intended to take advantage of the adjacency to the independently-owned Mercy Medical Office buildings. In addition, the Off-Site Alternative on a greenfield site would not have the same access to alternate modes of transportation as would the MGH campus, and thus would not fulfill the objective to reduce energy consumption, such as could be accomplished through the use of alternate travels modes. Inconsistency with these objectives would result in physical environmental effects beyond that identified for the proposed project.

Significant and unavoidable traffic impacts under the proposed project occurred on Caltrans freeway facilities. Because this alternative would be constructed in a newly developing area, it is likely that the freeway would be capable of handling the volume of cars that could be generated from this alternative. However, unless a detailed traffic

study was completed for this alternative, it is speculative to assume that I-5 or the surrounding surface streets would be capable of handling the alternative-related traffic. In addition, because this alternative would be developed on a greenfield site, other significant and unavoidable impacts may occur that would not occur under the proposed project, such as impacts related to biological resources, agricultural resources, and hydrology.

F. Statement of Overriding Considerations:

Pursuant to Guidelines section 15092, the City Council finds that in approving the Project it has eliminated or substantially lessened all significant and potentially significant effects of the Project on the environment where feasible, as shown in Sections 5.0 through 5.6. The City Council further finds that it has balanced the economic, legal, social, technological, and other benefits of the Project against the remaining unavoidable environmental risks in determining whether to approve the Project and has determined that those benefits outweigh the unavoidable environmental risks and that those risks are acceptable. The City Council makes this statement of overriding considerations in accordance with section 15093 of the Guidelines in support of approval of the Project.

Statement of Overriding Considerations:

The project will achieve the goals of SB 1953 and ensure that the general acute care hospital buildings at MGH are not only capable of remaining intact after a seismic event, but also capable of continued operation and provision of acute care medical services after a seismic event.

The project will allow the development of a new school facility for the Sacred Heart Parish School separated from the Mercy General Hospital campus.

The project will improve the pedestrian safety and access of the Sacred Heart Parish School students.

The project will provide for alternative housing opportunities in the East Sacramento area.

The project will provide for better traffic circulation in the area by separating the Mercy General Hospital and the Sacred Heart Parish School.

The project will ensure MGH's compliance with the 2006 Guidelines for the Design and Construction of Hospitals and Healthcare Facilities which dictate the amount of area required per hospital bed depending on its use.

The project will allow MGH, while continuing to serve as a community hospital to focus its service mix on the specialty referral services it offers the greater Sacramento

community, including cardiovascular services, specialized orthopedic surgery, and neurosciences services.

The project will minimize the decrease of available bed capacity and related need for the Emergency Department to redirect ambulances to other facilities.

The project will increase cardiovascular procedural and intensive care capacity to support current and projected volumes of cardiac surgery and catheterization procedures and enable the cardiovascular program to function more efficiently. Additionally, the proposed project would locate cardiovascular services in a site that is proximate to the Mercy Medical Plaza (physician office building) to ensure maximum physician accessibility in the event of an emergency.

The project will expand Mercy General Hospital's existing employee, community and environmental programs, including TSM (ride share, public transit subsidies, etc.), and environmentally-sensitive and energy-conservation design practices.

The project will assist in addressing neighborhood parking issues by maximizing existing parking capacity through construction of a surface parking lot on the current Sacred Heart Parish School site; provide 35 parking spaces for faculty and staff of SHPS and provide a parking lot to Sacred Heart Parish for use on weekends.

The project will provide fiscal benefits to the City in the form of development fees and construction jobs.

5.0 MITIGATION MONITORING PLAN

INTRODUCTION

The California Environmental Quality Act (CEQA) requires review of any project that could have significant adverse effects on the environment. In 1988, CEQA was amended to require reporting on and monitoring of mitigation measures adopted as part of the environmental review process. This Mitigation Monitoring Plan (MMP) is designed to aid the City of Sacramento in its implementation and monitoring of measures adopted from the Mercy General Hospital and Sacred Heart Parish School Mixed Use Project Draft EIR.

MITIGATION MEASURES

The mitigation measures are taken from the Mercy General Hospital and Sacred Heart Parish School Mixed Use Project DEIR, measures added as part of preparation of the Final EIR, and any mitigation measures included in the Initial Study (attached as Appendix A of the Draft EIR). The mitigation measures are assigned the same number they had in the DEIR or section number from the Initial Study. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

MMP COMPONENTS

The components of each monitoring form are addressed briefly, below.

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

Mitigation Measure: All mitigation measures that were identified in the Mercy General Hospital and Sacred Heart Parish School Mixed Use Project Draft EIR are presented, and numbered accordingly. The mitigation measure from the Initial Study is identified by topic and number.

Action: For every mitigation measure, one or more action is described. These are the center of the MMP, as they delineate the means by which EIR measures will be implemented, and, in some instances, the criteria for determining whether a measure has been successfully implemented. Where mitigation measures are particularly detailed, the action may refer back to the measure.

Implementing Party: This item identifies the entity that will undertake the required action.

Timing: Each action must take place prior to the time at which a threshold could be exceeded. Implementation of the action must occur prior to or during some part of approval, project design or construction or on an ongoing basis. The timing for each measure is identified.

Monitoring Party: The City of Sacramento is responsible for ensuring that most mitigation measures are successfully implemented. Within the City, a number of departments and divisions will have responsibility for monitoring some aspect of the overall project. Occasionally, monitoring parties outside the City are identified; these parties are referred to as "Responsible Agencies" by CEQA.

MERCY GENERAL HOSPITAL AND SACRED HEART PARISH SCHOOL MIXED USE PROJECT
MITIGATION MONITORING PLAN

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
Initial Study 7. Biological Resources				
Mitigation Measure 1 To prevent direct impacts on nesting birds, tree removal shall occur between September 16 and February 28.	Limit tree removal to the time between September 16 and February 28.	Project applicant	Prior to issuance of tree removal permit	City of Sacramento Development Services Department
Mitigation Measure 2 If construction activities would 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 project site 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. If phased construction procedures are planned for the proposed project, the results of the above survey shall be valid only for the season when it is conducted. 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: • 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. • A map showing the location(s) of any nests observed within the project site.	If construction activities occur during the breeding season, consult with CDFG and USFWS and prepare a pre-construction breeding season survey as described in Mitigation Measure 2.	Project applicant/ qualified avian biologist	Prior to project construction	City of Sacramento Development Services Department
Mitigation Measure 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. 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 are disturbing the adult or young birds, until the birds have left the nest.	Consult with CDFG to establish a non-disturbance buffer zone, if active nest sites are identified within the project area, and monitor active nests in trees not to be removed.	Project applicant	Prior to and on-going during project construction	City of Sacramento Development Services Department

MERCY GENERAL HOSPITAL AND SACRED HEART PARISH SCHOOL MIXED USE PROJECT
MITIGATION MONITORING PLAN

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
Mitigation Measure 4 If an active nest site cannot be avoided and would be destroyed, special permits would be required, depending on the bird species. (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. Locating these trees would likely not be feasible so an alternative approach could be to participate in mitigation deemed appropriate by the CDFG. (b) For any bird covered by the Migratory Bird Treaty Act, the project applicant would consult with the USFWS to determine appropriate mitigation measures.	Obtain Section 2081 permit and implement mitigation for loss of active nest tree if nests cannot be avoided; consult with USFWS and implement appropriate mitigation measures.	Project applicant	Prior to and on-going during project construction	City of Sacramento Development Services Department
Mitigation Measure 5 The project applicant shall salvage and plant the affected elderberry shrub and plant additional elderberry shrubs and associated native riparian plants according at a ratio determined by the City, in compliance with ratios established by the USFWS. Mitigation planting shall occur, to the maximum extent practicable, in open space areas (or other USFWS approved mitigation site) that is preserved as wildlife habitat in perpetuity. Mitigation plantings shall be monitored annually pursuant to USFWS protocol by a qualified biologist hired by the project applicant as agreed to by the USFWS. This mitigation measure can be achieved through compliance with mitigation measures identified in the approved HCP, assuming those measures meet, at a minimum, the above criteria.	Consult with USFWS and implement mitigation planting as described in Mitigation Measure 5.	Project applicant/ qualified biologist	Prior to and on-going during project construction	City of Sacramento Development Services Department
Mitigation Measure 6 Avoid construction within the critical root zones of a tree. Avoidance areas shall be fenced prior to any activities on site.	Fence all root zone areas of trees prior to any activities on site.	Project applicant	Prior to project construction	City of Sacramento Development Services Department

MERCY GENERAL HOSPITAL AND SACRED HEART PARISH SCHOOL MIXED USE PROJECT
MITIGATION MONITORING PLAN

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
Mitigation Measure 7 Avoid grade cuts and excavation within the critical root zone of all retained trees. Pneumatic and hand excavation shall be permitted for fence post locations, but fence post locations shall be moved if roots two inches or larger in diameter are encountered. The Project Arborist shall supervise all grade cuts and prune and properly treat all roots subject to damage as soon as possible after excavation. Cut-faces exposed for more than two to three days shall be covered with a dense burlap fabric and watered to maintain soil moisture at least on a daily basis until areas are permanently covered.	Ensure the Project Arborist supervises all grade cuts and prune and properly treat all roots subject to damage as described in Mitigation Measure 7.	Project applicant/ project arborist	Prior to and during grading and excavation	City of Sacramento Development Services Department
Mitigation Measure 8 Avoid placement of fill exceeding one foot in depth within the critical root zone of all trees. If unavoidable, either design drainage away from the critical root zone of the tree or consider tree removal. Placement of fill materials less than one foot in depth and encroachment of less than 20 percent into the critical root zone area should not require special mitigative measures.	Ensure placement of fill exceeds one foot in depth within the critical root zone of any tree or if unavoidable, design drainage away from the critical root zone of the tree or remove the tree.	Project applicant/ project contractor	Prior to and on-going during project construction	City of Sacramento Development Services Department
Mitigation Measure 9 Any proposed structure shall not encroach more than 20 percent into the critical root zone area of a retained tree. If unavoidable, tree removal should be considered.	Ensure that no proposed structure encroaches more than 20 percent into the critical root zone of a retained tree.	Project applicant/ project contractor	Prior to and on-going during project construction	City of Sacramento Development Services Department
Mitigation Measure 10 Construction equipment clearance required for proposed structures shall also be limited to 20 percent or less of the critical root zone of preserved trees.	Ensure that all construction equipment maintains clearance of 20 percent or less of the critical root zone of a tree.	Project applicant/ project contractor	Prior to and on-going during project construction	City of Sacramento Development Services Department
Mitigation Measure 11 Utilities shall be planned to avoid the critical root zone of trees. In some circumstances, hand digging of utilities through the critical root zone areas may be an option. Boring beneath the critical root zone area may also be an option.	Ensure that utilities are planned to avoid critical root zones of any tree either by hand digging through or boring beneath the zone.	Project applicant/ project contractor	Prior to and on-going during project construction	City of Sacramento Development Services Department

MERCY GENERAL HOSPITAL AND SACRED HEART PARISH SCHOOL MIXED USE PROJECT
MITIGATION MONITORING PLAN

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
Mitigation Measure 12 Branches and limbs that have been torn, broken, or split during construction should be removed in accordance with the City's Tree Ordinance. In addition, any dead, diseased, or rubbing limbs should be removed. Other maintenance pruning should be postponed for at least one to two years.	Maintain branches and limbs according to guidelines set forth by Mitigation Measure 12.	Project applicant/ project contractor	On-going during project construction	City of Sacramento Development Services Department
Initial Study 14. Cultural Resources				
Mitigation Measure 13 Should paleontological resources be identified at any project construction sites during any phase of construction, the project manager shall cease operation at the site of the discovery and immediately notify the City of Sacramento Development Services Department. The project applicant shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts on a less-than-significant level. In considering any suggested mitigation proposed by the consulting paleontologist, the City of Sacramento Development Services Department shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, specific plan policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.	Cease construction and retain a qualified paleontologist to determine the significance of the resource. Prepare an excavation plan if necessary.	Project applicant/ qualified paleontologist	During project excavation and construction	City of Sacramento Development Services Department
DEIR Section 5.1 Aesthetics and Visual Resources				
5.1-2 (a) The project contractor shall include a configuration of exterior light fixtures that emphasize close spacing and lower intensity light that is directed downward and sufficiently shielded to avoid substantial light trespass on adjacent uses. (b) The project contractor shall use Low E glass in order to reduce the reflective qualities of the building, while maintaining energy efficiency.	Design lighting system to avoid lighting of adjacent properties; include Low E glass to minimize glare.	Project applicant/ project contractor	Prior to the approval of final development plans and specifications	City of Sacramento Building Division
5.1-4 Implement Mitigation Measure 5.1-2.	See Mitigation Measure 5.1-2	See Mitigation Measure 5.1-2	See Mitigation Measure 5.1-2	See Mitigation Measure 5.1-2

MERCY GENERAL HOSPITAL AND SACRED HEART PARISH SCHOOL MIXED USE PROJECT
MITIGATION MONITORING PLAN

	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	DEIR Section 5.2 Air Quality				
5.2-1	To reduce fugitive dust emissions, in compliance with Rule 403 of the SMAQMD, the following mitigation measures would be implemented during construction:	Ensure that the project applicant has included required measures in construction bid documents.	Project applicant	Prior to construction activities	City of Sacramento Development Services Department
(a)	All disturbed areas, including storage piles that are not being actively used for construction purposes, shall be effectively stabilized of dust emissions using water, a chemical stabilizer or suppressant, or vegetative ground cover;				
(b)	All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or a chemical stabilizer or suppressant;				
(c)	When materials are transported off-site, they shall be covered, effectively wetted to limit visible dust emissions, or maintained with at least 6 inches of freeboard space from the top of the container;				
(d)	All operations shall limit or expeditiously remove the accumulation of project-generated mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring;				
(e)	Following the addition of materials to, or the removal of materials from, the surfaces of outdoor storage piles, the storage piles shall be effectively stabilized of fugitive dust emissions using sufficient water or a chemical stabilizer or suppressant;				
(f)	On-site vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph);				
(g)	Wheel washers shall be installed for all trucks and equipment exiting from unpaved areas or wheels shall be washed manually to remove accumulated dirt prior to leaving the site;				
(h)	Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from adjacent project areas with a slope greater than 1 percent;				
(i)	Excavation and grading activities shall be suspended when winds exceed 20 mph; and				
(j)	The extent of areas simultaneously subject to excavation and grading shall be limited, wherever possible, to the minimum area feasible.				

MERCY GENERAL HOSPITAL AND SACRED HEART PARISH SCHOOL MIXED USE PROJECT
MITIGATION MONITORING PLAN

	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
5.2-2	The following measures shall be incorporated into project construction contracts:				
(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 ARB fleet average at time of construction.	Ensure that the project applicant has included required measures in construction bid documents.	Project applicant	Prior to construction activities	City of Sacramento Development Services Department
(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 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.	Ensure that the project applicant has submitted equipment inventory to the SMAQMD.	Project applicant/ Project Contractor	Prior to construction activities: monthly updates thereafter	City of Sacramento Development Services Department
(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. 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.	Perform a visual survey for equipment emission opacity; prepare monthly report.	Project applicant	Perform weekly surveys and monthly reports	City of Sacramento Development Services Department

MERCY GENERAL HOSPITAL AND SACRED HEART PARISH SCHOOL MIXED USE PROJECT
MITIGATION MONITORING PLAN

	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
(d)	The project applicant shall pay into the SMAQMD's construction mitigation fund for construction-generated emissions of NO_x that exceed 85 lbs/day after credit has been taken for a 20% reduction expected from the implementation of Mitigation Measure 5.2-2(a). Fees shall be assessed based upon the current rate of $14,300/ton of excess NO_x emissions generated plus a 5% administrative surcharge. This fee shall be paid to the SMAQMD prior to issuance of building permits. Based upon the URBEMIS modeling, the estimated payment for construction NO_x emissions would be $17,527 for the excess NO_x plus a $876 surcharge. The project construction contractor shall keep records of equipment use and schedule, use these data to estimate actual NO_x emissions over the course of construction, and pay additional fees quarterly to the SMAQMD, if actual emissions exceed the estimated emissions.	Ensure that the project developer has paid the SMAQMD NO_x fees.	Project applicant	Prior and during grading and construction activities	City of Sacramento Development Services Department
(e)	Limit diesel equipment idling time to 5 minutes.	Ensure that the project applicant has included required measure in construction bid documents.	Project applicant	Prior to construction activities	City of Sacramento Development Services Department
5.2-6	Implement Mitigation Measure 5.2-2.	See Measure 5.2-2	See Measure 5.2-2	See Measure 5.2-2	See Measure 5.2-2
	DEIR Section 5.3 Cultural Resources				
5.3-2 (a)	In the event that any prehistoric or historic-period subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian, and/or mortar are discovered during demolition/construction-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted immediately, and the City of Sacramento Development Services Department and the City Preservation Director shall be notified within 24 hours. The project applicant shall retain an archaeologist who meets the Secretary of the Interior's professional qualifications for Archaeology. The City Preservation Director shall consult with the archeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the City Preservation Director and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation.	Ensure that the project developer has implemented the cultural resources measures set forth by Mitigation Measure 5.3-1	Project applicant/ Archaeologist	Prior to and during construction activities	City of Sacramento Development Services Department

MERCY GENERAL HOSPITAL AND SACRED HEART PARISH SCHOOL MIXED USE PROJECT
MITIGATION MONITORING PLAN

	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	If a Native American archaeological, ethnographic, or spiritual resources are discovered, all identification and treatment of the resources shall be conducted by a qualified archaeologist and Native American representatives who are approved by the local Native American community as scholars of the cultural traditions. In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. When historic archaeological sites or historic architectural features are involved, all identification and treatment is to be carried out by historical archaeologists or architectural historians who meet the Secretary of the Interior's professional qualifications for Archaeology and/or Architectural History.				
(b)	If human remains are discovered during any demolition/construction activities, all ground-disturbing activity within 50 feet of the remains shall be halted immediately, and the Sacramento County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project applicant shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Sacramento Development Services Department shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of state law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project applicant shall implement approved mitigation, to be verified by the City of Sacramento Development Services Department, before the resumption of ground-disturbing activities within 50 feet of where the remains were discovered.	Suspend work if any remains are discovered during site work. Comply with notification, investigation, and mitigation requirements set forth in MM 5.3-3.	Project applicant/ Project Contractor	During any phase of archaeological testing, excavation, or construction	City of Sacramento Development Services Department and the Sacramento County Coroner

MERCY GENERAL HOSPITAL AND SACRED HEART PARISH SCHOOL MIXED USE PROJECT
MITIGATION MONITORING PLAN

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
DEIR Section 5.4 Hazardous Materials and Public Safety				
5.4-2 (a) Prior to any demolition activities, the project applicant shall submit a written plan to the Sacramento County Environmental Management Department describing methods to be used to: (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 the City and SCEMD and all hazardous components have been removed to the satisfaction of the City and SCEMD staff.	Submit a written plan to the SCEMD according to the rules set forth by Mitigation Measure 5.4-2	Project applicant	Prior to demolition activities	City of Sacramento Development Services Department
(b) Prior to any demolition activities, 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, including organochlorine pesticides. The project applicant shall submit the report to the City, together with an explanation of how the project would 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.	Submit a report prepared by a qualified environmental specialist documenting the presence or absence of PCBs, mercury or other hazardous materials in all existing buildings to the City, and explain how the project will mitigate any issues identified by the report.	applicant/ Environmental Specialist	Prior to any demolition activities	City of Sacramento Development Services Department
DEIR Section 5.5 Noise				
5.5-1 The project developer shall require by contract specifications that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels: (a) Two weeks prior to the commencement of construction, provide notification to surrounding land uses, disclosing the construction schedule, including the various types of activities that would occur throughout the duration of the construction period. (b) Ensure that construction equipment is properly muffled according to industry standards. (c) Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.	Implement noise reduction and attenuation measures set forth in Mitigation Measure 5.5-1.	Project Contractor	Submit noise reduction plan prior to issuance of a building permit; implement measures during excavation and construction activities.	City of Sacramento Building Division

MERCY GENERAL HOSPITAL AND SACRED HEART PARISH SCHOOL MIXED USE PROJECT
MITIGATION MONITORING PLAN

	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
(d)	Schedule high noise-producing activities between the hours of 8 A.M. and 5 P.M. to minimize disruption on sensitive uses.				
(e)	Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, noise barriers or noise blankets.				
(f)	Locate construction staging areas along with the operation of earthmoving equipment within the SHPS and MGH sites as far away from vibration and noise sensitive sites as possible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.				
(g)	Where feasible, limit construction activities during Heart Center excavation immediately adjacent to the existing Sacred Heart Parish School while school is in session.				
5.5-4	Implement Mitigation Measure 5.5-1.	See Measure 5.5-1	See Measure 5.5-1	See Measure 5.5-1	See Measure 5.5-1
	DEIR Section 5.7 Transportation and Circulation				
5.7-14 (a)	Prior to beginning of construction, a construction traffic and parking management plan shall be prepared by the applicant to the satisfaction of the City traffic engineer and subject to review by all affected agencies and will contain the following (at a minimum): • Identification of the anticipated mix of construction equipment and vehicles and their proposed staging location. • Number of truck trips and the daily schedule of truck trips entering and leaving the site. Truck trips shall be scheduled outside the AM and PM peak hours of traffic. • Prohibition of construction traffic using any of the existing residential roadways in the vicinity of the project. • Identification of measures to maintain safe vehicular, pedestrian and bicycle movements in the project area. • Maintenance of access for emergency vehicles in the project area. • Provision of manual traffic control (if required). • Clear demarcation of construction areas along project roadways.	Prepare and submit construction traffic management plan as described in MM 5.7-14 (a).	Project applicant	Prior to beginning of construction activities	City Development Services Department and City Department of Transportation
(b)	Prior to any demolition or grading activities, the applicant shall provide notification to all residences and businesses in the vicinity of the project site of the construction starting date and duration.	Provide notification of construction starting date and duration.	Project applicant	Prior to demolition or grading activities.	City Development Services Department

MERCY GENERAL HOSPITAL AND SACRED HEART PARISH SCHOOL MIXED USE PROJECT
MITIGATION MONITORING PLAN

	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
(c)	The applicant shall monitor parking occupancy on a regular basis during construction, particularly upon the closure of any parking facility. Adequate parking shall be maintained at all times. As necessary, remote parking (with shuttle service) shall be provided for employees, including construction workers.	Maintain adequate parking at all times according to the measures set forth in Mitigation Measure 5.7-14 (c).	Project applicant	Prior to beginning of construction activities.	City Development Services Department and City Department of Transportation

Attachment 3

ORDINANCE NO.

Adopted by the Sacramento City Council

AMENDING TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) REZONING CERTAIN REAL PROPERTY FROM RESIDENTIAL OFFICE (RO) TO HOSPITAL (H)
(3933 I STREET) (P04-215) (APN: 008-0034-045), COUNCIL DISTRICT 3

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:

SECTION 1

Title 17 of the Sacramento City Code (the Zoning Code) is amended by rezoning the property shown on attached Exhibit A, generally described, known, and referred to as 3933 I Street (APN: 008-0034-045) from Residential Office (RO) to Hospital (H).

SECTION 2

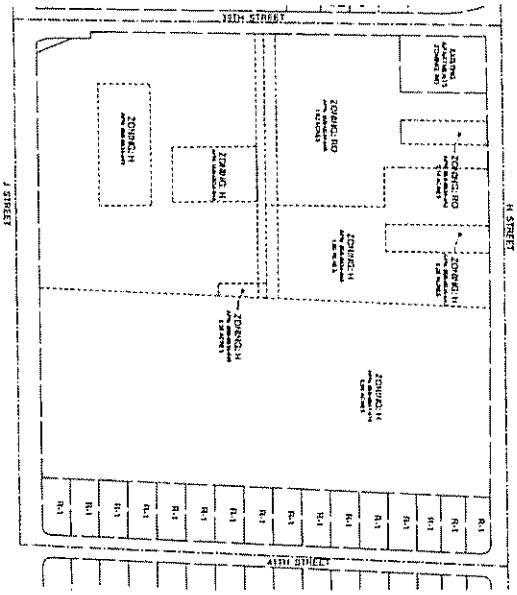
The rezoning of the property shown in the attached Exhibit A, by the adoption of this Ordinance, will be considered to be in compliance with the requirements for the community plan amendment and rezoning of property described in the Comprehensive Zoning Ordinance, Title 17 of the City Code, as amended, as those procedures have been affected by recent court decisions.

SECTION 3

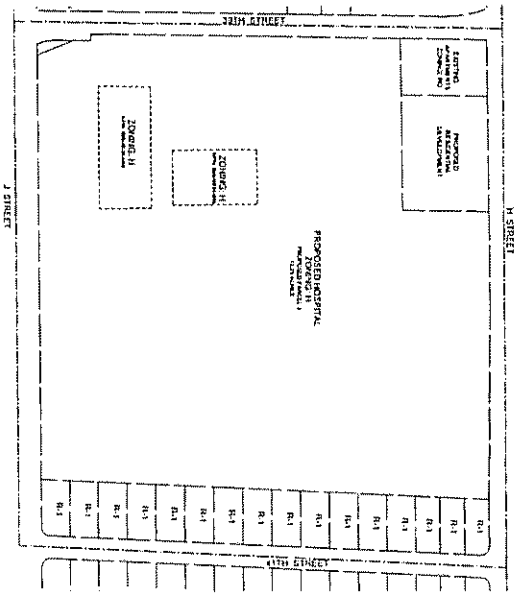
The City Clerk of the City of Sacramento is hereby directed to amend the official zoning maps, which are part of said Ordinance to conform to the provisions of this Ordinance.

Table of Contents:

Exhibit A: Existing and Proposed Zoning – 1 Page



EXISTING ZONING PLAN



PROPOSED ZONING PLAN

Mercy General Hospital and Sacred Heart Parish School Mixed Use Project

HOSPITAL SITE PLAN

Mercy General Hospital Heart Center Project City of Sacramento Design Review

A.2-

Attachment 4

ORDINANCE NO.

Adopted by the Sacramento City Council

AMENDING TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) BY REZONING CERTAIN REAL PROPERTY FROM SINGLE FAMILY RESIDENTIAL (R-1) AND MULTIFAMILY (R-3) TO SINGLE FAMILY ALTERNATIVE (R-1A)
(3836, 3838, 3846, 3860, 3884 H STREET AND 836, 848, AND 862 39TH STREET) (P04-215) (APN: 008-0032-003, 008-0032-004, 008-0032-006, 008-0032-007, 008-0032-043, 008-0032-009, 008-0032-016, 008-0032-042), COUNCIL DISTRICT 3

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:

SECTION 1

Title 17 of the Sacramento City Code (the Zoning Code) is amended by rezoning the property shown on the attached Exhibit A, generally described, known, and referred to as 3836, 3838, 3846, 3860, 3884 H Street and 836, 848, and 862 39th Street (APN: 008-0032-003, 008-0032-004, 008-0032-006, 008-0032-007, 008-0032-043, 008-0032-009, 008-0032-016, 008-0032-042) and consisting of 2.56± acres, from Single Family (R-1) and Multifamily (R-3) to Single Family Alternative (R-1A) zone.

SECTION 2

The rezoning of the property shown in the attached Exhibit A, by the adoption of this Ordinance, will be considered to be in compliance with the requirements for the community plan amendment and rezoning of property described in the Comprehensive Zoning Ordinance, Title 17 of the City Code, as amended, as those procedures have been affected by recent court decisions.

SECTION 3

The City Clerk of the City of Sacramento is hereby directed to amend the official zoning maps, which are part of said Ordinance to conform to the provisions of this Ordinance.

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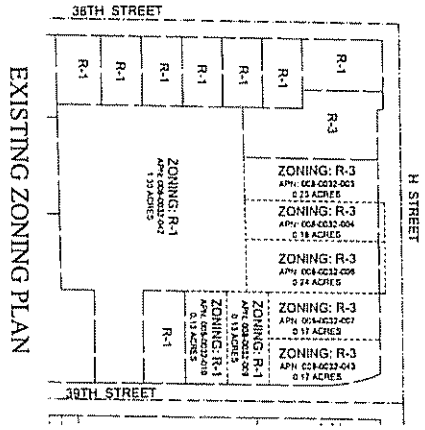
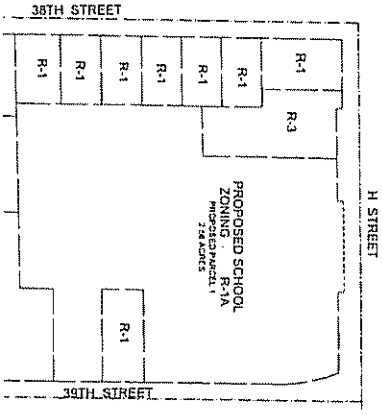
Exhibit A: Existing and Proposed Zoning – 1 Page



EXISTING ZONING PLAN



PROPOSED ZONING PLAN

Mercy General Hospital and Sacred Heart Parish School Mixed Use Project

SCHOOL SITE PLAN

Mercy General Hospital Heart Center Project
City of Sacramento Design Review

A.2-

Attachment 5

ORDINANCE NO.

Adopted by the Sacramento City Council

AMENDING TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) BY REZONING CERAIN REAL PROPERTY FROM RESIDENTIAL OFFICE (RO) AND HOSPITAL (H) TO MULTIFAMILY (R-3) (3924, 3950 H STREET AND 3933 I STREET) (P04-215) (APN: 008-0034-042, 008-0034-044, 008-0034-045) COUNCIL DISTRICT 3

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:

SECTION 1

Title 17 of the Sacramento City Code (the Zoning Code) is amended by rezoning the property shown on attached Exhibit A, generally described, known, and referred to as 3924, 3950 H Street and 3933 I Street (APN: 008-0034-042, 008-0034-044, 008-0034-045) and consisting of .7± acres, from Residential Office (RO) and Hospital (H) to Multifamily (R-3).

SECTION 2

The rezoning of the property shown in the attached Exhibit A, by the adoption of this Ordinance, will be considered to be in compliance with the requirements for the community plan amendment and rezoning of property described in the Comprehensive Zoning Ordinance, Title 17 of the City Code, as amended, as those procedures have been affected by recent court decisions.

SECTION 3

The City Clerk of the City of Sacramento is hereby directed to amend the official zoning maps, which are part of said Ordinance to conform to the provisions of this Ordinance.

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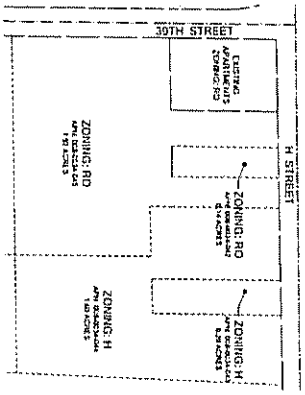
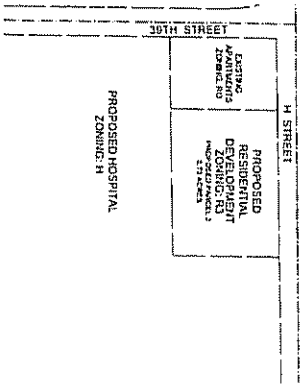


EXISTING ZONING PLAN



PROPOSED ZONING PLAN

HDR	Mercy General Hospital and Sacred Heart Parish School Mixed Use Project	Mercy General Hospital Heart Center Project City of Sacramento Design Review
	RESIDENTIAL DEVELOPMENT SITE PLAN	A.2-

Attachment 6

RESOLUTION NO.

Adopted by the Sacramento City Council

ADOPTING FINDINGS OF FACT AND APPROVING THE MERCY GENERAL HOSPITAL AND SACRED HEART PARISH SCHOOL PROJECT (P04-215)

BACKGROUND

A. On September 13, 2007, the City Planning Commission conducted a review and comment hearing and on October 16, 2007, the City Council conducted a review and comment hearing to review the Project.

B. On October 25, 2007, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the Mercy General Hospital and Sacred Heart Parish School Project.

C. On November 27, 2007, the City Council conducted a public hearing, for which notice was given pursuant to Sacramento City Code Section 16.24.097, 17.208.020(C), 17.212.035, 17.216.035, and 17.200.010(C)(2)(a, b, and c) (publication, posting, and mail 500'), and received and considered evidence concerning the Mercy General Hospital and Sacred Heart Parish School Project.

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

Section 1. Based on the verbal and documentary evidence received at the hearing on the Mercy General Hospital and Sacred Heart Parish School project, the City Council approves the Project entitlements based on the findings of fact and subject to the conditions of approval as set forth below.

Section 2. The City Council approves the Project entitlements based on the following findings of fact:

A&B. ENVIRONMENTAL DETERMINATION: The Environmental Impact Report and the Mitigation Monitoring Plan for the Project have been certified and adopted by Resolution No. ____

F. Tentative Map: The Tentative Map to merge and resubdivide 16.51± acres into 3 lots for the Mercy Medical Campus (13.25± acres), Multifamily Development (.7± acres), and the Sacred Heart Parish Campus (2.56± acres) 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 as follows:

a. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City's General Plan, all applicable community and specific plans, and Title 16 of the City Code, which is a specific plan of the City;

b. The site is physically suitable for the type of development proposed and suited for the proposed density;

c. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife their habitat;

d. The design of the subdivision and the type of improvements are not likely to cause serious public health problems;

e. The design of the subdivision and 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.

2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City General Plan and Title 16 Subdivisions of the City Code, which is a specific plan of the City (Gov. Code §66473.5);

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 (Gov. code §66474.6);

4. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities (Gov. Code §66473.1);

5. The City Council has considered the effect of the approval of this tentative subdivision map on the housing needs of the region and has balanced these needs against the public service needs of its residents and available fiscal and environmental resources (Gov. Code §66412.3).

G. Special Permit: The Special Permit to allow a private school and parish ministries in the existing R-1 and R-3 zones and in the proposed R-1A zone is **approved** based on the following Findings of Fact:

1. Granting the Special Permit is based upon sound principles of land use in that the school is a complementary use to the surrounding residential and senior care uses.

2. Granting the Special Permit, as conditioned, will not be detrimental to public health, safety, or welfare, or result in the creation of a nuisance in that:

   a. The new school is approximately the same size (41,600 versus 40,000 square feet) as the existing school to be demolished;

   b. The move of the school use to the west side of 39th Street separates the hospital and education uses and improves vehicular circulation;

   c. The relocation of the school does not create a loss of housing units because 20 residential units are being constructed along H Street; and

   d. The proposed drop off loop allows for onsite stacking on the new school site.

3. The proposed project is consistent with the General Plan land use designation and General Plan policies in that:

   a. The site is designated Low and Medium Density Residential and school facilities are permitted subject to a Special Permit; and

   b. The project supports the General Plan policy on locational criteria of school facilities because the proposed school site is conveniently accessible on the corner of 39th and H Streets and is separated from incompatible land uses by relocating west of 39th Street which is adjacent to residential and senior care uses.

H. Special Permit: The Special Permit to allow a new heart center to exceed the 45 foot height requirement in the H is **approved** based on the following Findings of Fact:

1. Granting the Special Permit is based upon sound principles of land use in that the current hospital campus has existing structures that exceed the height requirements including the South Wing and Mercy Medical Plaza North.

2. Granting the Special Permit, as conditioned, will not be detrimental to public health, safety, or welfare, or result in the creation of a nuisance in that:

   a. The proposed heart center is located in the center of the medical campus and in between the South Wing and Mercy Medical Plaza

North;

b. The proposed heart center maintains an adequate setback on J Street to be consistent with existing structures on the hospital campus and thereby does not negatively impact the J Street corridor for pedestrians, the motoring public, or uses on the south side of J Street; and

c. The "arts and crafts" design, materials, and lighting for the heart center will complement the surrounding neighborhood.

3. The proposed project is consistent with the General Plan land use designation and General Plan policies in that:

a. The site is designated Public/Quasi-Public and major medical facilities are permitted, subject to a Special Permit; and

b. The project supports the General Plan policy on medical facilities because the existing facility is in close proximity to existing transit services and the proposed central location of the heart center on the subject site lessens the visual impact on adjoining residential uses.

I. **Special Permit**: The Special Permit to allow 35 offsite parking for the school on the Mercy site and to share parking during off-peak hours with the school for evening assemblies and events on the weekend is **approved** based on the following Findings of Fact:

1. Granting the Special Permit is based upon sound principles of land use in that the offsite parking lot is allowed in the Hospital (H) zone;

2. Granting the Special Permit, as conditioned, will not be detrimental to public health, safety, or welfare, or result in the creation of a nuisance in that:

a. The Sacred Heart Parish School at its current location utilizes parking spaces on the Mercy General Hospital site,

b. Utilizing parking offsite for staff allows the school to provide more amenities onsite including a turf play area; and

c. Any new parking spaces on the Mercy General Hospital site will meet the 50% tree shading and all other development standards.

3. The proposed project is consistent with the General Plan land use designation and General Plan policies in that:

a. The offsite parking area is designated Public/Quasi-Public and surface parking lots are permitted, subject to a Special Permit; and

b. The project allows for the joint use of existing and proposed surface parking lot facilities.

J. **Special Permit**: The Special Permit to allow offsite parking for the Mercy McMahon Terrace on the Mercy General Hospital site is **approved** based on the following Findings of Fact:

1. Granting the Special Permit is based upon sound principles of land use in that the offsite parking lot is allowed in the Hospital (H) zone and the offsite parking spaces requested will compensate for the loss of 11 parking spaces with the construction of the adjacent new school entrance loop and loading area.

2. Granting the Special Permit, as conditioned, will not be detrimental to public health, safety, or welfare, or result in the creation of a nuisance in that:

   a. The Mercy McMahon Terrace site will meet their minimum parking requirement of 27 parking spaces by locating 15 designated spaces on the Mercy General Site; and

   b. Any new parking spaces on the Mercy General Hospital site will meet the 50% tree shading and all other development standards.

3. The proposed project is consistent with the General Plan land use designation and General Plan policies in that:

   a. The offsite parking area is designated Public/Quasi-Public and surface parking lots are permitted, subject to a Special Permit; and

   b. The project allows for the joint use of existing and proposed surface parking lot facilities.

K. **Special Permit**: The Special Permit to allow offsite parking for the residential development on the Mercy site is **approved** based on the following Findings of Fact:

1. Granting the Special Permit is based upon sound principles of land use in that the offsite parking lot is allowed in the existing Residential Office (RO) and proposed Hospital (H) zone.

2. Granting the Special Permit, as conditioned, will not be detrimental to public health, safety, or welfare, or result in the creation of a nuisance in that:

a. Each resident will have at least one designated space onsite;

b. The offsite parking spaces on the Mercy General Hospital site can be used by guests of the residential development; and

c. The parking lots will meet the 50% tree shading and all other development standards.

3. The proposed project is consistent with the General Plan land use designation and General Plan policies in that:

a. The offsite parking area is designated Public/Quasi-Public and surface parking lots are permitted, subject to a Special Permit; and

b. The project allows for the joint use of existing and proposed surface parking lot facilities.

L. Special Permit: The Special Permit to allow tandem spaces for a hospital is **approved** based on the following Findings of Fact:

1. Granting the Special Permit is based upon sound principles of land use in that the parking garage is an allowed use in the Hospital (H) zone.

2. Granting the Special Permit would not be detrimental to the public welfare nor result in the creation of a public nuisance in that the tandem parking spaces will be controlled by a parking attendant; and

3. The proposed project is consistent with the General Plan land use designation and General Plan policies in that the use of tandem spaces maximizes the potential use of an existing parking structure.

M. Special Permit: The Special Permit to allow vehicular gates for a residential development is **approved** based on the following Findings of Fact:

1. Granting the Special Permit will not impede public access to a public resource or interfere with existing or planned traffic circulation patterns;

2. Granting the Special Permit is consistent with city regulations and guidelines relating to the establishment of gated developments since the parking area has adequate turnaround, emergency hardware and a pedestrian gate are provided, and there are no anti-directional devices proposed;

3. The project is consistent with the objectives of the General Plan since it will provide additional housing opportunities in the City of Sacramento and adds more residential uses fronting on H Street to act as a buffer for the adjacent hospital use;

4. The project will not be detrimental to the public health, safety, or welfare, or result in the creation of a nuisance since it incorporates many elements from the Multifamily Residential Design Guidelines including locating the vehicular entrance and trash enclosure at the rear of the property away from the public street to enhance the pedestrian walkability on H Street, proposing windows to face H Street to provide "eyes on the street," and incorporating an open courtyard into the design to provide usable common space.

N. Plan Review: The Plan Review for the development of 20 residential units in the proposed R-3 zone is **approved** based on the following Findings of Fact:

1. The proposed development is consistent with the General Plan since Multifamily (R-3) allows 29 dwelling units per net acre;

2. Facilities, including utilities, access roads, sanitation, and drainage are adequate and consistent with city standards, and the proposed improvements are properly related to existing and proposed streets and highways;

3. The property involved is of adequate size and shape to accommodate the proposed use and required yard, building coverage, setback, parking area, and other requirements of this title; and

4. Approval of the plan review will not be contrary to the public health or safety or injurious to the property or improvements of adjacent properties.

O. Special Permit Major Modification: The Special Permit Major Modification to demolish the East Wing and replace with a surface parking lot is **approved** based on the following Findings of Fact:

1. Granting the Special Permit is based upon sound principles of land use in that surface parking lots for major medical facilities are allowed in the Hospital (H) zone.

2. Granting the Special Permit, as conditioned, will not be detrimental to public health, safety, or welfare, or result in the creation of a nuisance in that:

    a. The surface parking lot will have less of a visual impact on the adjacent residential neighbors as compared to the existing four story East Wing structure;

    b. The lighting for the new surface parking lot will be directed and focused downward to minimize any glare on the adjacent residential homes; and

c. The parking lot will meet the 50% tree shading requirement and other development standards.

3. The proposed project is consistent with the General Plan land use designation and General Plan policies in that:

a. The site is designated Public/Quasi-Public and medical facilities are permitted, subject to a Special Permit; and

b. The new surface parking lot further reduces the intensity of the major medical uses around the perimeter of the subject site.

P. Special Permit Major Modification: The Special Permit Major Modification to demolish the chapel and replace with a surface parking lot is **approved** based on the following Findings of Fact:

1. Granting the Special Permit is based upon sound principles of land use in that surface parking lots for major medical facilities are allowed in the Hospital (H) zone.

2. Granting the Special Permit, as conditioned, will not be detrimental to public health, safety, or welfare, or result in the creation of a nuisance in that:

a. The chapel use is being moved to the proposed heart center which is centrally located on the medical campus and the relocation from the corner of the campus improves convenient access for patients in wheelchairs;

b. The lighting for the new surface parking lot will be directed and focused downward to minimize any glare on the adjacent residential homes; and

c. The parking lot will meet the 50% tree shading requirement and other development standards.

3. The proposed project is consistent with the General Plan land use designation and General Plan policies in that:

a. The site is designated Public/Quasi-Public and churches/chapels are permitted, subject to a Special Permit; and

b. The new surface parking lot further reduces the intensity of the medical campus uses around the perimeter of the subject site.

Q. Special Permit Major Modification: The Special Permit Major Modification to demolish the Sacred Heart Parish School and replace with a surface parking lot is

approved based on the following Findings of Fact:

1. Granting the Special Permit is based upon sound principles of land use in that surface parking lots for major medical facilities are allowed in the existing Residential Office (RO) and proposed Hospital (H) zone.

2. Granting the Special Permit, as conditioned, will not be detrimental to public health, safety, or welfare, or result in the creation of a nuisance in that:

   a. The new surface parking lot will provide an improved buffer between the hospital and the proposed and existing residential development on the south side of H Street and the existing residential use and proposed school use along 39th Street;

   b. The lighting for the new surface parking lot will be directed and focused downward to minimize any glare on the adjacent residential uses; and

   c. The parking lot will meet the 50% tree shading requirement and other development standards.

3. The proposed project is consistent with the General Plan land use designation and General Plan policies in that:

   a. The site is designated Public/Quasi-Public and medical facilities are permitted, subject to a Special Permit; and

   b. The new surface parking lot further reduces the intensity of the uses around the perimeter of the subject site.

R. Special Permit Major Modification: The Special Permit Major Modification to construct a new 123,350 square foot heart center is **approved** based on the following Findings of Fact:

1. Granting the Special Permit is based upon sound principles of land use in that major medical facilities are allowed in the Hospital (H) zone and the new facility will allow the hospital to upgrade its campus to meet current and future seismic standards;

2. Granting the Special Permit, as conditioned, will not be detrimental to public health, safety, or welfare, or result in the creation of a nuisance in that:

   a. The new main entrance for the hospital will be located at the south end of the heart center fronting J Street which is viewed as more commercial in nature;

b. The "arts and crafts" design, materials, and lighting for the heart center will complement the surrounding neighborhood.

3. The proposed project is consistent with the General Plan land use designation and General Plan policies in that:

a. The site is designated Public/Quasi-Public and major medical facilities are permitted, subject to a Special Permit; and

b. The project supports the General Plan policy on medical facilities because the existing facility is in close proximity to existing transit services and the proposed central location of the heart center on the subject site lessens the visual impact on adjoining residential uses.

S. Special Permit Modification: The Special Permit Major Modification to renovate the South Wing structure by adding two exit stair towers is **approved** based on the following Findings of Fact:

1. Granting the Special Permit is based upon sound principles of land use in that major medical facilities are allowed in the Hospital (H) zone.

2. Granting the Special Permit, as conditioned, will not be detrimental to public health, safety, or welfare, or result in the creation of a nuisance in that:

a. The new stair towers consist of approximately 2,640 square feet of new construction and will meet all the required setbacks;

b. The new stair towers will match the height of the existing stair towers existing on the site currently; and

c. The renovation to first level of the Northwest wing for a new Dietary Servery and cafeteria will not expand the footprint of the existing building.

3. The proposed project is consistent with the General Plan land use designation and General Plan policies in that:

a. The site is designated Public/Quasi-Public and major medical facilities are permitted, subject to a Special Permit.

T. Variance: The Variance to allow the new residential development to deviate from the required courtyard requirement in the proposed R-3 zone 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 facing similar circumstances;

2. Granting the Variance would not be detrimental to the public welfare and not result in the creation of a public nuisance in that the reduction of the courtyard requirement will not negatively affect the emergency access to all the units and the interior courtyard is an open space amenity for the residents;

3. Granting the Variance does not constitute a use variance in that a multifamily residential development is an allowed use in the proposed Multifamily (R-3) zone;

4. The project is consistent with the General Plan since the project will improve the quality of the residential neighborhood by complementing the adjacent multifamily building on the corner of 39th and H Street and thereby extending the buffer between the existing hospital and single-family homes.

U. Variance: The Variance to allow the private school to deviate from the required setbacks on H Street in the R-1 and R-3 and proposed R-1A zone 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 facing similar circumstances in that the brick projections are limited to one story and add an interesting architectural element to the H Street view that complement the established surrounding neighborhood;

2. Granting the Variance would not be detrimental to the public welfare and not result in the creation of a public nuisance in that the private school will be landscaped and fenced with wrought iron in the setback areas along the H and 39th Street frontages and adequate room has been provided in the alternative plan to preserve the Bunya Bunya tree located on the site;

3. Granting the Variance does not constitute a use variance in that school is allowed in the R-1, R-3, and proposed R-1A zone subject to a Special Permit;

4. The project supports the General Plan policy of school facilities because the project assists school districts in providing quality educational facilities that will accommodate projected student enrollment growth.

V. Variance: The Variance to waive the masonry wall between the new private school and a single-family home 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 facing similar circumstances in that the property owner of the single-

family home has requested a wood fence instead of the required 6 foot masonry wall;

2. Granting the Variance would not be detrimental to the public welfare and not result in the creation of a public nuisance in that the school will locate the wood fence approximately 5 feet to the north of the existing property line to provide the property owner of the single-family home adequate room for maintenance;

3. Granting the Variance does not constitute a use variance in that a private school is allowed in the R-1, R-3, and proposed R-1A zone subject to a Special Permit and a single-family home is allowed in the R-1 zone by right;

4. The project is consistent with the General Plan policies of locating schools on sites that are conveniently accessible and adjacent to compatible land uses.

W. Variance: The Variance to waive the masonry wall on the residential development's south and east property lines abutting the hospital site 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 facing similar circumstances in that a residential development is being constructed adjacent to an existing apartment complex to further buffer the hospital site from existing residential units to the north of H Street;

2. Granting the Variance would not be detrimental to the public welfare and not result in the creation of a public nuisance in that a landscaped area and tree planter are provided as a separation from the hospital parking lot and the residential units and the 20 residential units are being added to the site to replace the residential units that are being demolished or relocated for the relocation of the private school;

3. Granting the Variance does not constitute a use variance in that a multifamily residential development is allowed in the proposed Multifamily (R-3) zone; and

4. The project is consistent with the General Plan policies of providing more balanced housing opportunities in communities that lack a full range of housing opportunities.

X. Variance: The Variance to allow the private school to deviate from the required 50% tree shading for a portion of the new parking spaces has been **withdrawn**.

Y. Variance: The Variance to allow a trash enclosure to be located in the required setback area for new residential development 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 facing similar circumstances;

2. Granting the Variance would not be detrimental to the public welfare and not result in the creation of a public nuisance in that the trash enclosure will be located in an area where the garbage collector will not need access into the gated parking area for residents and the location is not adjacent to a residential use and preserves open space on the site for the benefit of the residents.

3. The project will provide adequate capacity, number, and distribution of recycling and trash enclosures and receptacles to serve the new development;

4. The project is consistent with the General Plan policies of utilizing the Multifamily Design Guidelines for residential development since the view of the trash enclosure from the public street will be minimized with the proposed location.

Z. Variance: The Variance to allow the new school to site to deviate from the required 26 feet of maneuvering room for 90 degree parking spaces has been **withdrawn**.

Section 3. The City Council approves the Project entitlements subject to the following conditions of approval:

F. Tentative Map: The Tentative Map to merge and resubdivide 16.51± acres into 3 lots for the Mercy Medical Campus (13.25± acres), Multifamily Development (.7± acres), and the Sacred Heart Parish Campus (2.56± acres) is approved subject to the following conditions of approval:

CONDITIONS: Tentative Map

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map approved for this project (P04-215). The design of any improvement not covered by these conditions shall be to City standard.

The applicant shall satisfy each of the following conditions prior to filing the Parcel Map unless a different time for compliance is specifically stated in these conditions. Any condition requiring an improvement that has already been designed and secured under a City Approved improvement agreement may be considered satisfied at the discretion of the Development Engineering Division.

The City strongly encourages the applicant to thoroughly discuss the conditions of approval for the project with their Engineer/Land Surveyor consultants prior to City Planning Commission approval. The improvements required of a Tentative Map can be costly and are completely dependent upon the condition of the existing improvements. Careful evaluation of the potential cost of the improvements required by the City will

enable the applicant to ask questions of the City prior to project approval and will result in a smoother plan check process after project approval:

SPECIAL DISTRICTS:

F1. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments.

DEVELOPMENT ENGINEERING: Streets

F2. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P04-215).

F3. 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 Division. Improvements required shall be determined by the city. 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 Division.

F4. The project 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.

F5. The applicant shall install a 4-way stop at the intersection of 39th Street and newly proposed school/Mercy driveways on 39th Street.

F6. 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 Division.

CITY UTILITIES

F7. The applicant shall show all easements that serve the subject parcels and existing utilities including services that cross property lines.

F8. The applicant shall show all easements that serve the subject parcels and existing utilities including services that cross property lines.

F9. Any new domestic water services shall be metered. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each lot or parcel shall only have one (1) metered domestic water service. Requests for multiple domestic water service connections to a single commercial lot or parcel, consistent with the Department of Utilities "Commercial Tap Policy", may be approved on a case-by-case basis by the Department of Utilities. Excess services shall be abandoned to the satisfaction of the Department of Utilities.

F10. Multiple fire services are allowed per parcel and may be required.

F11. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.

F12. Dedicate a 10 foot wide Public Utility easement for an existing water main along the east property line of parcel 3 from H Street to J Street.

F13. Dedicate a 10 foot wide Public Utility easement for an existing water main along the north property line of parcel 3 from the east property line to 180 linear feet to the west.

F14. City records indicate a 6" public water main located on parcel 3 running approximately 300 feet east from 39th Street at the I Street entrance to the Mercy Hospital Campus. Either dedicate a 15 foot wide Public Utility Easement for the existing water main or reconfigure the system with the City's new point of service at the 39th Street property line. Reconfiguration will require at a minimum an approved backflow device and meter. The reconfiguration of this main shall be constructed to the satisfactions of the Department of Utilities.

F15. Dedicate a 5 foot wide private utility easement for sewer service that is required on parcel 1 to serve 852 39th Street.

F16. The applicant shall construct a 12" water main and sewer in 39th Street between H Street and J Street. The water distribution system shall be designed and constructed to City standards and installed in public streets as required by the Department of Utilities. The timing for construction shall meet the requirements as specified in condition R5.

F17. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinances. This ordinance requires the applicant to show erosion and sediment control methods on the improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.

F18. This project is greater than 1 acre; therefore the project is required to comply with the "NPDES General Permit for Stormwater Discharges Associated with

Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from www.swrcb.ca.gov/stormstr/construction.html. The SWPPP will be reviewed by the Department of Utilities prior to issuing a grading permit. The following items shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP's, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative.

F19. Post construction (permanent), stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is in an area served by a regional water quality control facility only source control measures are required. Refer to the "Guidance Manual for On-Site Stormwater Quality Control Measures" dated January 2000 for appropriate source control measures.

G. Special Permit: The Special Permit to allow a private school and parish ministries in the existing R-1 and R-3 zones and in the proposed R-1A zone is approved with the following conditions of approval:

G1. The applicant shall obtain all necessary building and/or encroachment permits prior to commencing construction.

G2. Any modification to the project shall be subject to review and approval by the Planning Division staff prior to the issuance of building permits.

G3. A sign permit shall be obtained prior to construction or installation of any attached or detached sign.

G4. The new private school and proposed fencing shall be reviewed and approved by design review staff.

G5. The applicant shall construct the private school with the alternative plan which allows the Bunya Bunya tree to remain and the applicant shall work with the Urban Forest Services department to protect the tree during construction.

G6. Lane closures shall be limited to 5 days each on H and J Street. In no case shall lane closures for the project occur on H and J Street simultaneously. If there is a closure of 39th Street, the work shall be completed in 90 days or less. If more time is needed, the extension shall require additional approval from the City Council. The applicant shall coordinate with the Department of Transportation to minimize impacts for required street closures.

Utilities

G7. Any new domestic water services shall be metered. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each lot or parcel shall only have one (1) metered domestic water service. Requests for multiple domestic water service connections to a single commercial lot or parcel, consistent with the Department of Utilities "Commercial Tap Policy", may be approved on a case-by-case basis by the Department of Utilities. Excess services shall be abandoned to the satisfaction of the Department of Utilities.

G8. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.

G9. Per City Code, the point of service for water, sewer and storm drain service is located at the back of curb for separated sidewalks and at the back of sidewalk for attached sidewalks. The onsite water, sewer and storm drain systems shall be private systems maintained Owner.

G10. Post construction (permanent), stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is in an area served by a regional water quality control facility only source control measures are required. Refer to the "Guidance Manual for On-Site Stormwater Quality Control Measures" dated January 2000 for appropriate source control measures.

G11. This project is greater than 1 acre; therefore the project is required to comply with the "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from www.swrcb.ca.gov/stormstr/construction.html. The SWPPP will be reviewed by the Department of Utilities prior to issuing a grading permit. The following items shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP's, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative.

G12. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinances. This ordinance requires the applicant to show erosion and sediment control methods on the improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.

Urban Forest Services

G13. The applicant shall retain a qualified consulting arborist (ISA Certified w/ verifiable construction management experience or ASCA Registered Consulting Arborist) as a project arborist. The project arborist shall advise the applicant and monitor construction activities that have potential to impact existing trees that are to be preserved. Arborist recommendations and monitoring reports shall be copied to Urban Forest Services staff.

G14. Chain link (or other approved material) fencing shall be established as barriers to create exclusion zones surrounding trees. Exclusion barrier placement shall be subject to approval by Urban Forest Services staff prior to establishment. Barriers are to remain in place at all times during construction. Any necessary encroachment into exclusion zones shall be under the supervision of the project arborist. Exclusion zones shall be as large as possible.

G15. In addition to exclusion zones, a root protection zone with a larger radius, as determined by the project arborist and approved by staff, shall be noted on all civil construction drawings noting the potential for root damage during excavation, trenching, or other grade changes. Excavation or other activities out side of exclusion zones but having the potential to affect roots shall be brought to the attention of the project arborist for review and consultation.

G16. Prior to construction, trees to be preserved shall be pruned per current ANSI standards to remove dead wood, improve structure if necessary, and to provide adequate clearance for construction activity.

G17. Trees to be preserved shall be maintained in a safe and healthy state and shall be irrigated, fertilized, or otherwise treated as necessary per the project arborist recommendations.

G18. General tree health shall be monitored by the project arborist for a three year period following the end of construction. The project arborist shall advise the applicant on best management practices to maintain long term health of the trees.

Development Engineering

G19. Construct standard subdivision improvements as pursuant to section16.48.110 of the City Code (if not already in place). All improvements shall be designed and constructed to the satisfaction of the Development Engineering. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include any required street lights (if not already installed) and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk (if improvements already exist) per City standards to the satisfaction of the Development Engineering Division.

G20. All driveways shall be designed and constructed/reconstructed to City Standards to the satisfaction of the Development Engineering Division with the exception of the proposed 39th street school/mercy driveways which shall be constructed as a standard intersection.

G21. The applicant shall install a 4-way stop at the intersection of 39th Street and newly proposed school/mercy driveways on 39th Street

G22. The project shall conform to A.D.A. requirements in all respects. This shall include the replacement of any curb ramp or driveway that does not meet current A.D.A. standards.

G23. The site plan shall conform to the parking requirements set forth in chapter 17 of City Code (Zoning Ordinance).

G24. The design of walls fences and signage 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 Division.

Fire Department

G25. Fire apparatus access will be required into the "Hard Court/event parking" area. Identify a lane for Fire Department access and mark "No Parking Fire Lane".

G26. The "Hard Court" area requires an approved Fire Department turnaround as part of the access lane. Turning radii for fire turnaround shall be designed as 35' inside and 55' outside. The exact configuration may be worked out by contacting the Fire Department.

G27. Roads used for Fire Department access shall have an unobstructed width of not less than 20' and unobstructed vertical clearance of 13'6" or more.

G28. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with a roadbed consisting of material unaffected by the introduction of water based upon fire flow or rain based on 25 year storm and a surface consisting of a minimum of a single layer of asphalt. CFC 902.2.2.2

G29. Provide the required fire hydrants in accordance with CFC 903.4.2 and Sacramento Municipal Code 15.36.040, TABLE NO. A-III-B-1. Hydrant spacing shall be every 300 feet along the fire access route.

G30. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction.

G31. Provide a water flow test. (Make arrangements at the Downtown Permit Center's walk-in counter: New City Hall, 3rd Flr, 915 I St. OR the North Permit Center's walk-in counter: 2101 Arena Blvd., Suite 200, Sacramento, CA 95834)

G32. The furthest projection of the exterior wall of a building shall be accessible from within 150 ft of an approved Fire Department access road and water supply as measured by an unobstructed route around the exterior of the building. (CFC 902.2.1)

G33. Provide appropriate Knox access for site.

G34. Locate and identify Fire Department Connections (FDCs) on address side of building no further than 40 feet and no closer than 5 feet from a fire hydrant.

H. Special Permit: The Special Permit to allow a new heart center to exceed the 45 foot height requirement in the H is approved with the following conditions of approval:

H1. The project shall conform to the plans submitted and any changes including modifications in design, materials, and landscaping shall require additional review and approval by Planning staff.

I. Special Permit: The Special Permit to allow 35 offsite parking for the school on the Mercy site and to share parking during off-peak hours with the school for evening assemblies and events on the weekend is approved with the following conditions of approval:

I1. The designated parking spaces for faculty and visitors shall be noted with signage and/or striping.

I2. All new parking spaces shall meet the 50% tree shading and all other development standards.

I3. Lighting for the new surface parking lot shall be directed and focused downward to minimize any glare on the adjacent residential homes.

J. Special Permit: The Special Permit to allow offsite parking for the Mercy McMahon Terrace on the Mercy General Hospital site is approved based on the following conditions of approval:

J1. The designated parking spaces for MMT users shall be noted with signage

and/or striping.

J2. All new parking spaces shall meet the 50% tree shading and all other development standards.

J3. Lighting for the new surface parking lot shall be directed and focused downward to minimize any glare on the adjacent residential homes.

K. Special Permit: The Special Permit to allow offsite parking for the residential development on the Mercy site is approved based on the following conditions of approval:

K1. The parking spaces for the residential development on the Mercy site shall be designated with signage or striping indicating the exclusive use of the residents and their guests only.

K2. All new parking spaces shall meet the 50% tree shading and all other development standards.

K3. Lighting for the new surface parking lot shall be directed and focused downward to minimize any glare on the adjacent residential homes.

N. Plan Review: The Plan Review for the development of 20 residential units in the proposed R-3 zone is approved based on the following conditions of approval:

N1. The applicant shall work with design review staff and the community to finalize the design of the multifamily complex. The City Urban Design Manager shall approve the final design.

N2. Lane closures shall be limited to 5 days each on H and J Street. In no case shall lane closures for the project occur on H and J Street simultaneously. If there is a closure of 39th Street, the work shall be completed in 90 days or less. If more time is needed, the extension shall require additional approval from the City Council. The applicant shall coordinate with the Department of Transportation to minimize impacts for required street closures.

Development Engineering

N3. Construct standard subdivision improvements as pursuant to section 16.48.110 of the City Code (if not already in place). All improvements shall be designed and constructed to the satisfaction of the Development Engineering. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include any required street lights (if not already installed) and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk (if improvements already exist) per City standards to the satisfaction of the Development Engineering Division.

N4. The project 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.

N5. The site plan shall conform to the parking requirements set forth in chapter 17 of City Code (Zoning Ordinance).

N6. The design of walls fences and signage 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 Division.

Fire Department

N7. All turning radii for fire access shall be designed as 35' inside and 55' outside.

N8. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with a roadbed consisting of material unaffected by the introduction of water based upon fire flow or rain based on 25 year storm and a surface consisting of a minimum of a single layer of asphalt. CFC 902.2.2.2

N9. Roads used for Fire Department access shall have an unobstructed width of not less than 20' and unobstructed vertical clearance of 13'6" or more.

N10. Provide the required fire hydrants in accordance with CFC 903.4.2 and Appendix III-B, Section 5. The required number of hydrants is based on the construction type and the fire flow requirement. From the preliminary information provided, the flow requirement should be 3750 gpm for 3 hours, with a hydrant requirement of 4 (a hydrant must be within 150' of all points of the exterior of the building).

N11. For operational fire fighting purposes, it is necessary for fire apparatus to access the Mercy Campus on the adjacent parcel. A reciprocal ingress egress agreement shall be provided for review by City Attorney for all shared driveways being used for Fire Department access.

N12. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction.

N13. Provide a water flow test. (Make arrangements at the Downtown Permit Center's walk-in counter: New City Hall, 3rd Flr, 915 I St. OR the North Permit Center's walk-in counter: 2101 Arena Blvd., Suite 200, Sacramento, CA 95834).

N14. The furthest projection of the exterior wall of a building shall be accessible from within 150 ft of an approved Fire Department access road and water supply as measured by an unobstructed route around the exterior of the building. (CFC 902.2.1).

N15. Provide appropriate Knox access for site.

N16. Roads used for Fire Department access that are less than 28 feet in width shall be marked "No Parking Fire Lane" on both sides; roads less than 36 feet in width shall be marked on one side.

N17. Locate and identify Fire Department Connections (FDCs) on address side of building no further than 40 feet and no closer than 5 feet from a fire hydrant.

N18. Provide a minimum of 5' clear setback for emergency rescue ladder access to 2nd story bedroom egress windows and an additional 3' for 3rd story bedroom egress windows. Provide clear access to building openings, free of landscaping and other obstructions. Exterior doors and openings required by this code or the Building Code shall be maintained readily accessible for emergency access by the Fire Department. CFC 902.3.1.

Utilities

N19. Any new domestic water services shall be metered. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each lot or parcel shall only have one (1) metered domestic water service. Requests for multiple domestic water service connections to a single commercial lot or parcel, consistent with the Department of Utilities "Commercial Tap Policy", may be approved on a case-by-case basis by the Department of Utilities. Excess services shall be abandoned to the satisfaction of the Department of Utilities.

N20. Per City Code, the point of service for water, sewer and storm drain service is located at the back of curb for separated sidewalks and at the back of sidewalk for attached sidewalks. The onsite water, sewer and storm drain systems shall be private systems maintained Owner.

N21. Post construction (permanent), stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is in an area served by a regional water quality control facility only source control measures are required. Refer to the "Guidance Manual for On-Site Stormwater Quality Control Measures" dated January 2000 for appropriate source control measures.

N22. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinances. This ordinance requires the applicant to show

erosion and sediment control methods on the improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.

O. Special Permit Major Modification: The Special Permit Major Modification to demolish the East Wing and replace with a surface parking lot is approved with the following conditions of approval:

O1. The lighting for the new surface parking lot shall be directed and focused downward to minimize any glare on the adjacent residential homes.

O2. All new parking spaces shall meet the 50% tree shading and all other development standards.

P. Special Permit Major Modification: The Special Permit Major Modification to demolish the chapel and replace with a surface parking lot is approved with the following conditions of approval:

P1. The lighting for the new surface parking lot shall be directed and focused downward to minimize any glare on the adjacent residential homes.

P2. All new parking spaces shall meet the 50% tree shading and all other development standards.

P3. A public plaza area shall be incorporated into the site as detailed further in Condition R2.

Utilities

P4. An onsite surface drainage system is required and shall be connected to the street drainage system by means of a storm drain service tap. All onsite systems shall be designed to the standard for private storm drainage systems (per Section 11.12 of the Design and Procedures Manual).

P5. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the Department of Utilities.

P6. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinances. This ordinance requires the applicant to show erosion and sediment control methods on the improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.

P7. Post construction (permanent), stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff

pollution caused by development of the area. Since the project is in an area served by a regional water quality control facility only source control measures are required. Refer to the "Guidance Manual for On-Site Stormwater Quality Control Measures" dated January 2000 for appropriate source control measures.

P8. Any new domestic water services shall be metered. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each lot or parcel shall only have one (1) metered domestic water service. Requests for multiple domestic water service connections to a single commercial lot or parcel, consistent with the Department of Utilities "Commercial Tap Policy", may be approved on a case-by-case basis by the Department of Utilities. Excess services shall be abandoned to the satisfaction of the Department of Utilities.

Q. Special Permit Major Modification: The Special Permit Major Modification to demolish the Sacred Heart Parish School and replace with a surface parking lot is approved with the following conditions of approval:

Q1. The lighting for the new surface parking lot shall be directed and focused downward to minimize any glare on the adjacent residential homes.

Q2. All new parking spaces shall meet the 50% tree shading and all other development standards.

Q3. A public plaza shall be incorporated into the site as detailed further in Condition R2.

Utilities

Q4. An onsite surface drainage system is required and shall be connected to the street drainage system by means of a storm drain service tap. All onsite systems shall be designed to the standard for private storm drainage systems (per Section 11.12 of the Design and Procedures Manual).

Q5. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the Department of Utilities.

Q6. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinances. This ordinance requires the applicant to show erosion and sediment control methods on the improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.

Q7. Post construction (permanent), stormwater quality control measures shall be

incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is in an area served by a regional water quality control facility only source control measures are required. Refer to the "Guidance Manual for On-Site Stormwater Quality Control Measures" dated January 2000 for appropriate source control measures.

Q8. Any new domestic water services shall be metered. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each lot or parcel shall only have one (1) metered domestic water service. Requests for multiple domestic water service connections to a single commercial lot or parcel, consistent with the Department of Utilities "Commercial Tap Policy", may be approved on a case-by-case basis by the Department of Utilities. Excess services shall be abandoned to the satisfaction of the Department of Utilities.

R. **Special Permit Major Modification**: The Special Permit Major Modification to construct a new 123,350 square foot heart center is approved with the following conditions of approval:

R1. Neither Mercy nor any of its affiliates shall acquire an ownership or leasehold interest in or apply for the rezoning or utilization of any residentially zoned real property located within the area bounded by Alhambra and Elvas/65th Street, the UPRR tracks to Hwy 50, excluding any property currently occupied by Sutter Memorial Hospital and excluding the existing Mercy General Hospital campus, as defined on the north by H Street, on the south by J Street, on the west by the property line of the Sacred Heart Parish School site, and on the east by the hospital's property line along 41st Street. 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-5, RMX, or RO. Any modification to this condition shall require approval from the City Council. Mercy shall cooperate with the City to incorporate this condition into the City's General Plan Update in 2008 and any subsequent East Sacramento Community Plan.

R2. Representatives from Mercy shall work with the Urban Design Manager and the community to develop and implement as part of the heart center project a "pedestrian and streetscape master plan" for the site. The plan shall address internal connections on the campus to ensure the safety and convenience of patients, visitors, and the public who navigate the campus. In addition, the plan shall incorporate an enhanced, shaded, well-articulated and signed pedestrian streetscape around the perimeter of the entire campus. For example, industrial facilities such as the proposed emergency power generator and oxygen tank at the driveway entrance at 39th and I Streets shall be adequately screened or relocated to a less visible internal location. The plan shall include plazas and gathering areas at key entry points. Preliminary landscaping plans being developed by the applicant show an estimated 10 parking spaces removed to

incorporate the improvements to the site. The City's Urban Design Manager shall review and approve the master plan.

R3. The community shuttle route shall be modified to include 39th Street from H Street to the 39th Street Light Rail Station. The applicant shall work on a Task Force basis with Regional Transit and other transit providers to coordinate shuttle service within East Sacramento.

R4. The tentative map shall be finaled before the final occupancy of the heart center.

R5. Construction shall begin for the residential development on H Street immediately following the relocation of Sacred Heart Parish School to the new school campus.

R6. Lane closures shall be limited to 5 days each on H and J Street. In no case shall lane closures for the project occur on H and J Street simultaneously. If there is a closure of 39th Street, the work shall be completed in 90 days or less. If more time is needed, the extension shall require additional approval from the City Council. The applicant shall coordinate with the Department of Transportation to minimize impacts for required street closures.

Development Engineering

R7. Construct standard subdivision improvements as pursuant to section16.48.110 of the City Code (if not already in place). All improvements shall be designed and constructed to the satisfaction of the Development Engineering. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include any required street lights (if not already installed) and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk (if improvements already exist) per City standards to the satisfaction of the Development Engineering Division.

R8. All driveways shall be designed and constructed/reconstructed to City Standards to the satisfaction of the Development Engineering Division with the exception of the proposed 39th street school/mercy driveways which shall be constructed as a standard intersection.

R9. The applicant shall install a 4-way stop at the intersection of 39th Street and newly proposed school/mercy driveways on 39th Street.

R10. The project shall conform to A.D.A. requirements in all respects. This shall include the replacement of any curb ramp or driveway that does not meet current A.D.A. standards.

R11. The site plan shall conform to the parking requirements set forth in chapter 17 of City Code (Zoning Ordinance).

R12. The design of walls fences and signage 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 Division.

R13. An automatic fire sprinkler system shall be installed and equipped with an electronic monitoring system as follows: in every building where there is an addition to the floor area in existence of 20 percent or more and the aggregate floor area of the building exceeds 4,999 square feet. Sacramento Municipal Code 15.36.1003 Amendment of Article 10, Section 1003 or other alternative as approved by the Fire Marshall.

R14. All turning radii for fire access shall be designed as 35' inside and 55' outside.

R15. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with a roadbed consisting of material unaffected by the introduction of water based upon fire flow or rain based on 25 year storm and a surface consisting of a minimum of a single layer of asphalt. CFC 902.2.2.2

R16. Roads used for Fire Department access shall have an unobstructed width of not less than 20' and unobstructed vertical clearance of 13'6" or more.

R17. Provide the required fire hydrants in accordance with CFC 903.4.2 and Appendix III-B, Section 5.

R18. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction.

R19. Provide a water flow test. (Make arrangements at the Downtown Permit Center's walk-in counter: New City Hall, 3rd Flr, 915 I St. OR the North Permit Center's walk-in counter: 2101 Arena Blvd., Suite 200, Sacramento, CA 95834).

R20. The furthest projection of the exterior wall of a building shall be accessible from within 150 ft of an approved Fire Department access road and water supply as measured by an unobstructed route around the exterior of the building. (CFC 902.2.1).

R21. Provide appropriate Knox access for site.

R22. Roads used for Fire Department access that are less than 28 feet in width shall

be marked "No Parking Fire Lane" on both sides; roads less than 36 feet in width shall be marked on one side.

R23. Locate and identify Fire Department Connections (FDCs) on address side of building no further than 40 feet and no closer than 5 feet from a fire hydrant.

R24. Provide clear access to building openings, free of landscaping and other obstructions. Exterior doors and openings required by this code or the Building Code shall be maintained readily accessible for emergency access by the Fire Department. CFC 902.3.1.

Utilities

R25. Any new domestic water services shall be metered. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each lot or parcel shall only have one (1) metered domestic water service. Requests for multiple domestic water service connections to a single commercial lot or parcel, consistent with the Department of Utilities "Commercial Tap Policy", may be approved on a case-by-case basis by the Department of Utilities. Excess services shall be abandoned to the satisfaction of the Department of Utilities.

R26. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.

R27. Per City Code, the point of service for water, sewer and storm drain service is located at the back of curb for separated sidewalks and at the back of sidewalk for attached sidewalks. The onsite water, sewer and storm drain systems shall be private systems maintained Owner.

R28. An onsite surface drainage system is required and shall be connected to the street drainage system by means of a storm drain service tap. All onsite systems shall be designed to the standard for private storm drainage systems (per Section 11.12 of the Design and Procedures Manual).

R29. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the Department of Utilities.

R30. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinances. This ordinance requires the applicant to show erosion and sediment control methods on the improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.

R31. This project is greater than 1 acre; therefore the project is required to comply

with the "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from www.swrcb.ca.gov/stormstr/construction.html. The SWPPP will be reviewed by the Department of Utilities prior to issuing a grading permit. The following items shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP's, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative.

R32. Post construction (permanent), stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is in an area served by a regional water quality control facility only source control measures are required. Refer to the "Guidance Manual for On-Site Stormwater Quality Control Measures" dated January 2000 for appropriate source control measures.

R33. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined System Development Fee prior to the issuance of any building permit. The impact to the CSS due to the construction (at build-out) of an additional 70,000 square feet of medical office space is estimated to be 28 ESD. The Combined System fee at time of building permit is estimated to be $10,524. The final Combined Sewer Fee will be calculated when the building permit is issued.

R34. Foundation or basement dewatering discharges to the CSS and/or storm drainage system shall not be allowed. Foundations and basements shall be designed without the need for dewatering.

R35. The project shall follow the "Green Guide for Healthcare" and the project's adherence of to the set of the best practices shall be reviewed and approved by the Chief Building Official. The hospital project shall meet cool roof and cool paving standards. The cool paving standard shall apply for new parking lots and also for existing parking lots when they are resurfaced in the future.

V. Variance: The Variance to allow the private school to deviate from the required setbacks on H Street in the R-1 and R-3 and proposed R-1A zone is **approved** with the following conditions of approval:

V1. The library element that projects into the setback area on H Street shall be limited to one story.

W. Variance: The Variance to waive the masonry wall between the new private school and a single family home is approved with the following conditions of approval:

W1. The applicant shall work with the property owner to select the most appropriate type and style of wood fencing for the perimeter of the single family home site.

ADVISORY NOTES:

The following advisory notes are informational in nature:

A. House move proposals will require additional review and approval.

B. The applicant should make every effort to reuse the stained glass windows in the chapel to be demolished in the new heart center.

C. 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.

D. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined System Development Fee prior to the issuance of any building permit. The impact to the CSS due to the construction (at build-out) of an additional 70,000 square feet of medical office space is estimated to be 28 ESD. The Combined System fee at time of building permit is estimated to be $10,524. The final Combined Sewer Fee will be calculated when the building permit is issued.

E. Foundation or basement dewatering discharges to the CSS and/or storm drainage system shall not be allowed. Foundations and basements shall be designed without the need for dewatering.

F. The proposed project is located in the Flood zone designated as an **X** and Shaded 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 and Shaded X zone, there are no requirements to elevate or flood proof.

G. Special consideration should be given during the design phase of a development project to address the benefits derived from the urban forest by installing, whenever possible, large shade trees and thereby increasing the shade canopy cover on residential lots and streets. Trees in the urban environment reduce air and noise pollution, furnish habitat for wildlife, provide energy saving shade and cooling, enhance aesthetics and property values, and contribute to community image and quality of life.

H. As per City Code, the applicant will be responsible to meet his/her obligations regarding the following:

a. Title 18, 18.44 Park Development Impact Fee (PIF), due at the time of issuance of building permit. The Park Development Impact Fee due for this project is estimated at $93,257. This is based on 20 multi-family residential units at $2,647 per unit, 123,350 square feet of new construction for the Heart Center at $0.32 per square foot, and 2,640 square feet of South Wing Renovations at $0.32 per square foot. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit.

b. Community Facilities District 2002-02, Neighborhood Park Maintenance CFD Annexation.

I. Many projects within the City of Sacramento require booster pumps for fire suppression and domestic water system. 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 fire suppression and domestic water systems.

J. The proposed project is located in the Flood zone designated as an **X** and Shaded 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 and Shaded X zone, there are no requirements to elevate or flood proof.

Exhibit 1A: Overall Site Plan

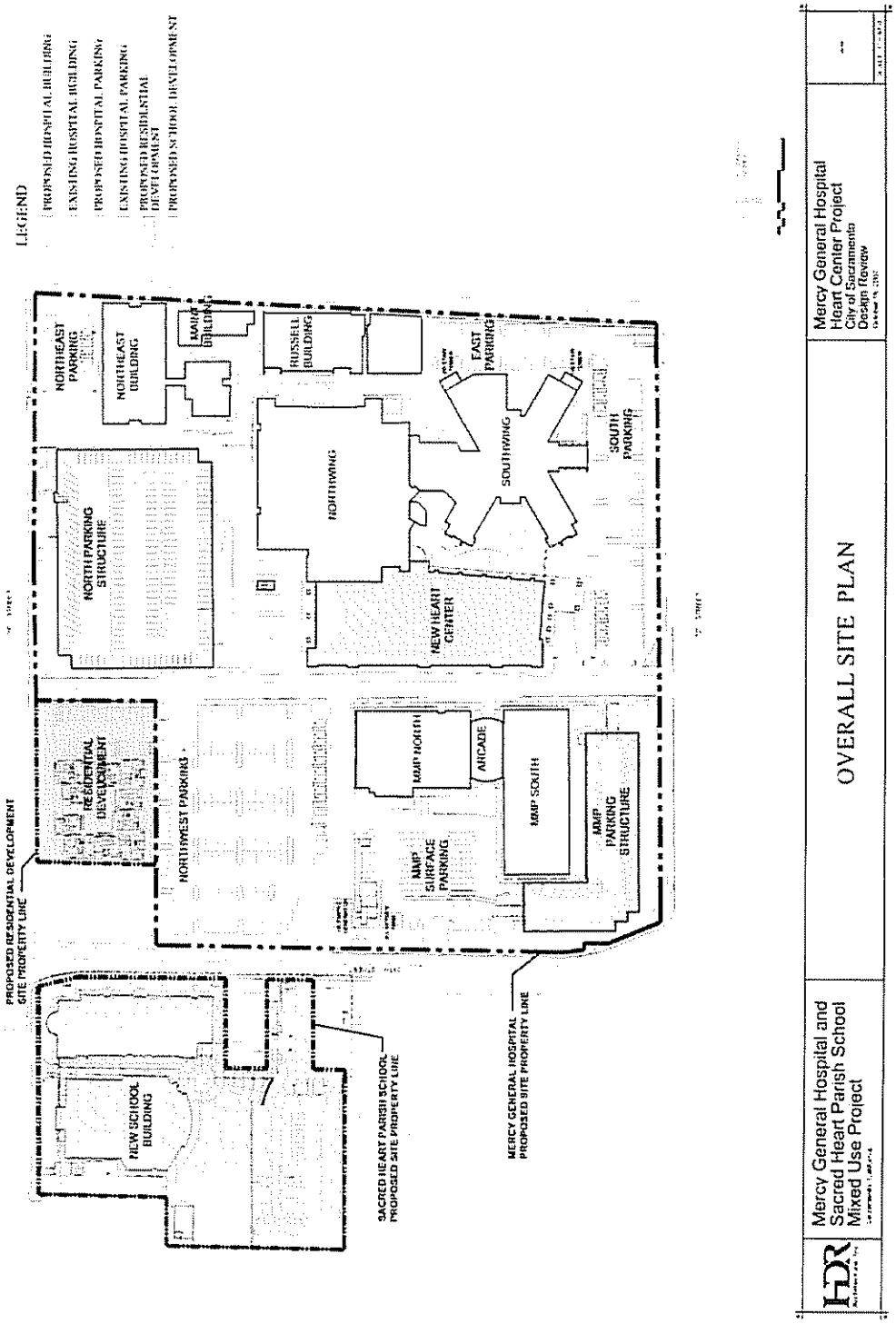


Exhibit 2A Heart Center Building Perspective (South/West)

VIEW LOOKING AT SOUTH / WEST ELEVATION

HDR

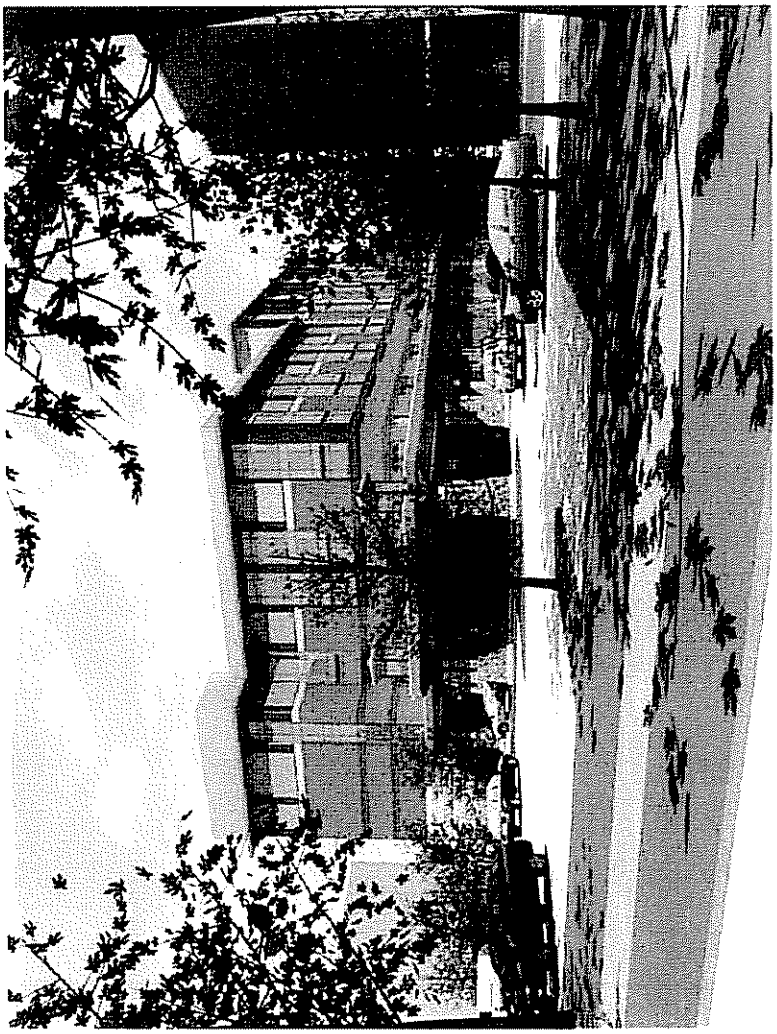
Mercy General Hospital and
Sacred Heart Parish School
Mixed Use Project

BUILDING PERSPECTIVE

Mercy General Hospital
Heart Center Project
City of Sacramento
Design Review

A.R-1

Exhibit 3A: Heart Center Building Perspective (South/East)



VIEW LOOKING AT SOUTH / EAST ELEVATION

HDR

Mercy General Hospital and Sacred Heart Parish School Mixed Use Project

BUILDING PERSPECTIVE

Mercy General Hospital Heart Center Project City of Sacramento Design Review

A.R-2

Exhibit 4A: Heart Center Building Perspective (North/West)

VIEW LOOKING AT NORTH / WEST ELEVATION

HDR

Mercy General Hospital and Sacred Heart Parish School Mixed Use Project

BUILDING PERSPECTIVE

Mercy General Hospital Heart Center Project
City of Sacramento Design Review

A.R-3

Exhibit 5A: Proposed Site Plan

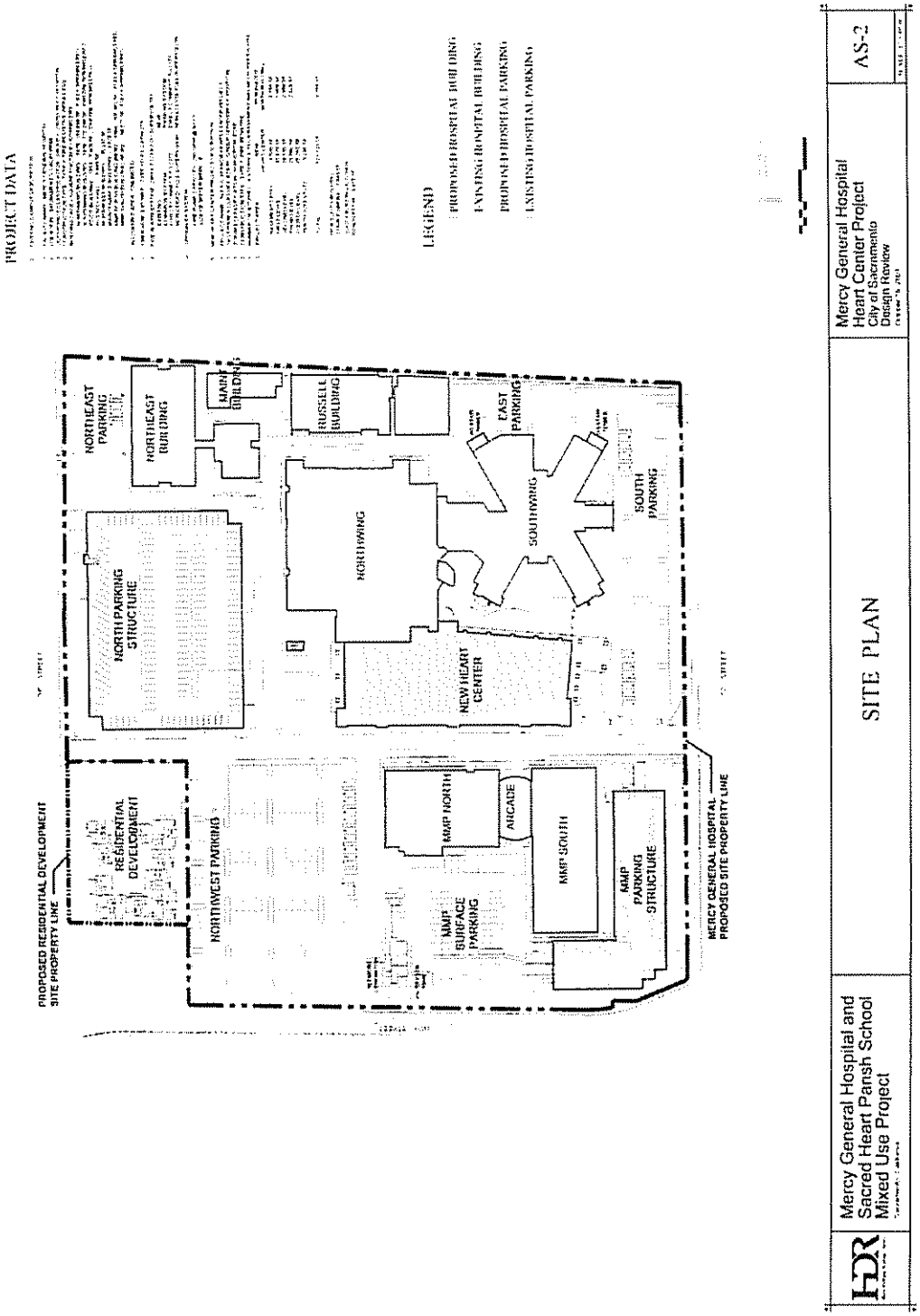


Exhibit 6A: Landscape Plan

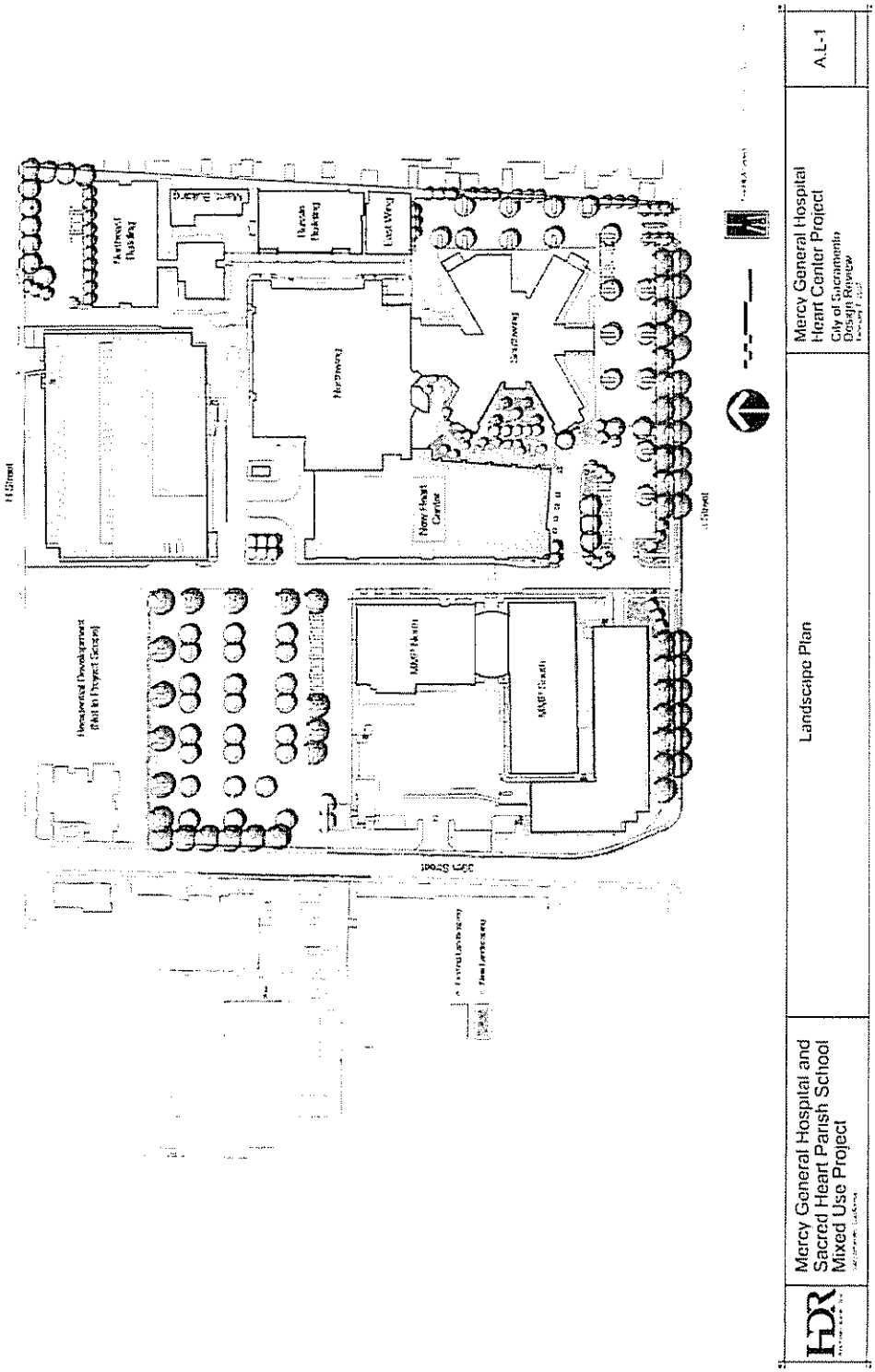


Exhibit 7A: Heart Center Basement Level

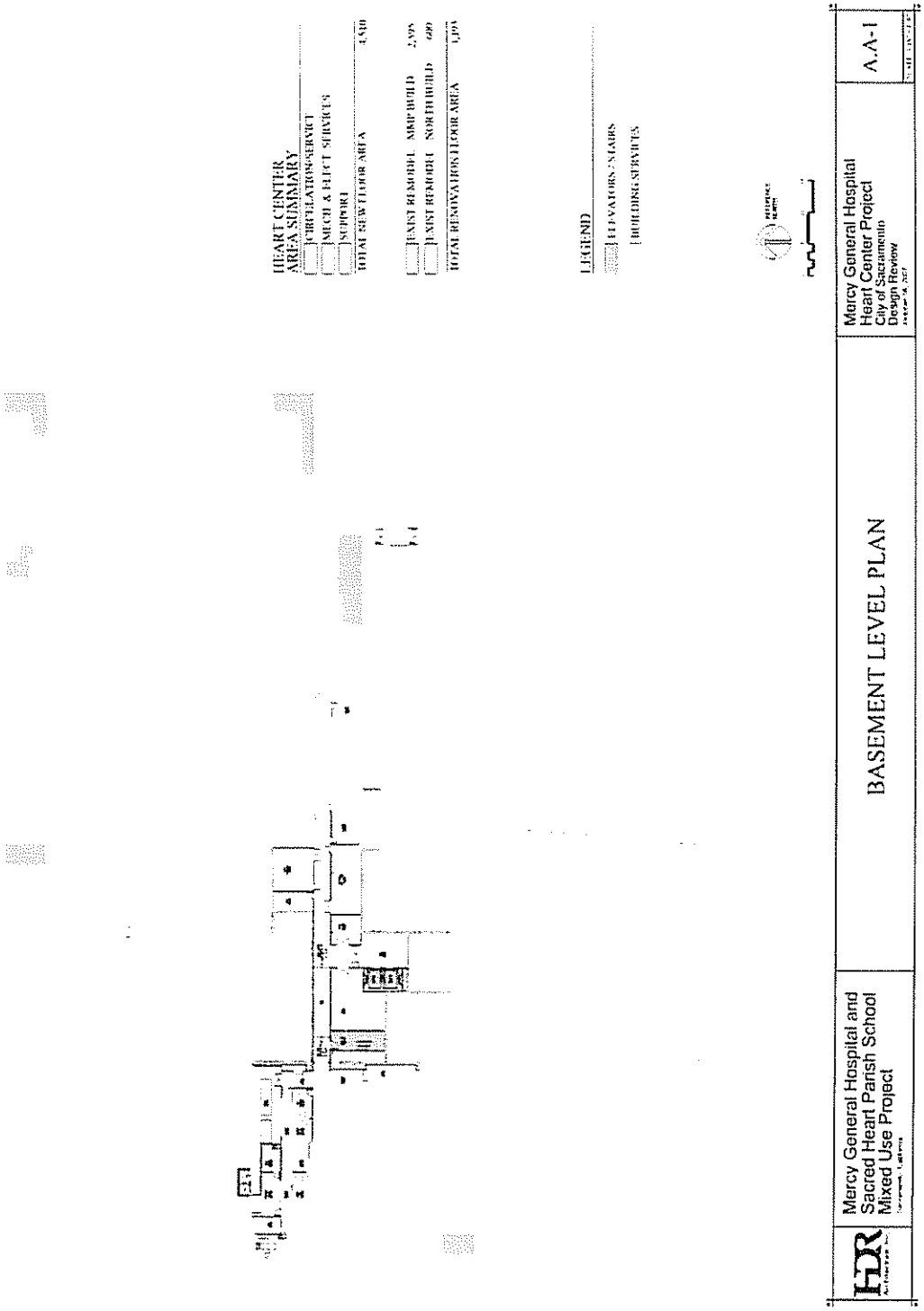


Exhibit 8A: Heart Center First Level

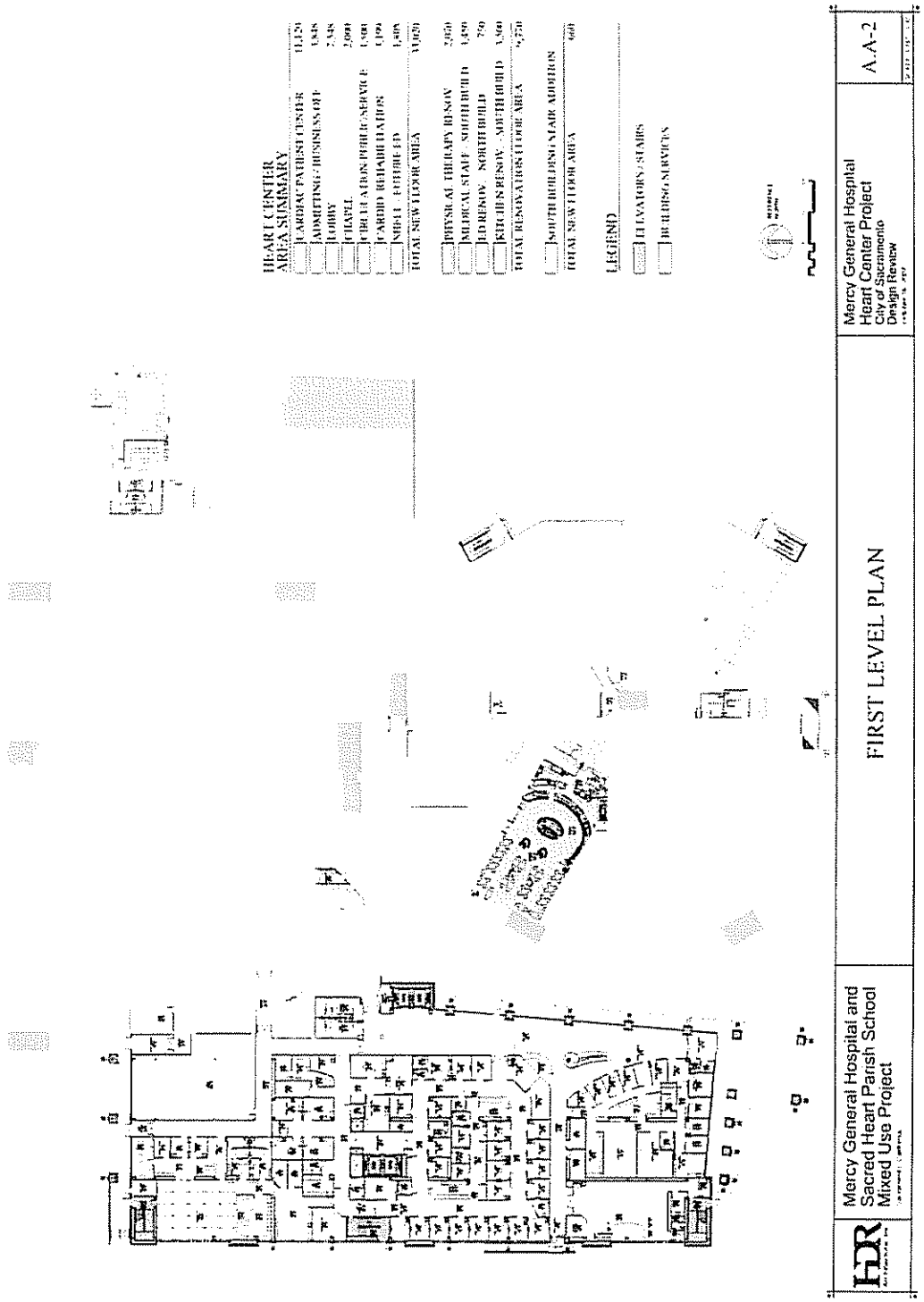


Exhibit 9A: Heart Center Second Level

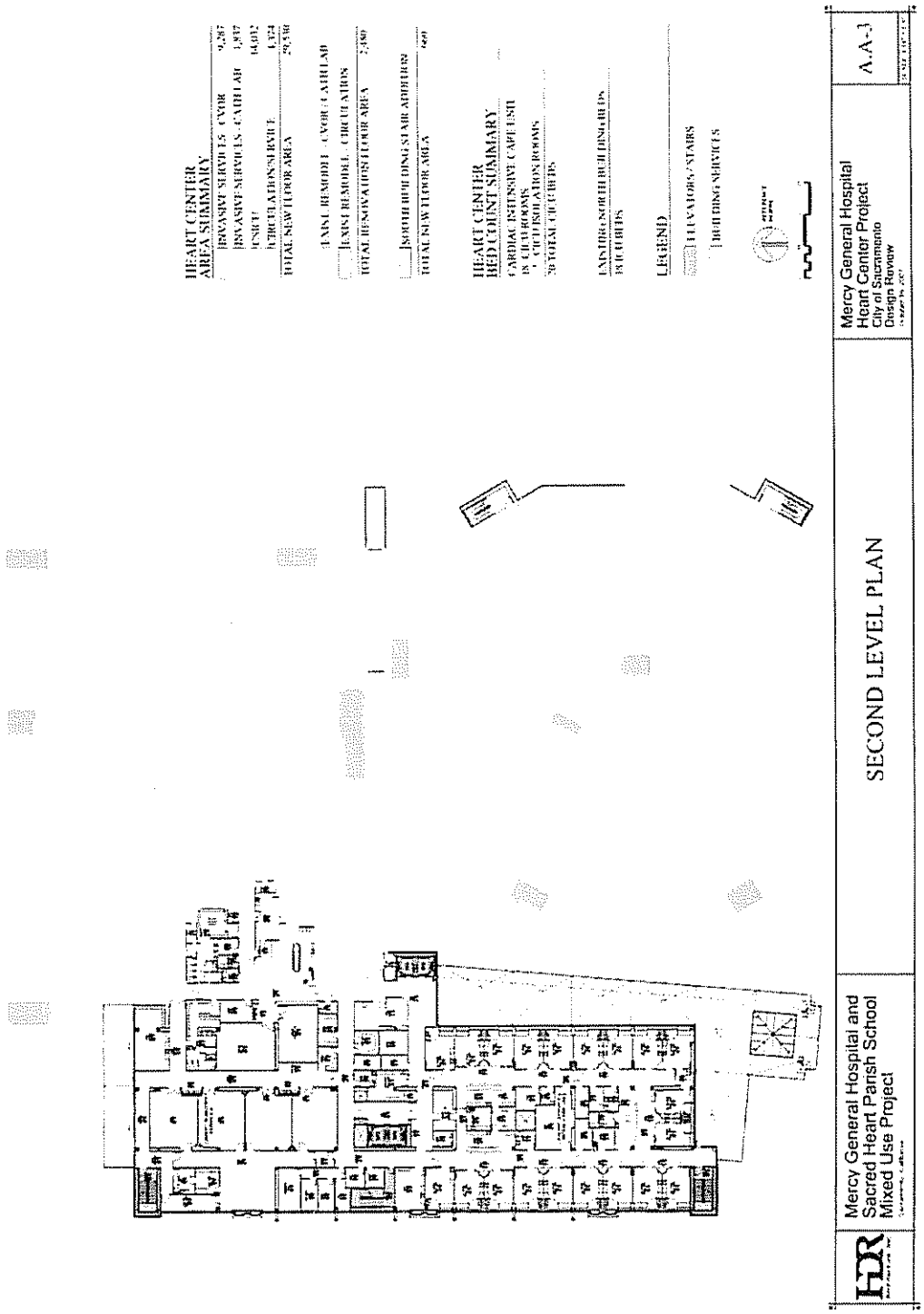


Exhibit 10A Heart Center Third Level

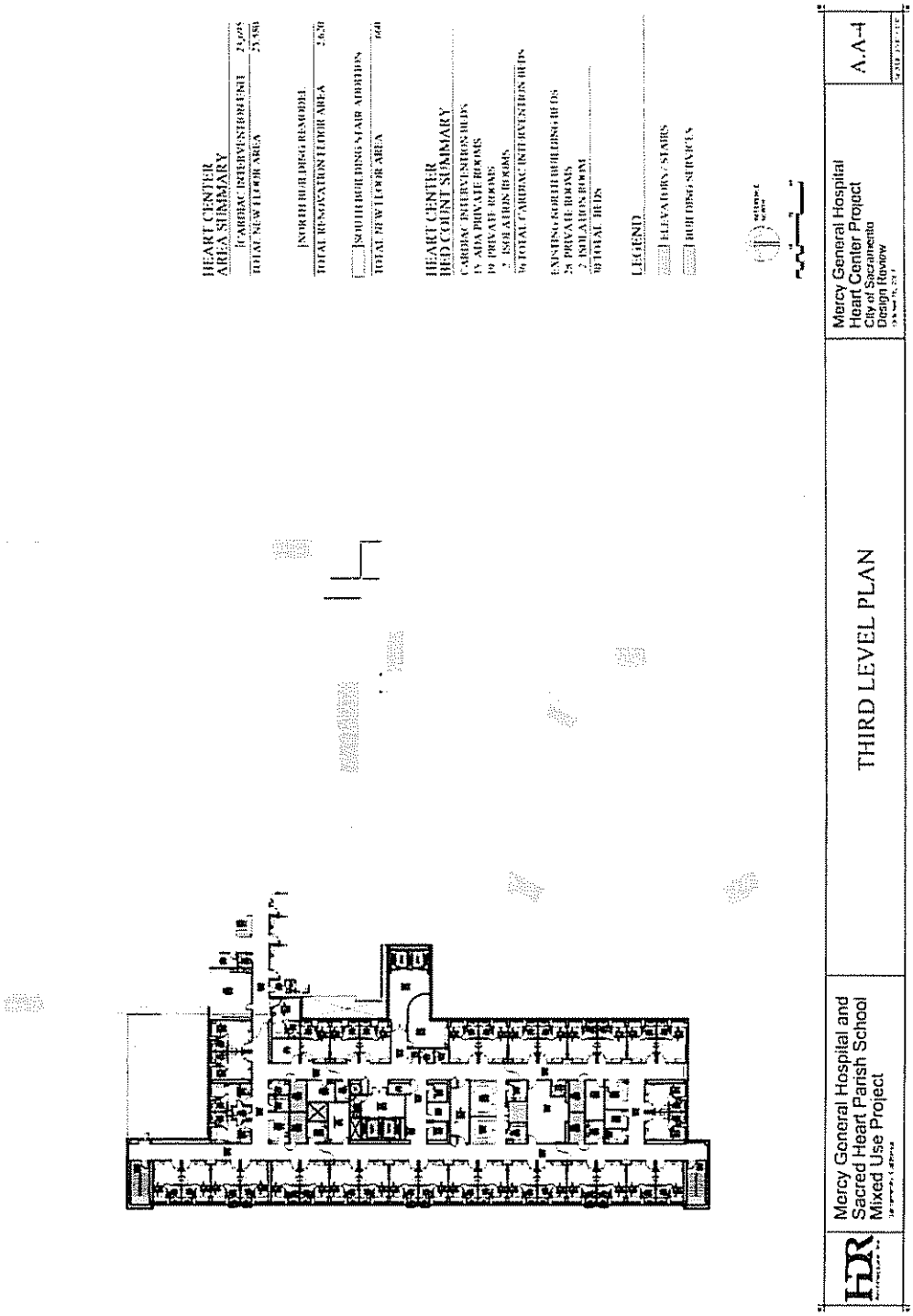


Exhibit 11A: Heart Center Fourth Level

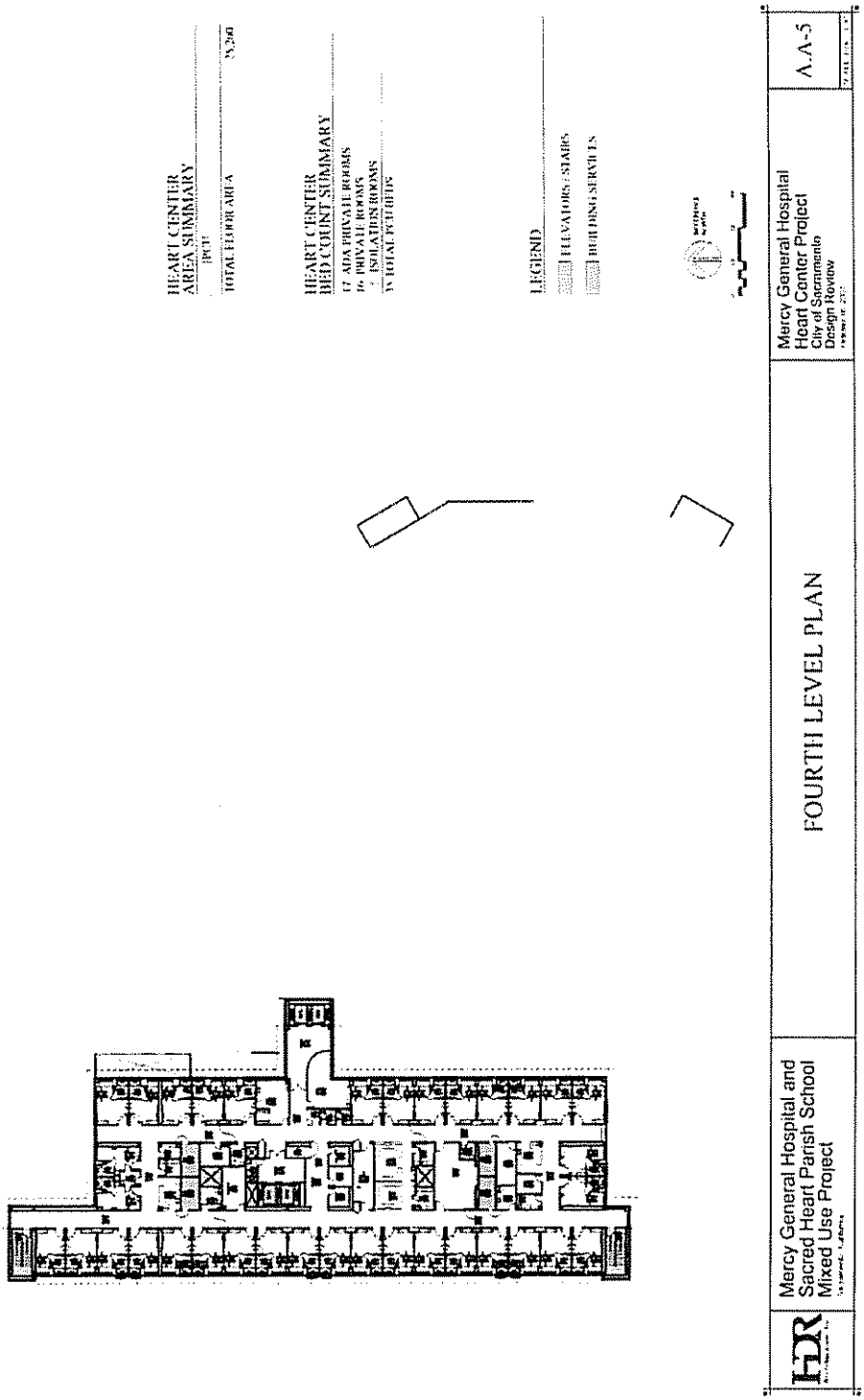


Exhibit 12A: Heart Center Penthouse Level

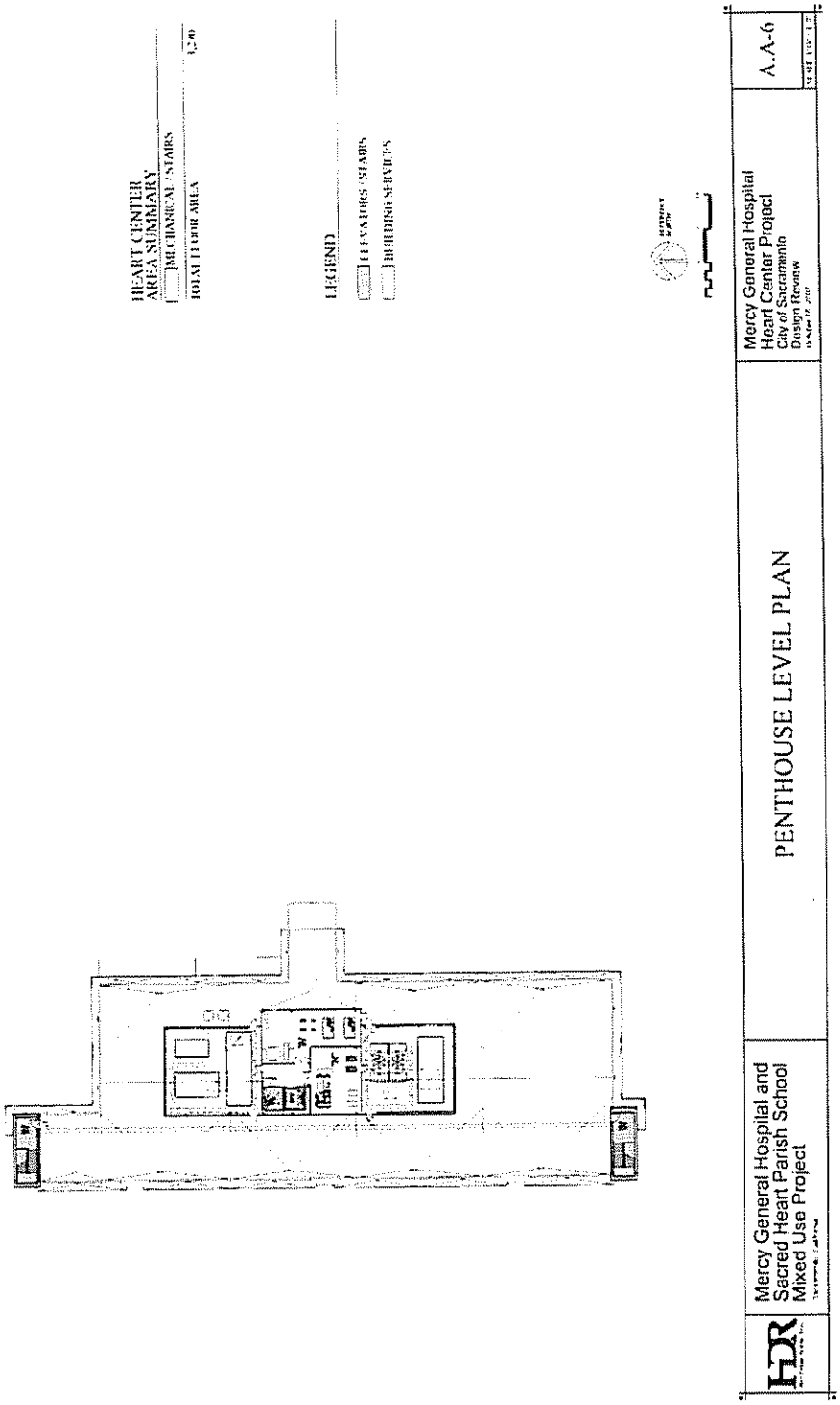


Exhibit 13A: Heart Center South/North Elevations

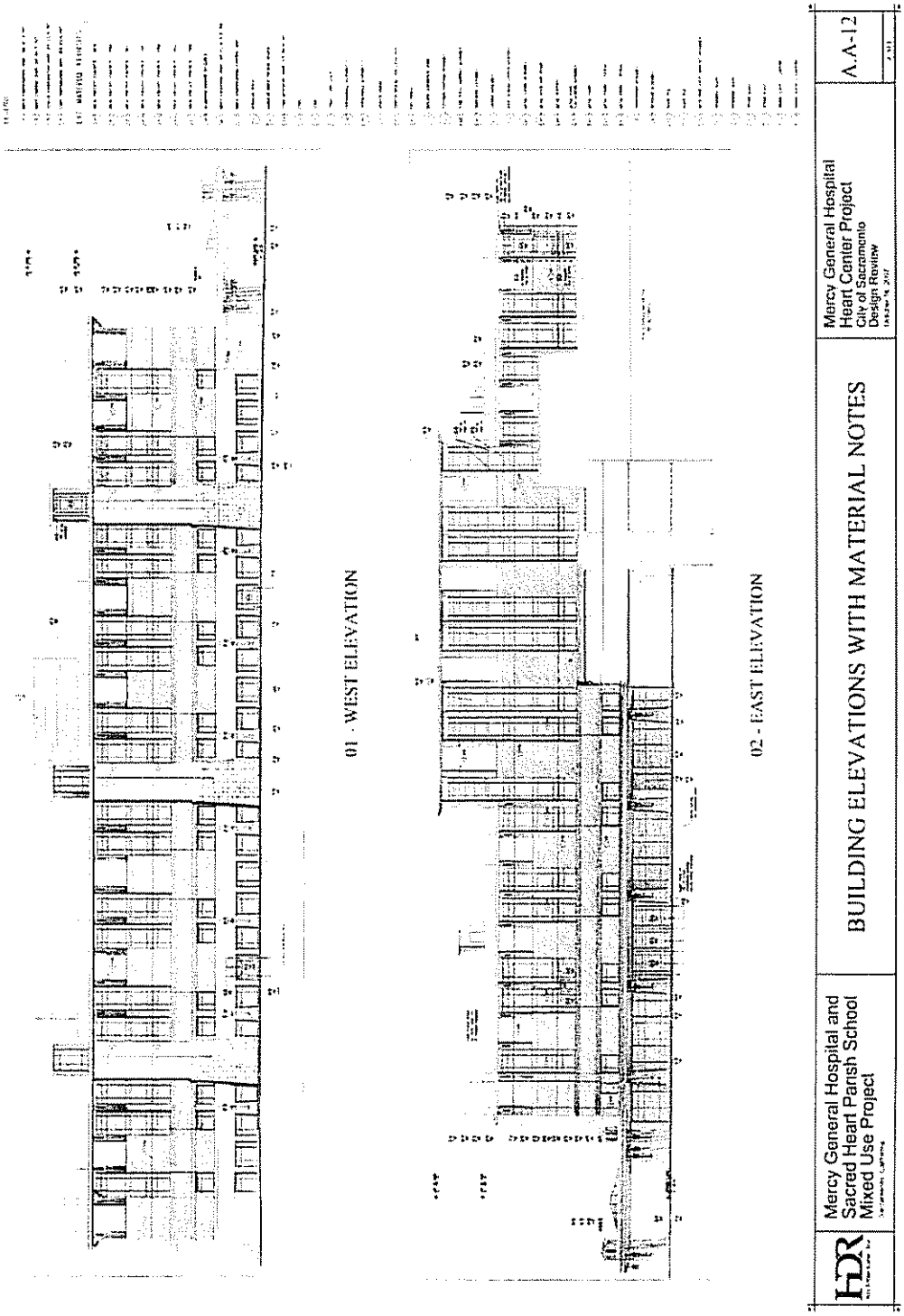


Exhibit 14A: Heart Center South/North Elevations

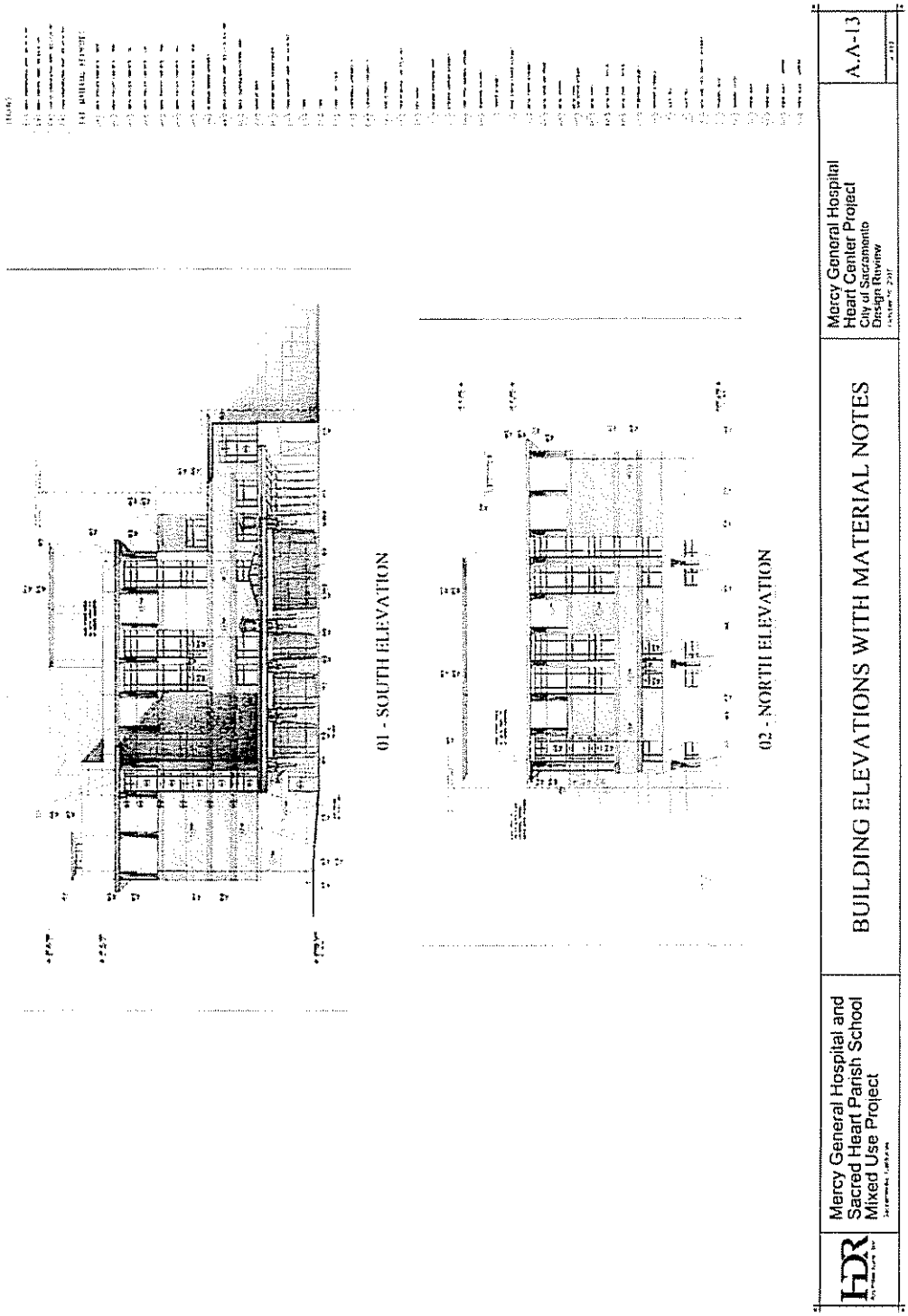


Exhibit 15A: Oxygen Tank & Emergency Generator Site Plan

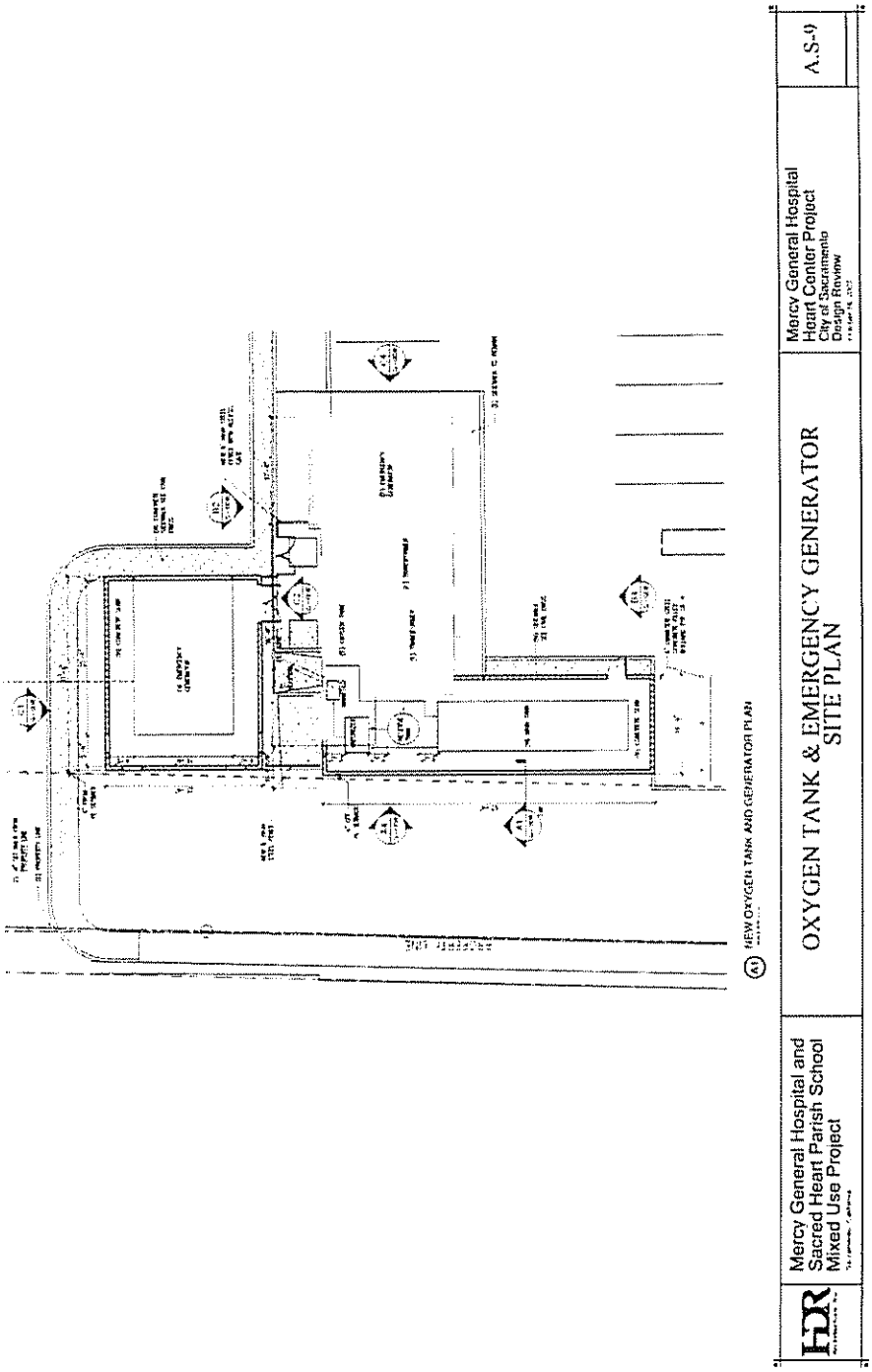


Exhibit 16A: Oxygen Tank & Emergency Generator Elevations

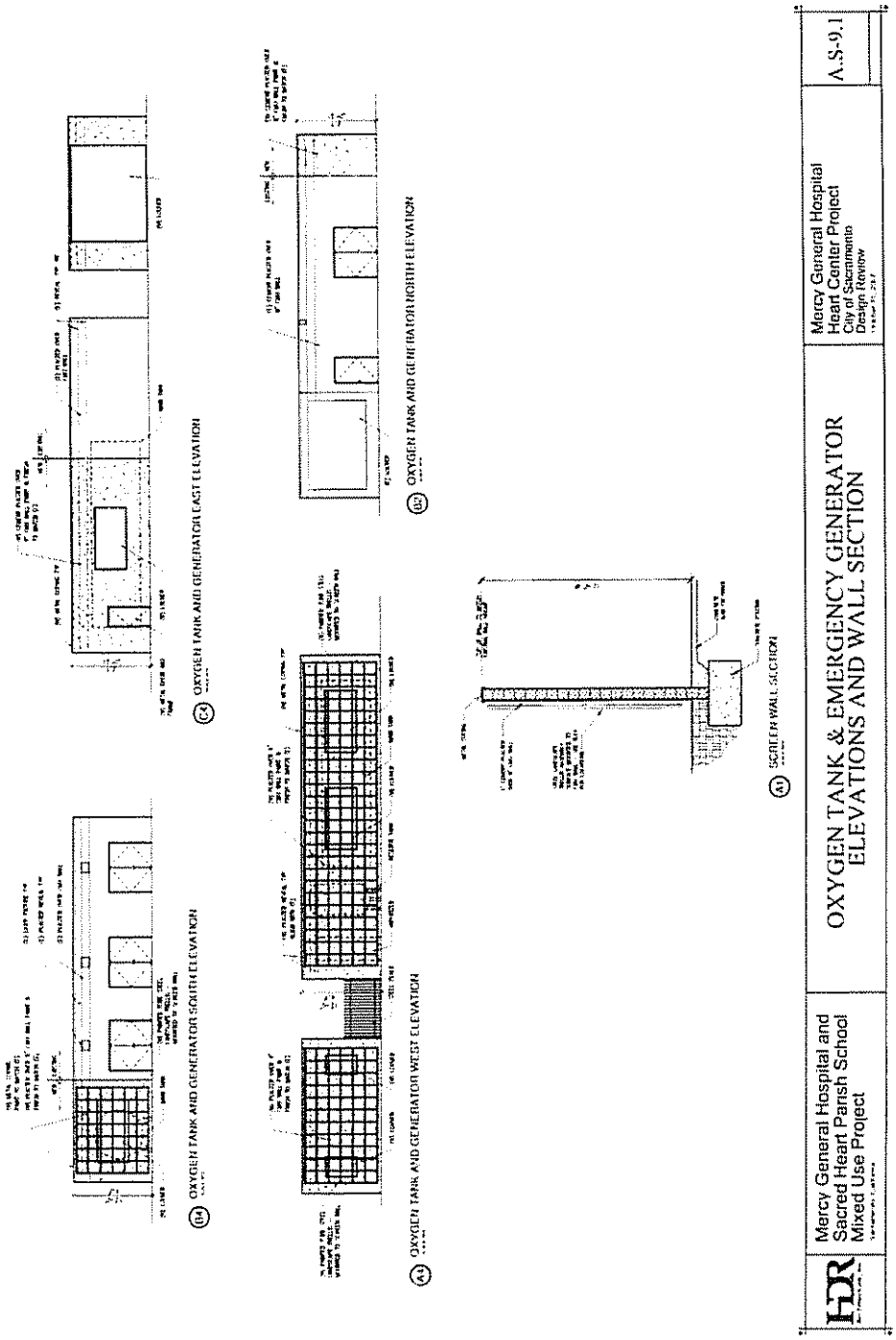


Exhibit 1B: Overall Site Plan (Tree Removed)

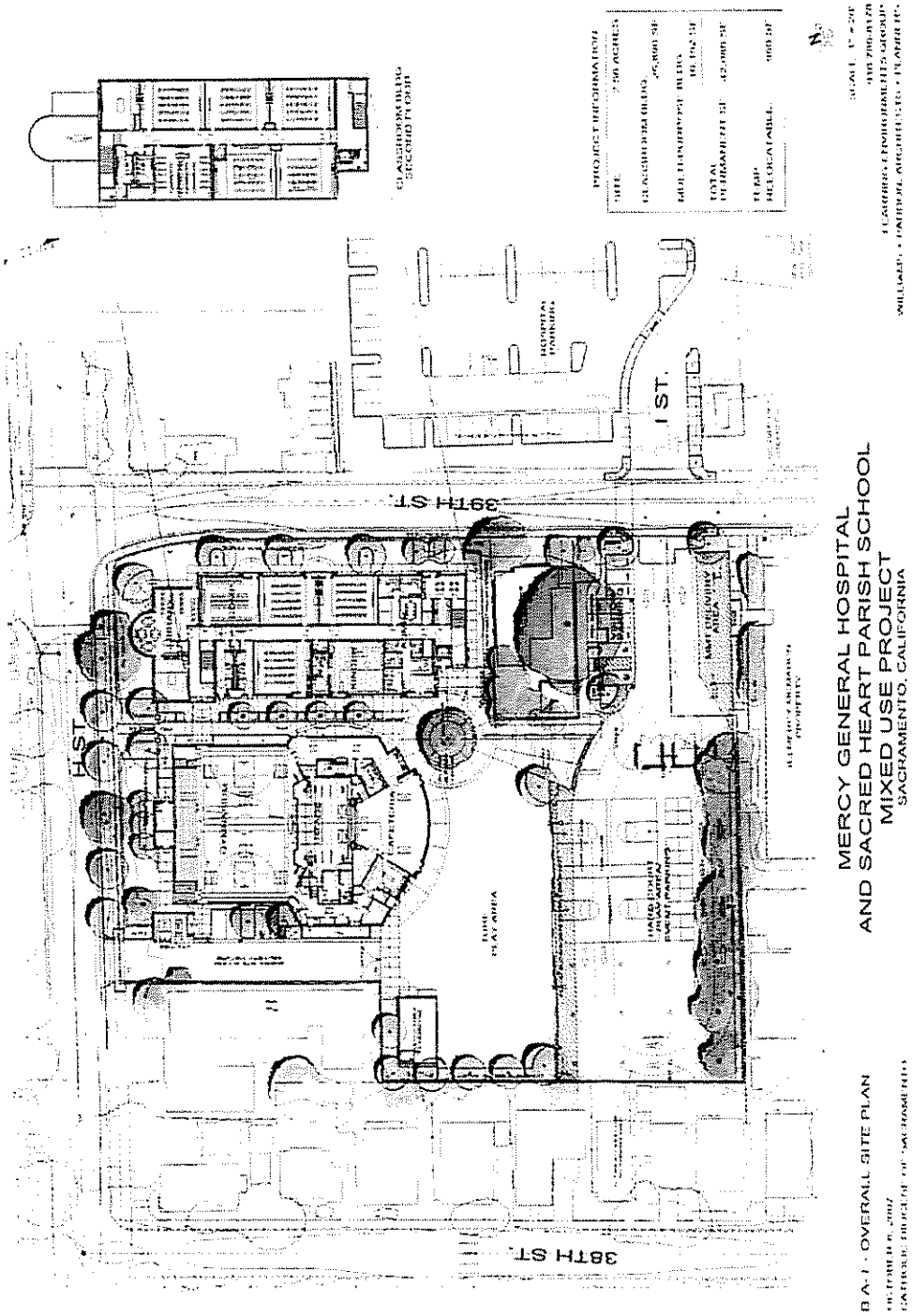


Exhibit 2B: Overall Site Plan (Tree Preserved)

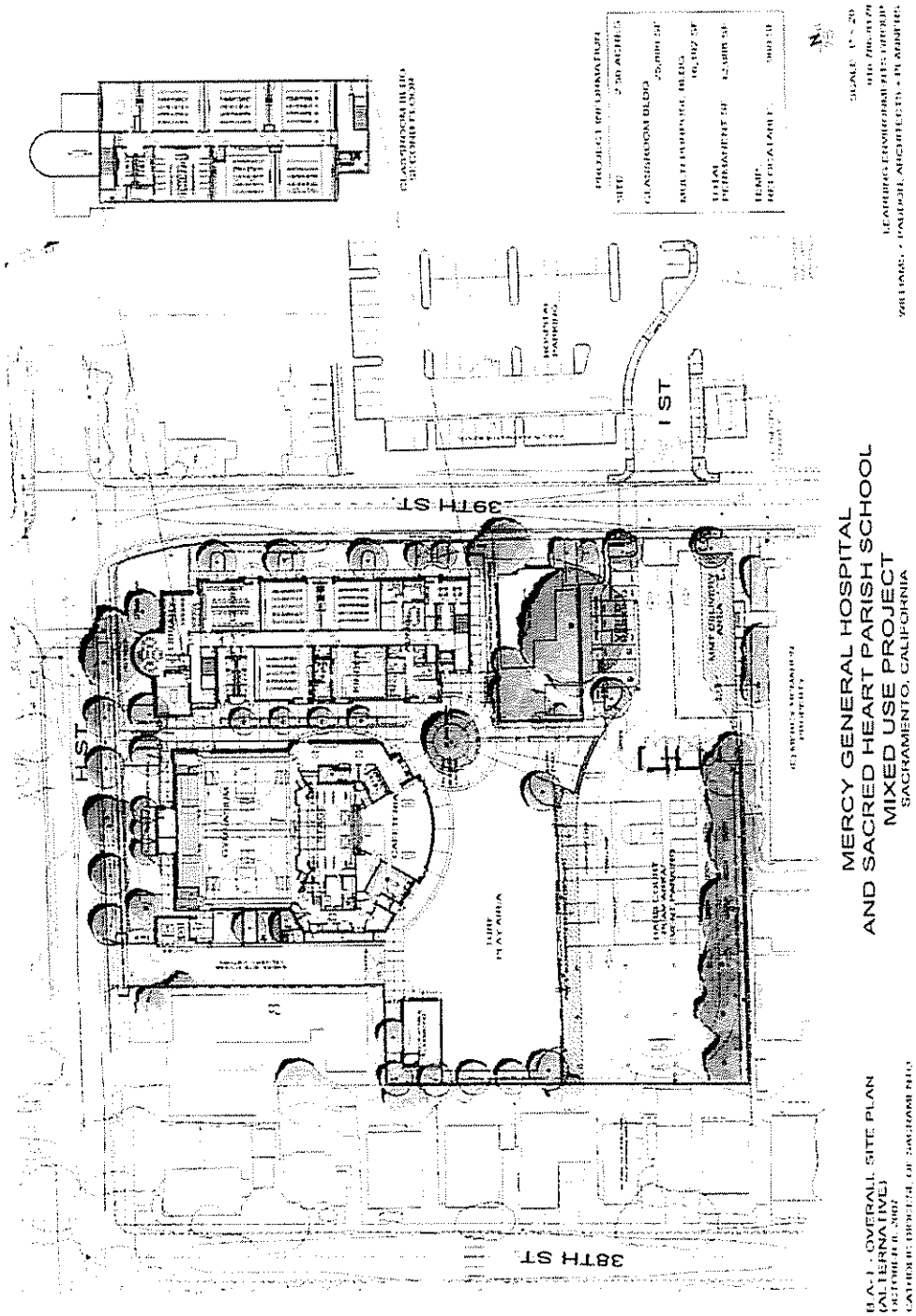


Exhibit 3B: Site Wall Plan

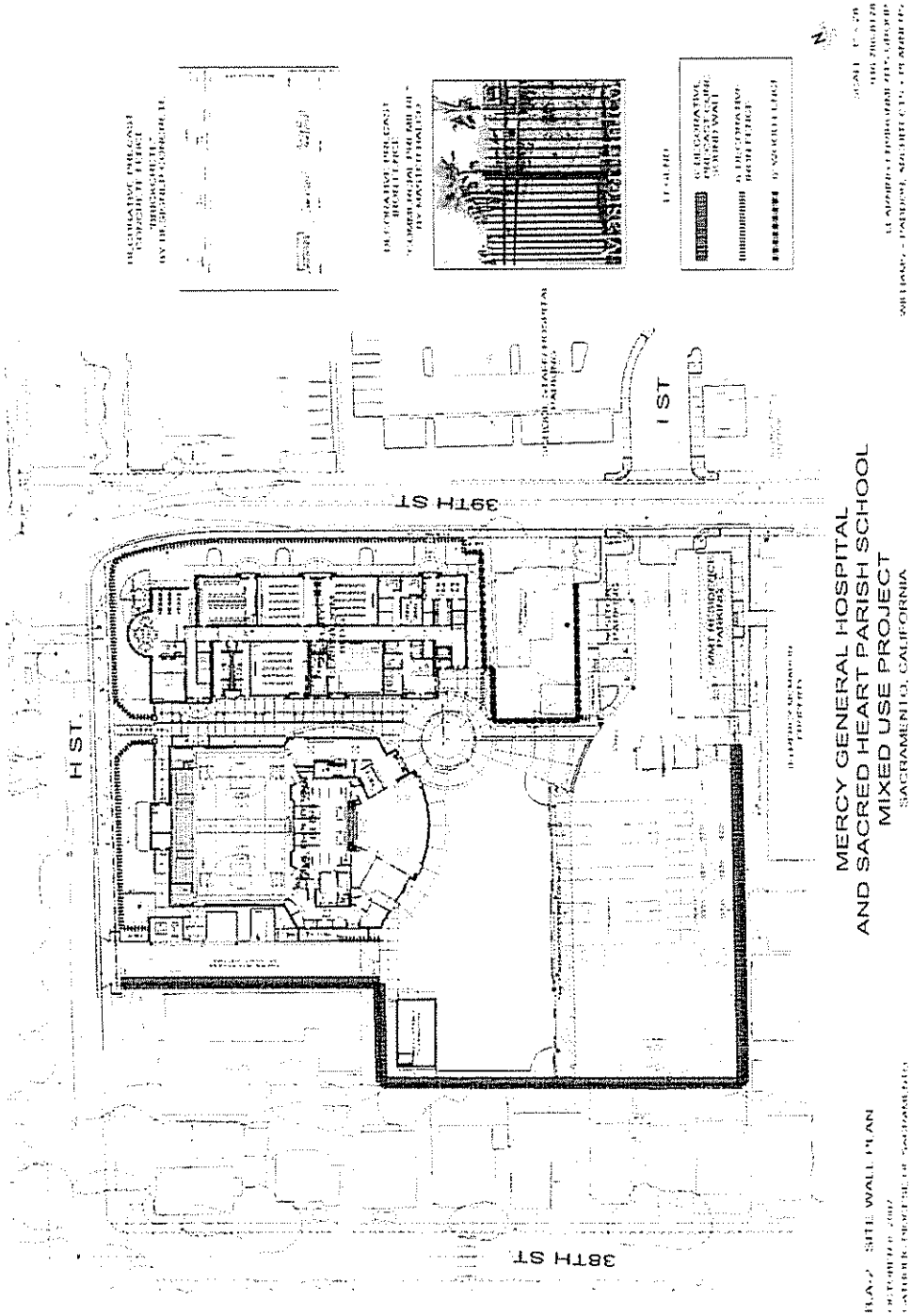


Exhibit 4B: Circulation Plan

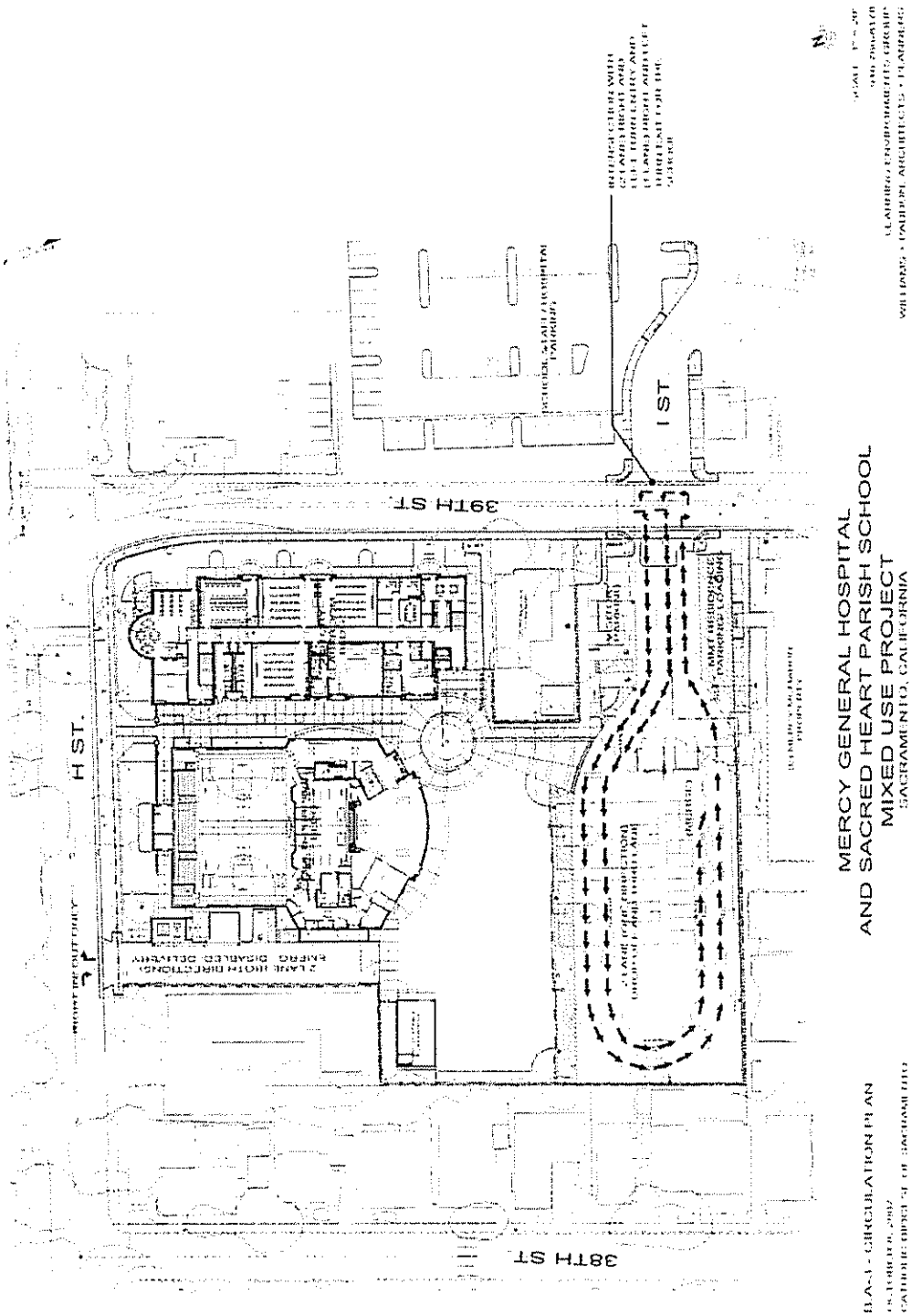


Exhibit 5B: Classroom Building (Tree Removed)

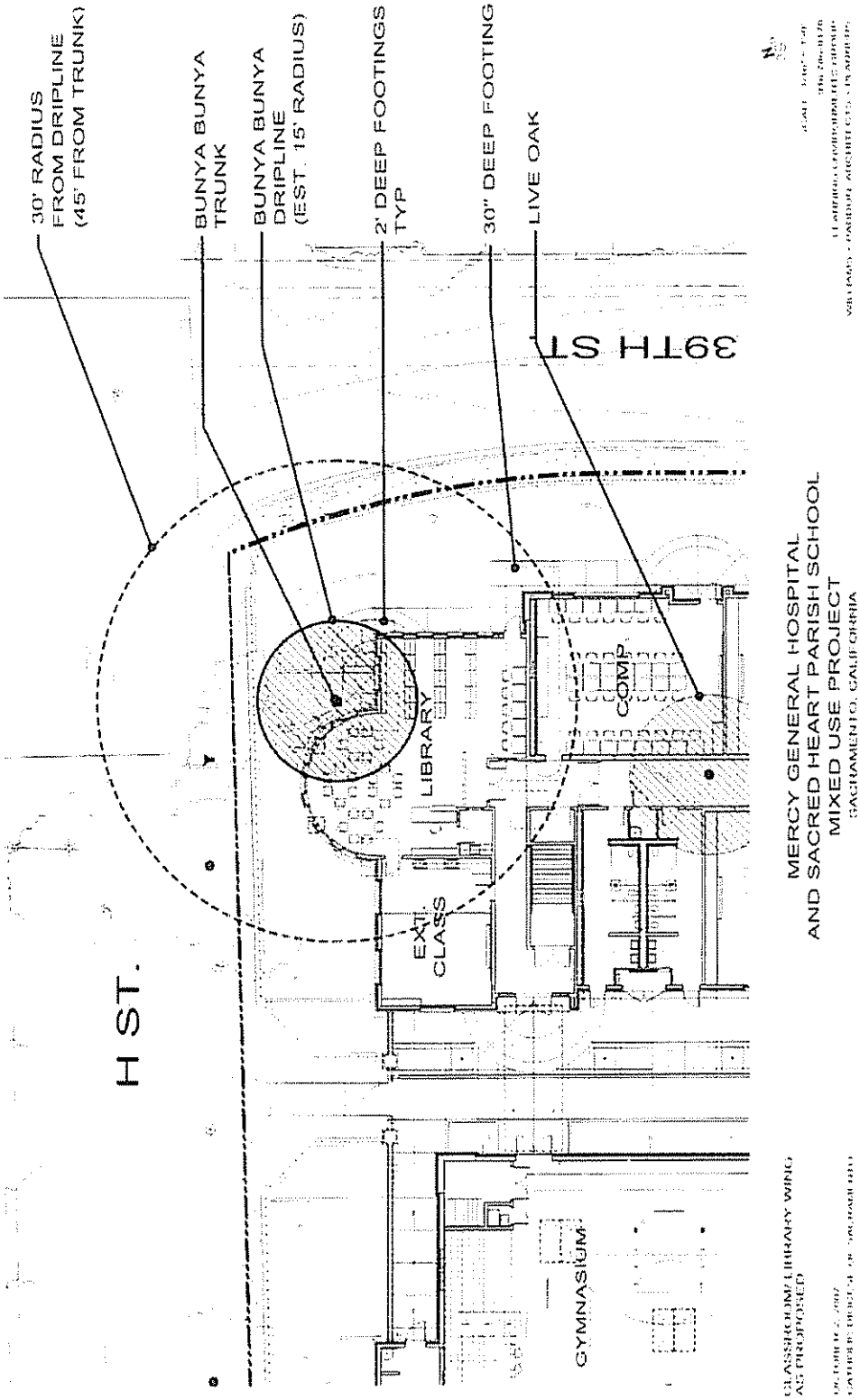


Exhibit 6B: Classroom Building (Tree Preserved)

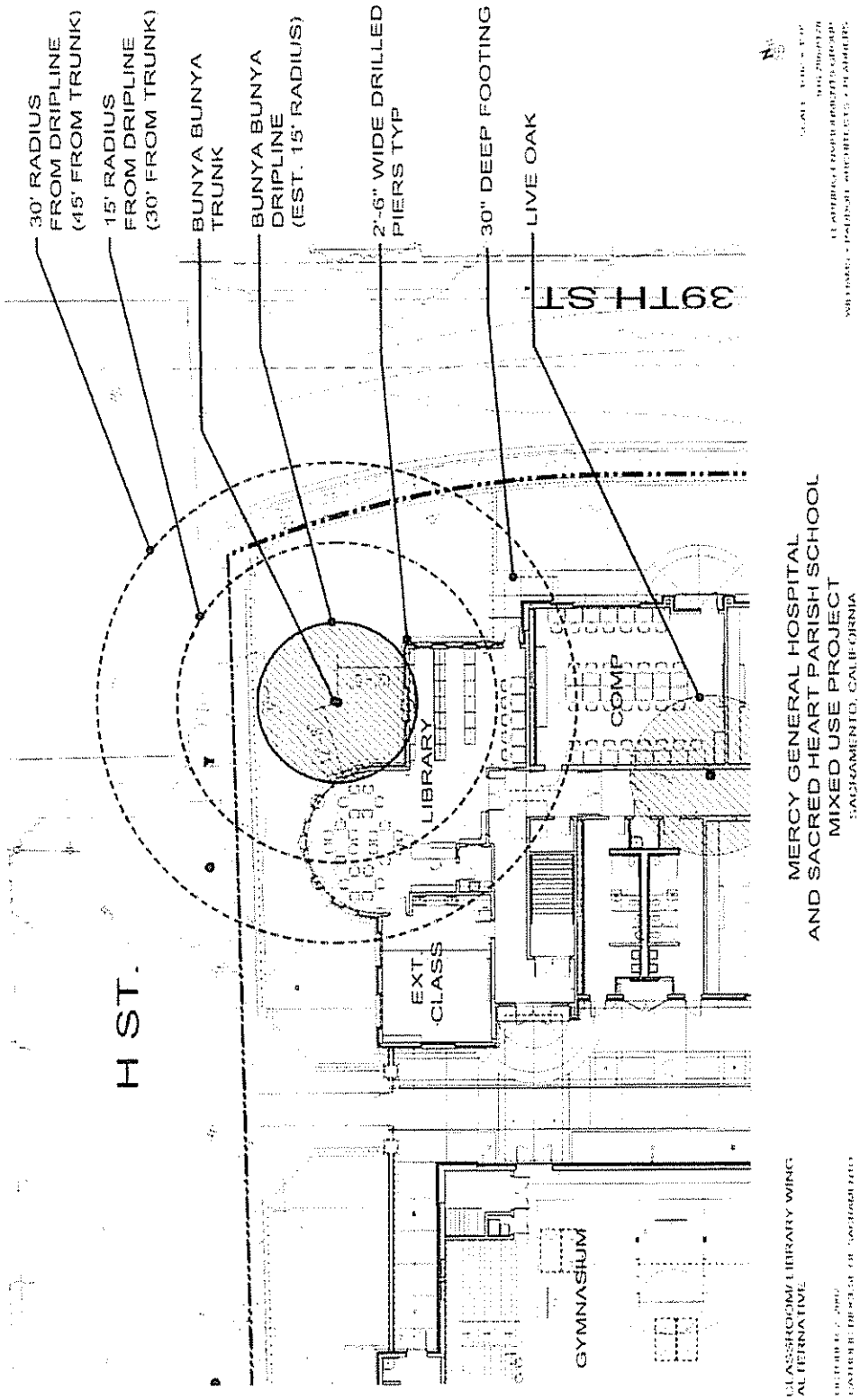


Exhibit 7B: Foundation Plan for Preservin Tree

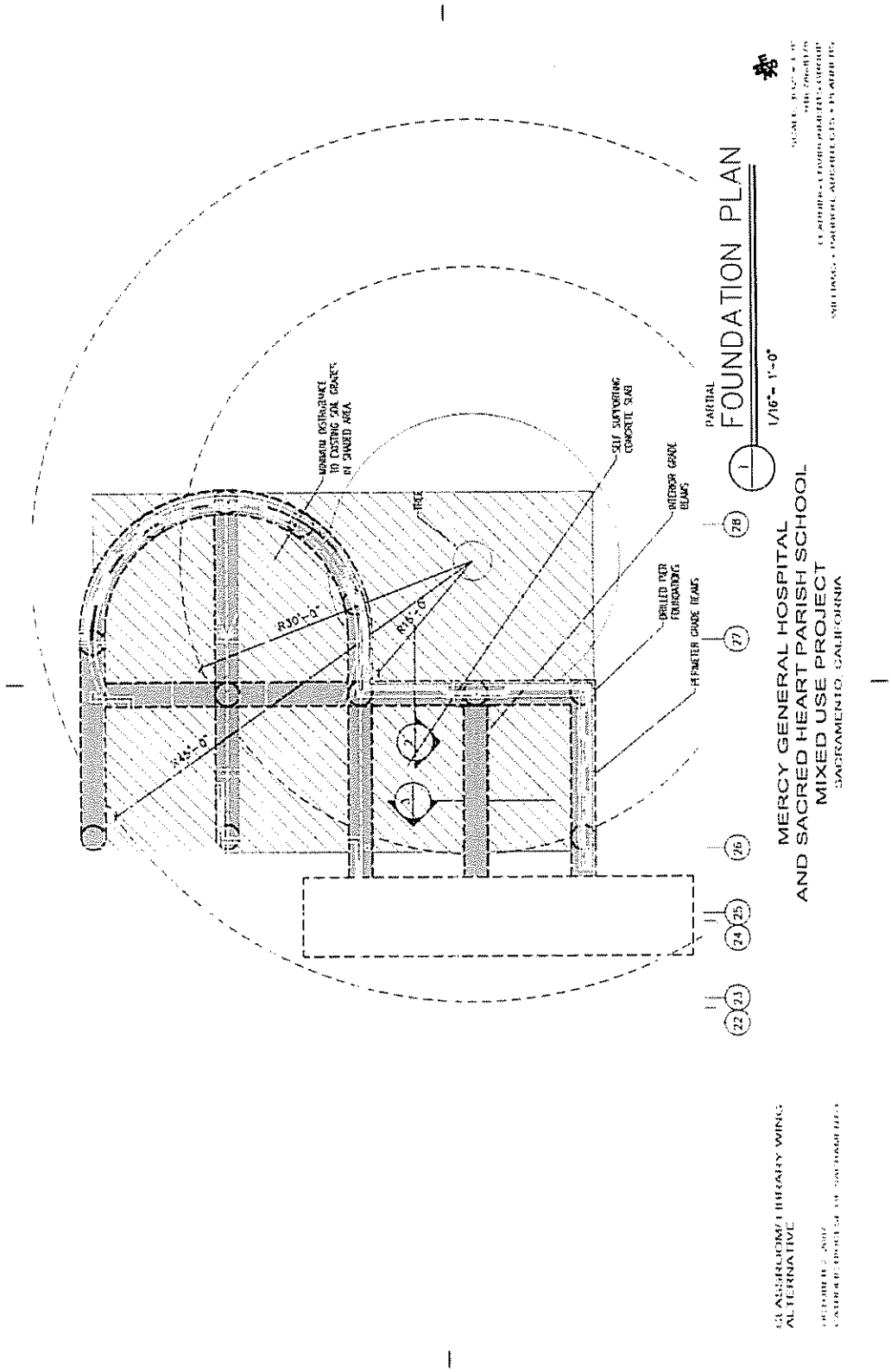


Exhibit 8B: Foundation Sections for Preserving Tree

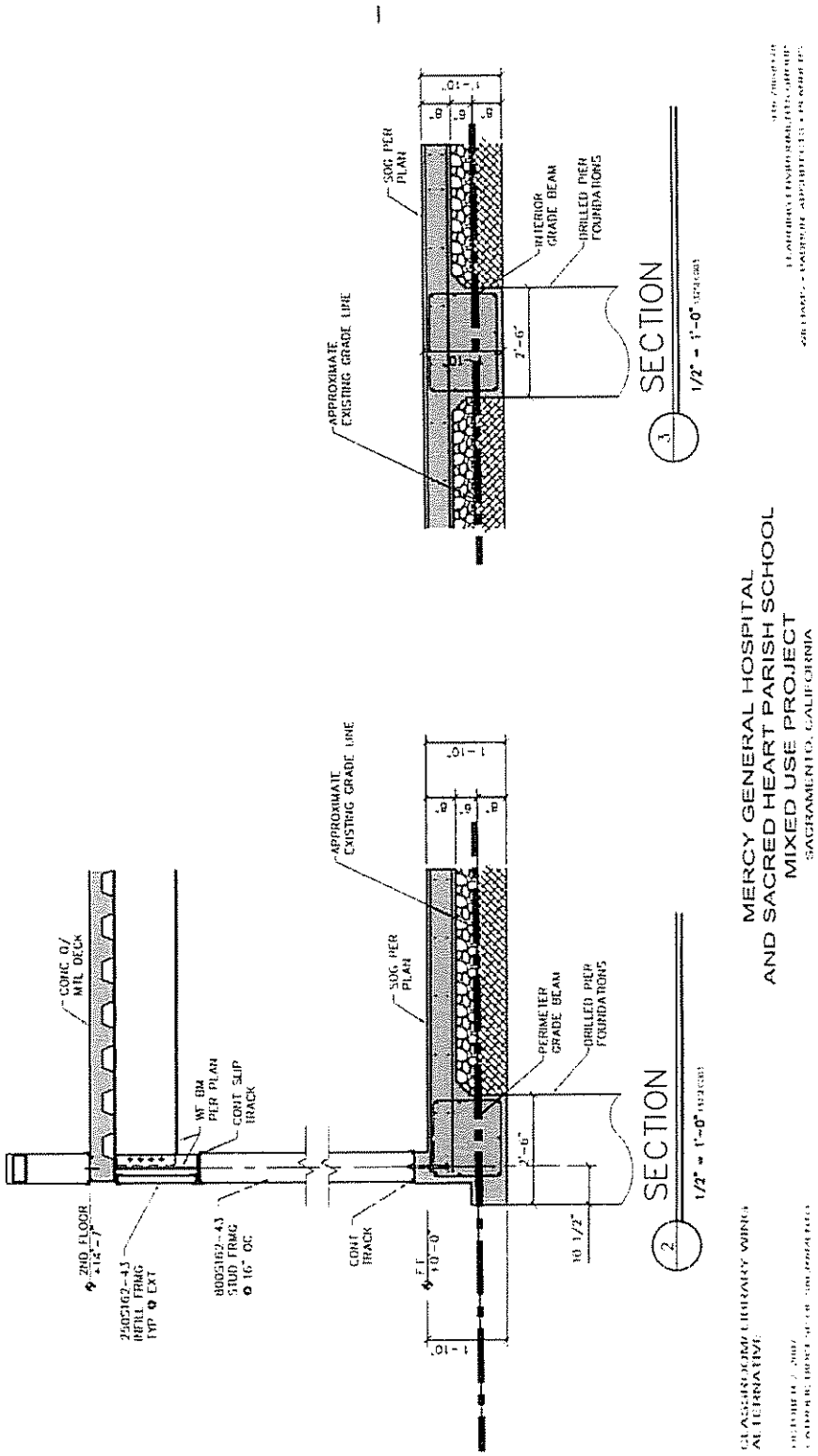
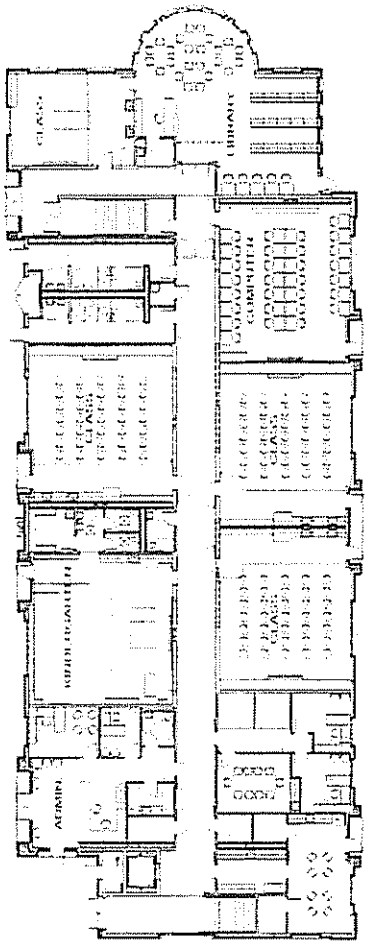
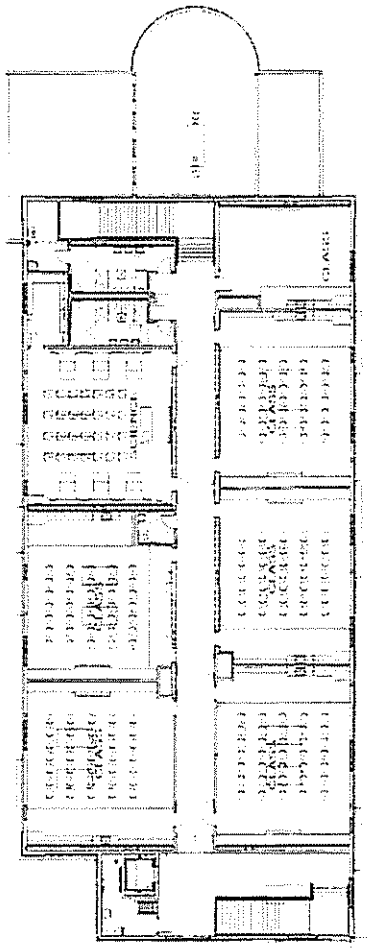


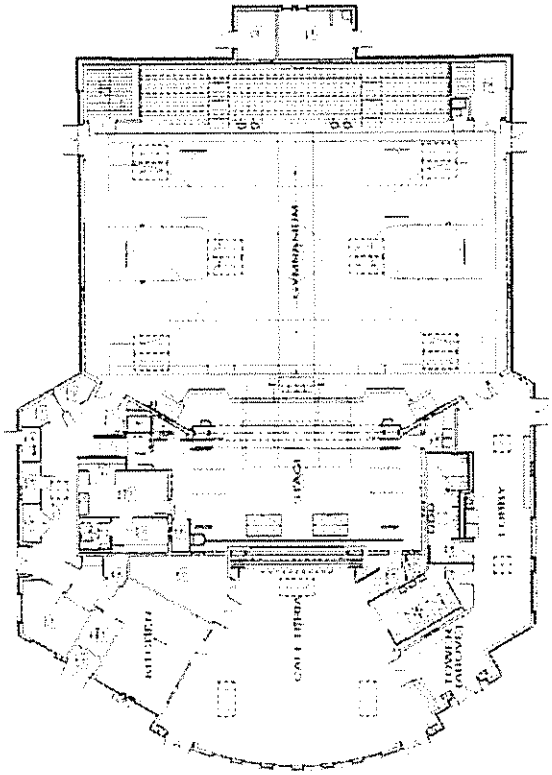
Exhibit 9B: Classroom Building Plans





MERCY GENERAL HOSPITAL
AND SACRED HEART PARISH SCHOOL
MIXED USE PROJECT
SACRAMENTO, CALIFORNIA

Exhibit 10B: Muiltipurpose Room Floor Plan



SACRED HEART PARISH SCHOOL
CONCEPTUAL PLANS
SACRAMENTO, CALIFORNIA

Exhibit 11B: SHPS Elevations (North, South, East)

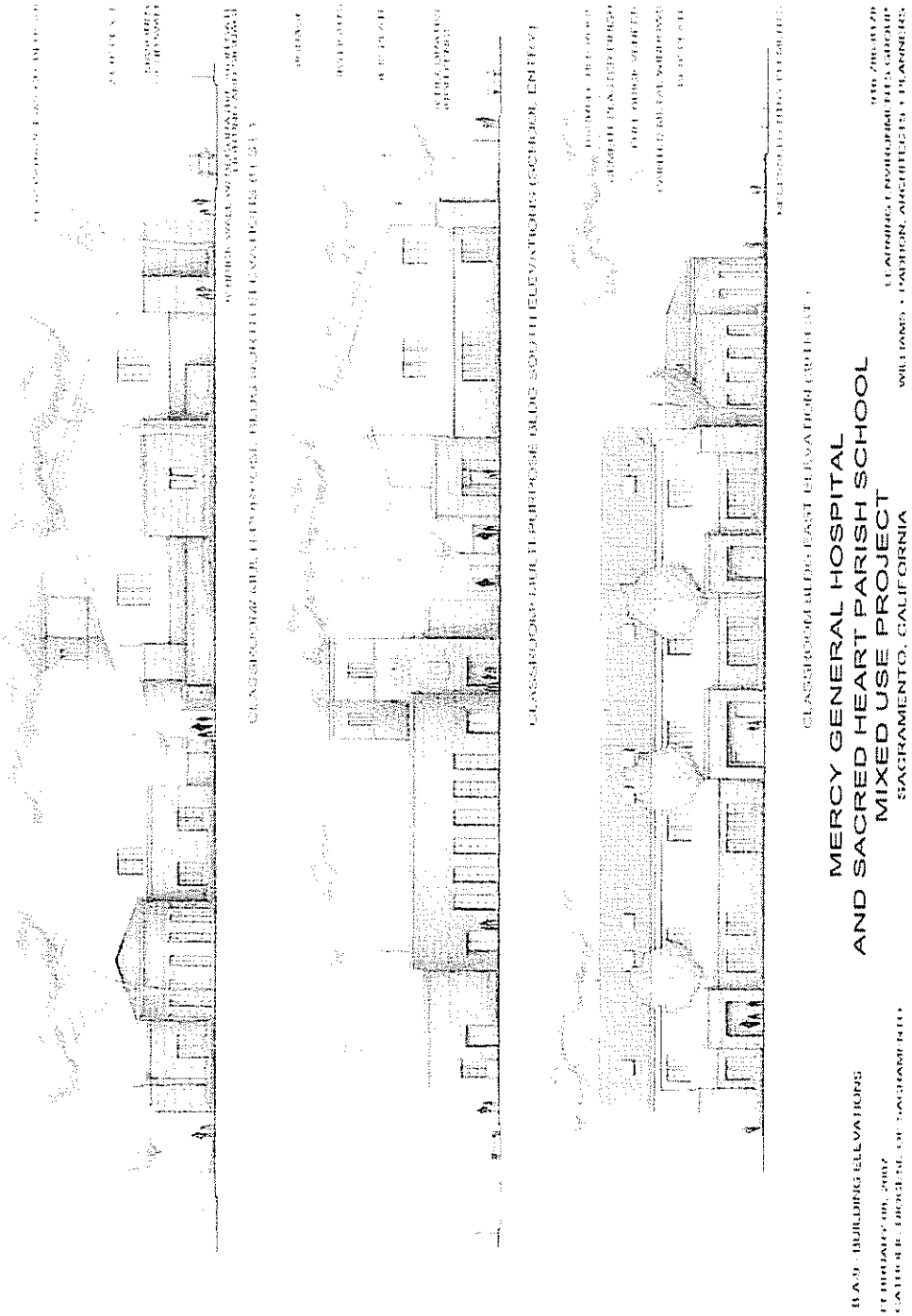


Exhibit 12B: SHPS Elevations (East and West)

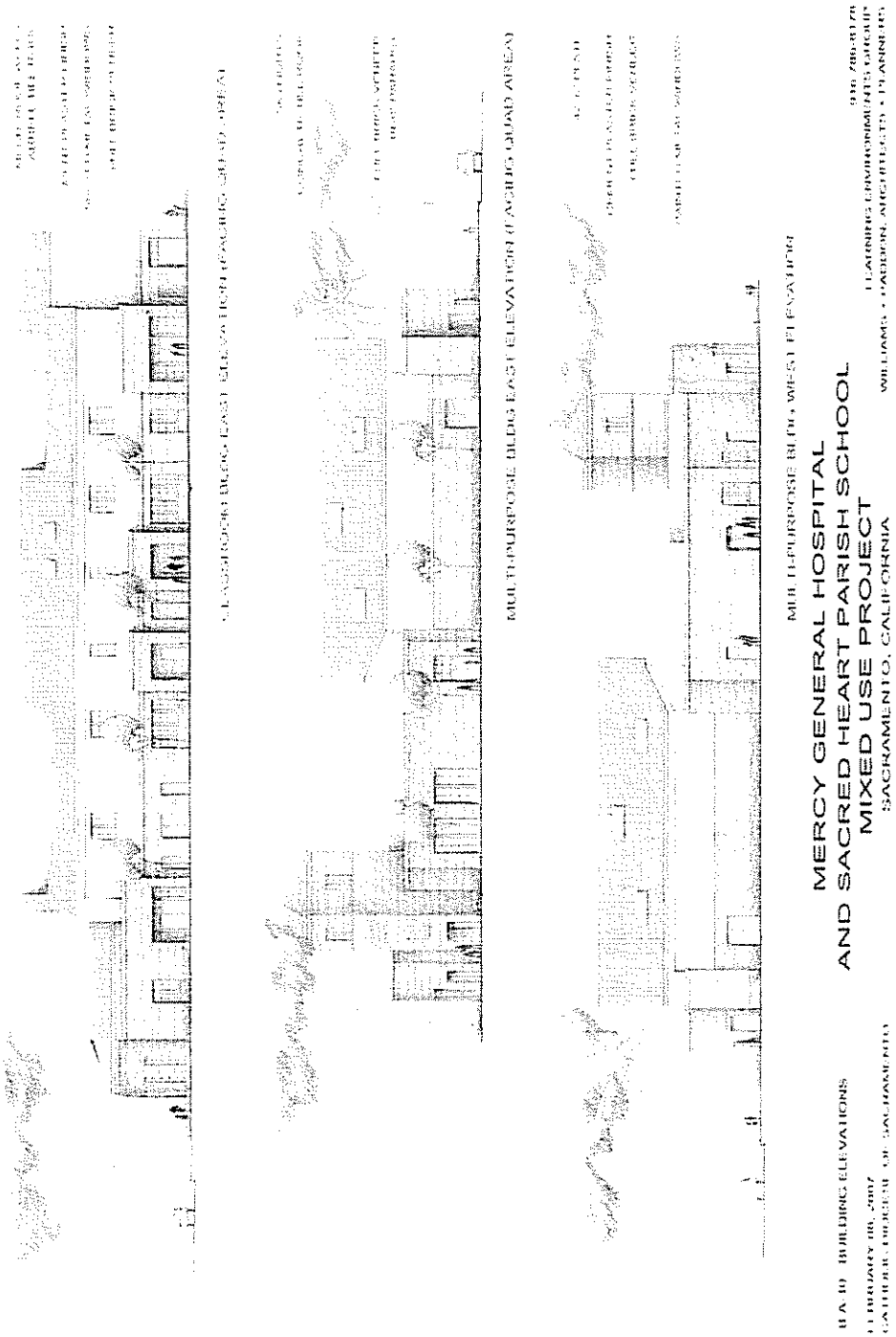
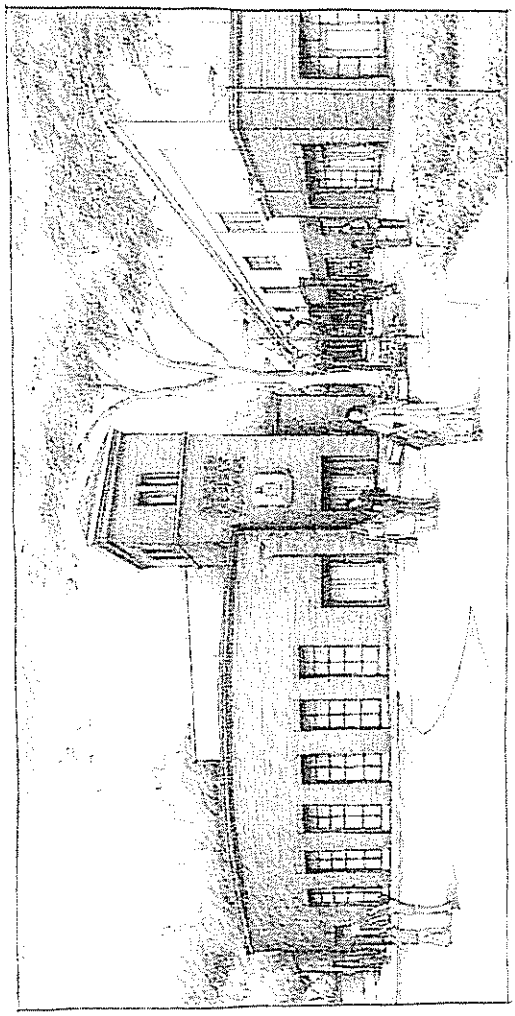


Exhibit 13B: View of Campus Entry Perspective



VIEW OF THE CAMPUS ENTRY

MERCY GENERAL HOSPITAL
AND SACRED HEART PARISH SCHOOL
MIXED USE PROJECT
SACRAMENTO, CALIFORNIA

Exhibit 14B: Landscape Plan

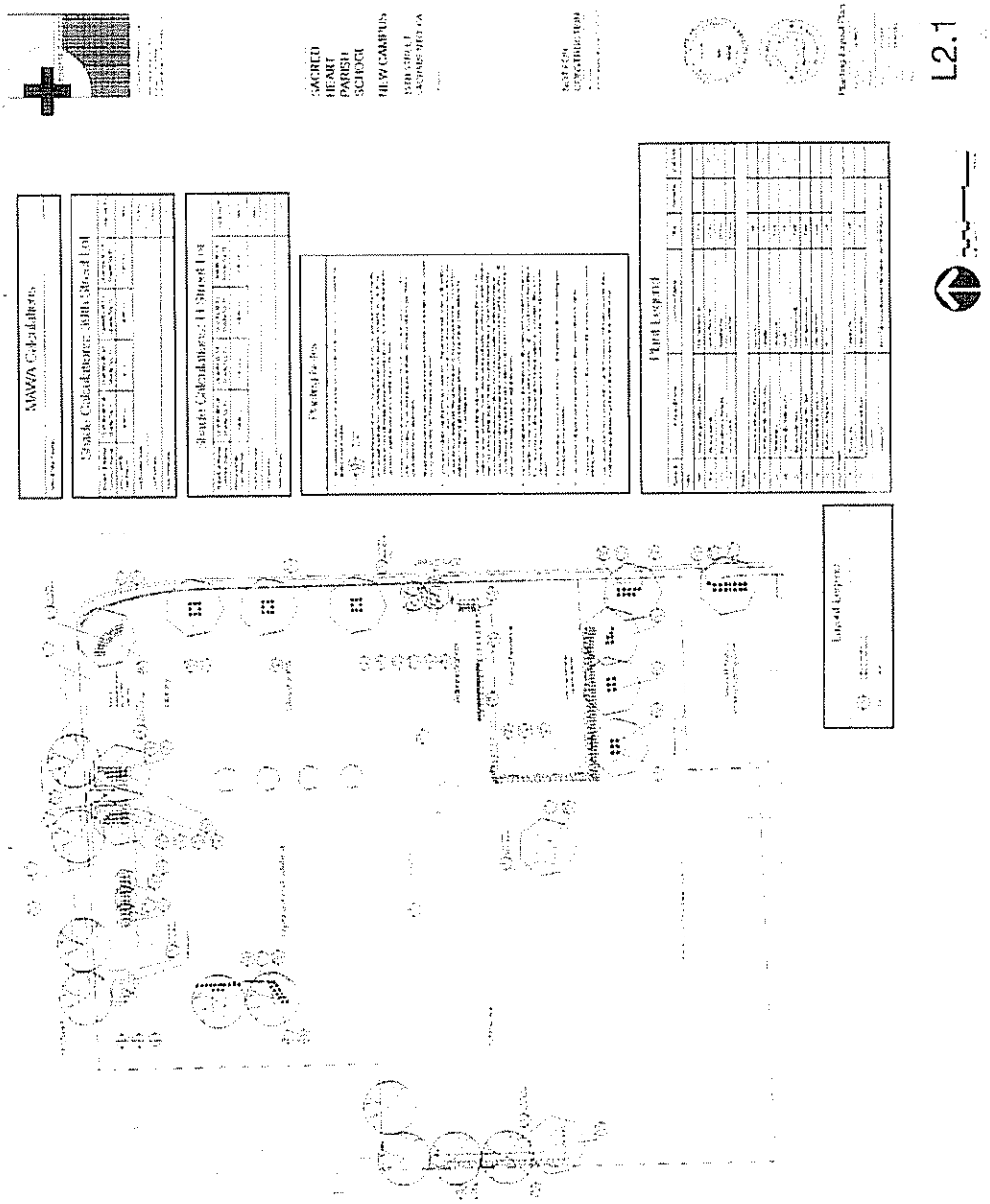


Exhibit 1C: Perspective of Housing Option 1 and 2

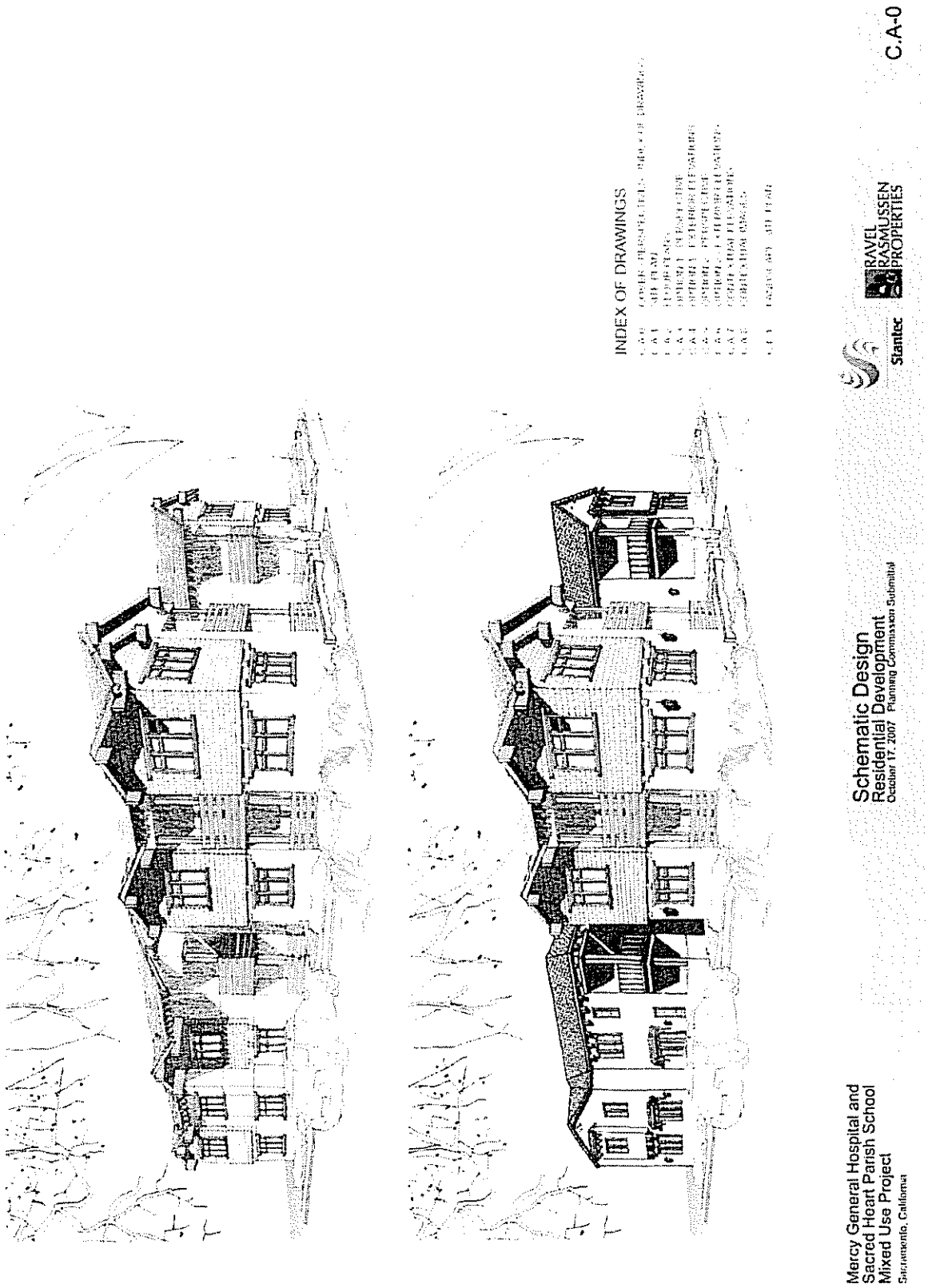


Exhibit 2C: Site Plan

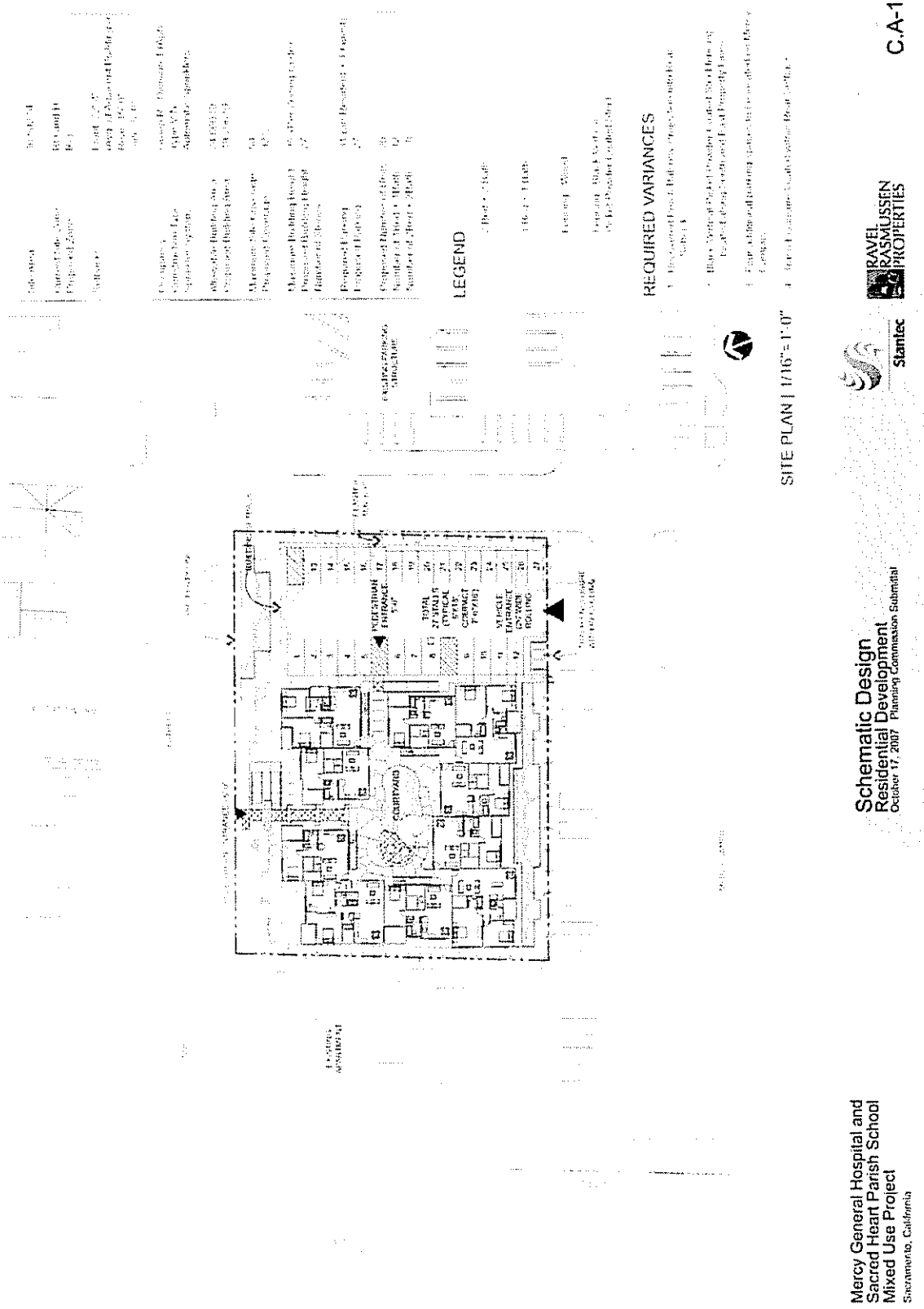
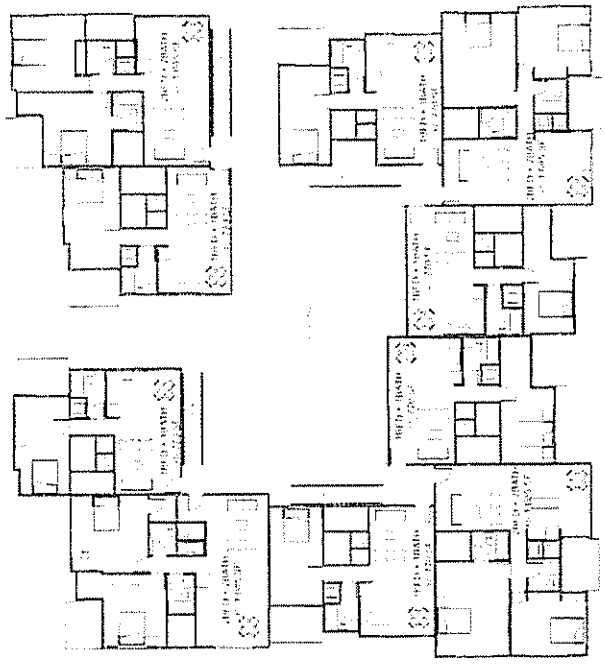
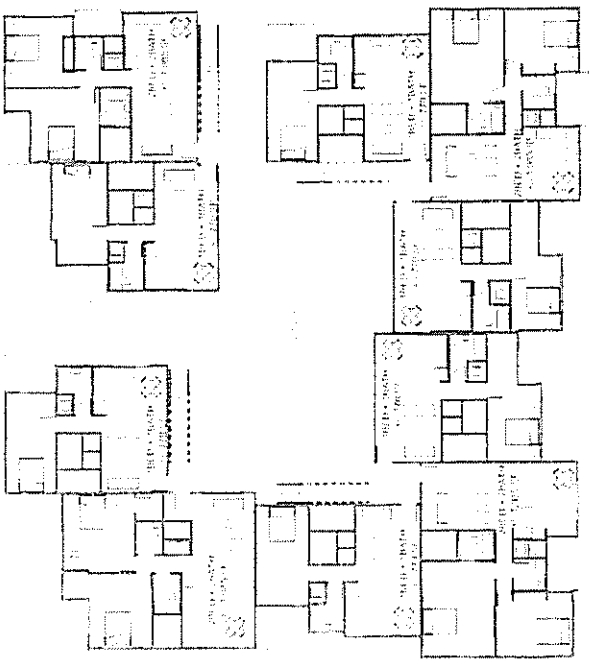


Exhibit 3C: Floor Plans



SECOND FLOOR PLAN | 1/8"=1'-0"



GROUND FLOOR PLAN | 1/8"=1'-0"

LEGEND

Mercy General Hospital and
Sacred Heart Parish School
Mixed Use Project
Sacramento, California

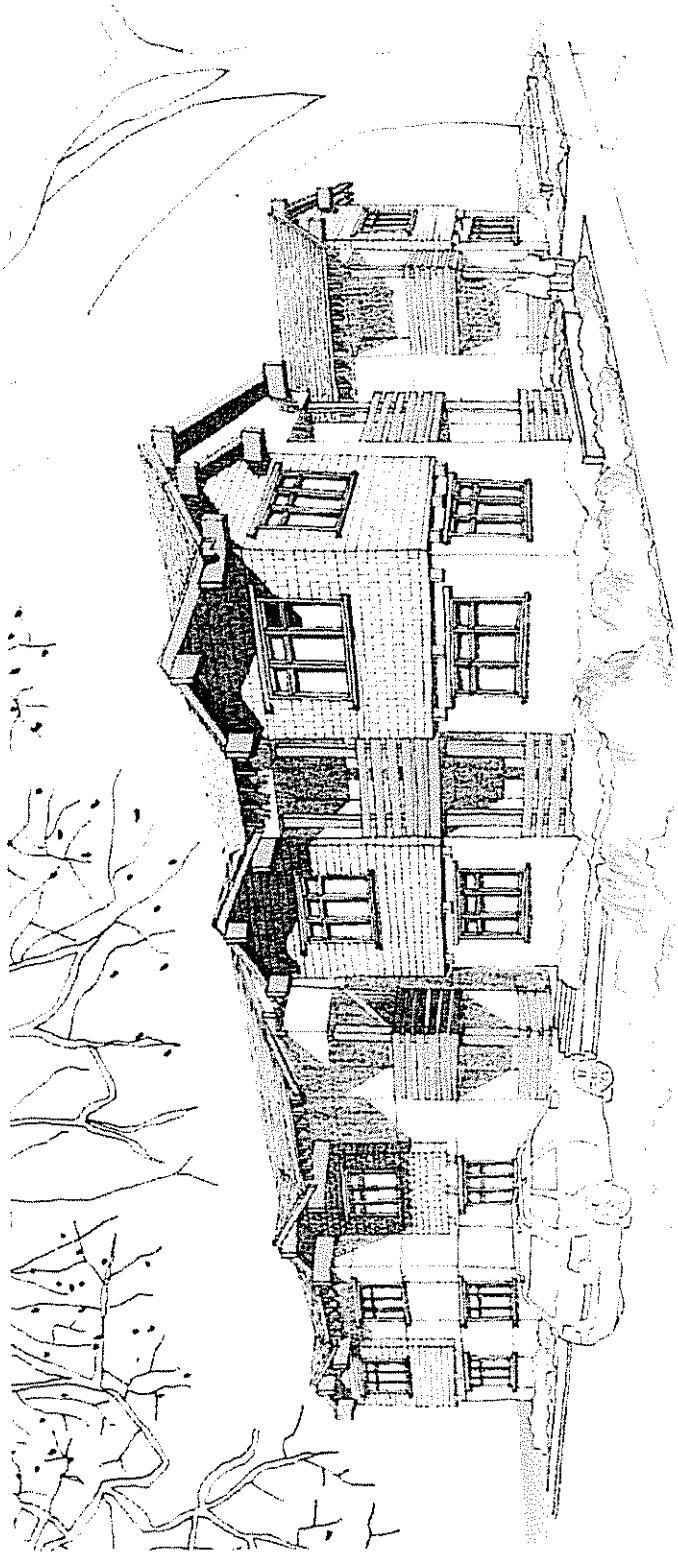
Schematic Design
Residential Development
October 17, 2007 Planning Commission Submittal

Stantec

RAVEL RASMUSSEN PROPERTIES

C.A-2

Exhibit 4C: Perspective of Housing Option 1



OPTION 1

C.A-3

RAVEL RASMUSSEN PROPERTIES

Stantec

Schematic Design
Residential Development
October 17, 2007 Planning Commission Submittal

Mercy General Hospital and
Sacred Heart Parish School
Mixed Use Project
Sacramento, California

Exhibit 5C: Elevations of Housing Option 1

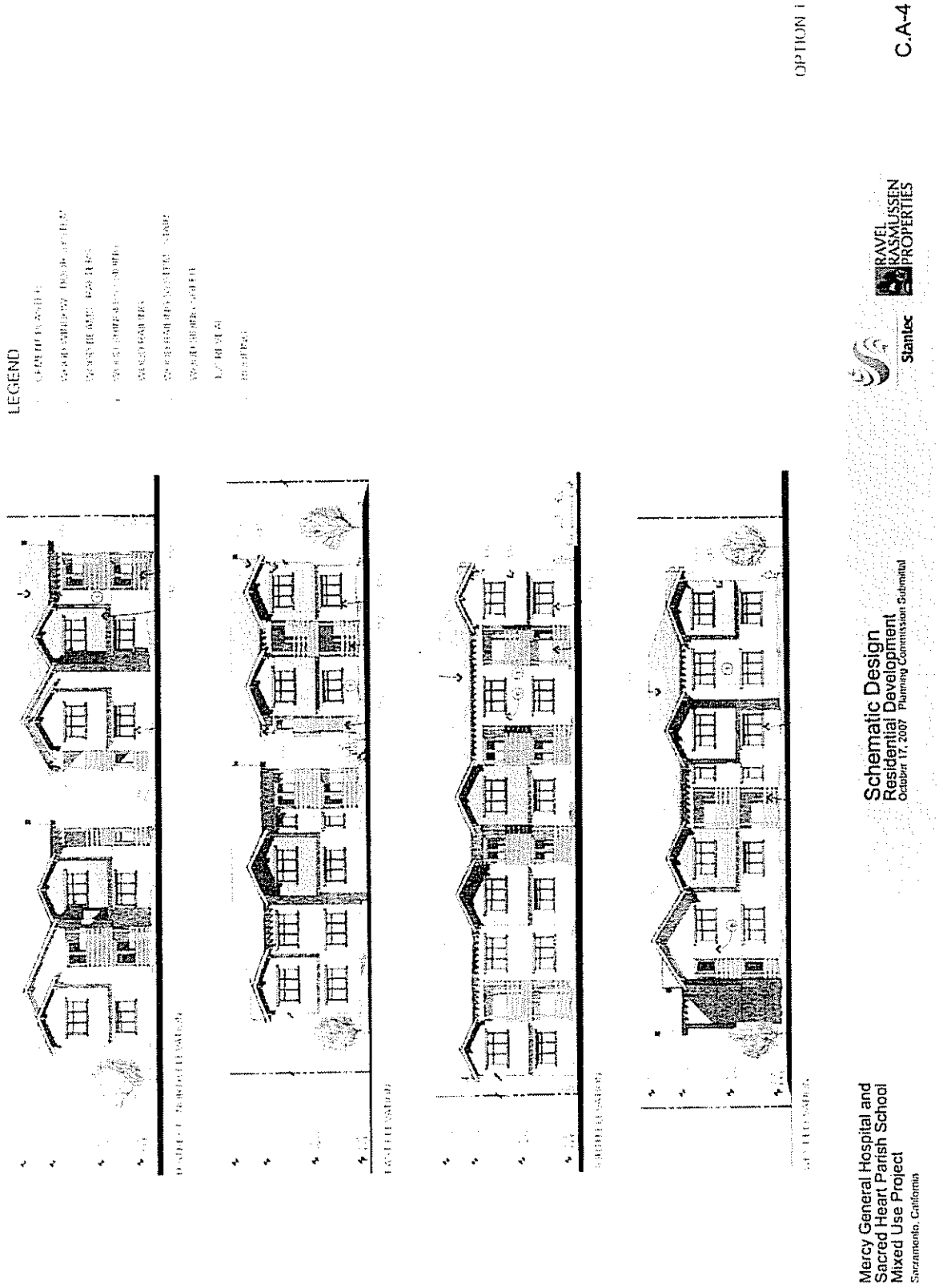


Exhibit 6C: Perspective of Housing Option 2

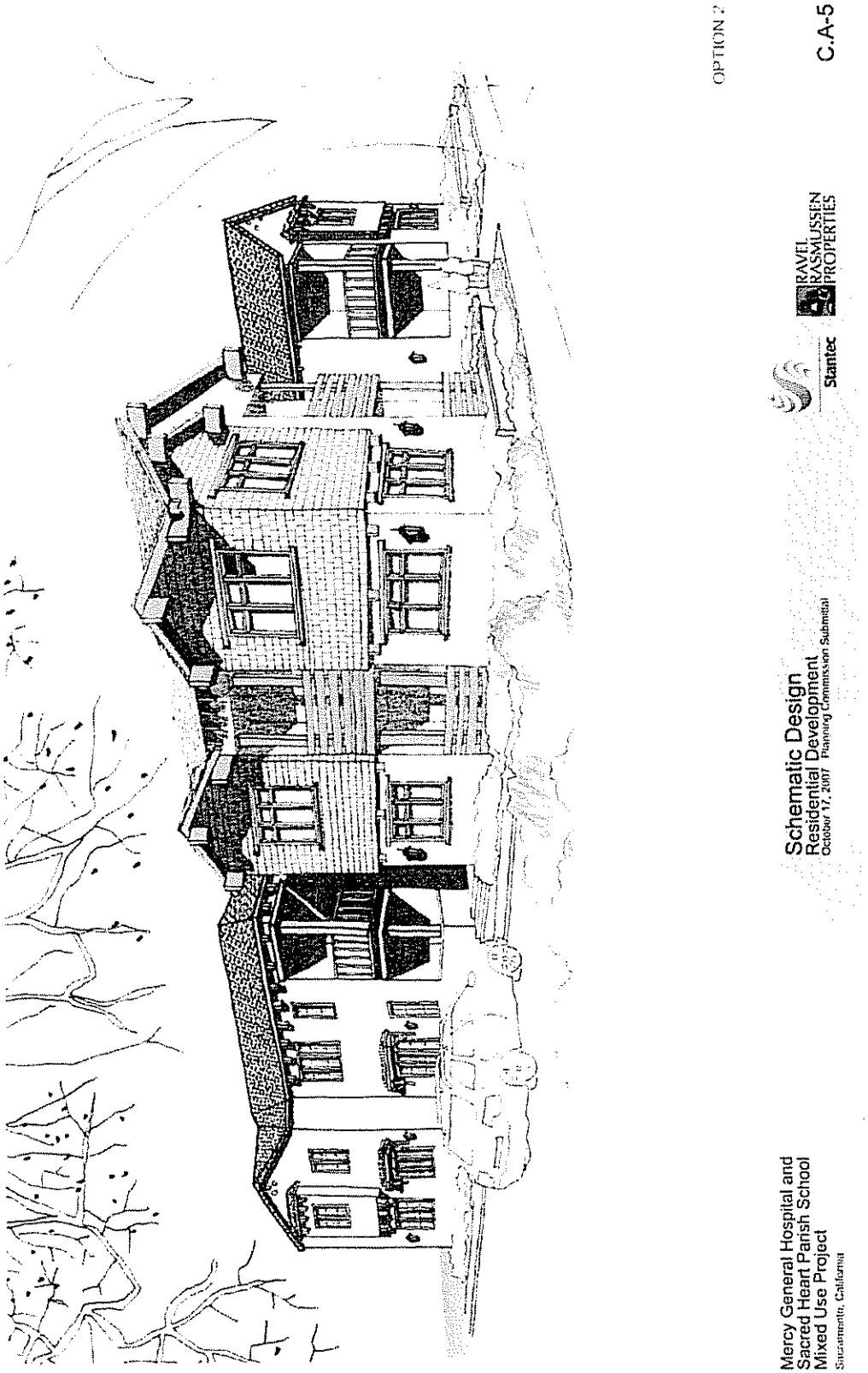


Exhibit 7C: Elevations of Housing Option 2

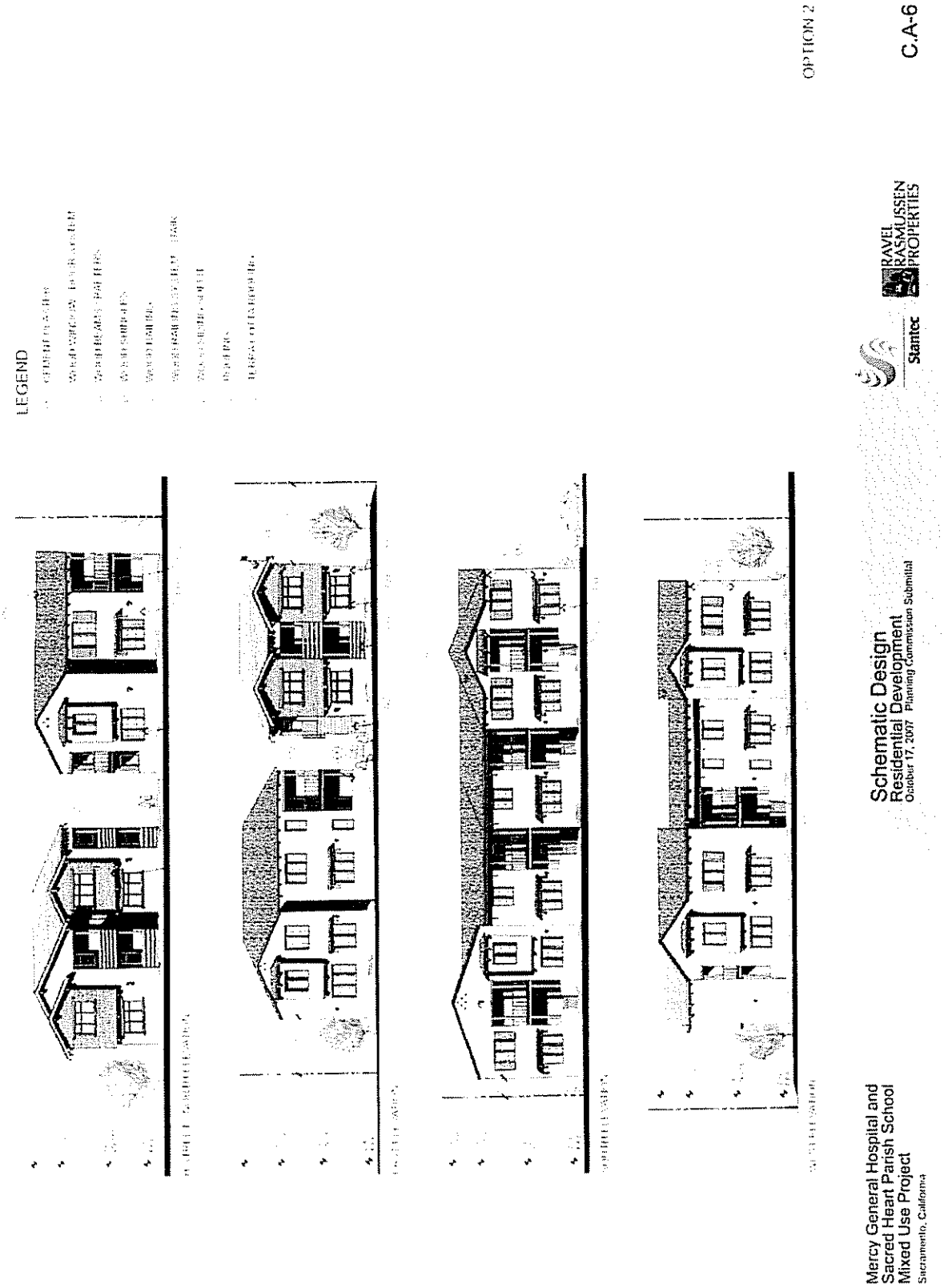
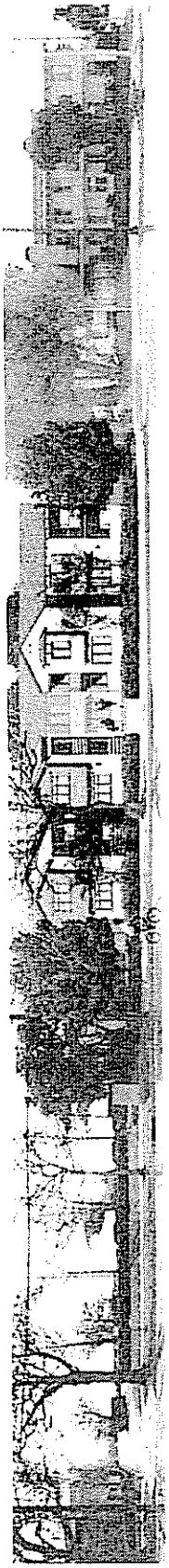


Exhibit 8C: Streetscape

OPTION 1



OPTION 2

C.A-7

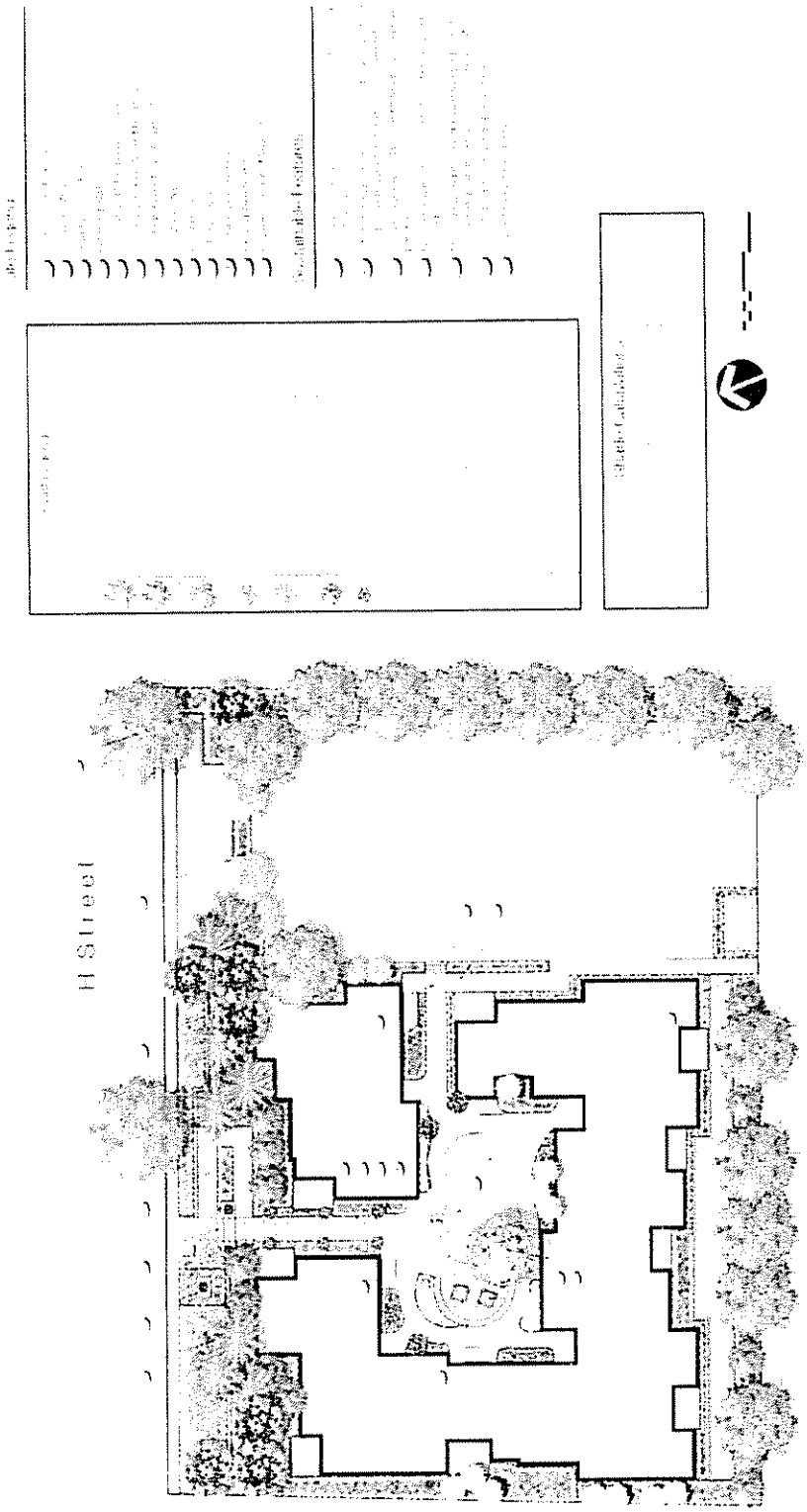
RAVEL RASMUSSEN PROPERTIES

Stantec

Schematic Design
Residential Development
October 17, 2007 Planning Commission Submittal

Mercy General Hospital and
Sacred Heart Parish School
Mixed Use Project
Sacramento, California

Exhibit 9C: Landscaping



Mercy General Hospital and
Sacred Heart Parish School
Mixed Use Project
Sacramento, California

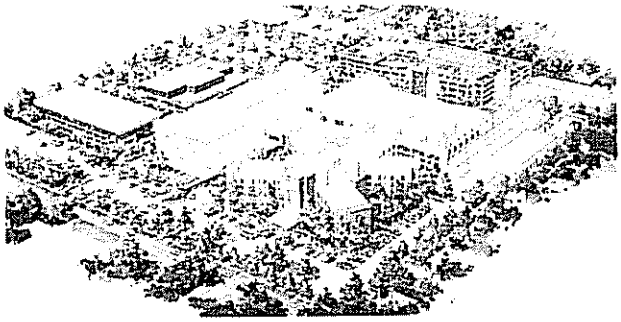
Schematic Design
Residential Development
March 30, 2007 Design Review Submittal

RAVEL
RASMUSSEN
PROPERTIES

C.L-1

MERCY GENERAL HOSPITAL
&
SACRED HEART PARISH SCHOOL
MIXED USE PROJECT

TRANSPORTATION SYSTEMS MANAGEMENT PLAN - UPDATE



Prepared for:
MERCY GENERAL HOSPITAL
&
CITY OF SACRAMENTO TRANSPORTATION DEPARTMENT

Prepared by:

HDR

September 10, 2007

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BACKGROUND

The Mercy General Hospital Alex G Spanos Heart Center Transportation Systems Management (TSM) Plan was originally submitted on October 18, 2004 and was approved by the City of Sacramento on March 24, 2005 Since the Plan was approved, many changes were made to the project and additional TSM programs and services such as shuttle service were implemented into Mercy's approved alternative commute program Because of the changes, Mercy General chose to voluntarily revise and update their TSM Plan The following TSM Plan applies to the Alex G Spanos Heart Center only, as other uses such as the Sacred Heart Parish School and the home-sites are not required to provide TSM programs; however, those other uses may benefit from many of the improvements and services provided within this plan such as the new shuttle program

1 0 TRANSPORTATION SYSTEMS MANAGEMENT

Until recently the answer to relieving congestion on roads in the United States has been to build more roads Current economics and limited resources affect the ability to build and maintain more roads. This reality necessitates better utilization of the existing transportation infrastructure Transportation System Management measures support the transition from building new roads to utilizing what we have

The basic premise of Transportation Systems Management (TSM) is strategizing to maximize the use and efficiency of existing transportation resources in order to shape travel demand to the available capacity while optimizing the use of existing and planned infrastructure through a wide range of strategies and technology policies and initiatives

The Sacramento region, as is typical of urban areas in the United States, has billions of dollars invested in roadway infrastructure, and hundreds of millions of dollars invested in public transit infrastructure The objective of TSM is to more efficiently and economically take advantage of these major capital investments.

The following are three basic goals that can be achieved through effective utilization of TSM measures:

1) Convert trips to an alternative mode of transportation (i e , transit, carpools or vanpools, bicycling and walking)
2) Eliminate trips (i e , compressed work weeks, telecommuting)
3) Improve air quality through technological solutions (i e , compressed natural gas electric/hybrid vehicles, or other zero emission vehicles)

2.0 PROJECT DESCRIPTION

While creating a new facility that matches the high caliber of Mercy General Hospital's nationally renowned heart program, Mercy General Hospital has been working with neighborhood and community leaders, and nearby businesses to create a livable atmosphere as part of the project scope. Mercy General Hospital has redesigned their current campus to create an improved mixed use environment that will compliment the neighboring community and allow for better connectivity between uses. The campus is located within the blocks of 39th and 41st Streets and H and J Streets, in the City of Sacramento's East Sacramento Community Plan area. Three main components of the project are proposed:

1) Development of a state-of-the-art heart center (Alex G. Spanos Heart Center) and additional surface parking lots
2) Removal, relocation, and rebuilding of the existing Sacred Heart School
3) Construction of twenty new residential units, a new chapel and healing garden

Originally, the proposed project design included a 171,246-square-foot, five-story heart center. After the community voiced their concerns about the building height and the amount of traffic that would affect their neighborhood, the plans were reduced to a four-story, 123,350-square-foot building. To further enhance the community and improve the campus layout, the 50,928-square-foot East Wing Building will be demolished and in its place parking will be constructed. Other buildings to be demolished include the Sacred Heart Parish School, 17 residential units, a vacant skilled nursing building, and the chapel. A new chapel and healing garden along with 20 new residential units will be developed on the campus. The school will be relocated to the adjacent block (in between 38th and 39th Streets and H and I Streets). The new school site has developed a highly effective drop-off/pick-up circulation system that will double as a hard surface play area. A net increase of 71,046 square feet will have been added to the campus. The main hospital entrance will be reoriented to face J Street, which will improve patient flow while reflecting the architectural style of East Sacramento. This proposed project does not add services or increase the overall number of patients (the project actually results in a slight reduction in the number of licensed beds) and per the DEIR, no significant increase in traffic is expected to be generated.

Currently, the hospital campus provides 1,276 off-street parking spaces (two parking structures and surface parking lots). Total proposed parking for hospital campus project will increase by 186 spaces on-site (total 1,462 parking spaces on-site) and by approximately 100 spaces off-site (approximately 150 off-site parking spaces). Parking fees are charged to all users of the parking structures. However, carpooling employees are not charged a fee to park.

The site plan on page 4 shows both the existing campus and the proposed changes. Please refer to page 5 for the Landscape Plan.

2.1 Trip Reduction Goal

Mercy General Hospital is committed to promoting ridesharing and providing programs and services to reduce traffic and parking impacts on the surrounding neighborhood, and to maximizing mobility options for employees and the community

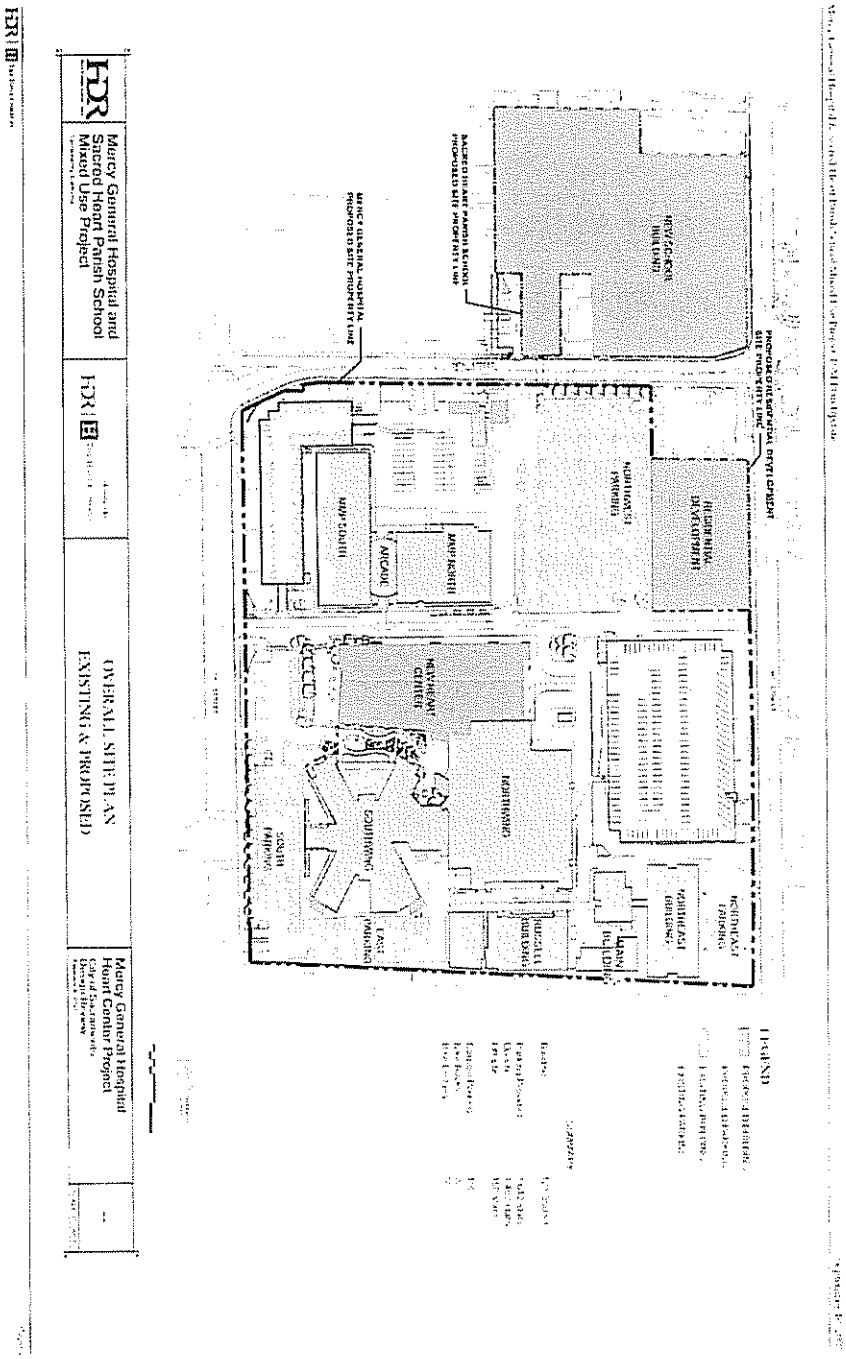
Mercy General Hospital currently provides TSM measures and programs that support the trip reduction goals:

- 100% Transit pass and vanpool fare subsidies
- Shuttle service connecting to the 29th Street light rail station
- Financial incentives for employees to rideshare
- Preferred and free parking for carpool/vanpools/clean fuel vehicles
- Ridematching services for carpoolers
- Bicycle lockers and racks/showers and clothing lockers
- On-site employee transportation coordinator
- Free Guaranteed Ride Home program
- Sacramento Transportation Management Association membership
- Employee commute survey
- Annual transportation fair

The ability to survey employees and learn of their commute patterns is an important endeavor: information learned is used to make improvements and changes to Mercy's existing employee programs and successes can be tracked year to year In August 2006, Mercy General Hospital conducted a survey (78% response rate) to identify how employees are getting to and from work. The results indicated that nearly 18% of Mercy General Hospital employees use an alternative mode of transportation for their commute to work (carpool transit, bicycle, walk, etc). Although alternative mode use is rising, the analysis of the survey data supports the need to strengthen the Mercy General Hospital Alternative Commute Program. Mercy General Hospital has a goal to reduce employee commute trips by 35%

The intention of this Transportation Systems Management Plan is to provide updated information on both new and improved programs strategies and services offered to employees for the purposes of increased alternative mode use

This Transportation Systems Management (TSM) Plan encompasses elements that apply to the existing Mercy General Hospital site and the proposed Alex G Spanos Heart Center only References to the school and residential uses are provided as information only. Although the school and housing elements are not required to provide trip reduction programs, those uses will benefit from the new project design that enhances mobility and connectivity, and services such as the Mercy's new shuttle program


Mercy General Hospital and Sacred Heart Parish School Mixed Use Project
OVERALL SITE PLAN EXISTING & PROPOSED
Mercy General Hospital Heart Center Project
HDR
PROPOSED RESIDENTIAL DEVELOPMENT
SITE PROPERTY LINE
SACRED HEART PARISH SCHOOL PROPOSED SITE PROPERTY LINE
MERCY GENERAL HOSPITAL PROPOSED SITE PROPERTY LINE
NEW SCHOOL BUILDING
RESIDENTIAL DEVELOPMENT
NORTHEAST PARKING
MUP SOUTH
MUP NORTH
ARCADE
NEW HEART CENTER
NORTHWING
SOUTHWING
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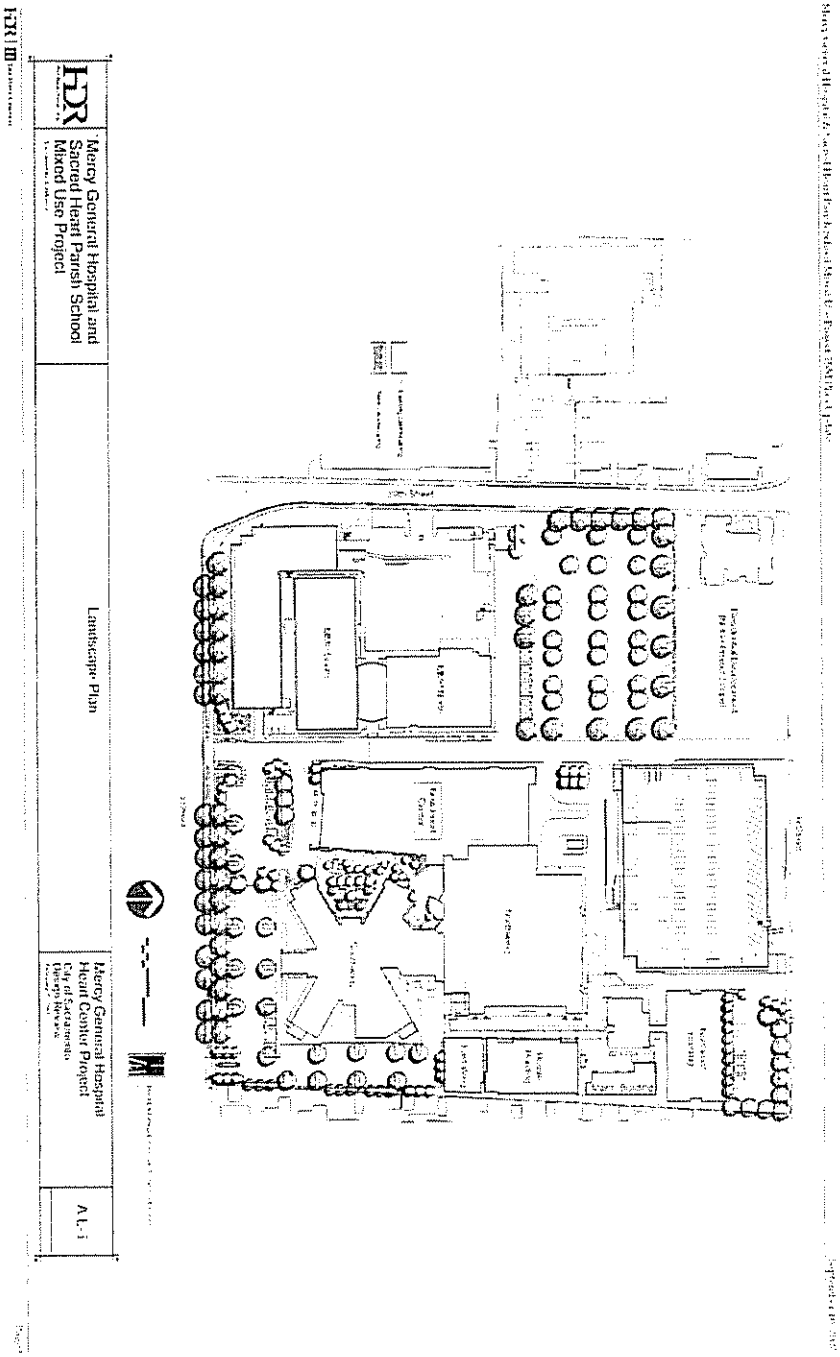
EAST PARKING
RUSSELL BUILDING
MAIN BUILDING
NORTHEAST PARKING
NORTHEAST PARKING
LEGEND


Mercy General Hospital and
Sacred Heart Parish School
Mixed Use Project
Landscape Plan
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3.0 EMPLOYEE TRANSPORTATION COORDINATOR

Management support through marketing and implementation efforts are crucial to the success of this TSM Plan. In order to ensure that the programs and incentives found in this Plan are offered and marketed to employees within Mercy General Hospital an Employee Transportation Coordinator (ETC) is a necessity.

Transportation Coordinators play the key role of liaison between the employees, employer and the supporting agencies, such as the Sacramento Transportation Management Association (TMA) and Regional Transit (RT). The Employee Transportation Coordinator provides the following services:

- Market and promote alterative commute options, trip reduction and air quality strategies to employees of Mercy General Hospital
- Manage and distribute free RT passes
- Be the main point of contact for employees wanting to commute using an alternative mode
- Conduct annual employee surveys and evaluate survey results to identify program course corrections
- Catalog and promote all existing incentives that encourage employees to utilize alternative transportation programs. Direct and target market alternatives to employees in specific transit corridors and in high-density carpool areas identified by zip codes.
- Serve as the main point of contact for the Sacramento Transportation Management Association (TMA) and on-site Guaranteed Ride Home voucher services for employees
- Work with the Sacramento TMA and local agencies (such as Regional Transit (RT), Roseville Transit, Amador Regional Transit, San Joaquin Regional Transit, all other commuter transit organizations, and the Sacramento Area Council of Governments), and post informational materials on the Mercy General Commute Information Display and various bulletin boards in employee common areas, as well as disperse alternative program information to employees via posters, flyers, banners, Inside Mercy newsletter, new employee orientation, etc
- Coordinate and manage various aspects of the Plan that require periodic updating or monitoring, such as Guaranteed Ride Home (GRH) program, carpool and vanpool registration, parking enforcement, bicycle locker assignment and enforcement, PMA/511 programs and encouraging future shuttle usage

In an effort to boost alternative mode usage the ETC has developed new programs, increased marketing, and increased program budgets:

- ✓ Carpoolers are now offered monthly gas cards and bicyclists and walkers are offered $4 cafeteria vouchers for each day that they bicycle or walk to work. Employees who carpool but do not require a parking space because they are dropped off by the carpool driver will also be provided with $4 cafeteria vouchers.
- ✓ Both the shuttle program and annual transportation fair have been expanded.
- ✓ "The Easy Breathin' Easy Bucks program has been replaced by new programs such as the "Bonus Bucks" referral program and enhanced marketing efforts.
- ✓ Employees are recognized through the "Commuter of the Month" program. The ETC identifies candidates for the honor of being named "Commuter of the Month" and presents nominations to the Commuting Options Task Force. Those employees selected are featured in an article of the Inside Mercy newsletter. The story portrays their alternative commute such as carpooling, walking or biking to work. The articles are geared towards promoting alternative commuting modes."

A critical component of the success of this TSM Plan will be the marketing of the ETC. Survey results have indicated that employees do not know who to contact to find out about alternative programs. The ETC contact information will be promoted within the Inside Mercy employee newsletter and through other regular shared information including the Commuting Options bulletin board. The ETC will regularly visit departments and hold promotions during lunch and dinner hours in the cafeteria to establish face recognition.

The ETC position is filled by:

Name:	Ms. Anne Simpson Mercy General Hospital
Address:	4001 J Street Sacramento, CA 95818
Phone:	(916) 453-4699

4.0 TRANSPORTATION MANAGEMENT ASSOCIATION MEMBERSHIP

Mercy General Hospital is a long-standing and active member of the Sacramento Transportation Management Association (TMA). The Mercy General, Alex G. Spanos Heart Center project will maintain membership in the Sacramento TMA.

TMAs are private, nonprofit organizations run by a voluntary Board of Directors, typically with a small staff. They help businesses, developers, building owners, local government representatives, and others work together to collectively establish policies, programs, and services to address local transportation problems. The key to TMAs lies in the synergism of multiple groups banding together to address and accomplish more than any one employer, building operator, developer, or resident.

The following is a listing of services that the Sacramento TMA provides:

- Guaranteed Ride Home (GRH) Program
- Vanpool Start-up Subsidy Program
- Online Personalized Carpool Matching links
- Information on local issues
- Web site/Resource links
- Training
- Newsletter

These TMA programs and services augment Mercy General Hospital's employee commute program. Working directly with the TMA Executive Director, the ETC disseminates information on TMA programs, services and incentives to employees. The ETC will market the TMA's Web site (www.sacramento-tma.org) to employees through the Inside Mercy newsletter and the Commuting Options bulletin board.

5.0 GUARANTEED RIDE HOME (GRH) PROGRAM

Survey results continue to show a strong correlation between the employee's desire to use an alternative to driving alone to work and their fear that they will be stranded in case of a personal emergency if they are without their car. The Guaranteed Ride Home Program helps alleviate those fears, making it easier for the employee to choose to an alternative to driving alone to work.

All employees who commute to work using transit, carpool or vanpool, bicycle, walk or rollerblade are guaranteed a free ride home in the case of a personal emergency, or when they unexpectedly have to work late thereby missing the last bus or their normal carpool home. Mercy General Hospital provides this program to employees through their membership in the Sacramento TMA.

> When asked what would encourage employees to use an alternative to driving home, Employees have expressed that a guaranteed ride home in case of an emergency would be their number one choice.

Survey results also indicate that employees do not know that they have this amenity available to them. The Mercy General ETC will continue to market this supporting commute benefit to employees. Flyers will be posted on the Commuting Options bulletin board, information will be provided within the Inside Mercy newsletter, and information will continue to be shared at transportation fairs or other fairs targeted towards employees. An enhanced campus-wide campaign to educate employees about this existing program will include mini-transportation fairs that focus on carpooling. Mini-fairs will take place on site at a minimum of twice yearly and may be incorporated into existing employee fairs such as the Health Fair.

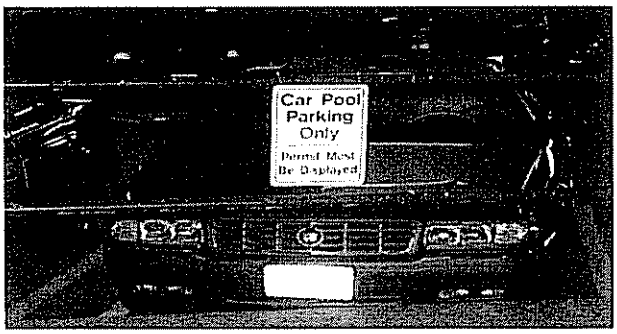
6.0 PARKING PROGRAM

Carpoolers Park for Free!

Mercy General Hospital and the proposed Alex G. Spanos Heart Center will continue to charge for parking at all parking facilities. Currently, employees pay $15/month or 75¢/day. Charging for parking creates an incentive for employees to consider other alternative transportation modes. Charging employees who drive alone to work to park, along with offering incentives such as free transit or free carpool parking provides a greater incentive for employees to choose an alternative.

7.0 PREFERENTIAL CARPOOL PARKING

Employees who agree to carpool 60% of the time with another Mercy General Hospital employee receive a preferentially located parking space located in the parking garage.



Example of preferential carpool parking signage

Mercy General Hospital designates a sufficient number of employee parking spaces to accommodate all carpoolers. As the number of carpoolers increases, additional spaces are added to accommodate the increase. Carpool spaces are located in prime locations (in the covered parking garage). The spaces are clearly marked for Carpool/Vanpool Cleaner Fuel

Vehicles Only. Designated carpool parking is only available to Mercy General employees who carpool with other Mercy General employees. Monthly carpoolers must also have a valid carpool permit. Carpool registration and permits are updated annually at the required annual employee safety-training event.

8.0 FREE PARKING CARPOOLS/VANPOOLS/CLEANER FUEL VEHICLES

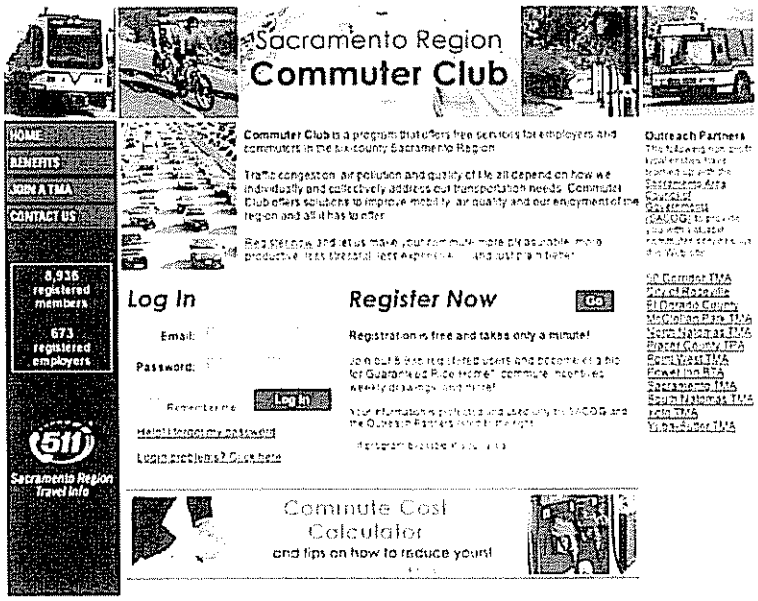
Carpooling is a strong component of the Mercy General Hospital Alternative Commute Program. It is the most widely used mode choice of employees who do not drive alone to work. It will continue to be the most important alternative mode for the Alex G. Spanos Heart Center. Employees who agree to carpool 60% of the time with another Mercy General Hospital employee will receive free monthly parking. All employees in a full-time carpool will be required to register for this program. Numbered carpool permits will be issued to registrants.

> Carpooling employees that do not require a parking space because their carpool partner works elsewhere and they get dropped off also benefit. $4 cafeteria voucher are given to these carpooling employees for every 4 days that they carpool

9.0 PERSONAL MATCHING ASSISTANCE

Forming carpools is important in reducing the number of commute trips into and out of the Sacramento area. Carpooling helps to reduce traffic congestion on surface streets and, typically, reduce commute time, especially on freeways with High Occupancy Vehicle lanes (also known as carpool lanes). The ETC will work directly with employees who would like to carpool to work by providing assistance in forming a carpool or finding a ride with an existing carpool. One way that the ETC will provide assistance is through the utilization and promotion of a regional database program sponsored by the Sacramento Area Council of Governments (SACOG) called Commuter Club. The Commuter Club offers free services for employers and commuters within the six-county Sacramento Region.

Commuter Club is primarily accessible via the Internet and is user friendly (www.http://sacregioncommuterclub.org). When accessed, Commute Club will give commuters the information they need to make better choices when planning commute trips. Commuters can get up-to-the-minute information about traffic conditions, public transportation options, ridesharing, and bicycling anytime, anywhere throughout the Greater Sacramento area and Northern California. The ETC will also work to promote in-house carpooling and vanpooling. Employees who want to participate will be matched to other interested employees with similar schedules and home addresses.



Commuter Club home page

Employees will be provided with information on the benefits of carpooling (including cost savings of carpooling over driving alone) and be provided with promotions through the TMA, as well as personal assistance from the ETC if necessary, in order to register their commute information or to match Mercy General employees with one another directly.

10.0 TRANSIT ACCESS

10.1 Sacramento Regional Transit (RT)

Local Service

Sacramento Regional Transit (RT) provides direct and nearby access to the project site via bus routes 30, 31, and 34. Routes 30 and 31 directly serve Mercy General Hospital at a bus stop near the front entrance on J Street with 244 trips per day. Route 34 is easily accessible within three blocks north from the project. In total, there are 338 Regional Transit bus trips that provide service to Mercy General Hospital. Table 1 reflects local transit service available to Mercy General Hospital. Please refer to page 13 to view the project site in relation to local Regional Transit service.

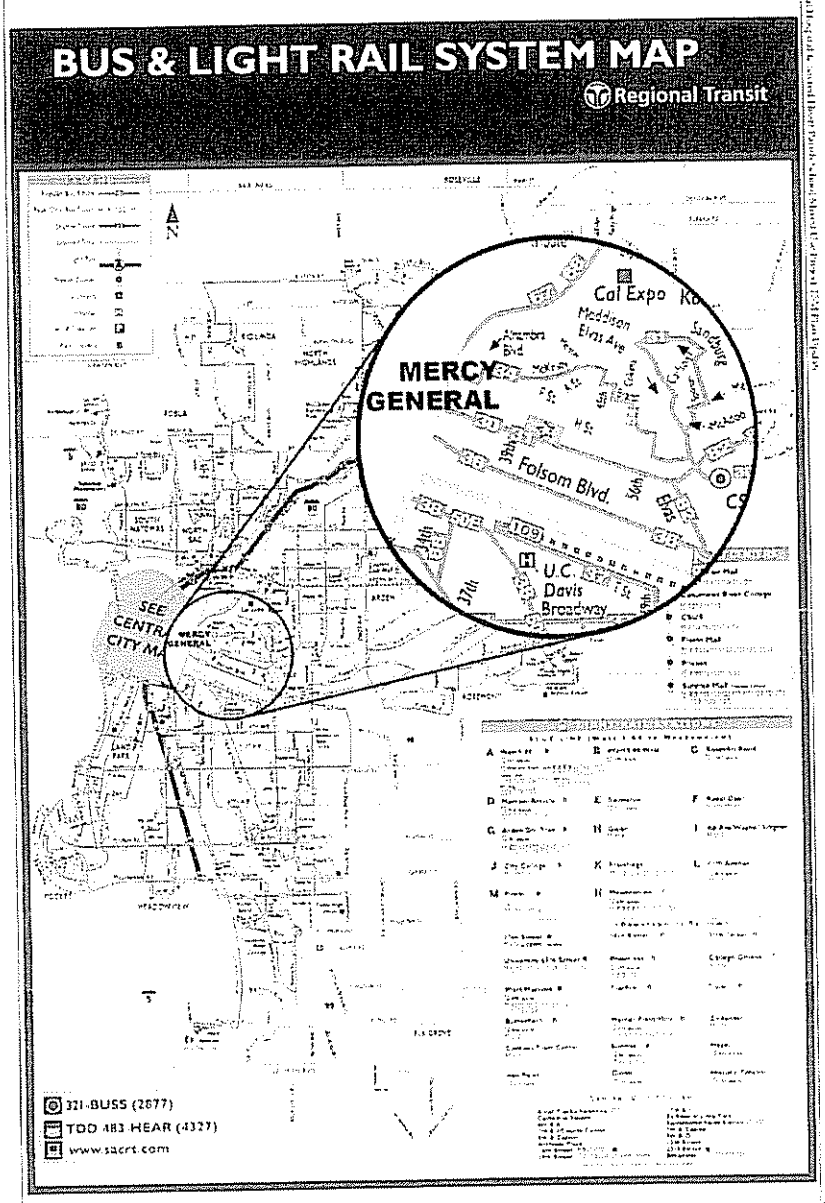
Table 1
Local Transit Service to Mercy General Hospital

Route #	Span of Service	# of Trips Per Weekday	Communities Served
30	7 Days/Week 5:35 a.m. – 10:24 p.m.	218	Sac Valley Station, J & 8th, J & 28th, J & 39th, CSUS Admin. Bldg., L & 29th, L & 9th
31	Monday – Friday 6:17 a.m. – 6:18 p.m.	26	Sac Valley Station, J & 8th, J & 28th, J & 39th, CSUS Admin. Bldg., and Carlson & H (River Park), L & 29th, L & 9th
34*	7 Days/Week 5:44 a.m. – 7:34 p.m.	94	8th & O, 8th & K, F & 12th, F & 29th, F & 52nd, CSUS Admin. Bldg., 65th Street LRT Station
All buses are lift equipped for handicapped, elderly, or those in need.			
	Total Local Transit Trips	**338**	**Per Weekday**

**Route 34 is within three blocks north from Mercy General Hospital*

Below is a photo of the RT bus stop located at Mercy General Hospital on J Street across from the entrance to the facility. RT Routes 30 and 31 provide direct and frequent (every 15 minutes) service to this site.

RT rider waiting for bus at Mercy General Hospital – J Street bus stop


BUS & LIGHT RAIL SYSTEM MAP
Regional Transit
MERCY GENERAL
Cal Expo
Folsom Blvd
U.C. Davis Broadway
321-BUSS (2877)
TDD 483-HEAR (4327)
www.sacrt.com

Regional Transit Light Rail Service

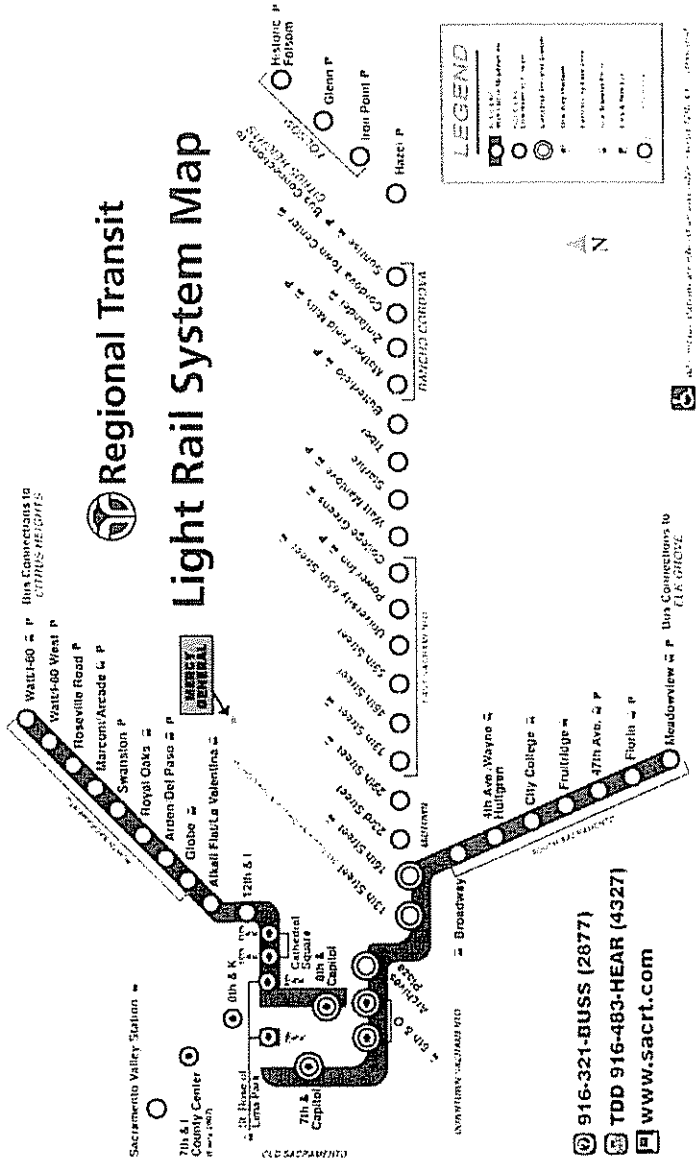
Light rail service is available via a short shuttle ride or bicycle ride and provides 684 trips per day. Table 2 reflects the number of light rail trips available on the RT Light Rail system and page 15 includes the map of the light rail system.

Table 2

Light Rail Transit Trips Available

Route	Span of Service	# of Trips Per Weekday	Communities Served
LRT	7 Days/Week 3:55 a.m. – 12:51 a.m.	684	**Watt/I-80 - Downtown - Meadowview** Watt/I-80, Marconi/Arcade, Arden/Del Paso, St. Rose of Lima, 8th & O Streets, 16th Street, University/65th Street, Meadowview Road, Florin Road, Fruitridge Road, Sacramento City College, 4th Avenue/ Wayne Hultgren, 16th Street, 8th & O Streets, and St. Rosa Lima. **Downtown to Folsom** Watt/Manlove, Mather/Mills, Sunrise Blvd., Hazel Road, Historic Folsom, University/ 65th Street, 16th Street, 29th Street, 8th & O Streets, and St. Rosa Lima.

Shuttle riders will have no trouble finding the Mercy Shuttle stop after disembarking light rail. The 29th Street Light Rail Station has Mercy General Shuttle stop signage prominently displayed.


Regional Transit
Light Rail System Map
LEGEND
Sacramento Valley Station
7th & I County Center
7th & Capitol
8th & Capitol
Cathedral Square
Broadway
Meadowview
Fruitridge
City College
Hazel
Glenn
Iron Point
Historic Folsom
916-321-BUSS (2877)
TDD 916-483-HEAR (4327)
www.sacrt.com

Regional Service

Additional commuter transit services from around the region are also available to Mercy General employees via RT system transfers. If an employee takes bus route 30, 31 or 34 they can transfer to another transit operators' bus and travel outside of Sacramento to locations such as Roseville, El Dorado Hills or Fairfield. Table 3 shows the various regional commuter services available to by transfer.

Table 3

Regional Commuter Service to Sacramento

Route #	Span of Service	# of Trips Per Weekday	Communities Served
San Joaquin Transit	Monday-Friday Commute Service	4	Q & 5th St, 8th & N St, J & 11th St, 15th & N St, N & 16th St, I & 15th St, Capitol & 7th St, P & 5th St.
Amador Transit	Monday-Friday Commute Service	6	SACRAMENTO EXPRESS, Hwy 16 & Watt Ave, 65th St LRT Station, 29th & L St, 28th & J St.
Roseville Transit	Monday-Friday Commute Service	6	Roseville, transfer to RT
Yuba-Sutter Transit	Monday-Friday Commute Service	13	J & 4th St, 8th St, 11th St, 15th & K St, P & 13th St, 9th St, 5th St
Placer Transit	Monday-Friday Commute Service	6	Commuter Express – J & 4th St, 8th St, 11th St, 15th & K St, N St, P & 13th St, 9th St, 5th St
Fairfield-Suisun Transit	Monday-Friday Commute Service	10	Route 30 – Capitol Mall, J & 6th St, 9th & L St, 9th & O St, P & 8th
El Dorado Transit	Monday-Friday Commute Service	23	P & 30th St, 21st St, 16th St, 13th St, 11th St, 9th & S St, 8th & N St, K, L & L St, 5th & N St, H & 11th St, J & 6th St, 9th & L St, N & 14th St
Folsom Stage Line	Monday-Friday	16	Route 10 – Connects to Iron Point Road Light Rail Station
Yolobus	Monday-Friday Commute Service	103	J & 8th St, 9th & N St, 10th & N St, 16th & Capitol, L & 13th St, L & 6th St, H & 11th St, 15th & N St, 3rd & Capitol, 3rd & G St, Capitol & Front, N & 4th St, 8th & N St, L & 7th St.
Capitol Corridor/Amtrak	Monday-Friday Commute Service	32	Auburn, Rocklin, Roseville, Downtown Sacramento, Davis, Fairfield and Bay Area
All buses are lift equipped for handicapped, elderly, or those in need.			
	Total Commuter Transit Trips	**219**	**Per Weekday**

10.2 Shuttle Program

Mercy General Hospital has a new shuttle program that supports transit ridership. The exciting new program allows residents, patients and employees the opportunity to ride for free and connect to the 29th Street Light Rail Station. The 29th Street Light Rail Station provides the greatest opportunity for connections to other transit operators.

- Initiated in January 2006
- Shuttle provided during peak a.m. and p.m. commute hours to and from the 29th Street Light Rail Station
- Shuttle ridership is approximately 18/day (nearly double from 2006 opening)
- Shuttle is free to employees and open to the community
- Expanded shuttle service began July 2, 2007 improving service from every 20 minutes to every 15 minutes during the peak commute hours

Mercy General Shuttle

Shuttle Stop and Signage

This shuttle has the potential to reduce vehicle trips in the surrounding neighborhoods as it is open to residents who may wish to hop on and connect to light rail to finish their commute.

10.3 Mercy General Hospital Activities to Promote Enhanced Transit Services

On Thursday, November 9, 2006, Mercy General Hospital invited the top three local Sacramento healthcare providers together to discuss expanding existing hospitals shuttle services and to discuss possible transit opportunities such as improved regional service. The meeting was attended by representatives from Mercy General Hospital, UC Davis Medical Center and Sutter Medical Center, Sacramento

The group discussed their desire to pursue better transit services for their employees traveling from south Sacramento and Elk Grove areas. A shared Hospital shuttle service could provide greater connectivity for these employees if regional and local transit (RT and e-tran) would provide service to the 29th Street light rail station. Furthermore, a shared shuttle concept could provide excellent connectivity service for Mercy and Sutter General Hospital because of their proximity to each other.

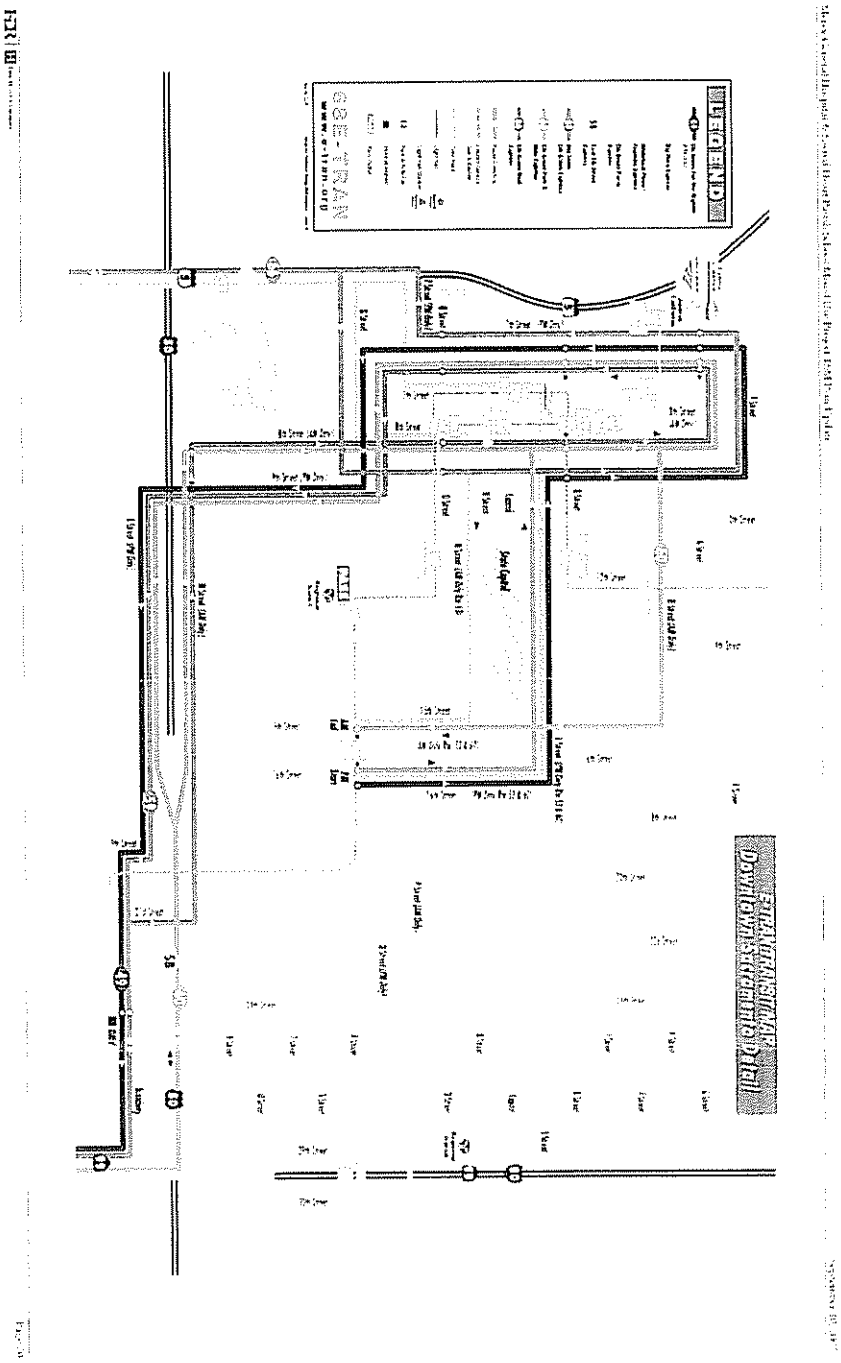
A letter was drafted, signed by all three hospital executive officers and sent to the General Managers of Sacramento Regional Transit (RT) and Elk Grove Transit (e-tran) requesting more transit service to a central location for South Area and Elk Grove employees. Since the letter was sent, the hospital representatives have met with e-tran and requested enhanced service to the 29th Street Light Rail Station. If this comes to fruition, the hospitals, in partnership, could consolidate shuttle efforts and improve service and efficiency of the shuttle programs run by all three hospitals.

In August of 2007 e-tran provided information and pending near-term changes that include additional clean natural gas bus service. Potential changes and enhancements are not approved but if implemented would benefit hospital employees, residents and patients:

- Add a fourth trip to the Route #57 to the 29th Street Light Rail Station (serves Calvine/Elk Grove Florin)
- Expand late night services for Route #49 (provides location demand service West of State Route 99 and East of State Route 99 in Elk Grove) to the 29th Street Light Rail Station to 9:00 p.m. hour – requires commitment of 8 to 12 new riders per day
- Move pick up/drop off location from 16th Street for Route #58 (East Elk Grove Express – serving Bradshaw at Bond, Waterman at Kliever and Mosher at Berens Park) to serve 29th Street Light Rail Station
- Add new Route #46 (Bilby/Laguna Express) to DMV or 29th Street Light Rail Station (number of trips unknown)
- Establish reverse/return service Route #49 as a Route #60 (Elk Grove Park and Ride Express/East Stockton Blvd.) with five trips providing pick ups at park and ride lots for graveyard-shift employees (7:00 p.m. to 7:00 a.m.) – requires commitment of 15 to 20 new riders per day
- January 2008 – possible new Hwy 99/Stockton Corridor/Broadway route (number of trips unknown)

In order to consider these transit service enhancements, e-tran identified needs and commitments from the three hospitals such as shuttle consolidation and ridership commitments

Currently the three hospitals are working on providing e-tran with e-tran's requests and with Regional Transit to discuss improvement options e-tran's system map is provided on the following page



11.0 TRANSIT PASS AND VANPOOL FARE SUBSIDY

Mercy General Hospital provides a 100% transit and vanpool subsidy for employees who use transit or vanpool options at least 60% of their commute activities (up to a maximum of $85/month). A 100% subsidy is an increase from the 50% subsidy that was provided. A 100% subsidy is a significant factor in the success of the shuttle and growth in transit ridership. Increased subsidies will encourage more transit ridership for employees who commute from longer distances. Commuter services such as Roseville Transit, Yuba-Sutter Transit, Amador Regional Transit, Yolo County Transit, San Joaquin Regional Transit and Capitol Corridor/Amtrak are viable regional commute options for employees who live in other areas of the Sacramento region via connections with the RT system.

The transit subsidy program is heavily promoted. Information is provided at new employee orientations and is publicly displayed. Presentations are made to managers, and at quarterly employee forums and through on-site events or fairs. Additionally newsletter articles, at least one story per edition, which may occur twice monthly, include an article on the "Commuter of the Month".

RT passes are made conveniently available on-site at the Parking Office. The latest survey results suggest that there continues to be opportunities to provide further information to employees about the free transit pass program. Additional promotions and marketing of this benefit are needed to encourage more transit users. Transit specific mini-fairs will be held at least three times throughout the year on the campus.

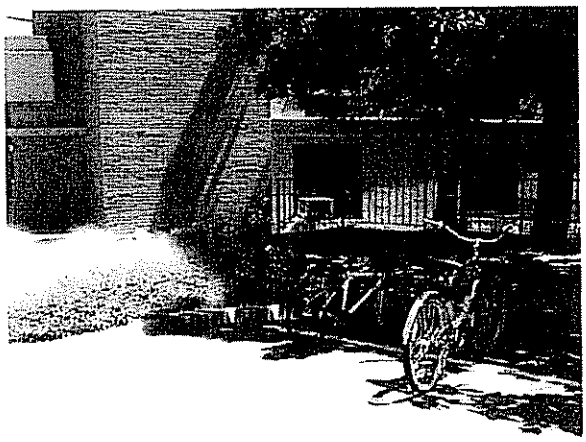
The Bureau of Transportation Statistics references the national 2006 average vehicle operating and ownership costs to be 52.2 cents per mile. The approximate savings per year for an employee commuting from Roseville to Mercy General Hospital using a transit option is $5,727. This annual figure also includes the savings realized from not needing to pay for parking. Additional savings could be found in lowered automobile insurance rates when employees use transit commute options.

12.0 BICYCLE FACILITIES

Currently there is a locked bicycle area located on the first level of the Mercy General Hospital parking structure. This caged facility contains racks that accommodate 22 bicycles. Employees and the public have access to this bicycle cage. The parking attendant unlocks this area for those who need access.

Class I bicycle parking

A bicycle rack is also available near the entrance of the hospital building and contains space for five bicycles



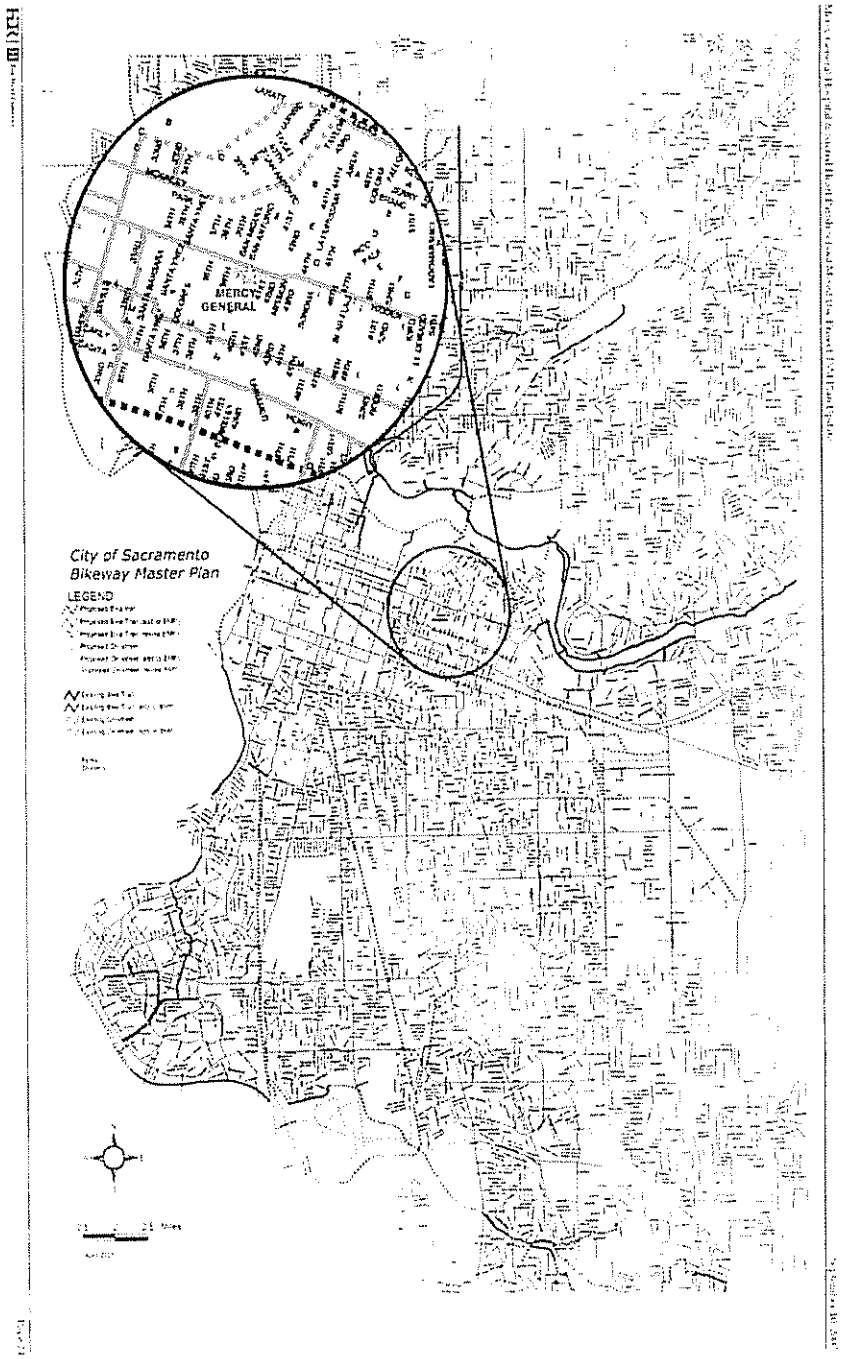
Class II bicycle racks

In order to maximize bicycle access for the proposed project, bicycle parking that meets City code specifications will be provided. A total of 36 Class I bicycle facilities will be made available in the current cage facility. Class I storage (locked and covered from the elements), provide the optimum storage for bicycles. In addition, a total of 36 Class II bicycle racks will be placed near various building entrances throughout the campus.

Secured bicycle parking is provided free of charge to employees, visitors and others. Existing on-street bikeways near the Mercy General Hospital facility are shown on the following page. The closest on-street bikeway is immediately adjacent on H Street.

12.1 Showers and Clothes Lockers

Mercy General Hospital provides one (1) shower facility in the Engineering Department. Two showers and 10 lockers are located in the current Russell Hall, which houses the outpatient therapy pool program. Four additional showers are provided, two for each gender in the Cardiopulmonary Rehabilitation Center. A total of seven showers and 70 clothes lockers will be provided for employee commuters who bicycle, walk or jog to work at Mercy General Hospital.


MERCY GENERAL
City of Sacramento
Bikeway Master Plan
LEGEND

13.0 MERCY GENERAL HOSPITAL EASY BREATHIN', EASY BUCKS PROGRAM CHANGE

Recent survey results and program participation have indicated a need to make changes. Mercy General Hospital had been providing a quarterly drawing for cash rewards through a program called Easy Breathin' Easy Bucks. This program was available to all employees who used an alternative to driving alone to get to work. Each quarter, five employee names would be drawn to receive a $300 cash prize for their participation. This program was conducted at an annual cost of $6,000. This program has been replaced with expanded programs and new marketing efforts such as the Bonus Bucks program.

Bonus Bucks Program

A new special incentive program has recently been introduced called the Bonus Bucks Employee Referral program. An employee who refers an employee who is starting to use another commuting mode will receive a $100 bonus. In order to receive the bonus the employee who joins the Commuting Options Program must be in the program for 3 months and use the alternative commute mode at least 60% of the days they work. There is not limit to the number of bonuses available.

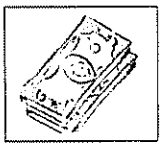
Gas Cards and Cafeteria Vouchers

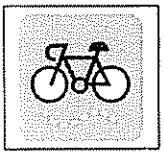
Carpoolers are offered $35 monthly gas cards for two carpoolers. Carpools with three people riding receive a $50 gas card and carpools with 4 people riding get a $75 gas card. Bicyclists and walkers receive a $4 meal cafeteria voucher. For those employees who carpool with someone not working at Mercy and are dropped off at they hospital, they will receive a $4 meal cafeteria voucher for every four days they carpool.

Don't Pay High Gas Prices Avoid The Traffic Save the Earth!!

Choose **Employee Commuting Options**

Monthly Subsidy





- Light Rail & Bus Passes Free ($80.00 Value)
- Carpoolers
  - *2 Employees - $35 Gas Card*
  - *3 Employees - $50 Gas Card*
  - *4 Employees - $75 Gas Card*
  - (Free parking to all carpoolers)

Daily Subsidy

- **Cyclists & Walkers & non-Parking Carpoolers**
  - ***$4.00 Greenhouse Meal Ticket***

HDR The Hoyt Company

Annual Transportation Fair

The annual transportation fair has also been given a helping hand. Because of an increased budget, the 2007 fair was the most successful to date

Each year Mercy General Hospital (MGH) hosts an employee transportation fair to promote commute alternatives, reduce parking demands and traffic congestion, and improve air quality. This year the scale of the event was expanded and it was opened to the public Promotion of the new light rail shuttle that provides employees, and now patients and residents with free peak-hour service to the 29th Street Light Rail Station was a key feature of the event

The Mercy General Hospital (MGH) Transportation Fair, which took place on-site on a Saturday provided alternative commute, air quality and health information to employees and community members The event was a resounding success with approximately 350 people in attendance over the course of the four-hour period This event resulted in the distribution of 348 servings of ice cream 248 cups of lemonade 250 bottles of water, more than 200 flower and vegetable seed packets (thank you gifts), and approximately 35 bicycle tune-ups, all of which were provided free of charge to attendees throughout the event Channel 13 covered the event and aired the story on the evening news.

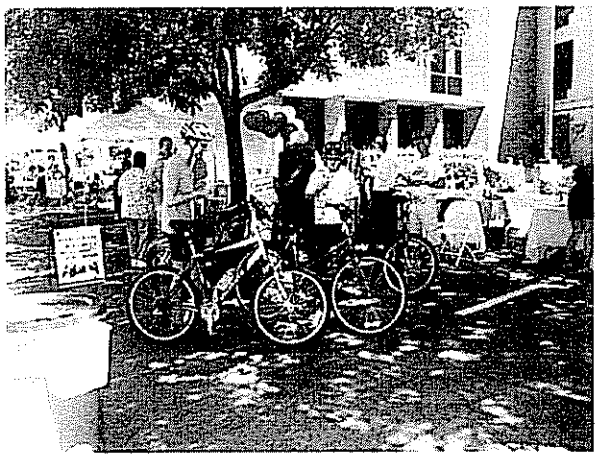
The event featured the following 34 participating vendors:

- Spare the Air – Sacramento Metropolitan Air Quality Management District
- Breathe California of Sacramento – Emigrant Trails
- California Air Resources Board (CARB) – Fuel Cell Vehicle
- Carbon Footprint Calculator online quiz
- Bicycle Chef – Free bike tune-ups
- CA Department of Transportation, Bicycle Facilities Unit
- City Bicycle Works – Free bike tune-ups
- Mercy General Hospital Bicycle Parking Registration
- Sacramento Area Bike Advocates (SABA)
- Sacramento Wheelmen
- Davis Electric Cars Green E Motor – Electric Scooters
- Sacramento Municipal Utility District (SMUD) – Hybrid Plug-in Prius
- ZAP PowerBike The Charger Electric Bicycle
- California Fuel Cell Partnership – Fuel Cell Vehicle
- Guaranteed Ride Home – Yellow Cab Company of Sacramento
- Mercy General Hospital Alex G Spanos Heart Center
- Mercy General Hospital Carpool Parking Registration
- Mercy General Hospital Parking Information
- City of Sacramento, Alternative Commute Coordinator
- Mercy General Hospital Employee Commute Program
- SacRegion 511 & SacRegion Commuter Club – carpool matching and membership sign-ups
- Mercy General Hospital Community Light Rail Shuttle & free rides

- Capitol Corridor/AMTRAK
- e-tran (Elk Grove Transit)
- Mercy General Hospital Transit Pass Sales
- Sacramento Regional Transit District (RT)
- Vanpool Services Incorporated (VPSI)
- WalkSacramento
- Mercy Heart Institute
- Retinal Institute
- Burr's Fountain - Free ice cream
- Free lemonade and water provided by MGH
- Fantacea – Live folk music
- Banjo Players Extraordinaire – Live banjo music

In advance of the event the following outreach efforts were completed to notify the community, employees, media and stakeholders of the event:

- Mass mailing of flyers to area community groups and all residents within a 1/4-block radius of the hospital
- Posted event announcement in the employee newsletter and at key locations throughout the hospital
- Designed and secured publication of advertisements in neighborhood
- Reminder calls were made to community groups including the East Sacramento Chamber of Commerce East Sacramento Improvement Association and the McKinley East Sacramento Neighborhood Association
- Email reminders were sent to key stakeholders, neighbors and community associations
- Sent press release information to local television, radio and print media outlets



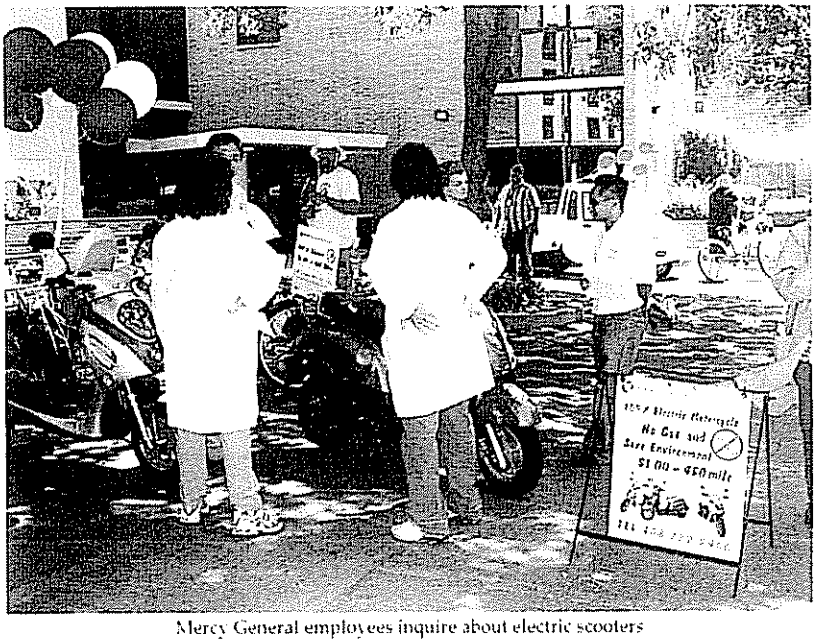
Community members enjoying ice cream at the Community Spare the Air Transportation Fair

The event was also announced on the Web sites for the Environmental Council of Sacramento and the California Fuel Cell Partnership, as well as Sacramento Meetup (a Web site that helps individuals find and participate in special interest groups) in two different categories.

MGH's shuttle promotions for the new service to light rail were highlighted throughout the event. The new MGH shuttle schedule materials were distributed to interested attendees. Shuttle materials were finalized in advance of the event and shuttle stop signage was created and placement at bus stops and at the 29th Street Light Rail Station was coordinated with RT.

A festive atmosphere, which helped to draw additional attendees, was achieved through placement of the event along a major thoroughfare, utilization of a large quantity of balloons, 2 large A-frame signs located at key entrance points, numerous shade tents, multi-colored table cloths, live music (two bands), free refreshments, displays of 10 alternative commute vehicles (e.g., multiple fuel cell vehicles, hybrid electric plug-in, all electric car, scooter and bicycle, vanpool and shuttle), and the large number and interactive focus of the participant vendors offering activities, free give-away items, free bicycle tune-ups, etc.

All of the promotions, preparation and coordinated activities resulted in a successful and highly visible event that is sure to reduce traffic congestion, parking demand and air quality impacts at the Mercy General Hospital campus and surrounding area.



Mercy General employees inquire about electric scooters

14.0 CAFETERIA AND FOOD SERVICES

Currently, Mercy General Hospital provides an on-site, full-service cafeteria (the Greenhouse) in the hospital building, food services (Plaza Café) in the physicians' office building, and various other food-vending services for employees. The availability of food services helps reduce employee reliance upon single occupant vehicles in anticipation of mid-day trips to restaurants. Employees can walk, bicycle, or carpool to the site with the knowledge that they can purchase a meal (morning, noon, or evening) on-site.

An enhanced Coffee Cafe will also be available in the new Alex G. Spanos Heart Center building.

15.0 ON-SITE AMENITIES

To support alternative commuters, Mercy General Hospital provides convenient on-site amenities to reduce the need for mid-day or off-site employee travel. These on-site amenities include:

- ATM banking machine near the Greenhouse (cafeteria)
- Gift shop with sundry items, snacks, drinks, etc.
- Pharmacy – sunscreen, lip balm, other sundry items
- Postage resources (in gift shop)
- Commuter Information display board
- Free RT pass sales
- Cafeteria and vending food services
- Showers and lockers
- On-site Sales Events: books, hospital uniforms (scrubs), leather jackets, purses, wallets, jewelry, crafts, homemade desserts (10 to 12 per year)
- Laundry and dry-cleaning services

16.0 FITNESS CENTER

The Mercy General Hospital provides free access for employees to the Cardiopulmonary Fitness Center. This fitness center is located in the Mercy Medical Plaza Lower Level and is shared with Pulmonary Rehabilitation. The center is open seven days per week and is available for employee use at various posted times. Equipment includes:

- Treadmills
- Stationary bicycles
- Elliptical trainer
- Stair stepper machines
- Nordic Track
- Free weights
- Multi-stack weight machine

The facility also provides TV with cable, stereo equipment and 24/7 closed circuit monitoring for safety. An employee wellness evaluation program is provided by the Choose Health Wellness program and includes a free health risk appraisal, aerobic fitness testing, flexibility and strength testing, cholesterol and body fat check, and staff recommendations.

Tai Chi classes are held each Friday from 9:00 a.m. to 9:30 a.m.

17.0 ANNUAL REPORT

Each year an employee survey with a 50% plus one or better response rate will be conducted to gather quantitative data (e.g. mode split – how an employee commutes to work) and qualitative data (e.g. employee perception of the alternative transportation programs). This data will provide information about the status and progress of adherence to the 35% mode use goal. Results will be submitted to the City of Sacramento Planning Department each year on the occupancy anniversary date in order to receive the Transportation Management Certificate renewal. The process should include the following three elements:

1) Distribute (or conduct online) commuter surveys to all employees with accompanying instructions
2) Collect and summarize the information related to the Employer Commute Survey
3) Report the findings to the City of Sacramento for review and processing

Failure to comply with reporting is a violation and shall be enforced pursuant to Section 18.12.060 of the Zoning Ordinance.

18.0 CONCLUSION

An essential element to realizing the trip reduction potential for the project is the comprehensive plan of trip reduction strategies and measures identified in this Plan, and the enhancement and growth of its existing Alternative Commute Program. The reorganization and consolidation of the commute program elements under one management entity via the ETC will help improve employee marketing and outreach activities. The significant and expanded transit benefits via shuttle service and 100% subsidies and prizes provide the necessary enhancements needed to build employee ridership. These critical factors will provide the synergism necessary to develop and maintain a 35% trip reduction for Mercy General Hospital.

TSM Information Contacts

INFORMATION CONTACTS

Breathe California of Sacramento - Emigrant Trails
909 12th Street
Sacramento, California 95814
Phone: (916) 444-5900
Fax: (916) 444-6661
Email: smichell@sacbreathe.org
Website: http://www.sacbreathe.org
--Request information about Clean Air Month (May), and Bike to Work Week

Sacramento Transportation Management Association (TMA)
Ms. Marilyn Bryant
917 7th Street
Sacramento, California 95814
Phone: (916) 441-7074
Fax: (916) 448-4909
Website: http://www.sacramento-tma.org
--Newsletters and program information on website

California Air Resource Board (CARB)
1001 I Street
Sacramento, California 95814
Phone: (916) 322-2990
Website: http://www.arb.ca.gov
--Review site for updates in air quality

Sacramento Regional Transit District (RT)
P.O. Box 2110
Sacramento, California 95812-2110
Customer Relations Phone: (916) 321-2850 or (916) 321-2877 (BUSS)
Customer Relations Fax: (916) 444-0502
Website: http://www.sacrt.com
--Request system maps and pocket timetables for light rail trains and applicable south area bus routes (currently; service may expand in area as time goes on). Also request First Time Rider coupons

Sacramento Area Council of Government (SACOG)
1415 L Street, Suite 300
Sacramento, California 95816-7056
Phone: (916) 321-9000
Fax: (916) 321-9551
Website: http://www.sacog.org
--Request information about 511 program, Rideshare Matching and Bicycle Buddy matching.

Sacramento Metropolitan Air Quality Management District (SMAQMD)
777 12th Street, 3rd Floor
Sacramento, California 95814-1908
Community Education Phone: (916) 874-4888
Community Education Fax: (916) 874-4899
Website: http://www.airquality.org
--Request information about the Spare the Air programs

Attachment 8: ESPTF Letter

THE MERCY GENERAL HOSPITAL/ SACRED HEART PARISH SCHOOL EXPANSION PROJECT

What's Proposed?

What are our Objections?

What Alternatives Do We Have?

Prepared and Presented By

Volunteers From

The East Sacramento Preservation Task Force

September 2007

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Introduction and Overview

Who are we?

The East Sacramento Preservation Task Force (ESPTF) is a volunteer grass-roots neighborhood organization formed to protect and preserve the residential character of the East Sacramento neighborhood and community. We oppose the proposed expansion at Mercy General Hospital's campus located between H & J and 39th and 41st streets. The group is made up of concerned residents from all over East Sacramento. We are entirely a volunteer organization, supported by donations from members and friends

What is this document and why are we presenting it?

The proposal to expand Mercy General Hospital and move Sacred Heart Parish School is one of the most controversial and divisive proposals to face the residents of East Sacramento in a long while. It finds neighbors disagreeing with neighbors, and neighborhood groups waging active campaigns before the city government bodies to bring major changes to what is being proposed. ESPTF has been leading this opposition.

ESPTF has been called a group of NIMBY'S who are opposed to development without providing any reasonable alternatives or constructive objections. We are presenting this document to present in a reasonable, well documented fashion our objections to the project as proposed, and to present a reasonable alternative which would make us supporters of the project.

We also want to set the record straight. We are in no way NIMBYS. We accept the hospital as it exists and have for many, many years. We do object to these plans which call for a massive, out of scale new project and the demolition or moving of seven residential structures west of 39th street from the present campus in order to relocate a new Sacred Heart School. We think there is a better way. We will outline that later in this presentation

Our Four Key Points in Opposition to the Project as Proposed

Here are our four key points in opposition to the project as proposed. We will explain these four points in more detail in the remainder of this document:

1. The J Street campus is the wrong site for a regional medical center
2. Destroying residences and increasing traffic in residential neighborhoods violates the City's General Plan.
3. There are feasible and reasonable alternate sites for a regional heart center that will better serve the community at large
4. Centralizing medical facilities is bad planning, creates risks and leaves some communities underserved.

Since we oppose the project as proposed, do we have an alternative plan?

Yes we do. It is a plan that contains the project on the present campus. The plan would construct new school buildings precisely as drawn by Sacred Heart architects but on the present site to the east of 39th Street. It also proposes a new hospital building at the site of the proposed heart center, but reduced in size to replace the present buildings while still increasing the size of the hospital by ten percent.

This alternate plan will meet almost all of the objectives of the hospital and the school, but will be a plan we can support and allow construction to proceed. Of course we have some conditions to our approval, which we think are reasonable.

Our alternative plan is described in detail later in this document.

What's Proposed by Mercy?

In the pages of this section we hope to give you a brief overview of the project being proposed by Mercy, the steps required to accomplish their proposal and what the site would look like if they complete the project as proposed – along with a comparison of what the site looks like today.

Here is what follows:

- **A Summary of the Joint Mercy Hospital/Sacred Heart Parish School Project Proposal in their own words.**

  We have reproduced a copy of a Neighborhood Newsletter published by Mercy (Exhibit 1)

- **What is required for Mercy to complete the project?**

  A list prepared by us to provide some background and summarize the steps that concern us. (Page 4)

- **What will the site look like if completed as planned?**

  Colored maps from the Draft EIR showing the hospital and surrounding area today (Exhibit 2) and what it will look like if the project is completed as proposed. (Exhibit 3)

- **A Summary of the Joint Mercy Hospital/Sacred Heart Parish School Project Proposal in their own words.**

They make it sound so sweet and simple

Exhibit 1 – Mercy News Letter

Neighborhood News

The combined project of Sacred Heart Parish School and Mercy General Hospital

Sacred Heart Parish School and Mercy General Hospital are planning for the future of their ministries through the development of a joint application to the City of Sacramento

The application will include

Sacred Heart Parish School's state-of-the-art school campus to be located across 39th Street, on the site of the vacant MercyCare facility

Mercy General's renovation project

- New Heart Center/Replacement Building
- Additional parking capacity
- Healing Garden
- Removal of East Wing

Key Elements of the Sacred Heart School Plan

New, state-of-the-art campus

School design that will better accommodate traffic flow on campus during drop-off and pick-up times

Two-story modern school building that is architecturally complementary to East Sacramento

Grass playing field

Staggered operating hours for student arrival and dismissal

- Will decrease the number of vehicles, pedestrians and bicyclists arriving and departing at the same time

Key Elements of the Mercy General Hospital Plan

Construction of Heart Center

- State-of-the-art facility with a new hospital entrance facing J Street

Removal of East Wing Building

- Will reduce existing campus size by 50,928 square feet after Heart Center/ Replacement Building is fully occupied

Creation of Healing Garden

Relocation of hospital's existing Chapel

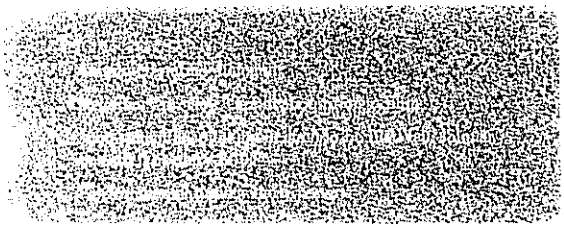
- Provides for a new, centrally located Chapel that allows for better access for patients and family members

Commitment to a defined hospital campus boundary

Addition of surface parking capacity

Replacement of housing units 1:1

Implementation of comprehensive traffic management plan to reduce employee and patient trips to the hospital campus, including off-site parking for employees and a free shuttle to light rail



Sacred Heart Parish School
Nancy Heffernan 916 717 5662
Nheff@apcoworldwide.com

Mercy General Hospital
Adam Silber 916 733 0882
Adam Silber001@chw.edu

January 24, 2007

What is Required for Mercy to Complete the Project?

The Joint Use Application would be accomplished according to an agreement between Mercy Hospital and Sacred Heart Parish. To implement the agreement, CHW/Mercy will be required to do the following:

- Buy the current Sacred Heart Parish (SHP) School site for $15 million.
- Acquire the residentially zoned properties across 39th Street to the West to allow a new SHP school to be constructed on that site. CHW/MGH already owned four of the necessary eight parcels and was successful in acquiring three of the parcels needed. The fourth resident elected not to sell.
- Demolish or move seven residential buildings (which currently provide 17 residential units) across 39th Street to accommodate construction of the new school. Two brick homes cannot be moved and will be demolished.
- Demolish the existing closed Mercy Care Facility building to accommodate construction of the new school.
- Lease the new site to the school
- Demolish the existing Sacred Heart Parish School
- Construct a new 123,350 square foot hospital building on parking lots to the west of the current Mercy Hospital
- Construct a new surface parking lot on the major portion of the old school site.
- Construct a 20 unit for-rent apartment building on H Street on the remainder of the school site.
- Demolish the existing Chapel on H Street and the existing 57,804 square foor East Wing Building and replace them with surface parking lots.

What will the site look like if the project is completed as proposed?

What follows are two color maps. Exhibit 2 shows the hospital and surrounding area as it appears today. Exhibit 3 shows the area as it will appear if the project is completed as proposed.

We present these maps to illustrate the significant and growing encroachment by hospital buildings, and now the school, because of the Hospital's seemingly never satisfied need for additional space for expansion.

We are very concerned about future expansion of the hospital, particularly the opportunity for expansion presented by rezoning of open space to H Hospital Zone. Note that the new surface parking lot on the site formerly occupied by the school is proposed to be rezoned as Hospital Zone in the plans

What Are Our Objections?

The Setting: The East Sacramento Community

The East Sacramento community is almost exclusively a low density residential area, with a mix of some apartments of varying sizes, courts of cottages, single family homes varying in size from small two bedroom, one bath homes to the mansions on 45th and 46th streets. It has a good variety of small neighborhood commercial shops and restaurants. It is zoned accordingly, as the yellow portions of the attached community plan map dramatically illustrates (Exhibit 4)

The only large institutional or commercial developments west of Elvas Avenue are Mercy General and Sutter Memorial hospitals, the Camellia Shopping Center, SMUD headquarters and the former Libby's Cannery which has been converted to offices and other uses. Some new office buildings are sprouting along the Alhambra Corridor next to the Business 80 freeway.

East Sacramento is truly a model neighborhood with ample parks and neighborhood commercial in which people walk, push strollers, jog and ride bikes for pleasure or to shop or dine out.
M Street provides one of the most desirable and safe portions of the City's bicycle paths

One of East Sacramento's most desirable features is its remarkable canopy of mature trees. Exhibit 5, an aerial photograph, illustrates both East Sacramento's marvelous canopy of trees and its obvious residential character.

The History of Mercy Expansion

Over the course of the last 25 years, *Mercy has acquired and demolished some 33 residential structures along H, J, I and 39th Streets in order to expand its activities* Exhibit 6 graphically illustrates the sites of the structures removed as well as properties also owned by Mercy.

Of particular interest are the three properties acquired just this year so Mercy can claim the property is owned by them and they can begin to implement their current expansion plans even though the project has not yet been approved

Long time neighbors, including members of the leadership of our groups have grave concerns about Mercy's post-2007 plans given their history of unrestrained land acquisition. Some of the land was bequeathed or donated to Mercy, to be sure, but they have never shied away from using it for hospital and related purposes

The J Street Site is too small for the project proposed

Exhibit 7 illustrates the fact that while Mercy previously maintained that the purpose of the construction project was merely to replace existing structures which are

outmoded and of questionable seismic quality, the proposal now adds about 70,000 total feet to their hospital space. an increase of over 19%,

Exhibit 7 also compares the size of the Mercy General Campus with some other hospital campuses to illustrate how Mercy is attempting to "shoehorn" buildings into a campus that is too small for their activities already.

The project as proposed would violate the Medical Facilities, Residential Land Use and Streets and Roads sections of the City's General Plan

The discussion in this section quotes principles of the City's general plan and how the project would violate that plan

Mercy owns other hospital sites that the Draft EIR identifies as feasible alternatives for the heart center project

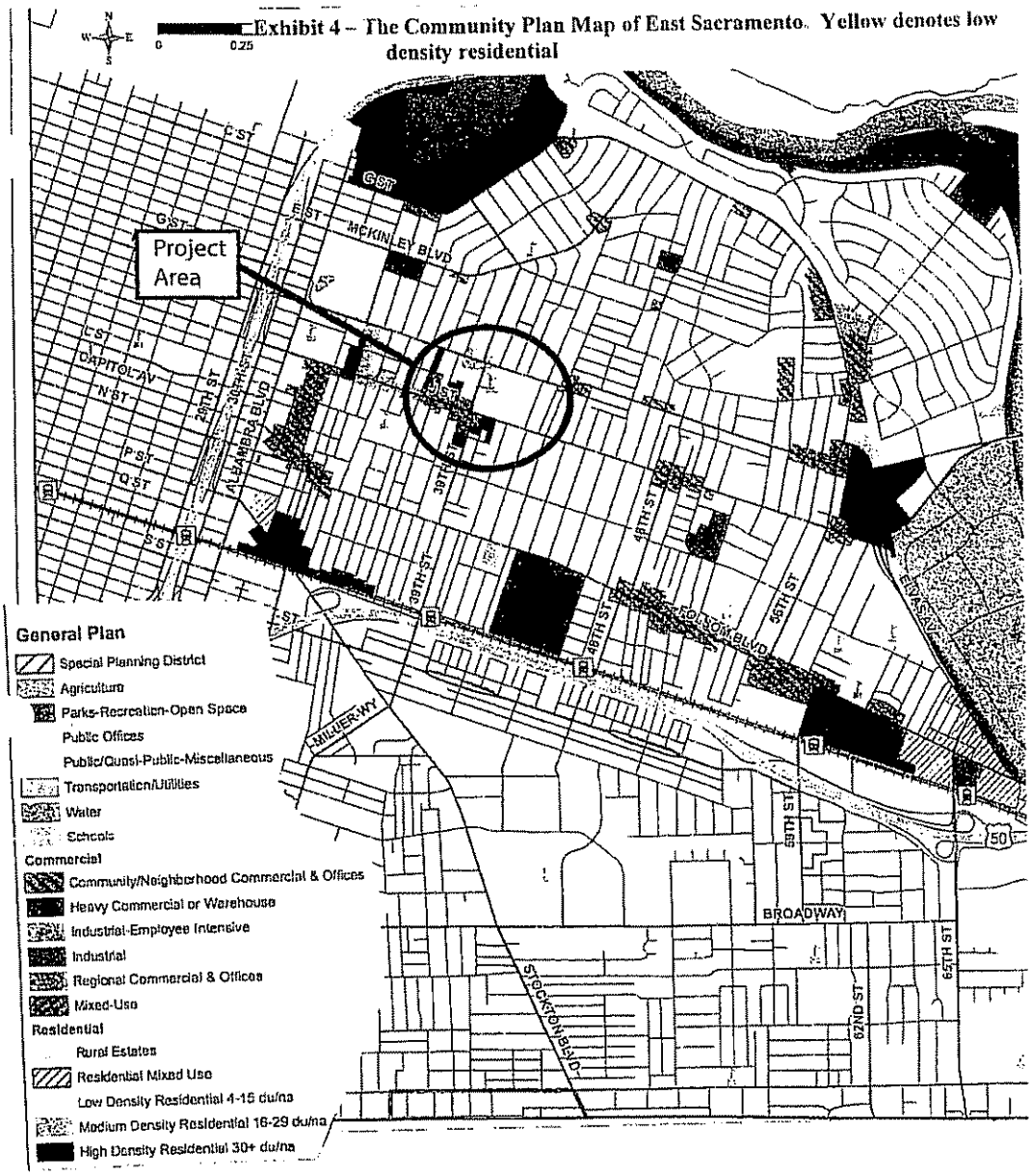
In this section, we discuss the Alternate Campus Alternatives identified in the Draft EIR, and show how the CHW Methodist site (Exhibit 8) would be ideal for the Heart Center Project.

Centralizing medical facilities is bad planning, creates risks and leaves some communities underserved.

In this section, Exhibit 9 shows how we have concentrated hospitals is some areas in the County while leaving others underserved – particularly with medical specialties such as cardiac care.

Within one mile of each other we have four major hospitals, not including the Shrine Hospital: Mercy General, Sutter General, Sutter Memorial and UC Davis Medical Center. Sutter General and UC Davis have cardiac programs that rival and compete with Mercy General. Is it good planning to have all cardiac care in one central location? Is this fair to underserved areas?

Exhibit 10 shows the concentration of hospitals in New Orleans. Exhibit 11 explains how this concentration contributed to the inability to properly respond to the Katrina disaster.



East Sacramento General Plan

Exhibit 7 - The Size of the Project – It is not merely replacement – and how it compares with some other campuses

THE SIZE OF THE MERCY HOSPITAL EXPANSION PROJECT

Currently

Current Hospital Square Footage on 11.65 Acres	**370,873 sf**

The Project Proposed

Building to be added	**123,350 sf**
Building to be demolished (East Wing)	**(50,928) sf**
Total Hospital Proposed (On 13.5 acres if approved)	**443,295 sf**

IS THIS REASONABLE? LET'S COMPARE –

- Kaiser Point West Center (offices only) : 230,000 sf on 15.74 acres
  i.e. Mercy proposes almost twice as much building on 15% less land
- UC Davis Sacramento Medical Center – 143 acres
- Sutter Memorial Hospital – 20 acres
- Sutter General Hospital – Hospital facilities cover 12.2 acres but the new building is eight stories and 167 feet high
- Sutter's new Elk Grove Site – 43 acres
- Mercy Folsom – 26 acres
- CHW Methodist – 38 acres (approx)
- New CHW/Mercy Elk Grove Site – 30 acres

IN OTHER WORDS, MERCY IS PROPOSING TO UNREASONABLY "SHOE HORN" TOO MUCH BUILDING INTO A SMALL SITE

The project as proposed would violate the Medical Facilities, Residential Land Use and Streets and Roads Sections of the City's General Plan

Medical facilities

The Medical Facilities section of the General Plan provides in relevant part:

"Goal A - Support a balanced system of quality medical facilities

Policies

. . . .

2 Advocate the retention of hospitals in areas with the greatest need or seek alternative methods to provide these services."

"3. Evaluate medical facility proposals considering capacity, convenience to population served, impacts on adjoining uses, the medical needs of the area and proximity to existing and proposed transit services."

We find the proposed project violates this section of the general plan in the following ways:

The system is not balanced and this project would intensify the imbalance There are areas of greater need in the City The East Sacramento Area is served by four hospitals including two other heart centers.

The hospital has stated that half the cardiac patients come from outside Sacramento County. The central location may be convenient for some, but certainly not for the growing areas Freeway travel would be required.

The proposed project would have significant adverse impacts on the adjoining uses, which are almost exclusively residential.

The Medical needs of the East Sacramento area will be adequately served by two other heart centers within a mile, while other areas are totally without cardiac centers.

Residential Land Use

The Residential Land Use section of the General Plan provides in relevant part:

"Goal A – Improve the quality of residential neighborhoods Citywide by protecting, preserving and enhancing their character

- Neighborhood character and identity are important qualities in the urban environment. These qualities help define the parameters of each neighborhood and distinguish each sub-community from another. The preservation and maintenance of neighborhood character and identity is an essential factor to

consider when new development (is) proposed in an existing community "

We find the proposed project violates this section of the general plan in the following ways:

It seems crystal clear that removing vintage homes representing the neighborhood character so that institutional uses can be built is in conflict with these goals

Streets and Roads

The Streets and Roads section of the General Plan provides in relevant part:

"Goal C - Create and maintain a street system which protects residential neighborhoods from unnecessary levels of traffic

1. Continue wherever possible to design streets and to approve development applications in such a manner as to eliminate high traffic flows and parking problems within residential neighborhoods."

We find the proposed project violates this section of the general plan in the following way:

As will be discussed more fully in the next sub-section, the street system adjoining the project is already at capacity. According to the Draft EIR. Mercy General Hospital generates 9,650 vehicle trips per day This means some 10% of the traffic in the area comes from one institutional source. The project is estimated to generate some 928 additional trips per day Clearly, this project, when added to the existing facility grossly violates the Streets and Roads goals of the General Plan.

All adjacent streets have preferential parking, but still accommodate hospital and medical office parking.

Further Discussion of Traffic Issues

Traffic is no doubt the No. 1 concern of the vast majority of East Sacramento residents who have responded to both the neighborhood organizations and the draft EIR. The DEIR stated the following on Page 5 7-1:

> "Major streets, such as H and J Streets, were noted to carry traffic volumes in excess of their original intent. Neighborhood streets, many of them narrow, carry increasing volumes of traffic as general traffic, as well as traffic associated with the Mercy Complex diverting to routes that are more expeditious"

The voluminous literature that Mercy has published on this subject, often cites the statistic that they generate 10% of the traffic in the area. The DEIR traffic study, performed by their consultant, DKS Associates, finds that the project would increase that number by approximately 10%. The DKS study made the following findings:

Existing Trip Generation	9,650 total vehicle trips
Proposed Project Trip Generation	928 total vehicle trips
New Campus Project Trip Generation	10, 578 total vehicle trips

Even with this staggering number of trips, our independent traffic engineer, Daniel T Smith, Jr , found their traffic study insufficient and to have significantly understated the traffic impacts on the neighborhood. His report is in its entirety is attached hereto, but here are key findings and comments:

> ***"The DEIR's Description of the Project as a Mixed Use Project is Inaccurate and Misleading"***
>
> . . .
>
> "The DEIR Traffic Analysis Fails To Address Critical Traffic Issues in This Project – Residential Neighborhood Traffic Impacts.
>
> ". . . East Sacramento is primarily a residential neighborhood. Perhaps reflecting the mischaracterization of the project area (as a mixed use area), the DEIR traffic study only evaluates project's traffic impacts based on traffic service criteria similar to what one would do if the project were located in downtown Sacramento or in a large office-industrial tract. *In an area of residential neighborhoods, the critical considerations are how traffic affects residential quality and amenity and the quiet enjoyment of one's homes. But no analysis whatsoever has been devoted to this issue. (emphasis added)"*

Mr Smith then refers to the General Plan Policy cited in the previous section, to wit: "create and maintain a street system that protects residential neighborhoods from unnecessary levels of traffic

> "The Trip Generation Analysis That Underlies the DEIR Traffic Impact Evaluations is Unclear"
>
> "It is Unclear How the DEIR Parking Analysis Was Compiled and Consequently the Conclusion That Parking Impacts Would Be Less Than Significant is Unsupported."

Since on-street parking in surrounding neighborhoods is also a critical issue, Mr. Smith's findings of inadequacy are of significant concern. He believes the analysis needs to be re-done, and the EIR recirculated so that the public is not deprived "of the opportunity to review the reasonableness of the parking analysis"

Mr. Smith's critique went on to say:

> "The DEIR Fails to Appropriately Respond To CEQA Responsibilities To Identify and Attempt to Implement Mitigation For the Project's Individual and Cumulative Impacts To State Highway Facilities and Has Improperly Circulated the DEIR Without Presenting All Relevant Facts Known to it
>
> Conclusion
> ". . . I do not believe the components of the document relating to Transportation/Traffic impacts are adequate. I also believe that when additional information responding to the issues raised herein is supplied, the public should have an opportunity for an additional 45 day review period to consider that information"

Mercy owns other hospital sites that the Draft EIR identifies as feasible alternatives for the heart center project

The California Environmental Quality Act (CEQA) requires an evaluation of alternatives The purpose of this requirement is to ensure that "the range of potential alternatives to the Proposed Project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects" CEQA guidelines state that the discussion of alternatives "shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if those alternatives would impede to some degree the attainment of the project objectives, or would be more costly" (DEIR page 6-1)

The DEIR considered Alternate Campus Alternatives and made this finding:

"Alternate Campus Alternative
The Alternate Campus Alternative would include development of the Heart Center at another CHW Sacramento area campus and the continuation of non-cardiovascular hospital services on the MGH campus. *According to CHW, Methodist Hospital and Mercy Hospital of Folsom are configured to support the current technology and are flexible to adapt to new trends in healthcare delivery, such that they would be able to support the uses in a new heart center (emphasis added)* Therefore, this alternative assumes the construction of the approximately 123,000-square foot Heart Center building at the Methodist Hospital in south Sacramento or at Mercy Hospital of Folsom. Methodist is located in south Sacramento, adjacent to State Route 99 to the east, with commercial uses to the north and south, and single-family residential to the west. Mercy Folsom is located in the City of Folsom with medical office uses to the north and west and single-family residential to the south and east.

It is assumed that the building would be the same size and constructed in a similar manner as the proposed project. Therefore, the type and number of construction equipment, the length of construction, and the amount and type of building materials at either of these campuses would be the same as that of the Heart Center portion of the proposed project. *This alternative does not assume demolition or any other construction on either of the other campuses, so the overall construction schedule and construction impacts would be less than that of the proposed project (emphasis added)*"

In our opinion, the CHW Methodist site, depicted in Exhibit 8. is likely the most appropriate site It is bounded by the 99 Freeway to the East, five lane Bruceville Road, which is bounded by a drainage canal, to the West, shopping centers to the South, and a convalescent hospital a good distance to the North.

The Methodist site is surrounded by large parcels of undeveloped land, and has the construction advantages outlined in the DEIR. It is hard to imagine community opposition to this site

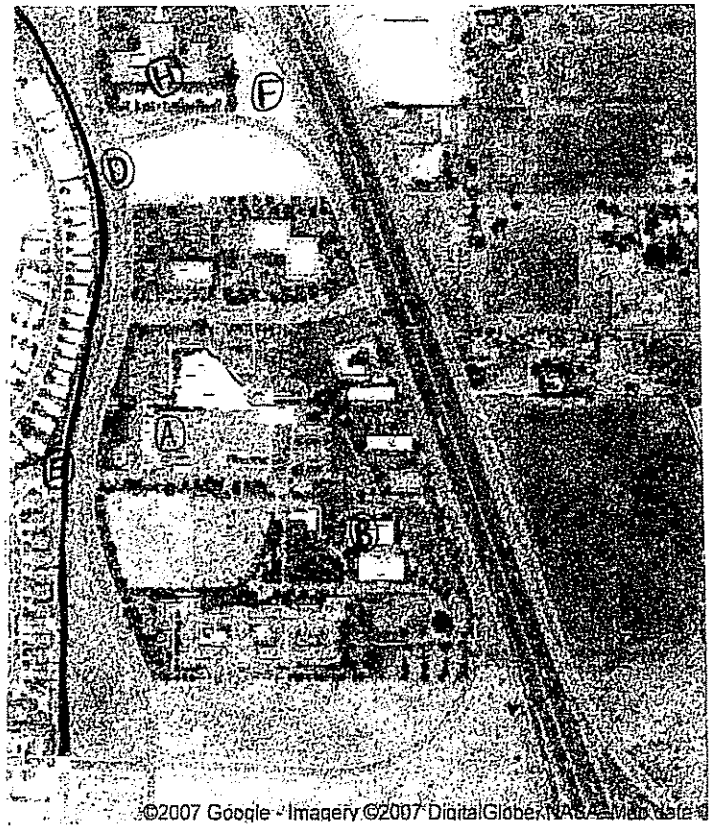
Catholic Healthcare West owns and operates a medical office building adjacent to the hospital which could serve the same functions on the Mercy Medical Plaza Office Buildings at MGH

This site is also located within the Sacramento City limits, and would directly serve Council Districts Seven and Eight.

Exhibit 8 - Aerial view of CHW's Methodist Hospital Site

Legend

A. CHW Methodist Hospital
B. CHW Medical Office Bldg.
   8120 Timberlake Way
   Mercy Medical Group
   A Service of CHW Medical Fndn.
C. Highway 99 Freeway
D. Bruceville Road
   Four Lane Expressway
   with two way left turn lane
E. Union House Creek (Red Line)
   (Fenced Drainage Canal)
F. New Office Building
   (not shown)
G. New Commercial Bldgs.
   (not shown)
H. Convalescent Hospital



Centralizing medical facilities is bad planning, creates risks and leaves some areas underserved

Prior to the Katrina catastrophe, it was accepted hospital planning wisdom to centralize medical facilities so they could take advantage of existing infrastructure, public transit and inter hospital interaction. Katrina taught all of us some other lessons.

As illustrated in Exhibit 9, Sacramento County has centralized major hospitals including Sutter General, Sutter Memorial, Mercy General and UC Davis Medical Center. There are hospitals in the north area, and some in the south, but Natomas is unserved.

Of importance to this discussion is the fact that the only cardiac centers are provided by UCD, Sutter General and Mercy General. *Other areas have no cardiac centers.*

Exhibit 10 illustrates how closely the New Orleans hospital map mirrors Sacramento, and Exhibit 11 tells the story of how disastrous this centralization was in the wake of Katrina.

Exhibit 9 – Location Map of Sacramento County Hospitals

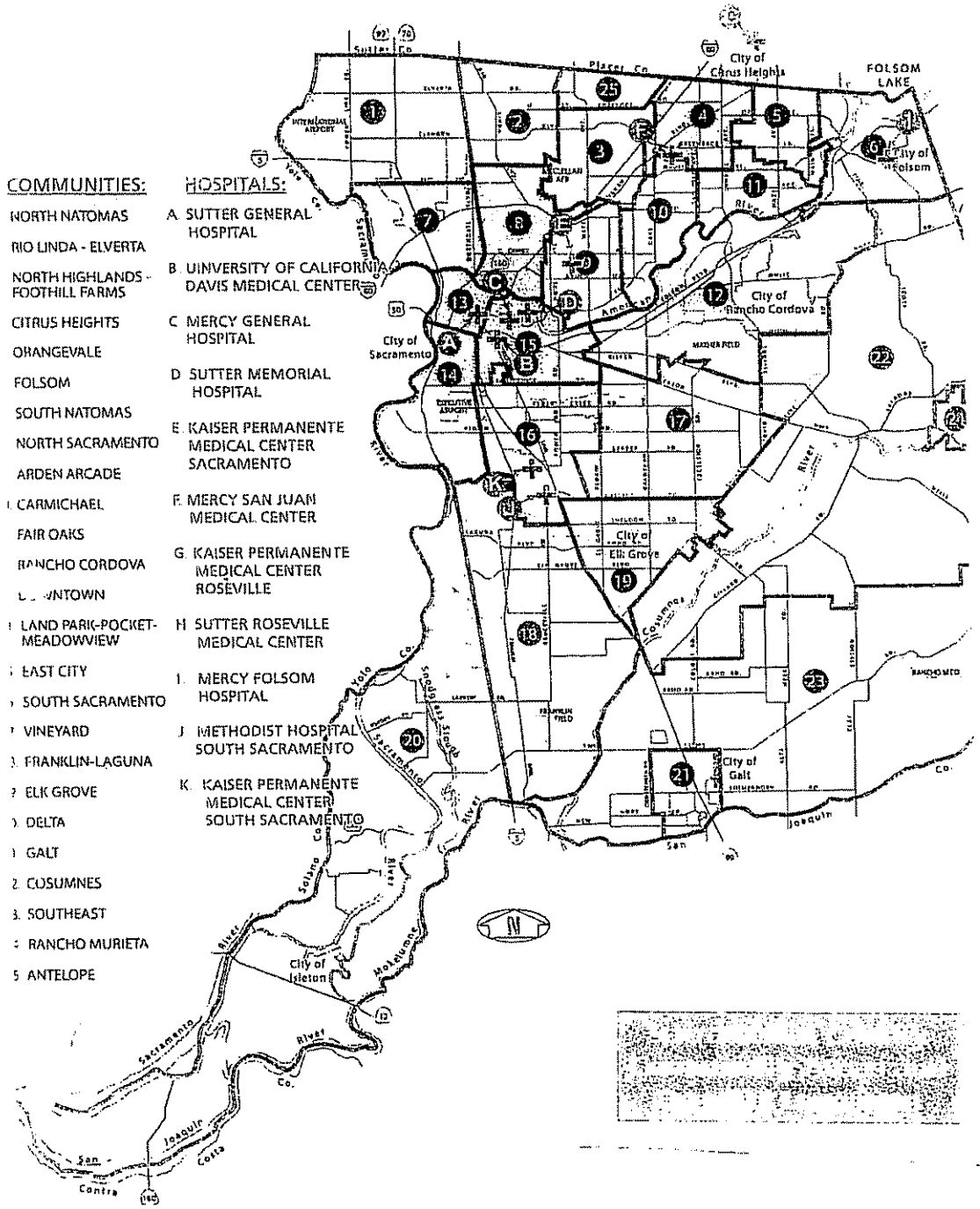
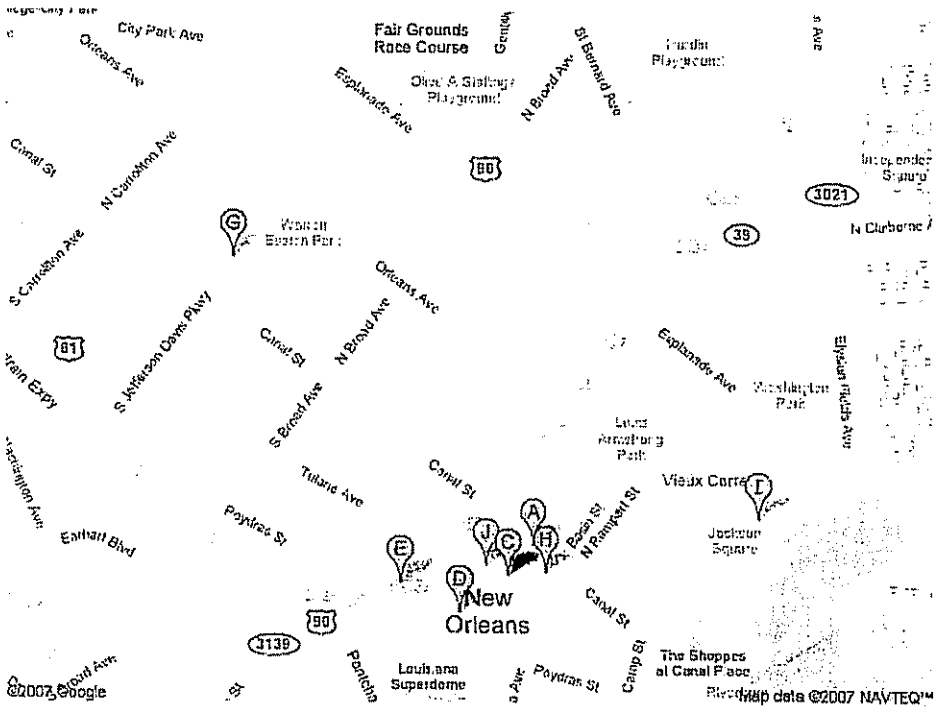


Exhibit 10 – Location Map of New Orleans Hospitals



A. Tulane University Hospital & Clinic: Downtown Services
1440 Canal St, New Orleans, LA
(504) 988-5405 - 6.1 mi SW

B. Psychiatric Pavillion New
14500 Hayne Blvd, New Orleans, LA
(504) 210-0460 - 5.3 mi NE

C. Tulane University Hospital & Clinic: Plastic Surgery
1415 Tulane Ave, New Orleans, LA
(504) 988-5166 - 6.3 mi SW

D. VA Medical Center
1601 Perdido St, New Orleans, LA
(504) 568-0811 - 6.5 mi SW

E. Louisiana State University Medical Center
1901 Perdido St, New Orleans, LA
(504) 568-6030 - 6.5 mi SW

F. Tulane University Hospital & Clinic: Genetics
1415 Tulane Ave, New Orleans, LA
(504) 988-5229 - 6.3 mi SW

G. Lindy Boggs Medical Center
301 N Jefferson Davis Pkwy, New Orleans, LA
(504) 483-5000 - 5.9 mi SW

H. Tulane Xavier National Women's
127 Elk pl, New Orleans, LA
(504) 988-5100 - 6.2 mi SW

I. Hair Asylum
513 Dumaine St, New Orleans, LA
(504) 522-7426 - 5.7 mi S

J. Charity Hospital and Medical Center of Louisiana at New Orleans
1532 Tulane Ave, New Orleans, LA
(504) 903-2856 - 6.3 mi SW

Exhibit 11 – Excerpts from Urban Institute Report

EXCERPTS FROM A REPORT BY THE URBAN INSTITUTE

KATRINA

Hospitals in Hurricane Katrina

Challenges Facing Custodial Institutions in a Disaster

Bradford H. Gray, Ph.D.
Kathy Hebert, M.D., M.M.M., M.P.H.

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For hospitals, the problems created by the storm would have been minor were it not for the second event—the failure Monday night of the levees protecting New Orleans from Lake Pontchartrain and the Mississippi River. By Tuesday morning, large sections of the city were under as much as 15 to 20 feet of water, far exceeding the capacity of the city's pumping system (which was designed to pump water into the very canals whose walls had been breeched). Evacuation became essential in the flooded areas.

The situation was particularly urgent for the hospitals that lost power, communications, and water/sewerage service, and that couldn't resupply such essentials as drugs, blood, linens, and food. According to figures assembled by the Louisiana Hospital Association (LHA) during the storm, 1,749 patients occupied the 11 hospitals surrounded by floodwaters.[2] Many of these beleaguered hospitals received much publicity during the crisis—Charity Hospital, University Hospital, Tulane University Hospital, Veterans' Affairs Medical Center, Lindy Boggs Medical Center, and Memorial Medical Center.

Katrina showed that hospitals depend heavily on citywide infrastructure—electrical power, communications, water, security, and transportation—that can be disrupted by an areawide disaster. As described here, it was the combined loss of essential infrastructure and utilities that put hospitals and their patients into such perilous circumstances.

What Alternatives Do We Have?

A Summary of our alternative proposal

We want to emphasize that we are supportive of Mercy Hospital as a medical facility. We are appreciative of their status as one of the top hospitals in the country. We want them to continue to serve the community as a full service acute care hospital.

Our problem with the proposal is that they propose an outsized regional heart center building, and to accomplish their goals, they want to remove residential structures so the Sacred Heart School can be moved across 39th Street. That leaves about half the present school site as a surface parking lot, which is to be rezoned to H Hospital zone. We do not want this to happen.

We have in good faith spent countless hours in meetings and discussion considering Mercy's objectives and neighborhood needs and concerns. As a result, we have agreed upon a compromise alternative plan which:

- allows Mercy to have a new hospital building
- allows Sacred Heart to have the identical brand new school buildings designed by their architect
- meets many of Mercy's and all of Sacred Heart's objectives,
- saves the residential structures and keeps the hospital and the school on their current sites
- creates a new green space for use by both the school and the community

An architect's rendering of our plan

Exhibit 12 is an architect's rendering of our plan. It shows how the same buildings designed by Sacred Heart's architect can easily be located on the same school site. It shows the new hospital building at the same location on the campus. And, it shows the Mercy Care Site as the green space for the school and creates a new public park. It shows a much improved traffic circulation plan, by providing access for the school from 39th Street, leaving the "spine street" with access from H and J Streets exclusively for the hospital.

Does our plan meet Mercy's and Sacred Heart School's objectives?

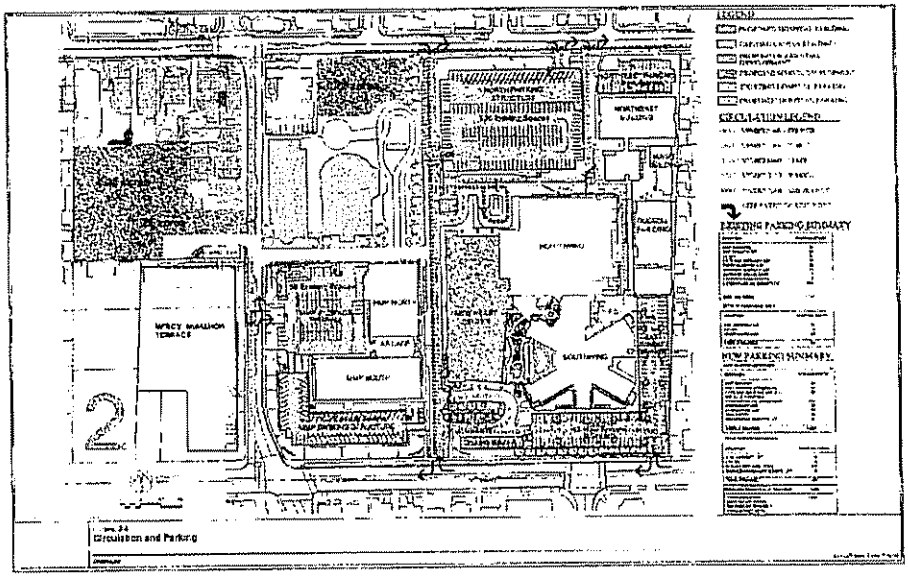
We think it does. Please see Exhibit 13. Of course, Mercy's objectives can best be met by establishing their Heart Center at their Methodist site.

What conditions are we attaching to the proposal in exchange for our support?

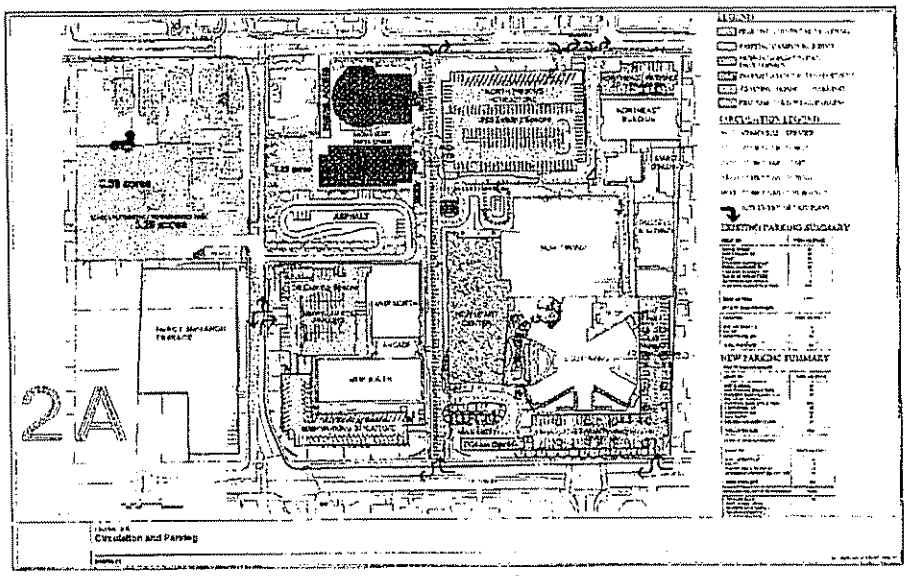
Our conditions are set forth in Exhibit 14. We think they are very reasonable, and will allow an amicable ending to this controversy.

- **Architect's renderings of possible site plans**

The following are two architect's renderings of possible site plan to implement our alternative proposal.



The first one brings the school building closer to 39th Street to better insulate the children from the hospital The 'racetrack' drop-off/pick-up area would utilize ~~Spine~~ Street; segregating the school traffic from the hospital traffic



The second one centers the school building closer to ~~39th~~ H Street and puts the 'racetrack' drop-off/pick-up area between the school and the kids It also utilizes ~~Spine Street~~; I St. segregating the school traffic from the hospital traffic

Key Features of the Site Plans

- They show how easily the same buildings designed by Sacred Heart's architect can be located on the existing school site.
- They show a new hospital building at the same location on the present campus as proposed by CHW/MGH
- They show how the Mercy Care site can serve as the green space for the school and create a new public park
- They show a much *improved traffic circulation plan*, by providing access and stacking room for the school from 39th Street, leaving the "spine street" with access from H and J Streets *exclusively* for the hospital
- They show a significant separation between the school buildings and the hospital, as desired by the school

We think our alternative meets many of Mercy's and Sacred Heart School's objectives. Of course, in our view Mercy's long term objectives can best be met by establishing their Heart Center at their Methodist site

Exhibit 13 - The Applicant's Objectives Extracted from the Draft EIR

Our Compromise Alternative Plan will meet most of the objectives that CHW/MGH has for the project. We think it does meet the School's objectives. If the Heart Center is located at the Methodist Site, every objective can be met. A check mark √ next to the objective indicates that we believe our compromise would meet this objective in much the same way the applicant's proposal meets this objective. The parenthetical upper case letters (e.g. (A)) indicate a comment on this objective in the Attachment to Exhibit 13 – Comments.

Project Objectives [1]

The following are the combined objectives of Mercy General Hospital and Sacred Heart Parish School for the proposed Project:

- √ (A) Address the education and medical needs of the East Sacramento community in a true smart growth project
- √ (B) Respond to identified traffic and parking issues in the immediate neighborhood
- √ (C) Develop the hospital and school campuses in a manner that results in no net housing unit loss in the immediate neighborhood

The specific objectives for the Mercy General Hospital project are:

- √ Assure the community can receive continued, uninterrupted delivery of full-service, general acute care services at Mercy General Hospital's current East Sacramento site. by building modern acute care replacement rooms and beds
- √ Comply with the State of California's SB 1953 seismic retrofit requirements in a manner that is cost efficient. recognizing that three of the four existing acute care buildings will be mandated to be permanently taken out of service in 2030
- √ (D) Increase cardiovascular procedural and intensive care capacity to support current and projected volumes of cardiac surgery and catheterization procedures and enable the cardiovascular program to function more efficiently.
- (D) Consolidate cardiovascular services in a single location that is configured to support the current technology and is flexible to adapt to new trends in healthcare delivery

[1] The objectives are copied directly from the Draft EIR prepared by EIP Associates. The objectives can be found on pages 2-13 and 2-14 of the DEIR

- √ (E) Locate cardiovascular services in a site that is proximate to the Mercy Medical Plaza (physician office building) to ensure maximum physician accessibility in the event of an emergency

- √ (F) Provide cardiovascular and other specialty referral services in a location that is geographically central to all quadrants of the greater Sacramento community, to maximize patient access to services.

- √ Construct a new building that is scaled appropriately to the surrounding community and is architecturally compatible with nearby businesses and residences.

- √ (G) Reconfigure the hospital site to create a more welcoming environment, through improved circulation, landscaping and signage.

- √ (H) Complement and add to Mercy General Hospital's existing employee, community and environmental programs, including TSM (ride share, public transit subsidies, etc.), and environmentally-sensitive and energy-conservation design practices

- (I) Fulfill Mercy General Hospital's existing daytime parking requirements by maximizing existing parking capacity through construction of a surface parking lot on the current Sacred Heart Parish School site; provide 35 parking spaces for faculty and staff of SHPS and provide parking lot to Sacred Heart Parish on weekends.

- √ (J) Plan, stage and construct the project in a manner that minimizes disruption of the surrounding community.

The specific objectives of the Sacred Heart Parish School project are:

- √ Create a new Catholic educational campus that is a welcoming, safe, comfortable, and effective environment for learning and believing

- √ Create a Catholic educational campus supportive of the Sacred Heart Parish community

- √ Become a parish educational center that meets the needs of all Catechetical programs (parish school, after school faith formation, youth activities, adult religious education), as well as parish community events

- √ Create a campus that is secure and protective, and organized with a strong visual and functional connection to Sacred Heart Church.

Attachment to Exhibit 13 – Comments on Project Objectives

(A) This objective should have the word "Catholic" modifying the word "education." The Sacred Heart Parish School is a private, tuition charging parochial school. It serves that limited audience, i.e. those who elect a private Catholic education for their children. The East Sacramento neighborhood is adequately served with public education facilities, so the project does not meet education needs for the community at large.

(B) The Neighborhood Compromise Alternative Plan meets traffic issues by dedicating the spine street to hospital traffic and dedicating I street east from 39th to school traffic, providing improved stacking space. It also provides adequate parking for the school. The hospital does not need additional parking. Additional parking would encourage automobile use and negates transportation management plans.

(C) There will be no housing loss under the Neighborhood Compromise Alternative Plan. Rather, vintage affordable housing will be preserved.

(D) The Neighborhood Plan does not contemplate a regional heart center at MGH. MGH can use the new smaller space for that purpose if they so elect. The best option for CHW/MGH is to locate their new heart center at the CHW Methodist site. That site can meet all their needs and objectives.

(E) This same objective can be met at the CHW Methodist site utilizing the existing CHW Medical Office Building at 8120 Timberlake Way.

(F) What is geographically central to all quadrants depends on how one locates quadrants. CHW's literature mentions Yolo, Placer and Sutter Counties along with Sacramento. Actually, this definition of the quadrant has a northern bias, and does not consider the fact that Sacramento County, including its fast growing southern cities of Elk Grove and Galt, stretches south to Contra Costa County. It also does not consider San Joaquin County (home of Alex Spanos), or the western cities of Vacaville and Fairfield which might place the CHW/Methodist site as a more central and accessible location. A cardiac patient in Elk Grove can certainly reach Methodist more readily than downtown Sacramento.

(G) The Neighborhood plan would provide better circulation. The other factors would remain within MGH's discretion, and certainly would not need to be changed.

(H) No changes needed under the Neighborhood plan.

(I) The Mercy proposal includes more parking than is required, which is not supportive of their TSM plans. The Neighborhood plan provides adequate parking.

(J) This would certainly be expected under either plan.

Exhibit 14 – Page 1 of 2

Proposed Conditions for Approval of Agreement[1]

1. There will be no demolition or removal by Catholic Healthcare West/ Mercy General Hospital (CHW/MGH), Sacred Heart Parish or School or any related entities of any residential properties west of Mercy on 39th Street, or on H Street between 38th and 39th streets.[2]

2. The proposed new central hospital building, sometimes referred to as the Heart Center, will be further reduced in size and height so that it is in scale with existing buildings on the hospital campus, and so the total new square footage of hospital space does not exceed the present square footage by more than 10% after a portion of the East Wing is demolished.

3. CHW/MGH agrees that it will not increase, or permit the increase of, the amount of medical office space owned, leased or occupied by persons not employed by CHW/MGH on the hospital campus

4. A new Sacred Heart School Building will be constructed in accordance with the concepts in the plans submitted with this proposal as Exhibits 12-2 and 12-2A, or in accordance with the plans submitted by Sacred Heart School and their parents, parishioners, friends and neighbors, organized as "Putting Our Children First," in their April, 2005, newsletter, "Directions"

5. The Mercy Care building will be demolished and the site will become an open space play area for the school and be open to the public when school is not in session Such open space shall be maintained by Sacred Heart Parish and Sacred Heart Parish School and/or CHW/MGH consistent with standards for maintenance of public parks in the City of Sacramento.

6. CHW/MGH will re-negotiate their agreement with Sacred Heart Parish and Sacred Heart Parish School so the new Sacred Heart Parish School will be built on its present site and not be relocated across 39th Street and to otherwise reflect this agreement.

7. CHW/MGH and the organizational members of the Task Force will work with the City of Sacramento Traffic Engineering Department to agree upon a feasible plan to permanently bar all left turns onto H Street from the Hospital site, while allowing certain left turns from H Street onto neighboring residential streets

8. CHW/MGH agrees to continue to include in their application any and all traffic mitigation measures previously advanced, including but not limited to: offsite staff parking, shuttle buses, and any other measures recommended in the EIR process. Additionally, CHW/MGH will agree to provide all the noise, dust and other mitigation measures they proposed to reduce the stressful conditions of an extended construction period and such other measures as recommended in the EIR process

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[1] Note. A very similar alternative was first presented to Catholic Healthcare West/Mercy General Hospital and the Sacred Heart Parish on January 31, 2007. The proposed alternative was revised in September, 2007

[2] Related entities that are a party to this proposal agreement include: Catholic Healthcare West, Mercy General Hospital, Sacred Heart Parish, Sacred Heart Parish School, the Sisters of Mercy of any description, and any related organizations and individuals of any description.

Exhibit 14 - Page 2 of 2

Proposed Conditions for Approval of Agreement – Continued.

9 CHW/MGH, the City of Sacramento, East Sacramento Preservation Task Force (ESPTF) or its designees, and any other neighborhood organizations agreed upon by ESPTF, CHW/MGH and the City, will enter into an agreement pursuant to which, in consideration of the organizations supporting the revised plans set forth above, and the city approving a special permit for the construction of the school and hospital, the hospital will agree not to pursue any additional expansion of hospital or office square footage, and to not acquire any additional property for Mercy General Hospital or Catholic Healthcare West, or their sponsors, in the area known as East Sacramento and to limit their hospital, medical office and all other health related activities to the current Hospital footprint as defined herein.

Such agreement shall be in such form and contain such provisions that, in the opinion of the Sacramento City Attorney, legal counsel for CHW/MGH and legal counsel for the East Sacramento Preservation Task Force is a legally enforceable agreement

For purposes of this agreement, East Sacramento shall be defined as the area bounded by the Capital City Freeway, Elvas Avenue and the railroad levee and the Highway 50 freeway

For purposes of this agreement, the current Hospital footprint shall be defined to include the North side of I and J Streets, the East side of 39th Street between I and J streets, the South side of H street and that part of the present Hospital property that abuts the back lot lines of the single family homes on 41st Street between H and J Streets.

Commitment and Agreement of the East Sacramento Preservation Task Force

In consideration of CHW/MGH, Sacred Heart Parish, and Sacred Heart School agreeing to this alternative plan, the members of the East Sacramento Preservation Task Force agree to support the special permit for the hospital, a new school building on the property presently owned by Sacred Heart Parish School, and the establishment of a school playground and public park on the existing Mercy Care Facility property.

Appendices

Appendix A – The Residential Structures Threatened by Mercy's Proposal

Appendix B - What can we do to make Sacramento the best place to raise our families?

Appendix C - Who or What is Catholic Healthcare West?

Appendix D - Report of Traffic Engineer Daniel T. Smith, Jr

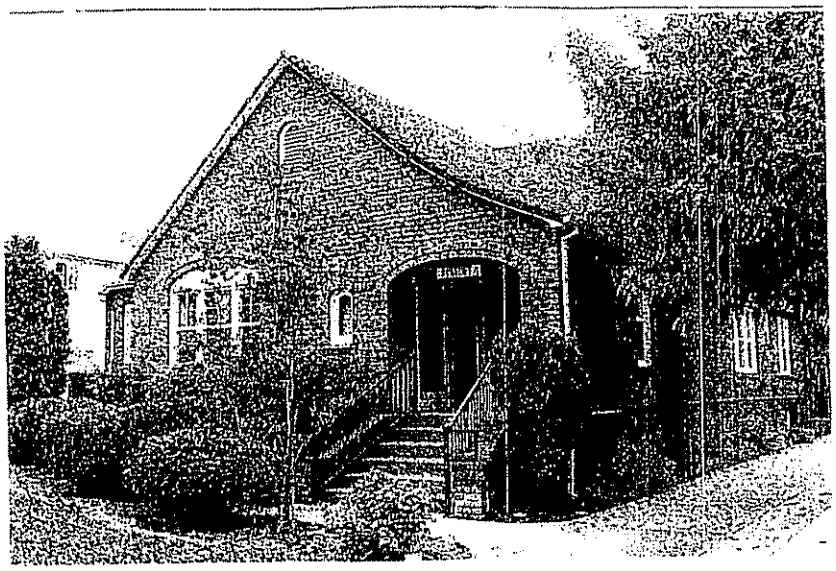
Appendix E – Neighborhood Groups' DEIR Deficiency Summary

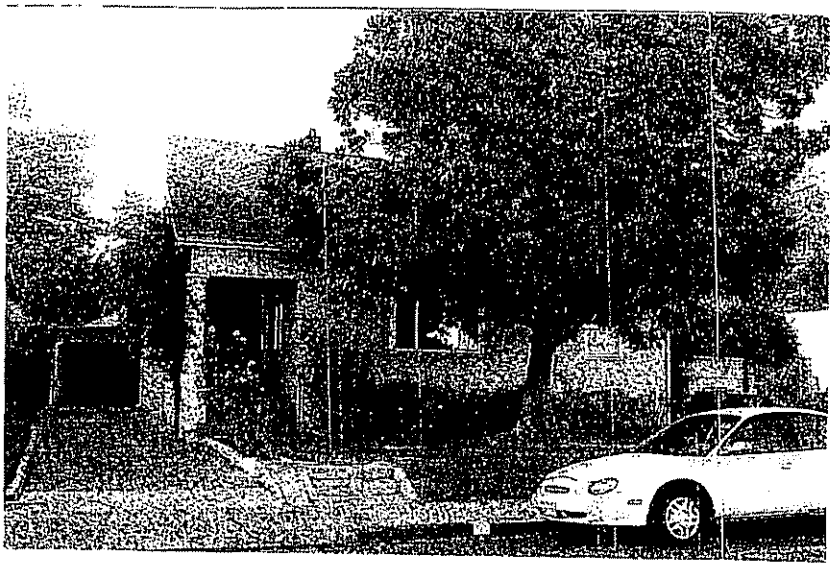
Appendix F – Summary of Parking Required v. Parking Provided

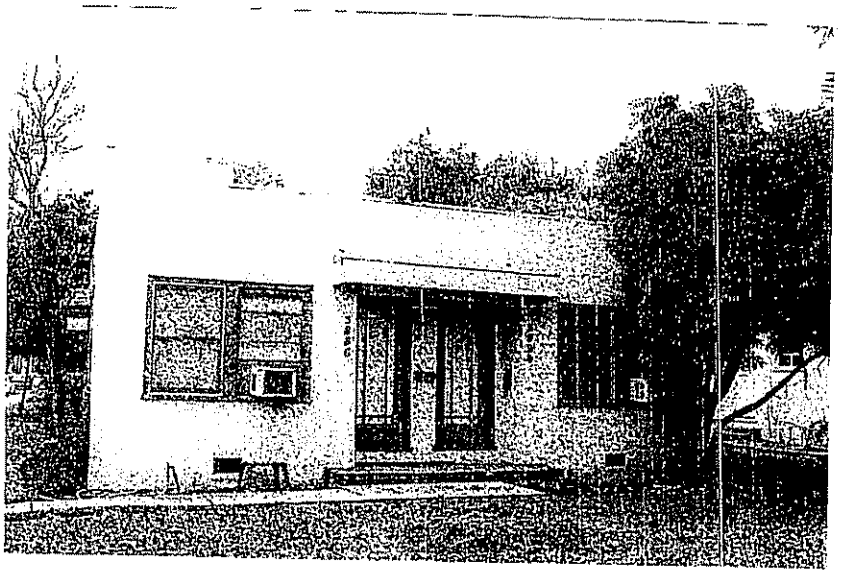
Appendix A

The Residential Structures Threatened by Mercy's Proposal

- Four Single Family Homes
- Three Multi-Family Dwellings
- Finally -- Mrs. Clarice Luther's Home, which is not for sale, but is threatened with being the sole family home remaining, surrounded by the School and Mercy McMahon Terrace parking lots







What can we do to make Sacramento the best place to raise our families?
Over the last two years, you and your neighbors shared what it would take to make Sacramento the most livable city in America.
These are some things we heard:
Make neighborhoods safe
Develop affordable housing throughout the City
Improve streets for pedestrian and bicycle traffic
Maintain the character of our neighborhoods as we grow
You are invited to continue the discussion and help make Sacramento the most livable city in America!
Food will be provided • Play care available for children 4-11 years old
Translation services available

Catholic Healthcare West – A 150 Year Healthcare Tradition

- CHW was founded 20 years ago in 1986
- First hospital founded in 1856
- Co-sponsors of CHW
  - Sisters of Mercy (Burlingame, CA • Auburn, CA)
  - Dominican Sisters (Adrian, MI • San Rafael, CA • Kenosha, WI)
  - Sisters of Charity of the Incarnate Word (Houston, TX)
  - Franciscan Sisters (Redwood City, CA)
- Largest non-for-profit acute health care delivery system headquartered in CA and the second largest not-for-profit acute health care delivery system in the western US
- 40 acute care facilities (4/05)
- 8,000 licensed acute care beds and 1,000 licensed skilled nursing beds (6/04)
- Hospitals rank among finest in the nation
- Community benefit and care of the poor = $567 Million (FY06)

Mercy
a member of CHW

"A growing and diversified health care ministry distinguished by excellent quality and committed to expanding access to those in need."
Lloyd H. Dean
President/CEO

2006 Annual Financial Summary

RESULTS OF OPERATIONS	$ (in 000's)
Revenue from Operations	6,730,138
Operating and Administrative Expenses	6,079,947
Depreciation and Interest	365,859
Loss on Early Extinguishment of Debt	21,668
Total Expenses	6,467,474
Net Operating Income	262,664
Investment Income	175,253
Net Income	437,917
FINANCIAL POSITION	
Assets	
Current Assets	2,454,437
Assets Limited as to Use	3,269,338
Property and Equipment, Net	2,540,922
Other Non-Current Assets	373,094
Total Assets	8,637,791
Liabilities and Net Assets	
Current Liabilities	1,426,314
Other Non-Current Liabilities	637,327
Long-Term Debt, Net of Current Portion	3,302,757
Total Liabilities	5,366,398
Net Assets (Mission Equity)	3,271,393
Total Liabilities and Net Assets	8,637,791

This is only a summary of certain financial information and is not a complete presentation of Catholic Healthcare West's financial condition. The reader is referred to the complete consolidated financial statements of Catholic Healthcare West and Subordinate Corporations for fiscal year ending June 30, 2006, including the related notes, which can be found along with other, more recent, financial information online at www.chwHEALTH.org/financial_info.

SMITH ENGINEERING & MANAGEMENT

August 21, 2007

Mr. Jason Flanders
Law Office of William Yeates
3400 Cottage Way, Suite K
Sacramento, CA 95825

Subject: Mercy General Hospital and Sacred Heart Parish School DEIR
P07013

Dear Mr. Flanders:

Per your request, I have reviewed the transportation and circulation component of the draft environmental impact report (hereinafter "the DEIR") for the Mercy General Hospital and Sacred Heart Parish School Mixed Use Project ("the project") in the City of Sacramento (hereinafter "the City"). My qualifications to perform this review include registration as a Civil and Traffic Engineer in California and thirty-nine years experience as a traffic and transportation engineering consultant in the State. I have both prepared and reviewed the transportation and circulation components of numerous environmental documents including those for medical campuses and am familiar with the project area. My resume is attached herewith. My comments on the subject DEIR follow.

The DEIR's Description of the Project as a Mixed Use Project is Inaccurate and Misleading.

Ordinarily, the term-of-art "mixed use project" is applied to a project that involves combining different land uses into one integral complex, often in a single structure, with the intent of a synergistic function, the synergy of which often involves the minimization of traffic through internalization of trips within the complex. What is involved in the subject project is the demolition, reconstruction and expansion of two very different and functionally separate and distinct land uses that currently occupy adjacent properties, with the reconstructed uses shifting locations within the overall site but remaining distinct separate and functionally unrelated entities. Because the reconstructed and expanded land uses of the subject project remain entirely separate and unrelated, there is no

or partially titled, but none of them is a memo providing details of derivation of trip generation rates. Because accurate trip generation is fundamental to the validity of the traffic impact analysis, the City should circulate the promised-but-not-supplied memorandum and allow a new 45 day review period for the public to appraise its content.

Returning to the content of DEIR Tables Tables 5.7-18 and 5.7-19, through elementary computations it becomes evident that the trip generation rates used for the new hospital and new elementary school buildings are fundamentally based on the observations of trip generation for the existing facilities rather than rates drawn from *Trip Generation, Seventh Edition*. This prompts a number of questions.

- How does the DEIR justify using the same trip generation rates for new facilities as is observed for facilities so obsolescent they are considered to be in 'throw-away' condition? Why were rates from *Trip Generation, Seventh Edition* not used for the new hospital building? It would seem likely that a new private hospital incorporating the best in modern medical technology would attract more patients (and with them doctors, visitors and staff) per unit floor area than an obsolescent one and hence have a higher trip generation rate. It would also seem that a brand new private school would draw pupils from a broader area than an obsolescent facility and hence would draw more pupils who are driven rather than walk and who have less opportunity to pool rides, hence have a higher trip generation.
- Were the existing trip generation rates for the hospital compiled from traffic counts to designated hospital parking areas and designated pick-up/drop-off areas only? Was an effort made to count the numbers of hospital visitors and staff who are picked-up or dropped off at other curbside locations and include these in the trip generation? Was an effort made to count the hospital staff and visitors who park on-street in the surrounding neighborhoods despite the residential permit parking program and to include these in the trip generation rate? We note that the DEIR analysts were clearly aware that this off-site parking was prevalent since on DEIR page 5.7-2 they note it as an issue in the summary of comments on the NOP.
- Was the result of the trip generation study for the existing Mercy Hospital rationalized against the results of the August 2004 employee travel survey referenced on DEIR page 5.7-31? If so, what were the results; if not, why not? Why is the August 2004 employee travel survey data not presented in the DEIR documentation as it should be?
- Was any effort made to observe and incorporate in the generation rates school pick-up and drop-off trips that may take place outside the designated pick-up/drop-off area? What was actual school attendance (as

reasonableness of the parking analysis and consequently the DEIR is deficient relative to CEQA's requirement as an information document. How was the estimate of future parking demand for the project derived? Was the existing hospital staff and visitor parking that takes place in surrounding neighborhoods despite the residential permit parking program (see DEIR page 5.7-2) taken account in the parking generation analysis?

Other observations about the parking analysis include the following:

- The on-street parking counts were conducted during daytime hours between 6 am and 6 pm. The critical time for impacts on on-street parking would tend to be in the evening hours when neighborhood residents are home from work and most dependent on the on-street parking supply and when evening visitor parking demand at the hospital is simultaneously high. This period was not measured.
- The existing parking counts show occupancy of the existing off-street supply ranging from 90 percent and above continuously from the hours beginning at 9 am through the hour beginning at 2 pm (in other words, in the six hours from 9 am up until 3 pm) and exceeding 95 percent occupancy from the hour beginning at 10 am through the hour beginning at 2 pm (in other words, in the 5-hour period from 10 am through 3 pm).
- The DEIR neglects to inform the public that parking design professionals normally consider a parking supply to be occupied at its practical capacity when its occupancy level reaches between 90 and 95 percent of the stall total.
- The existing off-street parking occupancies observed between 9 am and 3 pm are indicative that 1) the off-street parking supply is occupied at its practical capacity from mid-morning to mid-afternoon and 2) that this at-practical-capacity occupancy is logically indicative that overspill of hospital parking demand into the neighborhood on-street parking supply is taking place currently. These deductions are also undisclosed in the DEIR.
- If the project's future parking demand is really 1497 spaces, it would take a parking supply of from 1575 to 1663 stalls to have the practical capacity to meet the project's parking demand. The proposed project's parking supply is 1565 spaces, including 100 off-site spaces. So contrary to the DEIR's conclusion, when practical capacity of a parking supply is considered, the project's parking impact is ***significant*** rather than ***less than significant***.
- If current hospital and medical office building generated parking takes place on-street and was not factored into the parking generation rates indicated on DEIR Table 5.7-28, the gap between the parking supply provided and the actual supply needed to provide a practical capacity to meet parking demand would be greater than indicated in the point immediately above and the significant parking impact would be greater.

City's circulation of the DEIR without addressing these facts is improper under CEQA.

Construction Traffic Impacts Are Understated.

The DEIR traffic analysis identifies that the project would have construction impacts including lane closures, street closures, sidewalk closures, bikeway closures and parking impacts.
Although much of the traffic analysis is framed in terms of the growth *increments* involved, the project involves an extended series of demolitions and reconstructions that is several the net growth increment that is involved in the proposal. Compounding the scale of the construction activity that causes construction traffic impacts are the facts that the construction takes place at a location embedded in a residential neighborhood and the multi-year duration of demolition/construction. DEIR page 2-33 indicates demolition and construction activities would take a period of *5 years* of demolition and reconstruction activity to complete. While it is conventional to regard construction traffic impacts as unavoidable temporary impacts that responsible government seeks to manage and limit to the maximum extent reasonable, when the impacts take place in a residential neighborhood over a 5-year period, to residents they take on the character of a permanent impact and disruption.

Compounding this situation is the fact that the mitigation proposed with respect to traffic impacts (5.7-14 a), preparation of a Construction Traffic and Parking Management Plan to the satisfaction of the City traffic engineer, essentially leaves the affected public, especially close residents, out of the process and has the appearance of an improper deferral of mitigation. Other parts of the mitigation (5.7-14 b and 5.7-14 c) merely *inform* the nearby public of the times they will be affected by *grading* activities and require parking adequacy to be *monitored* (a circumstance that suggests construction parking impacts may not be mitigated until *after* the impact is experienced and measured – this begs the question of how the project will go about monitoring hospital related parking in the surrounding neighborhoods, given the apparent current ineffectiveness of enforcing the existing residential permit parking program).

Conclusion

This completes my current comments on the Mercy General Hospital and Sacred Heart Parish School Mixed Use Project DEIR. For the above-stated reasons, I do not believe the components of the document relating to Transportation/Traffic impacts are adequate. I also believe that when additional information responding to the issues raised herein is supplied, the public should have the opportunity for an additional 45 day review period to consider that information.

Draft Environmental Impact Report - Deficiency Summary

Mercy General Hospital and Sacred Heart Parrish School Mixed Use Project

This document summarizes the critical deficiencies in the Draft Environmental Impact Report for the Mercy General Hospital and Sacred Heart Parrish School Mixed Use Project (P04-215). This summary is a compilation of the deficiencies reported by the major East Sacramento neighborhood groups. These include:

- East Sacramento Improvement Association (ESIA)
- McKinley East Sacramento Neighborhood Alliance (MENA)
- East Sacramento Preservation Task Force (ESPTF)

This document is offered as a helpful bulleted view of the most critical deficiencies. For a detailed explanation of these and other deficiencies, please refer to the attached letter from MENA's President Rian Troth dated August 26, 2007 as well as the attached letter from the Law Offices of J. William Yeates dated August 27, 2007 endorsed by both ESIA and ESPTF

Traffic, Transportation and On Site Circulation

- DEIR description of the proposed project as a 'mixed use project' is inaccurate, misleading and inappropriate. The term is applied to a project that involves combining different land uses into one integral complex with the intent of synergistic function, involving the minimization of traffic.
- DEIR traffic analysis fails to address critical traffic issues of impact to residential neighborhoods and residential streets. DEIR uses service criteria similar to that used for an office-industrial tract.
- DEIR trip generation analysis is unclear; incorrect trip generation assumptions have caused underestimation of the traffic impacts. It does not use the most current trip generation guide, *Trip Generation, Seventh Edition*, but rather extrapolates on the existing traffic counts, when in fact facility usage is different than existing. *The entire basis of the traffic study* hinges on the accuracy of existing conditions in addition to accurate projected traffic data. This level of accuracy was not provided, and thus a true evaluation of the project's impact on traffic is not provided.
- DEIR fails to adequately address the *cumulative* traffic impact of the Mercy project in conjunction with all other East Sacramento development proposals
- DEIR fails to provide evidence to support its conclusion that impacts to parking would be less than significant
- DEIR fails to mitigate significant impacts to state highways
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- The City can not rely on the LOS guideline in a manner that precludes consideration of other evidence that the impact might be significant
- The traffic levels clearly exceed the objectives stated in the City's General Plan, which provides an effective measure of significance and demonstrates that the new project will have significant impact on transportation and circulation
- DEIR ignores City General Plan criteria stating local streets are not intended to carry through traffic, the goal to create and maintain a street system that protects residential neighborhoods from unnecessary levels of traffic.
- By considering the traffic circulation function alone, only one function of a street is being considered and the livability of the street for residents (pedestrian safety and accommodation, biking environment, neighbor socialization) is completely ignored
- DEIR fails to adequately assess the significant circulation

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Investigation of Potential Alternatives

- DEIR improperly dismisses viable alternatives to the project by distorting their impacts, or placing too much emphasis on one project objective over the others
- DEIR should adequately address the off-site heart center alternative as well as the Neighborhood Alternative proposal
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Aesthetics and Visual Resources

- DEIR has not adequately analyzed the potential significant aesthetics and visual impacts of the project on the residential character of the surrounding neighborhood
- With this project, CHW will have removed 33 single family homes in the past 50 years to support hospital expansion; changing the neighborhood character for block upon block
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- DEIR fails to analyze the glare impacts of replacing perimeter buildings with parking lots
- DEIR fails to discuss the negative aesthetic impacts created by placing an additional generator and oxygen tank near a public street (39th & I Street) and adjacent to residential
- DEIR fails to discuss the removal of 139 mature trees as an aesthetic loss The net removal over replacement is 75% DBH (Diameter at Breast Height)
- DEIR does not adequately address cumulative impacts on changes to community character, scale of development and aesthetics

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- DEIR inadequately estimates, reviews or mitigates many air quality issues (e g. construction-related toxic air contaminants. operational emission, CO_2 emissions impact on global warming, dust emissions, ozone impacts)
- Failures to assess issues inappropriately blamed on absence of significant thresholds or regulatory criteria
- DEIR concludes that the impact of operational air quality will be less than significant based upon the incorrect assumption that traffic levels will be similar to those of a standard hospital rather than a regional center-of-excellence heart center
- DEIR should be revised to properly apply SMAQMD's threshold of significance based on the requested land use zoning changes that would result in more intense uses on the site
- Proposed surface parking lots will increase temperature yet project seeks variance to reduce the number of shade trees in the parking surfaces

Growth Inducing Impacts

- DEIR fails to analyze the economic impacts leading to physical changes that will occur in the vicinity of the project
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- The history of development around Mercy General proves this (the Mercy Medical Plaza, Mercy McMahon, and other professional office buildings located in the project area)

Construction Traffic

- DEIR underreports and or fails to report at all on the construction impacts on traffic, pedestrians, cyclists, and parking during the extended construction period
- Per the DEIR, construction impacts, such as lane closures and street closures could significantly worsen already poor existing conditions However, the DEIR fails to describe where construction related traffic impacts will occur, does not provide a construction traffic plan, nor quantify the impacts on the existing LOS
- The proposed mitigation measures fail to mitigate impacts to less than significant levels

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- DEIR sections analyzing noise impact are inadequate, inaccurate and incomplete
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- DEIR is inadequate in that it fails to address the predictable future growth of the campus (creation of large surface parking lots, requested zoning changes from RO to Hospital)
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- DEIR inaccurately portrays the area around the project as mixed used, when in fact, the area is overwhelmingly residential.

Utilities

- DEIR fails to define the existing water demand rate per student and fails to show that efficient water features would be required by the new school
- DEIR fail to quantify any difference in water usage that would occur with an increased student population and green/turf space
- DEIR fails to explain how its wastewater generation rates for the hospital, primary school, and residential uses were determined
- DEIR should be revised to further explain its standard of significance and the expected future demands of the project

Hazardous Materials

- DEIR failed to include information on hazardous substances (e g asbestos, lead, PCB. mercury) that could currently exist in buildings slated for demolition or remodeling
- Determinations of hazardous materials present should be determined now so that decision-makers and the public have an opportunity to review the potential impacts
- DEIR fails to assess the hazard created by placing a 6,000 gallon liquid oxygen tank at the corner of 39th & I Streets

SUMMARY OF PARKING REQUIRED vs. PARKING PROVIDED w/ PROPOSED PROJECT

2007	2013	2030
TOTAL MGH LICENSED BEDS THROUGH 2030 w/ PROPOSED PROJECT PER DEIR TABLE 2-2		
342 per DEIR, Table 2-2 375 per DEIR, Figure 2-5	316 per DEIR, Figure 2-5	141 per DEIR, Table 2-2
PARKING REQUIRED FOR ALL MERCY FUNCTIONS PER BED COUNT		
MMP 150,640 sf/200 = 753 spaces + # licensed beds 1,128 per DEIR, Figure 2-5 1,069 per Staff Report	1,069 per DEIR	894 per DEIR
PARKING PROVIDED FOR ALL MERCY FUNCTIONS PER BED COUNT		
1,367 per DEIR, Figure 2-5 1,347 per Staff Report	1,508 to 1,533 per Staff Report	1,508 to 1,533 per Staff Report
PARKING PROVIDED OVER NUMBER REQUIRED		
+239 per DEIR, Figure 2-5 +278 per Staff Report	+439 to 464 per DEIR, Fig. 2-5	**+614 to 639 per Staff Report**

While the DEIR maintains that the SHPS will require a total of 279 parking spaces for assembly functions at the school, those spaces will always be available at night on the hospital site.

AVAILABLE EMERGENCY DEPARTMENT BEDS	
84 (36% of admissions)	50 (36% of admissions) 91 dedicated to AGS Heart Center 141 total beds

ADDITIONAL DOCUMENTS

- PROJECT DEFICIENCYSUMMARY- FROM DOCUMENTS SUBMITTED BY ESIA, MENA, AND ESPTF
- ESIA PROJECT ISSUES
- MENA PROJECT ISSUES

Draft Environmental Impact Report - Deficiency Summary

Mercy General Hospital and Sacred Heart Parrish School Mixed Use Project

This document summarizes the critical deficiencies in the Draft Environmental Impact Report for the Mercy General Hospital and Sacred Heart Parrish School Mixed Use Project (P04-215) This summary is a compilation of the deficiencies reported by the major East Sacramento neighborhood groups These include:

- East Sacramento Improvement Association (ESIA)
- McKinley East Sacramento Neighborhood Alliance (MENA)
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This document is offered as a helpful bulleted view of the most critical deficiencies For a detailed explanation of these and other deficiencies, please refer to the attached letter from MENA's President Rian Troth dated August 26, 2007 as well as the attached letter from the Law Offices of J William Yeates dated August 27, 2007 endorsed by both ESIA and ESPTF

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EAST SACRAMENTO IMPROVEMENT ASSOCIATION

The East Sacramento Improvement Association opposes the Mercy Hospital Spanos Heart Center Project unless Catholic Heath Care West (CHW) or Mercy Hospital can agree to resolve the major issues, herein, in the following manner:

1. **A binding written commitment to provide all improvements and mitigation efforts needed by Sacred Heart School that will allow it to continue to provide quality educational services during construction;**
   Sacred Heart School is a historic, cultural and educational resource and plays an important part in the East Sacramento community The project cannot be allowed to adversely affect this community asset in any manner

2. **A binding written commitment not to place any CHW facilities, including parking facilities, outside Mercy's present footprint on the city block bounded by 39th, 40th, J, and H Streets;**
   The Association is particularly concerned with expansion onto the West side of 39th Street. Mercy's intent to place a surface parking lot on the Mercy Care site imposes a significant impact on adjacent residential uses that are already compromised by the Hospital activities. A parking lot can evolve and the next Mercy project could be a large building on the existing sight

3. **An acceptable comprehensive plan for traffic circulation on 39th Street, H Street, and J Street, both during and after project construction;**
   The neighborhood would be severely impacted for an extended period by the proposed construction. This affects not only the school but also livability in the adjoining neighborhood We are also concerned that traffic counts maybe underestimated by Mercy, simply because there will be no increase in the number of hospital beds Mercy indicates that the older sections of the building will not be retrofitted but instead will be used to concentrate administrative employees and services Thus, the project may reasonably be expected to significantly increase traffic Mercy also needs to address and resolve the increased intensity of the use of medical office buildings on the Mercy campus, traffic and parking

4. **A comprehensive parking and trip reduction plan that reduces the overall need for parking and spillover parking on our residential streets. This plan must include every person who works on this project site and who visits any office or building on the Mercy site;**
   This project will also increase the spillover parking in the neighborhoods and its solutions require Mercy to embrace a very aggressive and innovative trip reduction plan and parking alternatives, including shuttles from remote parking sites It is difficult to conceive of adding almost 200,000 square feet of use and assert that traffic volumes or parking needs will not increase significantly

5. **The size and scale of the project should be reduced.**
This project, the Spanos Heart Center, is simply too big for the small campus at Mercy Hospital in East Sacramento Its scale is not consistent with any surrounding residential and commercial properties in the community Its size and scope of work contributes negatively to construction, circulation, parking and aesthetic impacts

East Sacramento Improvement Association P O Box 19147 Sacramento, California %819

March 25, 2007

Development Services Department
City of Sacramento
1231 I Street, Room 300
Sacramento, CA 95814

Subject: EIR Scoping Comments for the Mercy Heart Center Hospital Expansion

Dear Development Services Department:

We appreciate the City of Sacramento's efforts to "scope" the EIR for Mercy General's Spanos Heart Center and expansion. Also, we appreciate the rescheduling of the original scoping meeting after broader notice was provided.

I offer these comments on behalf of the Board of the East Sacramento Improvement Association (ESIA). ESIA is one of the oldest and largest Sacramento neighborhood organizations. It was born more than 50 years ago from conflict between Mercy Hospital and East Sacramento neighbors. Unfortunately, the continual expansion of the hospital makes this conflict recurrent. ESIA believes that this project will have major impacts for the entire East Sacramento neighborhood, and that it will affect residential areas, traffic, and local schools. The project includes construction impacts that, while limited in duration, will be prolonged and significant. Moreover, the project will have lasting direct and incremental impacts on the entire area in which it is located. This makes a thorough EIR absolutely essential for public information and for our policy decision-makers. We request that the EIR address the following issues:

1. **Size, Scale, and Context.** ESIA is particularly concerned with the scale of this project. The mass of the buildings are in stark contrast to the surrounding single-family homes and small business establishments. The proposed building will dwarf even the adjacent medical services building. The Chamber of Commerce describes East Sacramento as "a small town" atmosphere with an old fashioned, neighborhood feel. The scale of the Mercy project seems to be more consistent with a business district, with parking garages and high density lot coverage. The oversized nature of the project increases all other impacts, including construction impacts, traffic circulation, aesthetics, parking capacity, and surrounding land uses. This directly relates the need to fully consider a variety of **project alternatives**, discussed below.

2. **Cumulative Impacts.** The EIR's cumulative impact analysis should be robust. By that we mean that it needs to include a complete summary of the past, present and

future impacts of Mercy Hospital on the surrounding residential neighborhood, as well as "related" hospital and medical service buildings which have been concentrated in the East Sacramento community Medical services, and hospitals in particular, have over time had a huge cumulative impact of the East Sacramento community Some of the impacts—such as access to services and local employment are beneficial But many of the impacts have also been adverse to the residential quality of life The loss of single family homes a result of prior Mercy expansion, is a concern for any inner city neighborhood. The increased traffic and noise are major concerns for long time senior residents and families with young children

As stated above, ESIA was founded almost 50 years ago by people struggling against further expansion at the expense of the residential community Every subsequent East Sacramento generation has seen a Mercy Hospital expansion of some kind. and with each expansion there has been an even greater impact in terms of traffic, loss of housing, shortage of adequate parking, and impositions on surrounding neighbors and the Sacred Heart School The EIR should reflect the historic and incremental growth of the Mercy facility, including the impacts on the block to its immediate west Impacts on all bordering single family residences should be considered

3. **Sacred Heart School.** The EIR should reflect the historic, cultural, and educational resource that the Sacred Heart School represents, and its important role as a part of the East Sacramento community The EIR should explore rebuilding the school on its present site relocating the classrooms away from the hospital campus, along the 39th street side of the current site, with the gymnasium/cafeteria complex next to the hospital site Parking and drop-off could be accomplished between the two buildings. with the entrance and exit driveway off 39th street at the north end of the classroom building and a green playground installed on the front (H street) side of the school (see exhibit 1)

4. **Traffic Circulation.** The EIR must thoroughly explore the traffic impact of the project We are concerned that this impact may be underestimated by Mercy's representations that there will be no increase in the number of hospital beds. The number of hospital beds is a faulty indicator of how new traffic might be generated by the project Intensity of services and the transition of "in patient" to "out patient" surgery for heart procedures more clearly defines the use of the hospital Thus, the project may reasonably be expected to significantly increase traffic to the hospital and in the surrounding community ESIA requests that the EIR include an independent evaluation, using consultants if necessary, to determine how increased use of the "campus" will affect traffic and parking Also, in terms of the cumulative impact of the project, the EIR should consider the intensity of the use of the medical office building on the Mercy campus, which we suspect may be far greater than anticipated when originally permitted

5. **Impacts on Adjacent Residential Uses.** ESIA is particularly concerned with the expansion of the Mercy campus. via the relocation of SHPS, onto the west side of 39th Street Mercy's intent to relocate the school on the Mercy Care site imposes a significant impact on adjacent residential uses that are already compromised by the hospital use

Such impacts, the further destruction of a historic neighborhood, are clearly direct, but they must also be considered in the cumulative analysis
As the hospital interferes with residential life in the block, resident's will pushed to sell out their properties and find a new place to live "Replacement" housing is proposed as "for rent" apartments ESIA requests that at least some of the replacement housing be "for sale ", owner occupied properties, as rental properties do not encourage a neighborhood attitude or feeling These possibilities need to be considered in the EIR analysis, along with consideration of ways that the City might mitigate such future impact by restricting future expansion in this neighborhood

6. **Acoustic Impacts**. The EIR should include a comprehensive analysis of the acoustic impacts that will result from the project This should, of course, include construction impacts and the noise from additional projects, but there are additional noise issues associated with the project that can be detrimental to surrounding residential use The new "central plant" expansion (apparently behind the houses on 41st Street) for the facility's utilities, including chillers, emergency power generators, pumps, medical gas and cooling towers need to be analyzed after determining their exact locations Moreover, operational changes (i e , the location of loading docks, garage parking, and lighting) deserve careful analysis Local residents already complain about the noise and light impacts from parking lots and structures, including the irritation of ubiquitous false car alarms The EIR should capture how expanded parking facilities will increase such irritations, and how this noise can be effectively mitigated, assuming that it can be

7. **Air Quality Issues**. Construction is projected to cover a prolonged period of site preparation and actual construction; the entire construction period is estimated to exceed four years This construction will occur across the street from residences, and across the fence line from Sacred Heart School The EIR should consider the public health and air quality impacts of nitrogen dioxide and particulate emissions, and toxic diesel emissions from construction equipment, as well as dust particulates caused by extensive excavation, soil disturbance, and traffic from diesel trucks and other machinery

The EIR should include a health risk assessment for diesel emissions, which are classified as a toxic air contaminant under California law. The health risk assessment should be performed consistent with guidelines from the State Office of Environmental Health Hazard Assessment Diesel exhaust contributes the lion's share of cancer risk imposed by airborne toxic contaminants, and diesel emissions are a feature of major construction projects. Moreover, many air districts have been moving to prohibit the location of such diesel fume sources such as backup generators adjacent to schools and other sensitive receptors (See, e g , South Coast Air Quality Management District, "White Paper on Potential Strategies to Address Cumulative Impacts From Air Pollution," August 2003, pp 16-17)

All possible forms of mitigation to reduce air pollution, and particularly diesel toxics, should be considered These might include the substitution of gasoline engines for diesel where such is possible, a panoply of dust suppression measures, the use of filter traps on

diesel motors, and the scheduling of certain kinds of activity when students are not present For example, the weekly or monthly reliability checks of diesel backup generators (requiring their operation for a set length of time) could be restricted to hours when students are not in school Of course, such mitigation does little to protect adjacent residents

8. **Alternatives.** Emphasis should be placed on the alternatives analysis, as there are obvious significant environmental impacts that cannot be sufficiently mitigated At what other possible sites might Mercy locate the Heart Center? Could the building be "downsized" by 50 or 30 percent and still achieve the project objective of providing a utilizable medical facility for heart surgery? What is the minimum size for successful comparative facilities? Could administrative uses be relocated elsewhere to reduce impacts? How can parking needs be reduced? Trip reduction plans, shuttles from light rail, and off site parking locations need thorough expert evaluation City staff and its consultants should not fail to analyze a variety of alternatives merely because of claims that "project objectives" could not be met by such alternatives All reasonable alternatives should be as fully evaluated as possible to let the City's decision-makers consider whether or not project objectives can be met by a project that, though short of Mercy's wish list, is a workable compromise that considers the welfare of the neighborhood and community

Thank you for considering ESIA's scoping comments We look forward to assisting the staff in any way that we can, and reviewing the Draft EIR

Yours truly,

Jim Collins
ESIA President
P O Box19147
Sacramento, Ca 95819

August 26, 2007

Scott Johnson, Associate Planner
City of Sacramento Development Services Department
Environmental Planning Services
2101 Arena Boulevard, Suite 200
Sacramento. CA 95834

RIAN TROTH
PRESIDENT

NANCY CORNELIUS
VICE PRESIDENT

LISA SCHMIDT
TREASURER

VALERIE ROBERTS
SECRETARY

Dear Mr Johnson:

Thank you for referring the **Draft Environmental Impact Report for Mercy General Hospital and Sacred Heart Parish School Mixed Use Project** to the McKinley East Sacramento Neighborhood Association (MENA) for review and comment The MENA Board has taken their previous comments, as well as prior comments from other East Sacramento residents, into consideration in the preparation of these comments on the Draft EIR

Aesthetics and Visual Resources

The DEIR has not adequately analyzed the potentially significant aesthetic and visual impacts of the project on the residential character of the surrounding neighborhood With the subject proposal, Mercy has removed 33 single family homes over the past fifty years to accommodate its expansions By doing so. Mercy has changed the neighborhood character of the surrounding area for many blocks. Additionally. the proposal to allow the Heart Center to exceed current height restrictions is out of character with the surrounding one and two-story, single-family neighborhood homes These impacts were not adequately addressed in the DEIR

Air Quality

The DEIR addressed construction diesel toxic air contaminants (TAC) generally. but did not fully analyze these potential impacts and asserted, as a justification for this failure, that there is no regulatory criteria for assessing significance

The absence of a significance threshold does not provide a legal basis for refusing to analyze a potentially significant impact (See the discussion below regarding global warming). Furthermore. since it is not disputed that construction equipment will emit TAC, and the project will be in close proximity to several sensitive receptors (including schools and the hospital) every effort should be made to identify and reduce these impacts to the

P.O Box 160222 | Sacramento, CA 95816 | t: 916 452 4592

www eastsac org | mena@eastsac org

greatest degree possible After-market filters are available for construction equipment which could reduce particulates -- and therefore TAC -- significantly

Similarly. global warming is discussed but summarily dismissed based upon the lack of a threshold and a conclusory statement that this project. standing alone. might not have a significant impact

The absence of a threshold does not justify the failure to analyze potentially significant impacts To the contrary. the City has the discretion to determine, based on a variety of factors. whether impacts are significant.[1] Neither CEQA. the Guidelines. nor the courts have required the adoption of thresholds as a prerequisite to analyzing impacts To the contrary, significance criteria are commonly developed by the experts that prepare the CEQA analysis, based on their assessment of the technical evidence.[2]

There is no question that this project will generate additional CO_2 emissions And while a full analysis may show that the global warming impacts of the project will not be individually significant, those same emissions may well be cumulatively significant And, again, mitigation to reduce climate change emissions impact is readily available and should be applied to the project

The analysis of operational air quality impacts is also flawed The DEIR conclusion that these impacts will be less than significant is based upon the assumption that traffic levels will be similar to those of a standard hospital; in this case. however, the project includes a Heart Center that will generate significant additional trips due to the number of out-patient procedures that will be undertaken Comments on the Notice of Preparation asked that other similar facilities be analyzed to accurately determine the true trip generation rate for this type of facility Unfortunately, because this was not done, the DEIR air quality analysis is not supported by substantial evidence and is deficient We therefore believe that the traffic impact analysis and the air quality analysis need to be revisited.

Transportation and Circulation

As indicated in the above paragraph, MENA believes that the use of incorrect trip generation assumptions has caused the DEIR to underestimate the traffic impacts The analysis is also flawed because the DEIR ignored key significance criteria

The DEIR utilizes the City's level of service (LOS) categories to determine whether increased traffic will have a significant impact Under this limited approach. an impact would be significant if:

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[1] *National Parks & Conservation v County of Riverside* (1999) 71 Cal App 4th 1341, 1356-1357 (agency may apply different thresholds depending on the nature of the area affected)
[2] *Napa Citizens for Honest Govt V Napa County Bd. Of Supervisors* (2001) 91 Cal App 4th 342. 362 (significance standard for traffic developed by EIR drafters)

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1 *The traffic generated by a project degrades peak period level of service from A B or C (without project) to D. E or F (with project): or*

2 *The LOS (without project) is D.E or F and the project generated traffic increases the peak period average vehicle delay by five seconds or more*

While this analysis is a necessary step in determining significance. it does not go far enough CEQA requires that impacts be analyzed even if an impact meets an adopted standard. if circumstances indicate the project may nonetheless have a significant impact [3] The City can not rely on the LOS guidelines in a manner that precludes consideration of other evidence that the impact might be significant [4] In this case. the traffic levels exceed the objectives stated in the City's General Plan, which provides an effective measure of significance and demonstrates that the project will have a significant impact on transportation and circulation

For example 39th Street which is classified as a local street. already has traffic volumes that exceed 4000 vehicles per day and these traffic levels will increase if the project is approved These levels are inconsistent with the City's General Plan, which states that:

"Local streets are not intended to move through traffic Volumes on residential local streets will typically be 2.000 or fewer vehicles per day but could be as high as 4,000 vehicles per day "

With the additional traffic added by the project, 39th Street levels will exceed the maximum level contemplated by the General Plan Even the 4000 level set in the plan is too high Donald Appleyard, in his seminal research work on residential street livability, concluded in *Livable Streets*[5] that the maximum livability capacity for residential streets is 3000 vehicles per day and that 2000 vehicles per day was the threshold above which residential livability was significantly impaired While J Street and H Street are classified as arterials, they are residential streets as well and their livability is being greatly impaired by vehicle volumes of 19,638 and 17.805 vehicles per day respectively Exiting driveways has become extremely hazardous and pedestrian and bicycle travel has become more dangerous 39th Street, as mentioned above is classified as a local street

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[3] *Berkeley Keep Jets Over the Bay Committee v Board of Port Commissioners* (2001) 91 Cal App.4th 1344, 1380-1382 (project that meet FCC noise standards could still have a significant effect if it caused a substantial increase in the ambient noise levels for adjoining areas); *Protect the Historic Amador Waterways v Amador Water Agency* (2004) 116 Cal App 4th 1099, 1109-1111 (project meeting hydrology significance thresholds could still have a potentially significant impact because thresholds did not address all hydrology and water impacts of the project)

[4] *Mejia v City of Los Angeles* (2005 130 Cal App 4th 322, 342 (agencies can not apply standards or thresholds "in a way that forecloses the consideration of any other substantial evidence showing that there may be a significant effect)

[5] Appleyard, D S.. Gerson. S . and Lintell. M . *Livable Streets* University of California Press. Berkeley. 1981

P O Box 160222 | Sacramento, CA 95816 | t: 916 452 4592

www eastsac org | mena@eastsac org

and its traffic volumes certainly exceed the livability threshold While higher traffic volumes than 2,000 to 3,000 vehicles per day may be appropriate in areas with higher density residential development and mixed uses, it is not appropriate in areas that are primarily single family residential in character

In addition, the City's emphasis on traffic circulation ignores the fact that beyond simply moving traffic, urban streets often function as public spaces where people walk, ride bikes, meet and socialize with others By considering traffic circulation alone, only one function of a street is being considered and the livability of the street for residents of this community is completely ignored

Given the inadequate traffic significance thresholds utilized for this analysis, one cannot reasonably conclude that cumulative traffic impacts are less than significant

In conclusion, this is not the first instance where MENA has commented on the inadequacy of a traffic analysis for a new project Each new project as it goes through the City's environmental review process is considered to be less than significant because it does not excessively impact intersection levels of service Meanwhile, the livability of our streets in East Sacramento continues to be degraded Many of us chose to live in East Sacramento because of its livable, walkable, bikeable and safe streets The qualities we so desire are being eroded by the City's lack of an adequate threshold of significance for traffic impacts

We sincerely look forward to working with you to establish appropriate traffic thresholds of significance, reanalyze the impacts of this project and apply needed mitigation We also look forward to working with you to develop a comprehensive mobility plan for East Sacramento, which we have requested numerous times in the past

Respectfully submitted,

Rian Troth

Rian Troth
President
McKinley East Sacramento Neighborhood Association

cc: Steve Cohn
Evan Compton
ESIA

P O Box 160222 | Sacramento, CA 95816 | t: 916 452 4592

www.eastsac org | mena@eastsac org

March 26, 2007

City of Sacramento Development Services Department
Attn: Scott Johnson
Environmental Planning Services
2101 Arena Boulevard, Suite 200
Sacramento. CA 95834

Dear Mr Johnson

Thank you for referring the **Notice of Preparation for an Environmental Impact Report for *Mercy General Hospital and Sacred Heart Parish School's Mixed-Use Project (P04-215)*** to the McKinley East Sacramento Neighborhood Association (MENA) for a response regarding the content of the EIR MENA has the following comments

Neighborhood Character and Housing
MENA is very concerned about Mercy's impact on the neighborhood character of East Sacramento and the loss of vintage housing This is not Mercy's first expansion and probably not its last attempt Mercy has already seriously eroded the neighborhood character and MENA is concerned that this will continue to occur. Mercy and the City of Sacramento should enter into a binding agreement to limit Mercy's future expansion to the footprint envisioned in this plan Yes, Mercy has proposed to replace housing lost by the proposed expansion, but the replacement housing does not fit the neighborhood in the same way that the housing proposed to be demolished does

Construction Impacts
The EIR must address in detail how construction impacts will be mitigated MENA recommends a remote staging area for construction parking Noise, dust, air quality and traffic impacts of construction on neighbors and the school must be addressed

School Relocation
Schools often have a negative impact upon adjacent residential uses This is critically important here since the school is moving adjacent to an established residential neighborhood Providing appropriate mitigation between the new school site and the existing adjoining residential parcels is essential

Cumulative Traffic Impacts
This is an issue of grave concern to MENA We have asked that the cumulative traffic impacts of development in East Sacramento be addressed with respected to previously approved projects We do not believe this has been addressed adequately in the past

The cumulative impacts of this project, previously approved East Sacramento projects and active and inactive proposed projects must be included in the traffic analysis This cumulative traffic analysis must include not only H and J Streets and a few adjacent intersections, but must include many of the access-ways to these new projects. East Sacramento prides itself in being a walkable and bikeable community The ability to walk and bike safely has already been substantially eroded due to increased through traffic. This situation will only be exacerbated by these new projects As MENA has stated previously, these new projects must bear some responsibility for maintaining the livability of this community We believe these projects should be assessed a fee to

provide adequate transit service and maintain a safe walking and biking environment for the residents of East Sacramento

Mercy Hospital itself must take action to mitigate the impact of employee trips This can be accomplished through providing free transit passes and charging employee parking fees equivalent to the cost of a transit pass In and out parking privileges for employees should also be revoked Remote employee parking. for those that cannot use transit, with frequent shuttle service. should also be considered to mitigate traffic impacts

As is clearly evident from the above, MENA is **very** concerned about cumulative traffic impacts and will be scrutinizing the environmental document closely to insure that this issue is appropriately addressed Thank you for the opportunity to comment on the NOP

Sincerely,

Rian Troth
President. McKinley East Sacramento Neighborhood Association

Susan Brank
September 13, 2007, Testimony before Sacramento Planning Commission

This year the American Lung Association ranked Sacramento as the 12th worst city in the nation for air quality. We had 15 Spare the Air days last summer, and 79% of our days had moderate or unhealthy air quality

The Mercy plan will take away one of the best weapons we have against bad air:
A mature canopy of 139 trees.

In their plan, Mercy will cut down 139 trees to make room for its expansion because there is not enough space for the buildings These are significant trees with an average Diameter of 8 6 inches Thirty of the trees exceed a 12 inch Diameter Replacement plantings will take decades to begin to achieve the canopy that will be cut down.

We can now quantify the impact on our air quality of the loss of these trees thanks to recent studies by UC Davis for the Center for Urban Forest Research.
In one year, 139 trees remove the following amount of pollution from the air:

- 7 tons of carbon dioxide, and
- 1,400 lbs of pollutants, including 560 lbs of ozone and 420 lbs of particulates.

It is a sad irony that a health care provider would willingly cause such a huge increase in pollution in a neighborhood The City of Sacramento has adopted the Greenprint plan to double the region's tree canopy. Destruction of an urban forest of this magnitude is a huge step backward.

I should note that the 139 figure for tree removal may be conservative. Mercy's arborist report states that up to 424 trees may be adversely affected by the construction project. Damage to roots, or other tree injury could result in the loss of more than 139 trees

In addition to removing a large number of trees, we are also concerned that Mercy is requesting a variance from the City's parking lot shade ordinance to plant fewer trees than required The Sacramento Tree Foundation has written to the Commission stating that it is unaware of any exceptions allowed under this ordinance, including the Arco Arena project. Parking lot shade trees help mitigate our urban heat island to reduce heat and pollution

Last week, the City Parks and Recreation Commission ruled in favor of the neighborhood's appeal to preserve a rare Heritage Tree that Mercy sought to cut down That 83-foot Bunya-Bunya stands as a symbol for saving the rest of our treasured tree canopy

East Sacramento tops the region for the best tree canopy with 27% tree coverage. We ask that you help us preserve this community model for the environment.

Attachment 9: Letter from ECOS

ECOS
ENVIRONMENTAL COUNCIL OF SACRAMENTO

909 12th Street, Suite 100 • Sacramento, CA • 95814 • (916) 444-0022

October 16, 2007

Mayor Heather Fargo and Councilmembers
Sacramento City Hall
915 I Street, Fifth Floor
Sacramento, CA 95814

Subject: SUPPORT for Mercy General Hospital Expansion

Dear Mayor and Councilmembers.

For the following reasons and on the basis of the proposal currently before the City of Sacramento Planning Commission, ECOS, the Environmental Council of Sacramento, supports the Mercy General Hospital expansion

1. This project represents a significant well-designed reinvestment in the Central City. ECOS places a high priority on reinvestment in existing urbanized areas, close to transportation and housing, that does not significantly negatively impact its surroundings

2. The project will result in the construction of 20 new homes as replacement for 17 existing homes for a net gain of three housing units. The new housing units will be more energy efficient and affordable than the units they replace. We believe it is important to integrate housing for all income levels within our residential areas

3. The project will provide a new campus for Sacred Heart School with improved vehicular and pedestrian access to the surrounding community.

4. The project will fund a free neighborhood shuttle to Regional Transit's light rail system. ECOS encourages development projects to fund and/or facilitate public transit operations

5. The new Heart Center creates a state-of-the-art medical facility in the Central City on an existing hospital site in a neighborhood that is attractive to physicians and that provides a range of housing options for hospital staff

6. The project proponents have worked closely with the stakeholders in the surrounding neighborhood and have made significant positive changes to the project's design from earlier iterations

We appreciate the opportunity to support this important project. ECOS believes that our city's and region's ability to achieve the important goals of preserving and enhancing existing neighborhoods and protecting working farms and wildlife habitat is enhanced by significant, well-designed reinvestment in our urban core and its infrastructure

Sincerely,

Paul R. Menard, AIA
ECOS Vice President
Co-Chair ECOS Land Use Committee

cc: City of Sacramento Planning Commission

www.ecosacramento.net

Attachment 10 – Letter from MetroChamber

metrochamber
SACRAMENTO METROPOLITAN CHAMBER OF COMMERCE

Chair 2007
John Lambeth
President
Downtown Resources

1st Vice Chair
Michael Jacobson
California Public Affairs Manager
Intel

2nd Vice Chair
Linda Cutler
Vice President, Corporate Communications
GenCorp

Past Chair
Frank Washington
Chairman & Founder
Moon Shot Communications

Vice Chairs
Jessica Chapman
Owner/Principal
Room to Breathe

Bruno Cohen
President
CBS 13 / CW 31

Kristine Deutschman
Principal
Deutschman Strategies

David Hosley
General Manager
KVIE Channel 6

Randy Sater
President
Teichert Land Co

Art Tyler
President
Sacramento City College

Jim Williams
Principal
Williams + Paddon Architects + Planners Inc.

At-Large Representatives
Roy Brewer
Managing Partner
Brewer Lofgren LLP

Felix Fernandez
Regional Vice President
Wells Fargo Bank

Deborah Patyna
Vice President, Public Affairs
Fleishman-Hillard Inc

Legal Counsel
Christopher Delfino
Attorney
Downey Brand Attorneys LLP

Treasurer
Warren Kashiwagi
Partner
Perry-Smith LLP

President & CEO
Matthew R. Mahood
Sacramento Metro Chamber

October 16, 2007

The Honorable Heather Fargo
Mayor, City of Sacramento
915 I Street, 5th Floor
Sacramento, CA 95814

RE: Mercy General and Sacred Heart Project

Dear Mayor Fargo:

The Metro Chamber respectfully requests your support of the Mercy General and Sacred Heart Project.

On Thursday, October 11, the Sacramento Metro Chamber voted to support the Mercy General and Sacred Heart Project in East Sacramento. The Metro Chamber believes that Mercy's extensive efforts to work with the Sacred Heart School and local residence to address concerns has produced a project with substantial community benefit. The Metro Chamber board of directors also viewed the project as a smart growth infill project that compliments the Blueprint Preferred Scenario and benefits the Sacramento region.

The Mercy General and Sacred Heart Project will update Mercy General with state of the art facilities and infrastructure. The current facility is considered insufficient to handle future health and employee needs. Mercy General is the No. 1 heart facility in California and ranks in the Top 100 nationally for heart and whole hospital care.

As you know, In 2005 Mercy voluntarily put their plans on hold to work with Sacred Heart School and conduct a community outreach program that included organizing public meetings, holding neighborhood coffees and going door-to-door in East Sacramento. Mercy worked with Sacred Heart Parish School to develop a joint project benefiting both organizations. The project also included many changes focused on addressing neighborhood concerns, including transportation circulation improvements, additional surface parking to remove neighborhood parking impacts and shorting the height of the Heart Center.

Mercy has gone to great lengths to work with the community to address their concerns and has incorporated many of their ideas in the new proposal. The joint project is an ideal example of the benefits of the public process where a project is proposed, public comments are made, and the project applicants respond by addressing concerns.

The Mercy General and Sacred Heart Project is also a great example of a smart growth project that compliments Blueprint. The Mercy General and Sacred Heart Project is an infill project with a compact design that utilizes existing resources rather than consume additional land in outer areas of the region. The project also offers transportation choices by establishing a community shuttle to light rail that both employees and local residents can use.

One Capitol Mall, Suite 300
Sacramento, California 95814

Phone 916.552.6800
Fax 916.443.2672

chamber@metrochamber.org

In late 2005 the Metro Chamber supported the approval of a similar, yet much larger hospital project—the Sutter Medical Center project in downtown Sacramento—because it also addressed neighborhood concerns and was an excellent example of the planning and development concepts contained in the SACOG Blueprint.

Representing nearly 2,500 member businesses and business organizations in the six-county Sacramento region, the Sacramento Metro Chamber serves as the region's voice of business and is the leading proponent of regional cooperation on issues affecting business, economic development and quality of life. The Metro Chamber strongly encourages local elected officials to cooperate across jurisdictional lines to address important public policy issues that impact jobs and the economy.

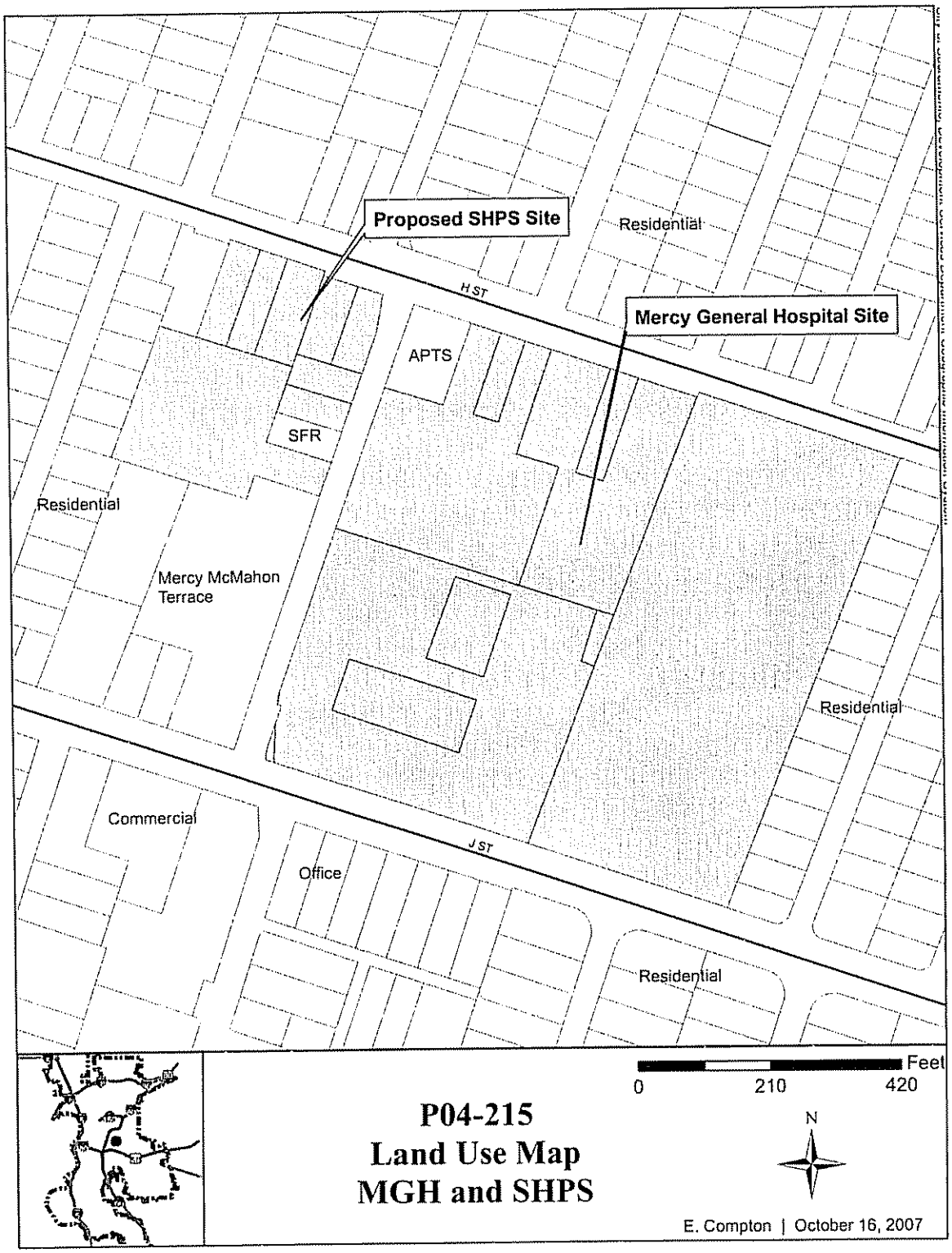
The Metro Chamber respectfully requests your support of the Mercy Genera and Sacred Heart Project.

Sincerely,

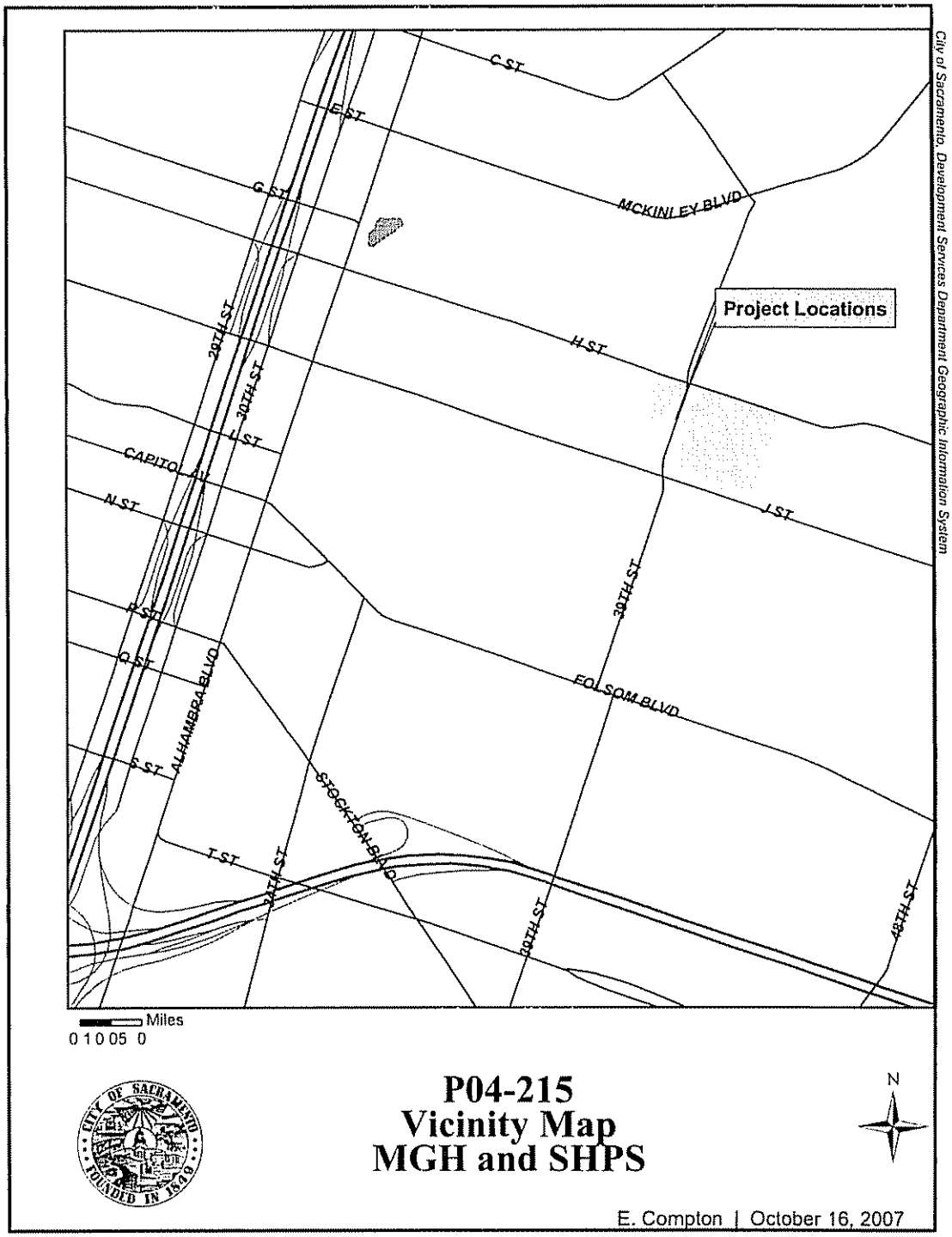
Matthew R. Mahood
President & CEO

Cc: Sacramento City Council
Sacramento Planning Commission

Attachment 11: Land Use Map



Attachment 12: Vicinity Map



Attachment 13: Letter from J. Hodgson

J A Hodgson
4424 F Street
Sacramento, CA 95819
916-736-1559

11-6-07

Dear Mayor and Council members,

I am a licensed California contractor, {CSLB # 851457} that has been involved in numerous projects of raising, relocating and refurbishing existing structures in East Sacramento. The team of professionals I utilize to achieve these goals have an excellent relationship with your appropriate city personnel, resulting in a quick turn around time in obtaining our goals.

We would like to assist and educate you and all parties involved in the Mercy Hospital project, regarding this type of practice. Particularly the aspects of land, logistics, cost and time needed to complete this endeavor, in a time frame that is compatible to any building plans. These houses do not need to be destroyed and can provide a very beneficial services in another location. There is land available to accommodate these houses

I look forward to answering any questions you or others may have and can be reached at 912-3105 [cell phone] or in person. References can also be easily forwarded.

Last of all I want to thank you for sponsoring the Parks and Recreation departments "after school " programs of dancing, basketball, football etc. run by Rich and Patricia and their wonderful staff. That gratefulness is the opinion of all parents as we watch our children practice and perform in games. Thank you and please continue to do so.

Thank you,

Jim Hodgson

Jim Hodgson

Attachment 14: Staff Response to ESPTF Alternative

The Mercy General Hospital and Sacred Heart School project (P04-215) was heard by the Planning Commission on September 13, 2007 and the City Council on October 16, 2007 as Review and Comment only. At that meeting, the hearing bodies requested additional review and analysis concerning the alternative plan that was presented by the East Sacramento Preservation Task Force (ESPTF).

Description of Alternative Proposal: The highlights of the plan include the following:

- The Sacred Heart Parish School (SHPS) is proposed to remain in its current location on the east side of 39th Street and be demolished and rebuilt;
- There would be no demolition of any residences on the west side of 39th Street;
- As a result, the proposed twenty-unit apartment complex on H Street would not be constructed;
- The Mercy Care site on the west side of 39th Street would be demolished not for the construction of the new school, but for a joint use playground/neighborhood park that Mercy would fund for the use of the SHPS and the community;
- I Street would be closed to through traffic and would no longer be used as an access point from 39th Street to the hospital "spine" street. I Street would become the access point for the school. This change would effectively separate the school traffic from the hospital traffic;
- The amount of parking on the Mercy site would be reduced by approximately 150 spaces because there would no longer be a surface parking lot located on the site of the demolished SHPS site. The spaces in use at the Mercy Care site on the west side of 39th Street would also no longer be in use;
- While it is not evident on the alternative plan exhibits that were presented at the Planning Commission hearing, a part of the alternative proposal being requested by ESPTF is a reduction in the square footage of the new Heart Center building, such that the total new square footage of hospital space does not exceed the present square footage by more than 10% after the portion of the east wing is demolished. By rough calculation, the new Heart Center could contain as much as 30,454 square feet. The building as currently proposed is 123,350 square feet. The documentation provided by ESPTF makes it clear that the group does not contemplate the new Heart Center building at the reduced square footage to be a regional facility.

Criteria by Which Staff Reviewed the Alternative Proposal: Staff reviewed the alternative proposal set forth by ESPTF in light of the following:

- The Mercy Hospital Expansion project objectives. The alternative plan is put forth by the community as an alternative that achieves the majority of the objectives of the current proposal. This review by staff is directed at providing additional information to the Planning Commission such that an evaluation of that claim can be made;
- Applicable adopted City guidelines and policies. This is an identical analysis as the one performed by staff on the current proposal;

- Anticipated effect of the alternative proposal on circulation in the area. One of the primary objections to the current proposal is the anticipated effect on traffic and circulation in the immediate area, namely J and H Streets and 39th Street. A preliminary transportation analysis was completed by DKS Associates to provide decision makers, staff, and the community with additional information about the potential impacts of the alternative plan. The results of that study were received by staff on Wednesday morning, October 24th, 2007, and are summarized herein.

Staff reviewed the materials provided by ESPTF regarding the alternative proposal and requested additional information in writing from the applicant regarding the alternative. Both sets of information informed this discussion and have been provided to the Planning Commission. (The information from ESPTF is included in the staff report packet as Attachment 8 and the response from the applicant is an attachment to this memo.)

After reviewing both the alternative plan presented by ESPTF and the applicant's response, staff presents the following evaluation for your consideration:

The Alternative Proposal Achieves the Following: In consideration of the considerable testimony presented at the Planning Commission Review and Comment, via phones calls and letters, and in various community meetings, the alternative proposal achieves the following:

- Does not require the removal of any existing residences;
- Provides additional green space for school and community use;
- Proposes new school buildings;
- Would separate school traffic from hospital traffic;
- The Bunya-Bunya tree would not need to be removed;
- Is consistent with adopted City guidelines and policies. The alternative proposal is consistent with the same policies sited within the Planning Commission staff report;
- Does not result in any additional CEQA intersection impacts compared to the current proposal.

The alternative proposal, however, would have a substantial effect on anticipated PM Peak trips at the spine street driveways on H and J Streets; the lack of access to 39th Street (via I Street) for medical traffic would result in an increase in traffic turning left from the spine street to H and J Streets. Hospital traffic would no longer be able to exit the site at a signalize intersection (via I Street) as is the existing condition. As discussed in the attached preliminary traffic analysis, the lack of access to 39th Street via I Street for hospital traffic is particularly critical at the H Street driveway, where PM Peak hour left turn volumes are expected to increase. Due to the difficulty of turning left onto H Street or J Street from the unsignalized driveways, extensive delays are expected for both left and right-turning vehicles. The resulting queues onsite will have the potential to block onsite circulation on the spine street.

It should be noted that the preliminary traffic analysis was completed based upon the square footage of heart center proposed by the applicant, not the reduced ESPTF alternative; one could still expect a substantial effect on circulation onsite with the reduced alternative, due to the closure of I Street to hospital traffic.

Unresolved Issues/Areas of Concern Regarding the Alternative Proposal: Staff has identified the following areas of concern regarding the alternative proposal:

- Heart Center: The primary objective of the current applicant is to facilitate the construction of a new regional Heart Center. There is no discussion or analysis provided by the ESPTF materials that addresses how the reduced square footage that the group is proposing would accommodate that use. Without an understanding of whether or not 30,454 additional square feet is adequate to provide such services, versus the 123,350 square foot building that the applicant has proposed, staff is not able to determine if the alternative proposal meets this primary project objective. The ESPTF materials state that the alternative proposal does not contemplate a regional heart center at the current site. Staff views this as a fundamental concern that would need to be addressed with the alternative proposal;
- Circulation: The existing condition at the site today has shown that operating a school on the same block as a hospital creates circulation issues. Addressing the proximity issues for SHPS and Mercy Hospital would be an important objective of the current proposal. However, as stated above, staff has concerns regarding the potential impact of eliminating hospital traffic access via I Street to 39th Street;
- Relocation of SHPS During Construction: Construction of SHPS on its current site would require a temporary relocation of the school services during demolition and reconstruction of the site. The ESPTF proposal offers the Mercy Care site on the west side of 39th Street as a possible location for temporary modular classrooms. As a practical matter, the idea of temporary classrooms has not been acceptable to the school or parents of children attending the school in discussions over the past several years, including the following reasons that would need to be addressed: 1) Additional $1.5 million expense to upgrade the temporary site with required code upgrades for the portables, and 2) Concern over the demonstrated effect of school relocation for the 2008-2009 school year on class enrollment and fundraising abilities (please see attached letter from SHPS/MGH for more information);
- Proximity to Hospital During Construction: There needs to be additional consideration made to address the school's concern regarding proximity of the educational facilities to the hospital during construction. The alternative does not adequately address this concern or address phasing of the project to avoid potential conflicts;
- Funding: It is unclear where the money would come from for SHPS to be rebuilt in its current location. Mercy Hospital has offered SHPS funds to rebuild the school on the west side of 39th Street in exchange for the hospital taking

possession of the current school site. If the school is rebuilt on the same site, the land could not be transferred. While financial considerations are not typically at the forefront of the evaluation of any land use proposal, this is an issue raised by school that would need to be addressed and is not taken into account by the alternative proposal;

- Open Space: While generally the addition of park space within any community is a positive benefit, staff does not recommend the Mercy Care site on the west side of 39th Street as an appropriate playground/neighborhood park site for the following reasons: 1) The proposed park on the Mercy Care Facility does not meet the general requirements of a city park. Parks should have excellent visibility from the street. This area is awkwardly shaped and is blocked visually with existing homes from the public street. The site on the west side of 39th Street would require school children to cross the street multiple times a day to access it (e.g. there are currently eight recess periods during a SHPS school day). Also, the alternative states that Sacred Heart or Mercy would fund the park and pay for the maintenance, lighting, and other expenses which, combined with the costs of temporary relocation of the school and the rebuilding of the school on the current site, is very expensive considering the scope of the hospital project. If the goal of the alternative plan is to achieve an added level of green space in the project area, staff believes there are also other ways to achieve this end that do not require creating park space with potential safety issues;
- Staging: Under the alternative proposal, the anticipated staging area for the hospital construction is eliminated. The staging may have to be done offsite (at a site as yet unidentified) which is potentially disruptive considering the daily transport of materials and equipment to the site;
- Parking Demand: The alternative proposal eliminates approximately 150 parking spaces. Without substituting parking elsewhere on the site, the project may have a negative impact on street parking in the general neighborhood. Although the project may meet the minimum zoning code requirements for parking, the requirements may not reflect the actual demand for parking on the site. A remaining consideration is also that there are spaces that would need to be designated elsewhere, perhaps in the parking garage, for Mercy McMahon Terrace and SHPS.

Overall, staff finds the alternative proposal to be problematic; the proposal fails to address several of the key objects of the proposed project, including the construction of a heart center and how to fund the construction of a new SHPS. It raises several additional concerns that do not exist with the current project, including concerns regarding phasing, visibility to open space, staging, and circulation at the two unsignalized driveways.

Conclusion- Proposed Project Conditions: At the center of the issue is the removal of residences from the west side of 39th Street. As discussed in the staff report, staff found that the removal of the homes is not inconsistent with current General Plan policies, including the General Plan's Smart Growth principles. The project has been conditioned to provide a pedestrian master plan and design review for the subject site.

Replacement housing is proposed to compensate for the homes that would be relocated or demolished. A boundary line agreement condition is proposed that would restrict the hospital use within its proposed boundaries. A plan has been provided to allow the school to be constructed and to save the Bunya Bunya tree on the site. In conclusion, staff believes that the Mercy Hospital and Sacred Heart Parish School proposal is conditioned to address many of the objectives of the opposition and can be conditioned further if deemed necessary.