

## RESOLUTION NO. 2005-881

Adopted by the Sacramento City Council

December 6, 2005

### **CERTIFYING THE ENVIRONMENTAL IMPACT REPORT AND ADOPTING THE MITIGATION MONITORING PROGRAM FOR THE PROPOSED SUTTER MIDTOWN HOUSING PROJECT LOCATED AT 2613 N STREET**

THE CITY COUNCIL OF THE CITY OF SACRAMENTO DOES HEREBY FIND, DETERMINE, AND RESOLVE AS FOLLOWS:

#### **I. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS**

1. The City Council finds that the Environmental Impact Report for the Sutter Midtown Housing Project (herein EIR) which consists of the Draft EIR, and Final EIR (Response to Comments) and Appendices, 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.
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 accordance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures.
3. The City Council certifies that the EIR has been presented to it and that the City Council has reviewed it and considered the information contained therein prior to acting on the proposed project.
4. Pursuant to CEQA Guidelines Sections 15091 and 15093, and in support of its approval of the Sutter Midtown Housing Project, the City Council hereby adopts the attached Findings of Fact and Statement of Overriding Considerations and a Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented.

#### **II. PROCEDURAL FINDINGS**

1. The City of Sacramento caused an Environmental Impact Report ("EIR") on the Project to be prepared pursuant to the California Environmental Quality Act, Public Resources Code, Section 21000 et seq. (CEQA), the CEQA Guidelines, Code of California Regulations, Title XIV, Section 15000 et seq., and the City of Sacramento Environmental Guidelines.
2. Notices of Preparation (NOPs) dated October 1, 2003, and January 7, 2004 were filed with the Office of Planning and Research and were circulated for public

comments for 30 days. Two scoping meetings held on October 8, 2003 and January 26, 2004, regarding the preparation of the EIR.

3. A Notice of Completion (NOC) and copies of the Draft EIR were distributed to the State Clearinghouse on July 19, 2005 to distribute to those public agencies that have jurisdiction by law with respect to the Project and to other interested parties and agencies. The comments of such persons and agencies were sought.
4. An official forty-five (45) day public review period for the Draft EIR was established by the State Clearinghouse. The public review period began on July 19, 2005 and ended on September 2, 2005.
5. A Notice of Availability (NOA) was distributed to all interested groups, organizations, and individuals on July 19, 2005, for the Draft EIR. The Notice of Availability stated that the City of Sacramento had completed the Draft EIR and that copies were available at the City of Sacramento, Department of Planning and Building, 1231 I Street, Room 300, Sacramento, California 95814. The letter also indicated that the official forty-five day public review period for the Draft EIR would end on September 2, 2005.
6. A public notice was placed in the Daily Recorder on July 19, 2005 which stated that the Draft EIR was available for public review and comment.
7. A public notice was posted with the Sacramento City Clerk's Office on July 19, 2005.
8. Following closure of the public comment period, the Draft EIR was supplemented to incorporate comments received and the City's responses to said comments, including additional information included in the Final EIR.
9. Following notice duly and regularly given as required by law, and all interested parties expressing a desire to comment thereon or object thereto having been heard, the EIR and comments and responses thereto having been considered, the City Council makes the following determinations:
  - A. The EIR consists of the Draft EIR, and Final EIR (Responses to Comments) and appendices.
  - B. The EIR was prepared and completed in compliance with CEQA.
  - C. The EIR has been presented to the City Council which reviewed and considered the information therein prior to acting on the Sutter Midtown Housing Project, and they find that the EIR reflects the independent judgment and analysis of the City of Sacramento.
10. 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 including:

- City of Sacramento General Plan, City of Sacramento, January, 1988
  - Draft Environmental Impact Report City of Sacramento General Plan Update, City of Sacramento, March, 1987
  - Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sacramento General Plan Update, City of Sacramento, 1988
  - Zoning Ordinance, City of Sacramento
- B. The Mitigation Monitoring Plan dated November, 2005.
- C. All staff reports, memoranda, maps, letters, minutes of meetings and other documents relied upon or prepared by City staff relating to the project, including but not limited to, City of Sacramento General Plan and the Draft and Final Environmental Impact Report for the City of Sacramento General Plan Update.
11. The official custodian of the record is the City of Sacramento Development Services Department, Environmental Planning Services, 2101 Arena Boulevard, Suite 200, Sacramento, CA 95834.

### **III. FINDINGS OF FACT REGARDING THE CONTENTS OF THE ENVIRONMENTAL IMPACT REPORT FOR THE SUTTER MIDTOWN HOUSING PROJECT**

#### **INTRODUCTION**

The Environmental Impact Report ("EIR") prepared for the Sutter Medical Center, Sacramento project ("SMCS Project") addresses the potential environmental effects associated with a multi-component project in Midtown Sacramento, California, including an analysis of the effects associated with the residential development of up to 32 dwelling units and 32 parking spaces (i.e., the "Sutter Midtown Housing Project"), which is one of the six components of the SMCS Project ("Project Components") but may be approved separately by the City of Sacramento. (Draft EIR ("DEIR"), p. 1-1.) The EIR also considers the potentially significant environmental effects of the Trinity Cathedral Project and B Street Children's Theatre project. Although the DEIR discusses each element of the SMCS Project, the findings set forth below specifically pertain to the Sutter Midtown Housing Project component of the SMCS Project.

The proposed Sutter Midtown Housing Project is located within the center portion of the half block of N Street between 26<sup>th</sup> Street and 27<sup>th</sup> Street. There is an existing 2-story apartment building on each corner and the subject site fills in the remainder of the half block to the alley.

The Sutter Midtown Housing Project would result in the removal of the existing 3 story St. Luke's parking structure and construction of 24 town homes plus 4 duplex live/work units, each on their own separate lot. The units will be provided with one to one parking within the property boundaries. Access to the majority of the parking will be off Trinity Cathedral Lane with the exception of four units proposed to be located on N street. The units range in size from 1,080 square feet to 1,260 square feet, excluding garages and

basements. Each has two bedrooms, two bathrooms, indoor laundry and gourmet kitchens.

These findings have been prepared to comply with the requirements of the California Environmental Quality Act ("CEQA") and the CEQA Guidelines (Cal. Code Regs, tit. 14, § 15000 *et seq.*).

## **DEFINITIONS**

"af" means acre feet.

"AFY" means acre feet per year.

"ARB" means Air Resources Board.

"ASTs" means Above-Ground Storage Tanks.

"BATs" means Best Available Technologies.

"BMP" means Best Management Practices.

"CCCP" means the Sacramento Central City Community Plan.

"C&D" means construction and demolition.

"CAA" means Clean Air Act.

"CAAQS" means California Ambient Air Quality Standards.

"Caltrans" means California Department of Transportation.

"CARB" means California Air Resources Board.

"CEQA" means California Environmental Quality Act.

"CFR" means Code of Federal Regulations.

"Children's Theatre Project" means the Children's Theatre of California project.

"City" means City of Sacramento, including collectively the Design Review and Preservation Board, Planning Commission and City Council.

"CIWMB" means California Integrated Waste Management Board.

"CNEL" means Community Noise Equivalent Level.

"CNPS" means California Native Plant Society.

"CO" means carbon monoxide.

"Council" means the City of Sacramento City Council.

"County" means County of Sacramento.

"CSS" means the combined sewer system.

"CWTP" means Combined Wastewater Treatment Plant.

"dB" means decibel(s).

"dBA" means A-weighted sound levels.

"DEIR" or "Draft EIR" means Draft Environmental Impact Report for the Sutter Medical Center, Sacramento Project and the Trinity Cathedral Project (July 2005).

"DHS" means State Department of Health Services.

"DOA" means the Caltrans Division of Aeronautics.

"EIR" means Environmental Impact Report.

"EPA" means U.S. Environmental Protection Agency.

"EMS" means Emergency medical services.

"ESA" means Environmental Site Assessment.

"ETC" means Employee Transportation Coordinator.

"EtO" means ethylene oxide.

"FAA" means Federal Aviation Administration.

"FEIR" or "Final EIR" means Final Environmental Impact Report for the Sutter Medical Center, Sacramento Project (October 2005).

"FATA" means final approach and take-off.

"Future MOB" means the Future Medical Office Building.

"gpd" means gallons per day.

"lb" means pound.

"L<sub>dn</sub>" means day-night noise level.

"LEA" means Local Enforcement Agency.

"Lead Agency" means the City of Sacramento, Planning and Building Department.

"L<sub>eq</sub>" means equivalent noise level.

"L<sub>max</sub>" means highest noise level measured over a given period of time.

"L<sub>min</sub>" means lowest noise level measured over a given period of time.

"LOS" means Level of Service.

"mgd" means million gallons per day.

"MRF" means materials recovery facilities.

"MMPs" means Mitigation and Monitoring Program.

"MSL" means mean seal level

"NAAQS" means national ambient air quality standards.

"NBHCP" means the Natomas Basin Habitat Conservation Plan.

"NOP" means Notice of Preparation.

"NO<sub>x</sub>" means nitrogen oxides.

"NPDES" means National Pollutant Discharge Elimination System.

"O<sub>3</sub>" means ozone.

"OSHA" means Occupational Safety and Health Administration.

"OSHPD" means the Office of Statewide Health Planning and Development.

"PM<sub>10</sub>" means particulate matter equal to or less than 10 microns in diameter.

"ppm" means parts per million.

"PRC" means Public Resources Code.

"Project" means Sutter Midtown Housing Project, a Project Component of the SMCS Project.

"Project Applicant" means the proponents of the Sutter Midtown Housing Project.

"RAS" means the Radiological Associates of Sacramento.

"ROG" means reactive organic gas.

"SACOG" means the Sacramento Area Council of Governments.

"SCAQMD" means South Coast Air Quality Management District.

"SCEMD" means Sacramento County Environmental Management Department.

"SEL" means sound exposure levels.

"sf" means square feet.

"SGH" means Sutter General Hospital.

"SJVAPCD" means San Joaquin Valley Air Pollution Control District.

"SJVUAPCD" means San Joaquin Valley Unified Air Pollution Control District.

"SMAQMD" means the Sacramento Metropolitan Air Quality Management District.

"SMCS" means Sutter Medical Center, Sacramento.

"SMCS Project" means the Sutter Medical Center, Sacramento Project, which includes the following six Project Components: Women's and Children's Center; Sutter Medical Foundation Building; Community Parking Structure; Sutter Midtown Housing Project; Future Medical Office Building; and Associated utility, circulation, and other existing building improvements.

"SMF" means Sutter Medical Foundation Building.

"SMH" means Sutter Memorial Hospital.

"SRWTP" means Sacramento Regional Wastewater Treatment Plant.

"Sutter Midtown Housing Project" means the residential units to be developed as one component of the SMCS Project.

"TLOF" means touchdown and life-off.

"TMA" means the Transportation Management Association.

"Trinity Cathedral Project" means the Trinity Cathedral Project.

"TSM" means Transportation System Management.

"TSMP" means the Transportation System Management Plan

"U.S. EPA" means U.S. Environmental Protection Agency.

"USACE" means U.S. Army Corps of Engineers.

"USFWS" means U.S. Fish and Wildlife Service.

"USTs" means Underground Storage Tanks.

"VdB" means Variation Decibels.

"WCC" means Women's and Children's Center.

"WFA" means Water Forum Agreement.

"WTP" means water treatment plant.

PROJECT DESCRIPTION

## **Overview**

The proponents of the Sutter Midtown Housing Project ("Sutter Midtown Housing Project") ("Applicant") request approval of development entitlements from the City of Sacramento ("City") for the development of residential units with associated parking within the SMCS Project area. The Draft EIR considered the potential effects of developing up to 32 residential dwelling units. The Sutter Midtown Housing Project is included as one of the project components of the Sutter Medical Center, Sacramento Project ("SMCS Project") but may be approved separately by the City.

The SMCS Project also includes development of a new Women's and Children's Hospital, medical office buildings(s), and parking garage. The Trinity Cathedral Project, which involves the construction of a new Cathedral building and new multi-purpose space on the site of the existing Trinity Cathedral, is also included in the SMCS Project area and the Draft EIR analysis. (DEIR, p. 1-1.)

The City of Sacramento, Planning and Building Department is the *Lead Agency* for preparation of the Environmental Impact Report ("EIR") for the SMCS Project. (DEIR, p. 1-1.) The Sutter Midtown Housing Project includes the construction of approximately 32 residential units with associated parking. (DEIR, p. 1-1.) The Sutter Midtown Housing Project would be located on the same block as the Trinity Cathedral. (DEIR, p. 2-33.) The proposed Sutter Midtown Housing Project component would be developed by an entity other than SMCS or Trinity Cathedral (e.g. Loftworks) and will involve separate land use entitlements from the SMCS Project. (DEIR, p. 2-33.)

## **SMCS Project**

Implementation of the SMCS Project would re-develop urban land for medical or community uses. (DEIR, p. 4-17.) The SMCS Project is located in Midtown Sacramento and includes a total of six components ("Project Components"): (1) Women's and Children's Center ("WCC"); (2) Sutter Medical Foundation Building ("SMF Building"), which includes the below-grade Energy Center and parking; (3) Community Parking Structure, including first floor commercial/retail; (4) 32 residential units with associated parking ("Sutter Midtown Housing Project"); (5) Future Medical Office Building ("Future MOB"); and (6) Associated utility, circulation and other existing building improvements. The Children's Theatre of California project ("Children's Theatre Project"), is also included in the SMCS Project EIR, which was analyzed on a program level. (DEIR, pp. 1-1, 2-1, and 2-10.)

## **SMCS Project Background**

SMCS is an affiliate of the Sutter Health System, a not-for-profit community-based health care system that serves Northern California. The proposed new medical center renovations and expansions would consolidate all acute care facilities currently run by SMCS, adding new and expanded health and healing technologies, services and buildings. (DEIR, p. 2-1.) The SMCS Project also includes a Community Parking Structure with connected neighborhood-serving retail and small-scale commercial office space, a community theatre (B Street Theatre/Children's Theatre of California), and a Sutter Midtown Housing Project of approximately 32 residential units. (DEIR, pp. 2-1-2.2.)

## **SMCS Project Location**

The entire project site ("SMCS Project area") includes elements on a total of seven blocks roughly bounded by 26<sup>th</sup> Street to the west, N Street to the south, K Street to the north, and 30<sup>th</sup> Street to the east. The SMCS Project area includes development on a total of 6 acres. The SMCS Project area, which includes all of the SMCS Project Components as well as the Children's Theatre and Trinity Cathedral projects, is located in the Midtown area of the City of Sacramento within the City's Central City District and the Winn Park-Capitol Avenue Neighborhood. The Central City District includes the area bounded by the American River to the north, Broadway to the south, the Sacramento River to the west, and Alhambra Boulevard to the east. The Capital City Freeway, which runs parallel to and between 29<sup>th</sup> Street and 30<sup>th</sup> Street, is elevated above the parking lots located along the eastern boundary of the SMCS Project area. (DEIR, p. 2-2.)

## **SMCS Project Objectives**

The vision of the SMCS Project seeks to inspire health and healing through the creation of an environment based on compassion, excellence and advanced technologies. The SMCS Project is planned as an accessible and innovative healing arts facility for the citizens of Sacramento, as well as the region, within an urban setting. (DEIR, p. 2-5.)

The SMCS Project recognizes that the region's growing population will require specialized and accessible health facilities and both of these objectives are addressed at the proposed Midtown location. Additionally, the SMCS Project is envisioned as the hub of an "urban village" in Midtown's Sutter District. It is designed to complement neighborhood features including places of worship, historic and cultural sites, a new live theater, residential development and commercial activity, including restaurant's, retail and office uses. (DEIR, p. 2-5 thru 2-9)

The following are the project objectives for the SMCS Project:

- Consolidate all acute care facilities presently at Sutter Medical Hospital ("SMH") and Sutter General Hospital ("SGH") into one health care complex that will offer high quality care for patients; promote new, highly accessible and innovative care models; and provide efficient, cost-effective delivery of health care treatment for all its patients; (DEIR, pp. 2-5; 2-9.)
- Ensure that the hospital redevelopment is part of a master planned medical complex which complements cultural, business, residential, historic, and religious aspects of the surrounding neighborhood; (DEIR, pp. 2-5; 2-9.)
- Complement and add to existing SMCS employee, community and environmental programs including Transportation System Management ("TSM") (ride-share, public transit subsidies, etc.) environmentally-sensitive and energy-conservation design, and practices; (DEIR, p. 2-9.)
- Promote community involvement and neighborhood-building by including community theatre, housing, neighborhood-serving retail, and other institutions that reflect and enhance the character of the neighborhood

and by placing the most intense project uses away from residential portions of the neighborhood; (DEIR, pp. 2-5; 2-9.)

- Redesign SGH to offer the latest treatment for adult cardiovascular, orthopedic, spine, neuroscience, cancer, transplant, medical/surgical and outpatient surgery services; (DEIR, p. 2-9.)
- Expand cardiovascular facilities at SGH to enhance a growing array of leading medical procedures and new treatment technologies on one floor of the hospital, thereby improving patient accessibility and physician deployment; (DEIR, p. 2-9.)
- Build a new Anderson-Lucchetti WCC to deliver both high tech and “high touch” care in a unique environment. The WCC will feature the highest level of neonatal and pediatric intensive care services, pediatric cardiac care, pediatric neurosurgery services, pediatric cancer services, and high risk and conventional maternity services. A life-saving “helistop” atop the hospital building will serve critically sick patients from across Northern California and will be used only occasionally, principally in the treatment of high-risk pediatric patients; (DEIR, p. 2-9.)
- Bridge the WCC with SGH via a unique, three-story spanning structure that will enable the two buildings to function as a single unified hospital building; (DEIR, p. 2-9.)
- Provide additional capacity for quality specialized care at both SGH and the WCC to increase capacity and complement SMCS’ twice recognized status as one of America’s “Top 100 Hospitals”; (DEIR, p. 2-9.)
- Plan, stage and construct the project in a manner that provides minimal disruption of the surrounding neighborhood and which is compatible with the preservation of the historic character of the area and cultural attractions, including the Old Tavern Building, Pioneer Church and Sutter’s Fort; (DEIR, p. 2-9.)
- Complement the existing neighborhood and environment by providing clear way-finding to reduce traffic in the surrounding neighborhood and enhance pedestrian safety alongside new housing, retail and cultural amenities to the extent feasible; (DEIR, p. 2-10.)
- Provide a Community Parking Structure that will provide parking for staff and patients of the new medical center complex and offer parking for neighborhood churches, businesses and cultural attractions; (DEIR, p. 2-10.) and
- Comply with the requirements set forth in California law (Senate Bill 1953) that seeks to ensure the highest level of structural safety for hospital buildings. (DEIR, p. 2-10.)

#### **Discretionary Actions**

The City of Sacramento Design and Preservation Review Board, Planning Commission and, if appealed, City Council, is required to certify that the EIR adequately identifies the potentially significant environmental effects of the Sutter Midtown Housing Project, pursuant to CEQA and the City of Sacramento CEQA Guidelines. It is anticipated that the following project approvals would be required by the City of Sacramento for the Sutter Midtown Housing Project component of the SMCS Project: (see DEIR, pp. 2-55 – 2-56.)

- Certification of the EIR;
- Rezone from R-3A to R-4;
- Special Permit(s) (to develop alternative single family homes, allow 2 parking spaces off-site etc.); and
- Tentative Subdivision map (to subdivide one lot into 28 lots)

In addition, the City must also rescind or amend Ordinance Number 83-142 (1983).

Preparation of a Development Agreement (DA) is currently not a project approval being sought at this time; however, in the future a DA may be adopted and this environmental document would be sufficient for the purposes of that approval. (DEIR, p. 2-55.)

### **SMCS Project Description**

The SMCS Project includes specific development initiatives for which SMCS seeks City approval. The following is a detailed description of the Sutter Midtown Housing Project, one component of the SMCS Project, at the project-specific level. (DEIR, p. 2-10.)

#### **“Sutter Midtown Housing” Project Component**

The proposed Sutter Midtown Housing Project would be located on the southern half of the block west of the proposed Community Parking Structure and on the same block as Trinity Cathedral. A total of up to 32 residential units, approximately 1,250 sf in size, are proposed. The building would be stepped back to a height of two to three stories. Parking to serve the proposed residential units would be provided in the approximately 40 spaces to be provided on-site. (DEIR, p. 2-45.) Ingress and egress into the units would be provided via the alley and N Street. (DEIR, p. 2-33.)

#### ***Building Demolition***

To accommodate development of the residential units, the existing St. Luke’s parking structure would be removed. The existing apartment buildings located to the east and west of the site would remain. (DEIR, p. 2-33.)

#### **Compatibility Analysis**

The Future Medical Office Building (Future MOB) and up to 32 residential units are all proposed on the same block bounded by Capitol Avenue to the north, N Street to the south, 27<sup>th</sup> Street to the east and 26<sup>th</sup> Street to the west. In addition, there are small apartment buildings also located on that block, adjacent to the existing St. Luke’s parking garage. Residences and offices are located across Capitol Avenue to the north,

as well as to the west and south. The proposed Community Parking Structure and future Children's Theatre of California would be located across 27<sup>th</sup> Street to the east. (DEIR, p. 4-20.)

Development on this block includes demolishing the existing 70,000 sf St. Luke's Medical Office Building and constructing a smaller (35,000 sf) medical office building as well as demolishing the existing 249-space parking structure and constructing up to 32 residential units on this site. The Future MOB would be smaller than the existing structure by approximately 35,000 sf. It is anticipated that the new structure would maintain approximately the same building footprint as the existing structure. This type of medical office use is the same as the use currently on the site and is consistent with what currently is allowed in this area. In addition, a smaller building would be considered less intense than the existing structure. Therefore, because the Future MOB would replace an existing medical office allowed in this area it would not result in a land use incompatibility because it would not generate any uses that would be considered incompatible with adjacent residential areas. (DEIR, p. 4-21.)

### **Project Description – SMCS Project Components**

The following is a brief description of the other five SMCS Project components at the project-specific level, followed by a program level description of the Children's Theatre Project. (DEIR, p. 2-10.) The five SMCS Project components described below are: (1) Women's and Children's Center ("WCC"); (2) Sutter Medical Foundation Building ("SMF Building"); (3) Community Parking Structure; (4) Future Medical Office Building ("Future MOB"); and (5) Associated utility, circulation and other existing building improvements.

### **Women's and Children's Center ("WCC") – SMCS Project Component**

The proposed WCC would be located on the eastern half of the block located immediately south of SGH, which currently accommodates the valet parking site for the Buhler Building, along with the Energy Center, the Old Tavern parking garage and Radiological Associates of Sacramento ("RAS") former medical office. (DEIR, p. 2-16.)

The WCC would be an 8-story above-grade structure plus one level below-grade. The building would be approximately 167-feet (167'- 6" to the highest point of the building) high to the top of the mechanical penthouse and would contain approximately 398,400 square feet (sf) of hospital and medical-related uses, as shown in Figure 2-7. (DEIR, p. 2-16.)

The WCC would be designed as an articulated structure with a multi-planed facade. The variation in planes is intended to minimize the overall scale of the building's mass. The design of the WCC reflects the horizontal proportions of SGH to create one unified medical campus. (DEIR, p. 2-16.)

#### Helistop

A helistop is a designated area where helicopters can land to drop-off critically ill patients. A rooftop, non-emergency helistop would be located at the southern section of the roof of the WCC approximately 167 feet above ground. The helistop would be used for periodic scheduled transfers of seriously ill infants, children, and adults from 27

counties in northern California and from western Nevada. The general service area would encompass an area within an approximately 60 to 90 mile radius from downtown Sacramento. SMCS does not operate a life flight emergency operation, and the WCC is not a trauma center, so emergency or unscheduled stops would not occur. Helicopters would not be housed, parked, or fueled at this site, but would only drop off patients and return to a remote base, following a flight path directly above the freeway to reduce noise impacts to the adjacent neighborhoods. It is estimated that the number of annual helicopter patient deliveries would be in the range of 200 trips per year, which averages to between 15 to 20 flights per month. (DEIR, p. 2-20.)

### Spanning Structure

To meet the clinical needs of the medical complex, the WCC would be connected to the existing SGH on levels 2, 3, and 4 by a three-level spanning structure (crossing L Street) integral to the medical functionality of both SGH and the WCC, as shown in Figure 2-9, Spanning Structure across L Street. In effect, the spanning structure allows the two separate buildings to function as a single integrated hospital. The existing pedestrian bridge across L Street connecting the Buhler Building and SGH would be removed as part of the project and replaced by the spanning structure. (DEIR, p. 2-20.)

### Building Demolition

To accommodate construction of the WCC, the existing Energy Center, the Old Tavern parking structure, the former RAS medical office located on Capitol Avenue, and the surface parking spaces that serve the Buhler Building would be demolished, as described in Table 2-1 and shown in Figure 2-10. A new energy center is proposed under the SMF Building to provide heating and cooling to all the buildings within the SMCS medical complex. To accommodate the loss of the Old Tavern parking structure and the surface parking spaces, parking is proposed in the new Community Parking Structure. The RAS Medical Office has already relocated to a facility on L Street. (DEIR, p. 2-22.)

### **Sutter Medical Foundation Building ("SMF") – SMCS Project Component**

The proposed SMF Building would be located on the eastern half of the block south of Sutter's Fort and west of the Buhler Building, which currently includes office buildings, parking lots, the House of Furs building, and a single-story structure currently used as a private medical office. (DEIR, p. 2-22.)

The SMF Building would be a four-story above-grade building with two levels of parking and the Energy Center below grade for a building total of approximately 203,382 sf. A total of 131,737 sf of medical office space would be provided, as well as a total of 90 below grade parking spaces. The SMF Building would house medical offices and outpatient services, and would contain outpatient surgery suites, recovery beds, diagnostic imaging, cardiac rehabilitation and a small retail area (approximately 2,600 sf) on L Street. (DEIR, p. 2-25.)

The existing 18,490 sf Energy Center, located at the northwest corner of Capitol Avenue and 29<sup>th</sup> Street would be removed and replaced by the new Energy Center below the SMF Building. (see Figure 2-10). (DEIR, p. 2-25.)

The new Energy Center would be located beneath the SMF Building adjacent to the below grade parking. The new 24,644 sf Energy Center would provide power and house emergency generators, chillers, boilers, pumps and associated building systems components for the medical complex, which includes SGH, WCC, SMF and Buhler Building. (DEIR, p. 2-25.)

#### Building Demolition or Relocation

To accommodate construction of the SMF Building, the MTI office buildings located along 28<sup>th</sup> Street would be demolished. The House of Furs building would also be demolished if it is not relocated. The adjacent single-story office building currently used as a medical office, may be relocated by the tenant. If the structure is not relocated, it would be demolished to accommodate the SMF Building. (DEIR, p. 2-29.)

#### **Community Parking Structure and Commercial/Retail Space – SMCS Project Component**

The Community Parking Structure would be located on the block south of the proposed SMF Building that currently contains two restaurants (Café Bernardo's and the Monkey Bar), Capitol Physical Therapy, the EAP Building, surface parking lots, and the Trinity Apartments. (DEIR, p. 2-29.)

The Community Parking Structure would be a total of 7 stories above-grade plus one level below-grade. The total height of the structure would be approximately 73 to 83 feet high. The height of the structure includes a six-story above-grade parking structure, as well as an additional floor for a total of seven stories above grade. The structure would include a maximum of 1,100 parking spaces. The Community Parking Structure would provide parking for multiple uses including: patients and staff, restaurant patrons, retail customers and future patrons of the theatre facilities, as well as other businesses in the neighborhood and persons attending Trinity Cathedral. The Community Parking Structure is intended to replace surface parking currently provided on the site of the SMF Building, WCC, and the Community Parking Structure. In addition, the Community Parking Structure would be sized to accommodate the loss of parking currently located in the Old Tavern Parking Structure and the St. Luke's Parking Structure.

Access into the Parking Structure would be off 28<sup>th</sup> Street and along 27<sup>th</sup> Street. (DEIR, p. 2-29.) In addition, approximately 9,000 sf of ground floor commercial and/or neighborhood serving retail space is proposed along N Street. (DEIR, p. 2-33.)

#### Building Demolition

To accommodate development of the Community Parking Structure and other development proposed within this block, the existing Trinity Apartments (includes a total of 5 units) and EAP Building located along Capitol Avenue and 27<sup>th</sup> Street would be demolished and the surface parking areas removed. The restaurants and the physical therapy business would remain onsite. (DEIR, p. 2-33.)

#### **St. Luke's Medical Office Building ("Future MOB") – SMCS Project Component**

SMCS plans to demolish the existing 70,000 sf building and rebuild a smaller structure of approximately 35,000 sf of medical office space. The proposed Future MOB would be developed by an entity other than SMCS. The total square footage of the Future MOB would not increase the overall area from the existing building. A total of approximately 35 parking spaces would be provided below grade depending upon the size of the structure. The 35,000 sf is not inclusive of the proposed below-grade parking. Any remaining parking spaces needed for the Future MOB would be provided in the adjacent Community Parking Structure. It is anticipated an additional 89 spaces would be required in the Community Parking Structure to accommodate the parking needs of the building. The building would accommodate physicians who want to locate near the medical complex, but who do not require space immediately adjacent to SGH or the WCC. Figures 2-20 and 2-21 show the proposed site plan and conceptual building massing. (DEIR, p. 2-33.)

### ***Building Demolition***

The existing St. Luke's Medical Office Building would need to be demolished to allow for construction of the new facility. The two apartment buildings located on either side of the parking garage would remain. (DEIR, p. 2-37.)

### **Utility Improvements and Alley Utility Relocations or Alley Abandonment – SMCS Project Component**

#### **New Water, Sewer, Electrical and Utility Relocation**

A number of utility improvements associated with the SMCS Project components within the SMCS Project area would be required to bring existing sewer, storm drainage, and water infrastructure up to current City code. In addition, upgrades would be made to existing electrical infrastructure. (DEIR, p. 2-37.)

The following is a discussion of proposed utility improvements or relocations to be completed by SMCS as part of the SMCS Project. (DEIR, p. 2-37.)

#### ***Alley Utility Relocations or Abandonment on 28<sup>th</sup>/29<sup>th</sup>/L Street***

To accommodate construction of the WCC, the eastern half of the alley that adjoins the Buhler Building surface parking lot is proposed for physical abandonment. The western half of the alley that adjoins the Buhler Building is proposed for a utility abandonment. (DEIR, p. 2-38.)

The western half of the alley would remain as a service corridor for delivery services to adjacent buildings. All existing public utilities located within the alley would be relocated to adjacent streets. New water mains would be installed beneath 28<sup>th</sup> Street and 29<sup>th</sup> Street to replace the water main in the alley. The combined sewer system (CSS) would be relocated to 28<sup>th</sup> Street and Capitol Avenue and would connect to the 78-inch combined sewer proposed by the City in 29<sup>th</sup> Street. Electrical services would be relocated to Capitol Avenue and 28<sup>th</sup> Street. Once utility relocations are complete,

existing pipes and conduits would be removed or changed to private service laterals, where required, to service existing or proposed development. (DEIR, p. 2-38.)

#### 27<sup>th</sup>/28<sup>th</sup>/Capitol Avenue/N Street Alley

The alley in the Community Block that connects 27<sup>th</sup> and 28<sup>th</sup> Streets between Capitol Avenue and N Street is proposed for a utility abandonment. The alley would remain as a service corridor for delivery services to adjacent buildings and to allow parking for Capitol Physical Therapy. All existing public utilities located within the alley would be relocated to adjacent streets. The existing CSS in the alley would be removed. The two buildings to remain along 28<sup>th</sup> Street (Monkey Bar, and Capitol Physical Therapy) would be connected to the proposed CSS in 28<sup>th</sup> Street. Electrical services would be relocated to Capitol Avenue and 28<sup>th</sup> Street. New water mains would be installed in Capitol Avenue, N Street and 27<sup>th</sup> Street to replace the water main in the alley. Once utility relocations are complete, existing pipes and conduits would be removed or changed to private service laterals, where required, for existing or proposed development. (DIER, p. 2-38 – 2-39.)

#### 27<sup>th</sup>/28<sup>th</sup>/Capitol Avenue/L Street Alley

The eastern portion of the alley between 27<sup>th</sup> and 28<sup>th</sup> Street north of Capitol Avenue is proposed for physical abandonment, to accommodate construction of the new SMF Building. The western half of the alley, behind Pioneer Church, would remain. The remaining alley would connect to a new private drive running north-south along the west side of the new SMF Building. All existing public utilities located within the eastern portion of the alley would be relocated to adjacent streets. The City's CSS would be removed where in conflict with the new building. New water mains would be installed in 27<sup>th</sup> Street, 28<sup>th</sup> Street and Capitol Avenue to replace the water main in the alley. Electrical services would be relocated to Capitol Avenue. Once utility relocations are complete, existing pipes and conduits would be removed or changed to private service laterals where required for existing or proposed development. (DEIR, p. 2-39.)

### ***Water***

There are existing city water mains in all three alleys proposed for either physical abandonment or a utility abandonment. The SMCS Project would include construction of a new 8-inch water main in 27<sup>th</sup> Street (from L Street to N Street), in 28<sup>th</sup> Street (from L Street to Capitol Avenue), and in 29<sup>th</sup> Street (from L Street to the alley between N Street and Capitol Avenue). The SMCS Project would also include construction of new 12-inch water mains in Capitol Avenue and N Street from 27<sup>th</sup> to 28<sup>th</sup> Streets. All new water lines installed by SMCS would be sized and designed to meet City code requirements. New public fire hydrants would be constructed at the mid-block of every frontage street. (DEIR, p. 2-39.)

### ***Combined Sewer System (CSS)***

The City's CSS located in the alley behind the Buhler Building and the Old Tavern building is currently leaking and presents a potential health and safety issue. To address this issue, SMCS has received ministerial approval from the City to install a new

12-inch lateral from the alley south along 28<sup>th</sup> Street to Capitol Avenue, then east to 29<sup>th</sup> Street. This work is separate from the SMCS Project in order to correct an existing problem. This relocated combined sewer would connect to the proposed 78-inch combined sewer to be constructed by the City in 29<sup>th</sup> Street. A new 12-inch combined sewer would be constructed in 28<sup>th</sup> Street from the alley north of N Street south to N Street. This sewer would serve existing buildings (Monkey Bar, Café Bernardo's and Capitol Physical Therapy). (DEIR, p. 2-39.)

#### Dry Utilities

Dry utilities, such as electricity, cable television, and communications, would be relocated as part of the alley/utility abandonments and proposed building construction to accommodate the SMCS Project. New utility vaults would be located in 28<sup>th</sup> Street near the entrance to the alley. The utility vaults would be designed to meet City code requirements. Installation of these utility vaults could require the removal of two trees. The location and designs for the dry utilities would be approved by the applicable utility company and coordinated with the design/build team. A "Joint Trench" Plan would be submitted to the City for approval. Utilities currently installed over-head in the alleys would be relocated underground in the streets. (DEIR, pp. 2-39 – 2.40.)

#### ***Other Enhancements and Street Improvements***

As part of the SMCS Project, existing street curb, gutters, and sidewalks adjacent to new structures and site parking would be reconstructed to meet current City of Sacramento standards. In general, existing streets and related curbs, gutters, and sidewalks not affected by construction and not damaged during construction, would not be repaired or replaced. (DEIR, p. 2-40.)

The streetscape within the SMCS Project area would also be enhanced. Streetscape features could include decorative paving, landscaping, and lighting upgrades, as well as improved way-finding signage and circulation assistance. Pedestrian street level circulation and other improvements are proposed along 28<sup>th</sup> Street between Capitol Avenue and L Street. Signage would be designed to meet the requirements set forth in the City's Midtown Signage program. (DEIR, p. 2-40.)

#### Landscaping/Lighting/Signage

##### **Landscaping**

Landscaping around the WCC would include trees, shrubs, and other plantings. Along L Street, some existing trees would need to be removed to accommodate the new building. Along Capitol Avenue, some trees would need to be removed to accommodate the new building and SMUD utility vaults. Along 29<sup>th</sup> Street, small trees would need to be removed. As shown in Figure 2-22, new trees would be planted along Capitol Avenue and 29<sup>th</sup> Street. (DEIR, p. 2-40.)

To accommodate construction of the SMF Building, two palm trees along 28<sup>th</sup> Street may need to be relocated within the overall project area subject to approval by the City arborist. New trees would be planted along L Street and 28<sup>th</sup> Street (see Figure 2-22). (DEIR, p. 2-40.)

Along the Buhler Building some of the existing Lombardy Poplar trees would be removed along L Street and 28<sup>th</sup> Street. New trees would be planted along L Street. (DEIR, p. 2-40.)

At this time, all existing trees adjacent to the Future MOB would be retained. (DEIR, p. 2-40.)

A total of six City designated Heritage trees are located within the SMCS Project area. Some of these trees may need to be removed due to the health of the existing trees and/or construction of the SMF Building and Energy Center. (DEIR, p. 2-40.)

### **Lighting**

New street lights proposed within the SMCS Project area would conform to the City's lighting standards. New street lights are proposed around each of the new SMCS Project components. The lights would be spaced approximately 70–80 feet apart. At this time it is anticipated streetlights would be the acorn style lights found throughout the city. (DEIR, p. 2-42.)

### **Signage**

Proposed signage for the SMCS Project includes skyline, monument/directional, parking identification and building identification. The skyline signs would be located at the skyline level on the east and west sides of the WCC (see Figures 2-7 and 2-9) and the east side of the existing SGH. The signs would be approximately 5-feet tall by 100-feet long and would be illuminated. The monument signs would identify the SMCS complex buildings and would be located at major street intersections. The signs would be approximately 10-feet tall by 5-feet wide with information displayed on four sides. These signs would also be illuminated. The directional signs would be pole mounted and would be located at driveway entrances. The parking identification signs would identify parking areas for patients, visitors, and staff. Building identification signs are building mounted signs proposed at first floor levels to identify specific buildings. These signs would be approximately 12 to 24 inches tall and would include the specific building name and street address. (DEIR, p. 2-42.)

Other design elements include decorative paving and other streetscape amenities. Lighting and way finding would be consistent with the City's policies to promote safe vehicle and pedestrian access and egress into and within the SMCS complex. (DEIR, p. 2-42.)

### *Circulation and Parking – SMCS Project Component*

## SMCS Vehicular Circulation

The main regional vehicular access to the SMCS medical complex would continue to be via Capital City Freeway and 29<sup>th</sup> Street. Local access to the medical complex and throughout the area is provided via L Street, Capitol Avenue, N Street, K Street, 26<sup>th</sup>, 27<sup>th</sup>, 28<sup>th</sup>, and 29<sup>th</sup> Streets. Section 6.7, Transportation and Circulation, also addresses the potential conversion of L Street between 16<sup>th</sup> Street and 29<sup>th</sup> Street from one-way to two-way traffic, a project currently proposed by the City as part of the City's Two-Way Conversion Project. (DEIR, p. 2-42.)

To access SGH, Buhler Building, and the WCC, heading south on 29<sup>th</sup> Street, visitors/patients would have the option to either self-park in the public parking lot (south lot) under the freeway or be dropped off at the main hospital entrance (WCC) and have their vehicle valet parked. Pedestrian access to the WCC would be via a pedestrian bridge over 29<sup>th</sup> Street connecting the public parking lot (south lot) to the WCC. Once inside the WCC, signs would direct visitors/patients to SGH, Buhler Building or the SMF Building, which would all be connected via pedestrian bridges on the second level. Hospital staff would be directed to park in the north lot under the freeway or the Community Parking Structure. Access to the SMF Building would be similar to the WCC. Vehicles would access the SMF Building via Capitol Avenue. Visitors/patients would either be directed south on 28<sup>th</sup> Street to self-park in the Community Parking Structure or be dropped off at the main entrance to the SMF Building where vehicles would be valet parked in the Community Parking Structure. (DEIR, p. 2-42.)

Ambulance access to SGH would remain on 29<sup>th</sup> Street, while general (ambulatory) emergency access would be via the modified existing public drop off along the north side of L Street into SGH. No emergency access is planned for the new WCC. (DEIR, p. 2-43.)

Delivery service access to SGH, the new SMF Building, the new WCC, and the Buhler Building would remain off L Street. SMCS currently receives frequent deliveries into the existing basement loading docks under SGH with a total of ten to fifteen deliveries per day. This existing loading dock has several design limitations that would be corrected to allow for deliveries from smaller trucks that would transfer goods from the recently established off-site warehouse, which receives the majority of deliveries. (DEIR, p. 2-43.)

Existing bicycle cages and bike racks are located in the north and south parking lots under the freeway and these facilities are proposed to remain. In addition, bike racks would also be provided at the Community Parking Structure. A Transportation Systems Management Plan (TSMP) has been prepared and approved by the City as part of this project (see Section 6.7, Transportation and Circulation for details). In addition, SMCS has recently implemented a free shuttle service for employees and staff from SGH and the Buhler Building to the light rail station located at 29<sup>th</sup> and R Streets. This shuttle service is also available to the general public. After several months of operation, the shuttle service has gradually been increasing ridership and is becoming more widely known and used by SMCS employees. (DEIR, p. 2-43.)

## SMCS Parking

Current available parking to serve the existing SGH, Buhler Building, and adjacent office buildings is shown below in Table 2-4. Table 2-5 identifies new parking to be provided as part of the SMCS Project. Parking for the WCC would be provided at either the north lot under the freeway for hospital staff or in the south lot under the freeway for visitors and patients. A pedestrian bridge would connect the south lot to the WCC. SMCS would also provide valet parking for patients arriving at the WCC. A total of approximately 54 spaces in the SMF Building would be dedicated doctor parking along with approximately 80 spaces in the north lot under the freeway. (DEIR, p. 2-43.)

Parking for the SMF Building would be provided in the Community Parking Structure. The same as the WCC, SMCS would provide a valet parking program for patients visiting the SMF Building. Under an agreement with Pioneer Church, a total of 36 parking spaces under the SMF Building would be allocated for employees of Pioneer Church for use during the week while all 90 spaces would be available for church patrons during weekend services. The remaining 54 spaces under the SMF Building would be reserved for doctor parking. (DEIR, p. 2-43.)

Parking to serve the new commercial/retail uses to be constructed adjacent to the Community Parking Structure would be provided in the Community Parking Structure. Under an agreement with Trinity Cathedral, a total of 25 parking spaces would be allocated for employees of Trinity Cathedral for use during the week. Staff of the proposed Children's Theatre of California would also have access to 60 spaces for use during the day once the Theatre is constructed. (DEIR, p. 2-43.)

Parking to serve the proposed residential units would be provided in the approximately 40 spaces to be provided on-site. (DEIR, p. 2-45.)

Parking for the Future MOB would be in the 35 spaces proposed below grade as well as in the Community Parking Structure. (DEIR, p. 2-45.)

Table 2-6 provides an overview of the net difference in parking to be provided by the SMCS Project. The existing 249-space St. Luke's parking structure is not counted towards existing parking because a majority of the structure is not available for parking. The upper two floors are closed due to safety concerns and therefore not available. The first level is used for parking during the week where only a small number of cars have been observed. For all practical purposes, the garage is not available for parking and is therefore not considered part of the existing parking supply. As shown in Table 2-6, a total of 890 net new parking spaces would be provided. (DEIR, p. 2-45.)

The City of Sacramento has established a 35 percent alternative transit mode goal that requires all new development that employs over 25 employees prepare a Transportation Systems Management (TSM) Plan (Ordinance 88-082). The City-required TSM Plan is required to establish specific measures designed to promote alternate commute modes to reduce the total number of vehicle trips associated with commuting. Reducing the number of automobile trips is an important component to help improve air quality, minimize traffic congestion on area roadways, and reduce parking demand. (DEIR, p. 2-45.)

As part of the SMCS Project, a TSM and Parking Demand Management program has been designed to ensure adequate parking is provided to serve the population of all the SMCS Project components including patients, visitors, and employees. (DEIR, p. 2-46.)

#### SMCS Construction Timing/Phasing

It is anticipated construction of the SMCS Project would begin in 2006 and be completed by late 2010, subject to jurisdictional approvals. However, this schedule is preliminary and subject to change as each component of the SMCS Project moves forward. The following provides a breakdown of the anticipated construction schedule for each component of the SMCS Project. A more detailed breakdown is provided in Table 2-8 which shows a graph of the proposed construction schedule.

- Construction of the WCC would start in early spring 2007 and be completed by late 2010, subject to City and OSHPD approvals.
- The SMF Building and Energy Center would begin construction in fall 2006 and be completed by early spring 2008.
- The Community Parking Structure and associated commercial/retail space would start construction in spring 2006 and be completed by late 2006.
- Construction of the Sutter Midtown Housing Project for the 32 residential units would begin in early 2007 and be completed by the end of 2007.
- Construction of the Future MOB is scheduled to begin in early summer 2006 and be completed by late summer 2007.
- Installation of required utilities would be coordinated with the construction of each project and would occur between 2006 and 2009.

(DEIR, p. 2-53.)

#### IV. BACKGROUND

##### Project Applicant and Project Area

SMCS is an affiliate of the Sutter Health System, a not-for-profit community-based health care system that serves Northern California. The proposed new medical center renovations and expansions would consolidate all acute care facilities currently run by SMCS, adding new and expanded health and healing technologies, services and buildings. (DEIR, p. 2-1.)

The SMCS Project area encompasses a geographic area that is roughly bounded by 26<sup>th</sup> Street to the west, N Street to the south, K Street to the north, and 30<sup>th</sup> Street to the east, shown in Figure 4-1. (DEIR, p. 4-1.) The entire SMCS Project area includes development on a total of six (6) acres, spanning a total of seven (7) blocks. (DEIR, p. 2-2.) The SMCS Project area includes the following elements within the seven (7) blocks: SGH, WCC, proposed SMF Building site, proposed Community Parking Structure and Retail/Commercial site, proposed new Sutter Midtown Housing Project, and two blocks containing existing parking lots leased from Caltrans. (DEIR, p. 4-3.)

Existing land uses in the SMCS Project vicinity include medical offices, Regional Transit (RT) service center, restaurants, churches, Sutter's Fort State Historic Park, small apartment buildings, a senior housing project, older Victorian residences, and office space. See Figure 2-1 in Chapter 2, Project Description, which identifies existing land uses in the vicinity of the SMCS Project area. (DEIR, pp. 2-2; 4-3.)

On adjacent blocks, existing uses generally to the north of the SMCS Project site include medical office buildings across K Street from SGH and Sutter's Fort, north of L Street, between 26<sup>th</sup> and 28<sup>th</sup> Streets, as shown in Figure 2-3, Existing Adjacent Uses. On the block bounded by 26<sup>th</sup> and 27<sup>th</sup> Streets and L Street and Capitol Avenue, there are residential uses and office uses, and on the block between Capitol Avenue and N Street west of 26<sup>th</sup> are residential uses. South of the SMCS Project area, south of N Street, there are residential uses and some offices, some of which are vacant, and restaurant uses at the corner of N Street and 28<sup>th</sup> Street. The Regional Transit maintenance facility is on the east side of 28<sup>th</sup> Street, between N Street and Capitol Avenue. (DEIR, p. 2-5.)

Views onto the site of the proposed Sutter Midtown Housing Project include the existing St. Luke's parking structure. The parking garage is a three-story concrete structure spanning most of the half-block on N Street between 26<sup>th</sup> and 27<sup>th</sup> Streets south of the alley (see View 11 on Figure 6.1-7). Existing two-story residential units border the east and west sides of the parking structure. The remainder of the block includes Trinity Cathedral and St. Luke's medical Office Building. (DEIR, p. 6.1-10.)

#### Environmental Review Process

The City prepared the EIR to satisfy the requirements of CEQA, as well as to provide decision-makers and the public with information that enables them to consider the environmental consequences of the proposed actions. (DEIR, p. 1-4.) The EIR provides a project-level analysis for the SMCS Project, including the Sutter Midtown Housing Project and the Trinity Cathedral Project, and a programmatic analysis of the Children's Theatre of California. (DEIR, p. 1-4.)

As a first step in complying with the procedural requirements of CEQA, the City examined whether any aspect of the SMCS Project, either individually or cumulatively, may cause a significant effect on the environment. It was determined that there were potentially significant impacts and the Notice of Preparation ("NOP") indicated that an EIR would be prepared to analyze these impacts. (DEIR, p. 1-8.)

The scope of the EIR includes environmental issues determined to be potentially significant through preparation of the NOP, Revised NOP, responses to the NOP, scoping meetings, and discussions among the public, consulting staff, and the City of Sacramento. The City filed a NOP with the California Office of Planning and Research ("OPR") as an indication that an EIR would be prepared. During preparation of the EIR, agencies, organizations, and persons who the City believed might have an interest in the SMCS Project were notified. (DEIR, p. 1-8.)

The EIR or a Notice of Completion ("NOC") of the EIR was distributed to agencies that commented on the NOP, responsible and trustee agencies, individuals and organizations requesting notice, surrounding cities, counties, and other interested parties

for a 45-day public review period in accordance with section 15087 of the State CEQA Guidelines. (DEIR, p. 1-8.)

Upon completion of the public review period, written responses to all significant comments raised with respect to environmental issues discussed into the Final EIR ("FEIR"). Written responses to comments received from any State or local agencies were made available to these agencies at least ten days prior to the public hearing during which the certification of the EIR was considered. These comments and their responses were included in the FEIR for consideration by the Design Review and Preservation Board, Planning Commission, and City Council. The process culminated with City Council hearings to consider approval of the SMCS Project, including the Sutter Midtown Housing Project, and certification of the EIR. (DEIR, p. 1-9.)

#### V. FINDINGS FOR APPROVAL REQUIRED UNDER CEQA

Public Resources Code section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would *substantially lessen* the significant environmental effects of such projects[.]" (Emphasis added.) The same statute states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will *avoid* or *substantially lessen* such significant effects." (Emphasis added.) In the event that specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof. (Pub. Resources Code, § 21002.)

The mandate and principles announced in Public Resources Code section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. (See Pub. Resources Code, § 21081, subd. (a); CEQA Guidelines, § 15091, subd. (a).) For each significant environmental effect identified in an EIR for a proposed project, the approving agency must issue a written finding reaching one or more of three permissible conclusions. The first such finding is that "[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (CEQA Guidelines, § 15091, subd. (a)(1).) The second permissible finding is that "[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency." (CEQA Guidelines, § 15091, subd. (a)(2).) The third potential conclusion is that "[s]pecific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR." (CEQA Guidelines, § 15091, subd. (a)(3).)

Public Resources Code section 21061.1 defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." CEQA Guidelines section 15364 adds another factor: "legal" considerations. (See also *Citizens of Goleta Valley v. Board of Supervisors* ("Goleta II") (1990) 52 Cal.3d 553, 565; *City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417 ("feasibility" also encompasses

desirability to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors and whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project.)

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modifications or alternatives are not required, however, where such changes are infeasible or where the responsibility for modifying the project lies with some other agency. (CEQA Guidelines, § 15091, subd. (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, subd. (b); see also Pub. Resources Code, § 21081, subd. (b).)

These findings constitute the City's best efforts to set forth the evidentiary and policy bases for its decision to approve the Project in a manner consistent with the requirements of CEQA. To the extent that these findings conclude that various proposed mitigation measures outlined in the Final EIR are feasible and have not been modified, superseded or withdrawn, the City hereby binds itself to implement these measures. These findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when the City adopts a resolution approving the Project.

#### POTENTIAL SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The DEIR identified a number of beneficial, significant and potentially significant environmental effects (or "impacts") that the SMCS Project will cause. Some of these significant effects can be fully avoided through the adoption of feasible mitigation measures. Other effects cannot be avoided by the adoption of feasible mitigation measures or alternatives, and thus will be significant and unavoidable. Some of these unavoidable significant effects can be substantially lessened by the adoption of feasible mitigation measures. Other significant, unavoidable effects cannot be substantially lessened or avoided. For reasons set forth in Section XIII *infra*, however, the City has determined that the significant, unavoidable effects of the SMCS Project are outweighed by overriding economic, social, and other considerations.

##### **A. AESTHETICS**

**Impact 6.1-1: Implementation of the SMCS Project could be visually incompatible with the mass, scale, or character of existing development in the vicinity of the project area. (Less than Significant).** (DEIR, p. 6.1-18.)

**Finding:** Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.) Nevertheless, voluntary measures have been incorporated into the project to ensure that the potential effects of the project remain less than significant.

**Explanation:** All of the components of the SMCS Project are subject to the Central City Neighborhood Design Guidelines, as well as the Design Guidelines and will be reviewed by the City's Design Review and Preservation Board. (DEIR, p. 6.1-18.) For example, the SMCS Project would include multiple exterior sign types, identification and regulatory requirements within the project area.

The proposed Sutter Midtown Housing Project on N Street between 26<sup>th</sup> and 27<sup>th</sup> Streets would replace views of the existing three-story St. Luke's parking structure with two- to three-story residential town homes, approximately 36-feet high (see Figure 6.1-16). The existing two-story residential buildings on the east and west sides of the parking garage would remain. The proposed residential project would consist of separate multi-family units with parking that would be accessed from the alleyway to the north or N Street. The new housing units may be taller than the two-story buildings that would abut them on the east and west, but the overall scale and mass would be consistent with existing residential uses in the project area. (DEIR, p. 6.1-28.)

The proposed Sutter Midtown Housing Project would be consistent with planned uses for the project site and would undergo the City's design review process, which would regulate future development to conform to the City's vision; therefore, the alteration of the site would not be considered adverse, and this would be a *less-than-significant impact*. (DEIR, p. 6.1-28.)

**Mitigation Measures:** The Project will not result in significant aesthetic impacts due to the design of the Project and compliance with the design review guidelines. In addition, all components of the SMCS Project would be subject to a landscaping plan that would maintain and enhance existing streetscape by retaining existing trees, where feasible, and adding new trees, decorative paving, and new ornamental landscaping.

**Significance After Mitigation:** Less than significant without mitigation. (DEIR, p. 6.1-28.)

**Impact 6.1-2:** Implementation of the SMCS Project could create light or glare that could affect adjacent properties. (Less than Significant after Mitigation). (DEIR, p. 6.1-30.)

**Finding:** This impact can be reduced to a less than significant level through implementation of Mitigation Measure 6.1-2(a). Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the DEIR.

**Explanation:** The proposed SMCS Project would introduce new sources of lighting to the project area. Existing conditions include office buildings, residences, surface parking, and some street lights, all of which include existing sources of light. Because the SMCS Project as a whole would introduce several new sources of light and potential glare, this would be a potentially significant impact. (DEIR, pp. 6.1-32.)

Most of the components of the proposed SMCS Project, including the Sutter Midtown Housing Project, would not create significant sources of glare on surrounding areas. (See DEIR, p. 6.1-30 to -31.)

**Mitigation Measures:** Implementation of Mitigation Measure 6.1-2(a) would ensure that project lighting would be directed internally to minimize spillover onto adjacent uses, and Mitigation Measure 6.1-2(b) would ensure that building facade material does not generate substantial glare. Mitigation Measure 6.1-2 (c) would ensure that the illuminated skyline on the WCC is not visible to sensitive receptors located within or adjacent to Sutter's Fort.

**Significance After Mitigation:** The impact is less than significant after mitigation. (DEIR, p. 6.1-32.)

**Impact 6.1-3: Implementation of the SMCS Project could create substantial shadows on adjacent properties. (Less than Significant).** (DEIR, p. 6.1-33.)

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

**Explanation:** Women's and Children's Center. The WCC would replace a surface valet parking lot, the Energy Center, the Old Tavern parking structure, and the (former) RAS medical office with an 8-story above-grade structure, approximately 167 feet high to the top of the mechanical penthouse. Construction of the WCC would create new shadows from a multi-story building and the shadows cast by this proposed element would extend farther than under current conditions. However, there are existing sources of shadow, including the parking structure next to the Old Tavern Building and the existing Energy Center. At times of the year when the sun is low in the sky, even shorter buildings cast shadows on sidewalks. For instance, in winter, the three-story parking structure will cast a shadow on the sidewalk on the south side of Capitol Avenue. Therefore, while the proposed WCC would create new shadow, most of the surrounding area already experiences frequent periods of shadow during the day from existing buildings in the midtown area. (DEIR, p. 6.1-33.)

**SMF Building:** *As stated above, ingress and egress into the SMF Building would be through a driveway located on the west side of the building, between the new SMF Building and Pioneer Church and the existing playground. This driveway would also serve to set back the new building from Pioneer Church. Because the SMF Building would be set back by approximately 30 feet from the Pioneer Church and the playground and because the height of the building is not expected to exceed the height of the Church, it is not anticipated that the building would block sunlight into the church windows or create substantial shadow impacts on the playground. (DEIR, p. 6.1-33.)*

**Community Parking Structure:** *In addition to replacing the existing views from both the residences on the south side of N Street and the existing business on 28<sup>th</sup> Street north of the alleyway, the Community Parking Structure could result in additional shadows across the street and alleyway that may extend onto the residences and Capitol Physical Therapy Center during specific times of the day and year. (DEIR, p. 6.1-33.)*

**Theatre:** It is not expected that the Theatre would result in shadows that would significantly block sunlight on adjacent uses. (DEIR, p. 6.1-33.)

**Housing:** It is not expected that the Sutter Midtown Housing Project would result in shadows that would significantly block sunlight on adjacent uses. The proposed Sutter Midtown Housing Project would replace the existing St. Luke's parking structure with two- to three-story residential town homes, which would most likely produce shorter shadows. In addition, existing uses on and around the project components currently create shadows on City streets and office, residential, restaurant, and public uses. Therefore, this would be considered a ***less-than-significant impact***. (DEIR, pp. 6.1-34.)

**Mitigation Measures:** *None required.* (DEIR, p. 6.1-34.)

**Significance After Mitigation:** The impact is less than significant without mitigation. (DEIR, p. 6.1-34.)

**Impact 6.1-4:** **Implementation of the SMCS Project could conflict with applicable City policies or design guidelines. (Less than Significant).** (DEIR, p. 6.1-34.)

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

**Explanation:** The proposed SMCS Project is subject to the Central City Neighborhood and Design Guidelines. The Design Guidelines are intended to ensure the proper relationship and connection with surrounding development between neighborhoods in the Corridor, East Sacramento, and Midtown. (DEIR, p. 6.1-34.)

The Design Guidelines include generalized goals and policies for residential, mixed-use, commercial, and industrial neighborhoods. The Design Guidelines also include a landscape element and address the Neighborhood Preservation Transition Buffer Areas. The Buffer Area applies to any development in any zone that is located within 300 feet of a residential zone (measured from the street centerline) and includes a 35-foot height limit. Development of the Future MOB, Community Parking Structure, Sutter Midtown Housing Project and Theatre components would require a variance for buildings that are proposed over 35 feet height. (DEIR, p. 6.1-34-6.1-35.)

The Central City project-design guidelines address the following design subjects that are relevant to the SMCS Project: site planning; site design; building character and quality; lighting; signage; equipment, utilities and service access; energy efficiency; modifications to existing structures; special use structures; alley development; accessory structures; and flood-resistant design. The City Design Review and Preservation Board would review the SMCS Project components' design plans for consistency with the

Central City Neighborhood Design Guidelines. Because the SMCS Project elements are anticipated to be in context with existing surrounding uses, and the project design is subject to approval by the City Design Review and Preservation Board, this is a ***less-than-significant impact***. (DEIR, p. 6.1-35.)

**Mitigation Measures:** *None required.* (DEIR, p. 6.1-35.)

**Significance After Mitigation:**

The impact is less than significant without mitigation. (DEIR, p. 6.1-35.)

**Impact 6.1-5: Implementation of the SMCS Project, in combination with cumulative development, could alter the visual character of the Central City. (Less than Significant).** (DEIR, p. 6.1-36.)

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

**Explanation:** Development of the various project components would result in the demolition of some existing buildings and the construction of new buildings. As discussed above, the Central City area, including the Corridor area, is predominantly built out with existing residential, commercial, office and municipal uses. Future projects in the area could include on-going redevelopment by the City of Sacramento, as well as private projects that may change the visual character of the area. Because the Central City area is predominately built out and future development would be required to comply with the Design Guidelines, the cumulative change to the visual character of the area would be a ***less-than-significant impact***. (DEIR, p. 6.1-36.)

**Mitigation Measures:** *None required.* (DEIR, p. 6.1-36.)

**Significance After Mitigation:** The impact is less than significant without mitigation. (DEIR, p. 6.1-36.)

**Impact 6.1-6: Implementation of the SMCS Project, in combination with cumulative development within the viewshed of the project site, could create light or glare that could affect adjacent properties. (Less than Significant).** (DEIR, p. 6.1-36.)

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

**Explanation:** As stated above, the Central City and Alhambra Corridor areas currently consist of built-out urban, commercial, and residential neighborhoods. The areas within the viewshed of the SMCS Project currently contain small to mid-sized office and residential buildings and associated lighting. The project area also contains existing City

street lights, and lighting for commercial and public uses. Future redevelopment construction in the area would either construct new buildings on currently vacant lots and parking lots or replace existing buildings with new ones. It is not anticipated that future projects would contribute new sources of significant lighting or glare. In addition, future projects would be reviewed by the City's Design Review and Preservation Board for consistency with the City's design guidelines, including site lighting guidelines. The SMCS Project would introduce new sources of lighting to the project area, which currently contains existing sources of light from office buildings, residences, surface parking, and street lights. Implementation of Mitigation Measure 6.1-2 would ensure that the project-specific light impact would be less-than significant. Therefore, the cumulative impact from light and glare would be **less than significant**. (DEIR, pp. 6.1-36-6.1-37.)

Mitigation Measures: **None required.** (DEIR, p. 6.1-37.)

**Significance After Mitigation:** The impact is less than significant without mitigation. (DEIR, p. 6.1-37.)

## **B. AIR QUALITY**

**Impact 6.2-1: Increase in fugitive dust from demolition of existing buildings. (Less than Significant after Mitigation).** (DEIR, p. 6.2-14.)

**Finding:** This impact can be minimized through Mitigation Measure 6.2-1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the DEIR.

**Explanation:** As part of the SMCS Project, a number of existing buildings would need to be demolished. The demolition process would generate fugitive dust. Significant amounts of fugitive dust (PM<sub>10</sub>), even though they would be temporary in nature, could have health impacts on sensitive receptors. (DEIR, p. 6.2-15.)

There are ten buildings slated for demolition as part of the SMCS Project, totaling over 114,000 square feet (sf). If not relocated, a small third party medical office and the House of Furs building would also be demolished as part of the SMCS Project. It can be assumed that the largest fugitive dust impact from building demolition would occur when the largest building is demolished. The largest building scheduled for demolition is the four-story St. Luke's Medical Office Building, with approximately 70,000 sf. The medical office would be demolished and rebuilt with a smaller structure as part of the SMCS Project. Construction of the WCC would require demolition of the Old Tavern parking structure, the (former) RAS medical office, and the Energy Center, as well as a surface parking lot. Construction of the SMF Building would require demolition of the MTI office buildings, the House of Furs building, a small third party medical office (if not relocated), and surface parking areas. Construction of the Community Parking Structure would not require any building demolition, but would require removal of a large surface parking lot. Construction of the residential component would require removal of the St. Luke's parking structure. (DEIR, p. 6.2-15.)

Using the URBEMIS 2002 modeling program, it was determined that fugitive dust associated with demolition of the St. Luke's Medical Office Building was calculated to be

the largest area that would be demolished. A total of approximately 403.84 pounds per day of PM<sub>10</sub> was calculated to occur during building demolition. The SMAQMD's standard of significance for PM<sub>10</sub> is a concentration-based threshold of 50 µg/m<sup>3</sup>. To convert the mass emission pounds-per-day number to a PM<sub>10</sub> concentration would require the use of dispersion modeling software. Because no specific model exists for calculating PM<sub>10</sub> concentrations from demolition, the process would not be accurate. The SMAQMD does not provide any guidance for calculating PM<sub>10</sub> concentrations from demolition activities with a dispersion model. However, it can be assumed that the 403.84 pounds per day of dust from building demolition would exceed the SMAQMD's PM<sub>10</sub> concentration threshold at the property line during the most intensive demolition period. Consequently, this would be considered a **short-term significant impact**. (DEIR, p. 6.2-15.)

**Mitigation Measures:** Implementation of Mitigation Measure 6.2-1 and 6.2-2 would substantially reduce the amount of PM<sub>10</sub> generated by building demolition. (DEIR, p. 6.2-16.)

In general, keeping buildings wetted-down is a technique employed on a regular basis by demolition contractors. Although the SMAQMD does not have regulations for demolition that specify mitigation for this activity, other districts have regulations of this nature. (see San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) Regulation VIII – Control Measures for Construction Emission of PM<sub>10</sub>). This regulation specifies measures that can be used to limit PM<sub>10</sub> during construction activities. (DEIR, p. 6.2-16.)

**Significance After Mitigation:** The impact is less than significant after mitigation. (DEIR, p. 6.2-16.)

**Impact 6.2-2: Fugitive dust during grading of construction site(s). (Less than Significant After Mitigation).** (DEIR, p. 6.2-17.)

**Finding:** This impact can be reduced to less than significant levels through implementation of Mitigation Measure 6.2-2. Changes or alterations have therefore been required in, or incorporated into, the project which mitigate or avoid the short-term significant environmental effect as identified in the DEIR.

**Explanation:** Prior to actual building construction, the building sites must be graded and prepared for development. Fugitive dust or PM<sub>10</sub> is generated during this process as the ground is disturbed. The total amount of PM<sub>10</sub> generated is normally determined by the size of the graded area. The larger the area, the more PM<sub>10</sub> is created. In the case of the SMCS Project, the total area to be graded is approximately 6 acres. This estimate also includes grading for the Sutter Midtown Housing Project and the future Children's Theatre of California. It is anticipated that grading would not occur on one large parcel of land, but on five separate parcels. Because of the staggered construction schedule, it is unlikely that these parcels would be graded simultaneously. Since the parcels are relatively small, it is assumed that each parcel would be completely graded during the course of a single day. The most fugitive dust would be generated during the grading of the largest parcel. The largest individual parcel is the approximately 1.7 acre Community Parking Structure site. (DEIR, p. 6.2-17.)

The SMAQMD recommends a PM<sub>10</sub> threshold of significance that is equal to the CAAQS for PM<sub>10</sub> of 50 µg/m<sup>3</sup>. The SMAQMD's *Guide to Air Quality Assessment in Sacramento County* (Guide) specifies a methodology for evaluating whether a project would exceed this PM<sub>10</sub> standard during construction. Appendix B of the Guide contains Table B.1 – Particulate Matter Screening Level for Construction Projects. This table lists various acreages and mitigation associated with the various acreage ranges which would reduce PM<sub>10</sub> impacts to less-than-significant levels. As long as a project's maximum acreage graded per day falls into one of the acreage ranges, and the appropriate mitigation measures are applied, the project would be considered to have a less than significant PM<sub>10</sub> impact during construction, and no concentration modeling is required. (DEIR, p. 6.2-17.)

**Mitigation Measures:** As noted above, the SMAQMD requires specific mitigation for projects of different sizes to ensure that PM10 thresholds are not exceeded. According to Table B.1 of the SMAQMD Guide, the SMCS Project would have to implement Level One mitigation to ensure that PM10 levels do not exceed the SMAQMD threshold. Level One mitigation includes such things as watering exposed soil and ensuring that there is freeboard space on haul trucks that transport dirt and other material. For projects between 5.1 and 8 acres, the SMAQMD requires the following mitigation. According to the SMAQMD Guide, compliance with Mitigation Measure 6.2-2 would decrease fugitive dust (PM10) impacts from grading associated with the SMCS Project and the Theatre to a level that is considered less than significant. (DEIR, p. 6.2-18.)

**Significance After Mitigation:** The impact is less than significant after mitigation. (DEIR, p. 6.2-18.)

**Impact 6.2-3: Increase in NO<sub>x</sub> emissions generated by construction equipment. (Significant and Unavoidable for SMCS Project; Less than Significant for Theatre).** (DEIR, p. 6.2-18.)

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

For the Theatre, however, no mitigation measures are required. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

**Explanation:**

Various pieces of construction equipment would be used during the grading and construction of the SMCS Project components. Much of this equipment is diesel-fueled, and emits NO<sub>x</sub> as part of the fuel-combustion process. The number and type of equipment used for construction on any one day would determine whether SMAQMD thresholds for NO<sub>x</sub> would be exceeded. As discussed in Impact 6.2-1 and Impact 6.2-2, it is not anticipated that the project sites for the various SMCS Project components would be graded simultaneously. However, actual construction of the buildings would overlap. Consequently, for calculating daily emissions of NO<sub>x</sub>, the site(s) with the most pieces of equipment being used at any one time would have the highest daily NO<sub>x</sub> amounts. According to the construction schedule, there would be periods where a number of different project components would have overlapping construction activities in

2007. These would be the WCC (398,400 square feet), the SMF Building (203,382), the Future MOB (35,000 square feet), and the residential component (32 units approximately 1,250 sf in size). (DEIR, p. 6.2-19.)

Construction of the WCC is scheduled to begin in early spring 2007 and be completed by late 2010. Construction of the SMF Building is scheduled to begin in the fall of 2006 and be completed by the spring of 2008. The Future MOB would begin construction in early summer 2006 and be completed by late summer 2007. The residential units would be constructed throughout 2007. These project components would have construction periods that overlap by four to six months, from the spring of 2007 to the middle or end of summer 2007. This period would be when the most construction equipment would be operating simultaneously, and consequently, when the greatest daily amounts of criteria air pollutants would be generated by construction activities. (DEIR, p. 6.2-19.)

The URBEMIS 2002 modeling program was used to calculate NO<sub>x</sub> emissions from the construction phases of these buildings during this overlapping "worst case scenario" period. The SMAQMD recommends that construction impacts be analyzed using Table 3.1 of the SMAQMD Guide. This table specifies types and numbers of construction equipment that would typically be used for projects of different sizes. Equipment as specified in Table 3.1 was used in the URBEMIS 2002 model. This modeling showed that construction associated with the WCC would generate approximately 35.97 pounds per day of NO<sub>x</sub> in spring 2007, construction associated with the SMF Building would generate 107 pounds per day of NO<sub>x</sub> during this same period, the Future MOB would also contribute 107 pounds per day, and construction of the residential units would contribute 73.89 pounds per day. These emissions would combine for a total maximum of approximately 323.86 pounds of NO<sub>x</sub> per day during the portion of 2007 where construction overlaps. This would be in excess of the SMAQMD construction NO<sub>x</sub> threshold of 85 pounds per day and would be a **short-term significant impact**. (DEIR, p. 6.2-19.)

**Mitigation Measures:** The SMAQMD requires that certain mitigation measures be implemented for all construction projects. Mitigation Measure 6.2-3 (a-c) fulfills this SMAQMD requirement and would reduce the NO<sub>x</sub> impact from construction activities associated with the various SMCS Project components. In addition, Mitigation Measure 6.2-3 (d-h), as modified by the Planning Commission and as set forth in Errata #2 to the Final EIR, would further decrease the emissions of NO<sub>x</sub> from construction activities by at least 20 percent resulting in maximum NO<sub>x</sub> levels of approximately 259 pounds per day. Using alternative fueled equipment could reduce NO<sub>x</sub> emissions by another 14%, resulting in maximum NO<sub>x</sub> levels of 213 pounds per day. This would not reduce the amount of NO<sub>x</sub> generated daily to below the level of significance, and this would remain a **short-term significant and unavoidable impact**. Heavy duty NO<sub>x</sub> reduction is limited by available technology. Additional feasible mitigation that would achieve substantially more NO<sub>x</sub> reductions is unavailable at this time. (DEIR, p. 6.2-20-21.)

**Significance After Mitigation:** For the SMCS Project, the impact remains significant and unavoidable despite the implementation of all feasible mitigation measures. (DEIR, p. 6.2-20.) For the Sutter Midtown Housing Project the impact is anticipated to be less than significant without mitigation.

**Impact 6.2-4: Generation of ROG and NO<sub>x</sub> (criteria pollutants) associated with project operation. (Significant and Unavoidable for the SMCS Project; less than significant for the Theatre). (DEIR, p. 6.2-21.)**

**Finding:** For the SMCS Project as a whole, changes or alterations have been required in, or incorporated into, the Project that substantially lessen, but do not avoid, the Project's significant effects associated with air quality. No additional feasible mitigation measures are available to reduce or render the effects less than significant. The effects therefore remain significant and unavoidable.

For the Theatre, no mitigation measures are required for impacts because the impact is less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

**Explanation:** Operation of the SMCS Project would generate an increase in criteria pollutants associated with hospital operation. ROG and NO<sub>x</sub> are the primary criteria pollutants of concern in Sacramento County because they react to form ozone, which is considered a criteria pollutant. The County is currently in nonattainment of the federal and State ozone standards. Emissions would be created by the SMCS Project in two ways; 1) Stationary equipment used to operate the facilities (industrial boilers, water heaters), would create ozone precursors of ROG and NO<sub>x</sub>, and 2) the increase in traffic generated by the project would also contribute ROG and NO<sub>x</sub>.

The project component that is expected to contain most of the large fuel-fired equipment would be the proposed Energy Center. Equipment at the new Energy Center would, for the most part, replace older equipment at the existing Energy Center. The horsepower or capacity of some of the equipment may be increased to account for the larger size of the expanded SMCS facilities. Equipment would include natural gas boilers for heat, electric chillers, and diesel-fueled backup generators. Five evaporative cooling towers would also be included. All new equipment would require a permit from the SMAQMD prior to operation. This would ensure that the equipment achieves the lowest achievable emission rate for its equipment class. Consequently, the newer equipment may actually be held to more stringent emission standards than existing equipment. (DEIR, p. 6.2-21.)

The amount of ROG and NO<sub>x</sub> pollutants that would be generated by operation of the project was calculated using the URBEMIS 2002 modeling program. (DEIR, p. 6.2-22.) As shown in Table 6.2-5 of the DEIR, the combined impact from operation of all the SMCS buildings would exceed the SMAQMD thresholds of 65 lbs/day for ROG and NO<sub>x</sub>. This would result in a **significant impact**. (DEIR, p. 6.2-22.)

**Because of its smaller size, the Sutter Midtown Housing Project will generate fewer operational and construction emissions. Stationary source emissions from the Housing Project would be limited to those generated by heating and cooling units. The majority of emissions from the project would be generated by the traffic that would travel to and from the residential units. The nature of the traffic generated by the units is reflected in the traffic study prepared for the project, and is consequently reflected in the URBEMIS modeling. The modeling showed that,**

**on average, the Housing Project would result in a *less-than-significant impact*. (See DEIR, pp. 6.2-216.2-22.)**

**Mitigation Measures:** The SMAQMD recommends that lead agencies require projects to reduce their ozone precursor emissions by 15%. The SMAQMD Guide provides a list of measures that can be used to achieve this 15% reduction. Each measure has an associated percentage point value. The SMCS Project has many of the listed measures built into its project design, and by virtue of the fact that it is located in downtown Sacramento where there is easy access to public transit. The Project Design includes the following:

- Project site is located within ½ mile of an existing Class I or Class II bike lane and provides a comparable bikeway connection to that existing facility. (1 point)
- Bus service provides headways of 15 minutes or less for stops within ¼ mile. (1 point)
- High density residential, mixed, or retail/commercial uses within ¼ mile of existing transit, linking with activity centers and other planned infrastructure. (1 point for bus only)
- Office floor area ratio is 0.75 or greater within ¼ mile of an existing transit stop. (1.5 points for bus only)
- Have at least three of the following on site and/or within ¼ mile: Residential Development, Retail Development, Personal Services, Open space, Office. (1 point)
- Some shaded parking. (0.5points)

In addition to the six points listed above, as described in the Project Description in Chapter 2 of this DEIR, the following measures are components of the SMCS TSM Plan for the SMCS project. These measures have also been assigned points by the SMAQMD:

- Preferential parking for carpools and vanpools. (0.5 points)
- Provide Guaranteed Ride Home. (0.2 points)
- Provide on-site transportation coordinator. (0.2 points)
- Flextime. (0.2 points)
- Provide showers and clothes lockers. (0.5 points)
- Class I and Class II bicycle parking facilities. (0.5 points)

The SMCS shall also institute the following measures as part of the TSM plan once the project is built. These measures are also found in Chapter 2, Project Description and have been assigned point values by the SMAQMD as well:

- A Kiosk shall be provided displaying transportation information in a prominent area. (0.5 points)
- 75% monthly transit or vanpool subsidy (up to \$100). (1.0 points)  
(DEIR, p. 6.2-23.)

Compliance with Mitigation Measure 6.2-4 would provide the additional ozone precursor reductions needed to achieve the 15% recommended by the SMAQMD. However, this reduction would not reduce operational impacts to less than significant levels, in part, because most emissions associated with the project are the result of vehicle trips. This impact would remain a *significant and unavoidable impact*. (DEIR, p. 6.2-22 to -24.)

**Significance After Mitigation:** The SMCS Project as a whole would result in significant and unavoidable impacts. (DEIR, p. 6.2-22.)

The Sutter Midtown Housing Project would result in less than significant without mitigation.

**Impact 6.2-5: Increase in CO concentrations from project-related traffic. (Less than Significant).** (DEIR, p. 6.2-24.)

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

**Explanation:** As shown in Table 6.2-7 of the DEIR, although CO concentrations would increase at some intersections as a result of the SMCS Project when compared to No Project conditions, the modeling showed that 1-hour and 8-hour CO concentrations would not exceed the CAAQS. Since the federal standard for CO is 15 ppm higher than the CAAQS, concentrations would also be below the federal standard. This would consequently be considered a *less-than-significant impact*. (DEIR, pp. 6.2-24.)

**Mitigation Measures:** *None required.* (DEIR, p. 6.2-25.)

**Significance After Mitigation:** The impact is less than significant without mitigation. (DEIR, p. 6.2-24.)

**Impact 6.2-6: Increase in exposure of sensitive receptors to toxic air contaminants. (Less than Significant).** (DEIR, p. 6.2-26.)

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

**Explanation:** The SMCS Project could generate TACs associated with both project construction and operation. (DEIR, p. 6.2-26.) Grading, and building construction would involve the use of diesel-fueled construction equipment. As this equipment burns diesel fuel, it will produce diesel particulate matter, which has been classified by the CARB as a TAC. The CARB determined that the chronic impact of diesel particulate was of more concern than the acute impact in its *Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines* (CARB, 2000). In this document, the CARB

noted that "Our analysis shows that the potential cancer risk from inhalation is the critical path when comparing cancer and noncancer risk. In other words, a cancer risk of 10 per million from the inhalation of diesel PM will result from diesel PM concentrations that are much less than the diesel PM or TAC concentrations that would result in chronic or acute noncancer hazard index values of 1 or greater." Consequently, any analysis of diesel TAC should focus on the long-term, chronic cancer risk posed by the diesel exhaust. As mentioned above, chronic cancer risk is normally measured by assessing what the risk to an exposed individual from a source of TAC would be if the exposure occurred over 70 years. (DEIR, p. 6.2-26.)

Since the construction activity associated with the SMCS Project would occur over the course of approximately four years, receptors in the vicinity of the SMCS Project area would be exposed to diesel emissions intermittently. These receptors would not be subject to continuous TAC exposure during construction, and the duration of the construction period would be far less than the 70-year time-frame normally used to assess chronic TAC impacts. (DEIR, p. 6.2-26.)

**Housing:** It is not expected that the Housing Project would have any TAC generating equipment. Consequently, the residential housing is not expected to create any TACs; therefore, this would be considered a *less-than-significant impact*. (DEIR, p. 6.2-27.)

**Mitigation Measures:** *None required.* (DEIR, p. 6.2-27.)

**Significance After Mitigation:** The impact is less than significant without mitigation. (DEIR, p. 6.2-26.)

**Impact 6.2-7:** The SMCS Project, in combination with other projects proposed within the SVAB, could result in a significant temporary cumulative air quality impacts from construction activities. (Less than Significant with Mitigation). (DEIR, p. 6.2-28.)

**Finding:** This impact can be minimized through Mitigation Measures 6.2-5 and 6.2-6. (DEIR, p. 6.2-28.) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the DEIR.

**Explanation:** The SMCS Project would temporarily generate emissions for the duration of the construction activity. These construction-related emissions of pollutants would combine with other emission sources in the vicinity of the SMCS Project area. Criteria pollutants normally associated with construction are particulate matter and NO<sub>x</sub>. ROG, an ozone precursor, is not normally generated in large amounts by heavy-duty construction equipment. Diesel particulate matter is also generated by construction equipment's diesel fuel combustion and is a TAC issue. (DEIR, p. 6.2-28.)

The area surrounding the project area is a high-density urban area. As such, there are few existing sources of particulates. However, data from the closest SMAQMD monitoring station shows that the State standard for PM<sub>10</sub> was exceeded eight times in the last three years, so PM<sub>10</sub> concentrations could be an issue in the vicinity of the

SMCS Project area. As discussed in Impact 6.2-2, because of the relatively small size of the graded area, fugitive dust generated by construction could be reduced to levels that are less than significant. Any remaining dust would be in amounts small enough that the effect would not be cumulatively considerable. (DEIR, p. 6.2-28.)

While PM<sub>10</sub> is a criteria pollutant that has impacts in the area where it is generated, NO<sub>x</sub> is an ozone precursor that can add to ozone impacts regionally. Since ozone is a regional problem in the Sacramento area and the SVAB is in an ozone nonattainment area, any NO<sub>x</sub> that is generated by project-related construction activity could conceivably contribute to one or more violations of the ozone standard. While the project's construction NO<sub>x</sub> impact may appear to be small when viewed in context with all other NO<sub>x</sub> sources in the region, its impact would be considered cumulatively considerable. Most large stationary sources of NO<sub>x</sub> in the County have been regulated and have limited their emissions, and mobile sources make up an increasing percentage of the NO<sub>x</sub> inventory. With this in mind, the NO<sub>x</sub> problem is not caused primarily by large sources, but a combination of many smaller sources. Consequently, for the duration of the SCMS construction period, NO<sub>x</sub> emissions from heavy-duty equipment would be generated in amounts that are cumulatively considerable. Therefore, the project would be considered to be contributing to a significant cumulative impact. (DEIR, pp. 6.2-28 - 6.2-29.)

As discussed in Impact 6.2-6, construction activity would also produce TAC emissions. These emissions would be temporary, and there are no other substantial sources of TACs in the project vicinity that could combine with construction TACs to produce any significant impacts. (DEIR, p. 6.2-29.)

Because of the SMCS' cumulatively considerable construction NO<sub>x</sub> impact, the SMCS Project's construction would cause a ***short-term, cumulatively significant impact***. (DEIR, p. 6.2-29.)

**Housing:** As with the SMCS Project, construction emissions of NO<sub>x</sub> from the Housing Project would combine with other emission sources and could contribute in the short-term to an ozone impact. The impact would be cumulatively considerable because the NO<sub>x</sub> inventory for Sacramento County is not dominated by large sources, but by many individual small sources. Consequently, this would be a ***short-term, cumulatively significant impact***. (see DEIR, pp. 6.2-29.)

**Mitigation Measures:** Implementation of Mitigation Measures 6.2-5 and 6.2-6 would reduce the cumulative effect of NO<sub>x</sub> generated during construction of the SMCS and the Housing Project to a *less-than-significant level*. This is because prohibiting construction on high AQI days would keep project construction activities from contributing to any exceedance. (see DEIR, pp. 6.2-20 -21; 6.2-28 thru -29.)

Also, mitigation measures applied in Impact 6.2-3 would help reduce cumulative NO<sub>x</sub> from construction activities.

**Significance After Mitigation:** The impact is less than significant after mitigation. (DEIR, p. 6.2-28.)

**Impact 6.2-8:** The SMCS Project, in combination with other projects in the SVAB could result in a cumulative impact on criteria pollutants associated with project

**operation. (Significant and Unavoidable for SMCS Project; Less than Significant for the Theatre).** (DEIR, p. 6.2-30.)

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

For the Theatre and the Housing, the impacts are less than significant and no mitigation measures are required. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

**Explanation:** As discussed in Impact 6.2-4, operations of the SMCS Project would be significant according to the SMAQMD's published thresholds for project impacts. The SMAQMD's 1994 Air Quality Thresholds of Significance guidance states that development would be cumulatively significant if the project requires a change in the existing land use designation (i.e., general plan amendment, rezone), and the new land use is more intensive than the existing use.

The SMCS Projects would require a change to existing general plan designations and a zoning change. Approximately 1.5 blocks currently designated in the General Plan as "High-Density Residential" would be changed to a "Community/Neighborhood Commercial and Offices" designation. Six parcels currently zoned as "Office", and three parcels currently zoned "Multi-Family Residential" would be rezoned to "General Commercial". In both cases, the new land use would be more intensive than the existing land use, in that more vehicle-trips would be generated. Because this new activity would not be accounted for in the Sacramento Regional Ozone Attainment Plan, the impact from project operations would have a **significant cumulative impact**. (DEIR, p. 6.2-30.)

**Theatre:** As discussed above, the SMAQMD considers a project's operational emissions to be cumulatively considerable if the project would require a change in land use designation, and the proposed use is more intensive than the existing land use. Since the Children's Theatre would require no such change, the impact is less than significant and would be a *less-than-significant cumulative impact*. (DEIR, p. 6.2-30.)

**Mitigation Measures:** The following mitigation measures implemented in Impact 6.2-4 and 6.2-7 would also reduce the proposed project's cumulative impacts. However, the impact would remain *cumulatively significant and unavoidable*. (DEIR, p. 6.2-30.)

**Significance After Mitigation:** Significant and unavoidable. (DEIR, p. 6.2-30.) The Theatre project would result in less than significant cumulative impacts without mitigation. (DEIR, p. 6.2-30.)

**Impact 6.2-9: Cumulative impact of CO concentrations from project-related traffic. (Less than Significant).** (DEIR, p. 6.2-31.)

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

**Explanation:** The traffic study prepared for the proposed project predicts future (2025) traffic volumes at nearby intersections for both project and no-project scenarios. This evaluation also takes into account traffic from other sources that would be in existence at this future date. Maximum CO concentrations were determined by conducting modeling at the intersections that would have LOS of "D" or below in 2025. Tables 6.2-8 and 6.2-9 of the Draft EIR show the LOS and expected maximum one-hour and eight-hour CO concentrations for these intersection in 2025 under both project and no-project scenarios. Consequently, CO concentrations in 2025 under "smart plan" conditions for both project and no-project scenarios were modeled as well. The results of this modeling are shown in Tables 6.2-10 and 6.2-11. As shown on Tables 6.2-8 and 6.2-9, even though LOS may be degraded in the future, CO levels under any scenario would not exceed the CAAQS for CO. This would be a *less-than-significant cumulative impact*. (DEIR, p. 6.2-31.)

**Theatre:** The 2025 traffic volumes predicted in the traffic study include trips generated by the Housing Project and the Children's Theatre of California. As discussed above, modeled CO levels at the most congested intersections would not be in excess of the CAAQS. Consequently, theatre-related traffic would not contribute to CO concentrations that would violate SMAQMD thresholds of significance. This would be a *less-than-significant impact*. (DEIR, p. 6.2-31.)

**Mitigation Measures:** *None required*. (DEIR, p. 6.2-31.)

**Significance After Mitigation:** The impact is less than significant without mitigation. (DEIR, p. 6.2-31.)

**Impact 6.2-10: Cumulative impact of project-generated TACs. (Less than Significant).** (DEIR, p. 6.2-34.)

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

**Explanation:** As discussed in "Existing Emissions Sources and Concentrations", the SMCS Project area is located in an area that the CARB has identified as having a background cancer risk of between 750 and 1000 in one million. These background levels are already in excess of the TAC significance standard of 10 in one million. The high TAC level is mainly due to heavy-duty diesel trucks. The Sutter facilities would be subject to the requirements of AB 2588 that mandates that facilities report their emissions and reduce their TACs to levels that are less than significant. Consequently, the SMCS contribution to overall TAC levels would not be cumulatively significant because it would generate very small amounts of TAC, and other sources play a much larger role in creating the high cancer risk in Sacramento County. The SMCS would have a *less-than-significant cumulative impact*. (DEIR, p. 6.2-34.)

**Theatre and Housing:** Neither the Children's Theatre of California nor the Housing Project is expected to produce any TACs. In any case, the Theatre would be subject to AB 2588 that requires facilities to reduce their TAC emissions to less than significant levels. The background TAC level is already high, and is mostly caused by diesel truck traffic. Consequently, the Theatre would have little to no impact, and would not be cumulatively considerable when viewed with other TAC producing sources. This would be a *less-than-significant cumulative impact*. (DEIR, p. 6.2-34.)

**Mitigation Measures:** *None required.* (DEIR, p. 6.2-34.)

**Significance After Mitigation:** The impact is less than significant without mitigation. (DEIR, p. 6.2-34.)

### **C. CULTURAL RESOURCES**

**Impact 6.3-1:** Construction of the SMCS and Housing projects could adversely affect known and/or previously unidentified prehistoric or historic archaeological resources. (Less than Significant after Mitigation). (DEIR, p. 6.3-16.)

**Finding:** This impact can be minimized through Mitigation Measure 6.3-1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the DEIR.

**Explanation:** The proposed SMCS Project is in close proximity to known archeological resources that could be adversely affected by construction of the project. Previously undiscovered archeological subsurface material could also be present within the SMCS Project area due the previously described sensitivity of the area. Proposed construction for the SMCS Project includes several subsurface components, some areas could be excavated as much as 35 feet below the surface. Subsurface construction activities such as excavation, drilling for new building pilings, etc. have the potential to impact unknown buried cultural resources. The use of necessary equipment to conduct such activities could damage or destroy these subsurface resources. An Unanticipated Discovery Plan is required in consultation with the Native American groups to establish procedures for the treatment of Native American burials and associated grave goods. This plan ensures coordination between the City, SMCS, the archaeological consultant, and the Most Likely Descendant, if human remains are discovered. The plan must be completed prior to the start of any construction activities. (DEIR, pp. 6.3-16 – 6.3-17.)

The SMCS Project area is also considered sensitive for subsurface prehistoric deposits; historical resources sensitivity is even greater. Due to the extensive historical use of the area and the fact that original Sutter's Fort structures were located outside of the present day park and block boundaries, there is also a strong potential for encountering historic subsurface features (e.g., privy pits, refuse dumps, and architectural foundations) associated with the earliest pre-Gold Rush and Gold Rush-era settlers, as well as material remains of later era residents. Due to the potential for the presence of subsurface artifacts, this would be considered a *potentially significant impact*. (DEIR, p. 6.3-17.)

**Mitigation Measures:** Implementation of Mitigation Measure 6.3-1 would reduce impacts to known and previously undiscovered archaeological resources that could be caused by construction of the SMCS project to a *less-than-significant level* by ensuring that proper procedures are followed in the event any known or unknown resources are unearthed during project construction. (DEIR, p. 6.3-17 to -18.)

**Significance After Mitigation:** The impact is less than significant after mitigation. (DEIR, p. 6.3-17.)

**Impact 6.3-2: Construction of the SMCS project could adversely affect the significance of any or all of the following historical resources: Old Tavern, Pioneer Congregational Church, Sutter's Fort, Eastern Star Hall, Capitol Commercial Building, and the residence on the 2600 Block of the Capitol Mansions Historic District. (Less than Significant after Mitigation).** (DEIR, p. 6.3-18.)

**Finding:** These impacts can be reduced to less than significant levels through implementation of Mitigation Measures 6.3-2 and 6.3-3. Impacts resulting from the Theatre will also be less than significant through implementation of Mitigation Measure 6.3-2. Changes or alterations have therefore been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the DEIR.

**Explanation:** The SMCS Project area is in close proximity to known historical resources that could be adversely affected by the project. Buildings within the SMCS Project area and those in the vicinity that could be affected by development of the various project components were evaluated for significance. (DEIR, p. 6.3-18.) The SMCS Project would involve construction immediately adjacent to two designated historical resources:

- Old Tavern building, and
- Pioneer Congregational Church.

(DEIR, p. 6.3-18.)

The project would also involve construction in the vicinity of the following historical resources:

- Sutter's Fort,
- Eastern Star Hall,
- Capitol Commercial Building, and
- the 2600 Block of the Capitol Mansions Historic District.

(DEIR, p. 6.3-18.)

No designated building, or building which has been evaluated as eligible for listing on the California Register of Historical Resources, or any contributor to a historic district, would be demolished as a result of the project. Pioneer Church is the only building in a historic district that could be affected by the SMCS Project through construction occurring in close proximity to the Church. (DEIR, pp. 6.3-18 – 6.3-19.) Due to the close proximity of historic structures to the SMCS project area construction activities could result in a ***potentially significant impact***. (DEIR, p. 6.3-20.)

**Mitigation Measures:** Implementation of Mitigation Measures 6.3-2 and 6.3-3 would reduce impacts to historical resources that could be caused by demolition and drilling during construction, excavation under or adjacent to existing foundations of the Old Tavern building and Pioneer Congregational Church, or restoration/rehabilitation of the east wall of the Old Tavern building to *less-than-significant levels*. (DEIR, p. 6.3-21 to -22.)

**Significance After Mitigation:** Less than significant after mitigation. (DEIR, p. 6.3-20 thru -21.)

**Impact 6.3-3:** The SMCS Project could directly or indirectly destroy a unique paleontological resource or unique geologic feature. (Less than Significant). (DEIR, p. 6.3-23.)

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

**Explanation:** The SMCS Project area is located in a developed urban environment. The various project components would be developed on urban lots, all of which have been developed with either existing buildings and/or previously contained structures. All of the blocks slated for construction have all been previously disturbed and there are no unique geologic features present at the surface. The abundance and diversity of fossils can potentially vary widely from place to place, with paleontological resource sensitivity likewise varying according to geologic rock unit. However, there are no known paleontological resources within the SMCS Project area. Therefore, this would be a *less-than-significant impact*. (DEIR, p. 6.3-23.)

**Mitigation Measures:** *None required.* (DEIR, p. 6.3-23.)

**Significance After Mitigation:** The impact is less than significant without mitigation. (DEIR, p. 6.3-23.)

**Impact 6.3-4:** The SMCS Project, in combination with other development in the City, could substantially adversely alter archaeological resources, which could result in a significant cumulative impact. (Less than Significant after Mitigation). (DEIR, p. 6.3-24.)

**Finding:** This impact can be reduced to less than significant levels through implementation of Mitigation Measure 6.3-4. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the DEIR.

**Explanation:** While cumulative development throughout Sacramento would be anticipated to impact resources, it must be noted that many of the areas that are proposed for development are urban in character and have been built upon previously. Earlier development may have destroyed sites, resulting in the inadvertent dispersal or reduction in quality of artifacts or resources. (DEIR, p. 6.3-24.)

Artifacts and other cultural resources have been recorded during prior surveys near the SMCS Project and throughout the City and County of Sacramento. Therefore, development of the SMCS Project or the Theatre project, in combination with other development in the City of Sacramento, could contribute to the potential loss of significant archaeological and prehistoric resources due to the location near Sutter's Fort and Indian settlements. (DEIR, p. 6.3-24.)

Because all significant cultural resources are unique and non-renewable members of finite classes, all adverse effects or negative impacts erode a dwindling resource base. The loss of any one archaeological site affects all others in a region because these other properties are best understood completely in the context of the cultural system of which they (and the destroyed resource) were a part. The boundaries of an archaeologically important site could extend beyond the property boundaries. (DEIR, p. 6.3-24.)

**Mitigation Measures:** Implementation of mitigation measures 6.3-4 and 6.3-1 will ensure that in the event that subsurface resources are discovered, they would be preserved and their treatment would be consistent with professional standards for cultural resources. Therefore, neither the SMCS Project nor the Theatre project would contribute to the loss of archeological or paleontological resources, and the contribution of either to the cumulative loss would be *less than significant*. (DEIR, pp. 6.3-24, 6.3-16.)

**Significance After Mitigation:** The impact is less than significant after mitigation. (DEIR, p. 6.3-24.)

**Impact 6.3-5:** The proposed SMCS Project could, in combination with other development in the City, substantially adversely alter historical resources, which could result in a significant cumulative impact. (Less than Significant after Mitigation) (DEIR, p. 6.3-25.)

**Finding:** This impact will be reduced to less than significant levels through implementation of Mitigation Measure 6.3-5. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the DEIR.

**Explanation:** The cumulative context for the evaluation of potential cumulative impacts on historical resources is the buildout of the City of Sacramento General Plan. Cumulative development in the city could result in the damage or destruction of known historical resources. Sacramento has an array of historical resources. General Plan goals and policies as well as the City's Historic Preservation Ordinance work to prevent the loss of historical resources. (DEIR, p. 6.3-25.) Despite the potential for the cumulative loss of historic structures upon buildout of the Sacramento General Plan, development of the SMCS Project would not result in the loss of significant historical resources or structures. (DEIR, p. 6.3-25.)

**Mitigation Measures:** Implementation of Mitigation Measures 6.2-5, 6.3-2 and 6.3-3 would ensure that precautions are taken during construction to avoid damage to historic structures, that restoration of the Old Tavern is performed to ensure that it retains its unique character, and that the proposed development is designed such that it does not alter the context of the historic districts. Therefore, this measure would ensure that the

project's contribution to cumulative alterations in the character of historical resources would be *less than significant*. (DEIR, p. 6.3-21, 23, 25.)

**Significance After Mitigation:** The impact is less than significant impact after mitigation. (DEIR, p. 6.3-25.)

**Impact 6.3-6:** **The SMCS Project, in combination with other development in the City, could substantially adversely alter paleontological resources, which could result in a significant cumulative impact. (Less than Significant after Mitigation)** (DEIR, p. 6.3-26.)

**Finding:** This impact will be reduced to less than significant levels through implementation of Mitigation Measure 6.3-6. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the DEIR.

**Explanation:** While cumulative development throughout Sacramento would be anticipated to impact paleontological resources, many of the areas that are proposed for development are urban in character and have been built upon previously. Earlier development may have destroyed sites, resulting in the inadvertent dispersal or reduction in quality of resources. The development of the proposed project, in combination with other developments in Sacramento, could contribute to the potential for loss of significant paleontological resources. (DEIR, p. 6.3-26.)

Because all paleontological resources are unique and non-renewable members of finite classes, all adverse effects or negative impacts erode a dwindling resources base. The loss of any one site affects all others in a region because these other properties are best understood completely in the context of the region of which they (and the destroyed resource) were a part. The boundaries of an important site could extend beyond the property boundaries resulting in a ***potentially significant impact***. (DEIR, p. 6.3-26.)

**Mitigation Measures:** Implementation of mitigation measure 6.3-6 would ensure that in the event that subsurface resources are discovered, they would be preserved and their treatment would be consistent with professional standards for cultural resources. Therefore, the SMCS Project would not contribute to the loss of paleontological resources, and its contribution to the cumulative loss would be less than considerable resulting in a *less-than-significant cumulative impact*. (DEIR, pp. 6.3-26, 6.3-17.)

**Significance After Mitigation:** The impact is less than significant cumulative impact after mitigation. (DEIR, p. 6.3-26.)

#### **D. HAZARDOUS MATERIALS AND PUBLIC SAFETY**

**Impact 6.4:1:** *Existing buildings demolished to accommodate the SMCS Project are known to contain or may contain asbestos or lead-based paint or other hazardous substances, which could be released to the environment during demolition if not properly removed, contained, and transported for disposal at approved sites. (Less than Significant after Mitigation)* (DEIR, p. 6.4-21.)

**Finding:** *This impact can be minimized through implementation of Mitigation Measure 6.4-1. Changes or alterations have been required in, or incorporated into,*

***the project which mitigate or avoid the significant environmental effect as identified in the DEIR.***

***Explanation: Construction of the SMCS Project, and particularly the Sutter Midtown Housing Project, would involve the demolition or removal of several buildings. The St. Luke's Office Medical Building, MTI Building, EAP Building, and House of Furs building have been tested and found to contain asbestos-containing building material (ACBM). Only the House of Furs building has been tested for lead-based paint, which was detected in some older parts of the building. Prior to any planned demolition or renovation that may disturb ACBM or lead-based paint, these materials must first be removed and disposed of by a certified contractor, as noted in the test reports for these buildings. (DEIR, p. 6.4-21.)***

Because the three other buildings that would be demolished to accommodate the SMCS Project (Energy Center, (former) RAS Building, and a private medical office) were constructed between the late 1970s and 1980s, it is unlikely the building components contain asbestos or lead-based paint. However, without test results this cannot be confirmed. Such testing has not been performed to date, so there is the potential demolition of these structures could result in the inadvertent release or improper disposal of debris containing these materials. (DEIR, p. 6.4-21.)

As with asbestos and lead, demolition of structures could result in the inadvertent release or improper disposal of debris containing other hazardous materials, exposure to which can result in adverse human health effects. (DEIR, p. 6.4-21.)

During the occupancy and use of the (former) RAS Building, a 1,300-sf private medical office building, and St. Luke's Medical Office Building, it is possible hazardous substances such as mercury from broken thermometers may be present in sink traps. Other hazardous substances may also have been similarly disposed, leaving residual material in pipes. Testing for the presence of such materials and dismantling of plumbing fixtures would require careful removal techniques to ensure contractors are not inadvertently exposed to hazardous substances. In addition, contaminated debris could be inadvertently disposed of at a landfill or recycling facility not permitted to accept such waste, which could expose workers to potential safety hazards or result in environmental exposure, if hazardous substances are not properly identified in advance. (DEIR, p. 6.4-21.)

Given the types of medical uses and relatively small number of fixtures in these buildings, it is likely the number of fixtures and amount of material potentially containing hazardous substances would be relatively limited, however. (DEIR, p. 6.4-22.)

**Mitigation Measures:** Implementation of Mitigation Measure 6.4-1 will ensure that 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 or the environment, thus reducing impacts to a *less-than-significant level*. (DEIR, p. 6.4-22, -23.)

**Significance After Mitigation:** The impact is less than significant after mitigation. (DEIR, p. 6.4-22.)

*Impact 6.4-2: Site preparation activities associated with the SMCS Project (excavation, grading, trenching) have the potential to encounter previously unidentified contaminated soil or groundwater or buried debris that may contain hazardous substances. (Less than Significant after Mitigation). (DEIR, p. 6.4-23.)*

*Finding: This impact will be reduced to less than significant levels through implementation of Mitigation Measure 6.4-2. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the DEIR.*

*Explanation: Buildings within the SMCS proposed for below-grade construction activities include: the Community Parking Structure, Future Medical Office Building, SMF Building, the Women and Children's Center, and connector tunnels, not the Sutter Midtown Housing Project. Excavations for these structures would disturb soil and may encounter groundwater. The results of Phase 1 ESAs indicate there are no known soil or groundwater contamination issues at the site, and the locations of known USTs have been determined. (DEIR, p. 6.4-23.)*

Although the project applicant has no knowledge of such occurrences, the potential exists for historic site uses to have resulted in undocumented releases of hazardous substances to soil or groundwater. For example, items such as old heating fuel USTs predate current permitting and regulatory requirements, so the location(s) of such features may not be known. Leaks from old tanks could have resulted in a release of petroleum products to soil or groundwater. The accidental discovery of unknown hazards during excavation and inadvertent release of hazardous materials could create a significant hazard to the public or the environment if measures are not in place to safely manage such occurrences. This was considered a **potentially significant impact** (DEIR, p. 6.4-23.)

Should contamination be detected in areas to be disturbed, in areas directly adjacent to sites to be developed, or in areas open to public access, remediation of the contaminated areas would be necessary in most cases. Remediation would include, at a minimum, treatment of contaminated soils in a manner that would render them non-hazardous or otherwise protect public health and safety. Proper treatment and/or disposal of soils and groundwater could also be required. As discussed in Impact 6.5-2 in Section 6.5, Hydrology and Water Quality, the City has specific requirements for the disposal of contaminated groundwater. (DEIR, p. 6.4-23.)

Potential adverse impacts of remediation would be mitigated, in part, by legally required safety and hazardous waste handling and transportation precautions. For hazardous waste workers, OSHA regulations mandate an initial 40-hour training course and subsequent annual training review. Additionally, site-specific training would be required for some workers. In responsible agency review of mitigation plans, procedures for protection of the public during remediation would be evaluated. These measures, along with application of state and regional cleanup standards, would serve to protect human health and environment during site remediation, thus minimizing remediation impacts. (DEIR, p. 6.4-23.)

Remediation of contaminated sites would eliminate the health threats posed by hazardous wastes and prevent workers and the public from encountering such materials in the event of any future excavation at the site. Removal of the toxic materials would

also eliminate a potential local source of groundwater contamination; therefore, removal would be beneficial in the long run. Proper handling and disposal of excavated contaminated material would preempt potential health, safety, or environmental effects of the contaminated soil or groundwater. (DEIR, p. 6.4-23.)

**Theatre and Housing:** Construction of the Theatre and Housing projects could involve site preparation activities such as excavation, grading, and possibly dewatering. During such activities, contaminated soil or groundwater, underground storage tanks, or other hazardous debris could be encountered, as described for the SMCS Project. Unless properly managed, construction and remediation could create a health hazard. This is considered to be a *potentially significant impact*. (DEIR, pp. 6.4-24.)

**Mitigation Measures:** Implementation of Mitigation Measure 6.4-2 will reduce potential impacts to less than significant levels by requiring site inspections at each location to determine the likelihood of contaminants within the site boundaries, removal or remediation of hazardous materials, and appropriate conditions outlining procedures in the event that previously unknown hazardous debris, soil, or groundwater contamination is discovered during construction. Therefore, implementation of the mitigation measure would reduce construction-related impacts associated with exposure to hazardous materials to a *less-than-significant level*. (DEIR, p. 6.4-24, 25.)

**Significance After Mitigation:** The impact is less than significant after mitigation. (DEIR, p. 6.4-25.)

*Impact 6.4-3: Construction and operation of the SMCS Project would result in the continued routine use, storage, transport, and disposal of hazardous materials. (Less than Significant). (DEIR, p. 6.4-25.)*

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

**Explanation:** Implementation of the SMCS Project would not create a significant hazard to the public, employees or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. All non-medical activities discussed in the Draft EIR would not require the use of hazardous materials to the extent which would create a significant impact. Therefore, construction or operation of the SMCS Project would have a *less-than-significant impact*. (DEIR, p. 6.4-26 thru 28.)

The following describes the construction and operational features of the proposed project and how hazardous materials exposure could occur and methods to control such exposures.

**Construction:** Construction of the SMCS Project would involve the use of various products that could contain materials classified as hazardous (e.g., solvents, adhesives and cements, certain paints, cleaning agents and degreasers). Fuels, such as gasoline

and diesel, would also be used in heavy equipment and other construction vehicles. The use and storage of such products is subject to applicable hazardous materials regulations, and contract specifications would contain specific provisions regarding the use of these products to ensure compliance with applicable regulations and standards. Because applicable hazardous materials laws and regulations would be implemented as standard procedure for construction of the proposed project through contractor specifications and monitored by the applicant, the impact of construction-related hazardous chemical use and storage would be less than significant. (DEIR, p. 6.4-26.)

Housing: The Sutter Midtown Housing Project would be used for residential purposes that typically do not involve the routine transport, use, or disposal of hazardous materials. Common household-type chemicals may be used and stored within the site but these chemicals would not lead to a significant hazard to people or the environment. Therefore, this is considered a less-than-significant impact. (see DEIR, pp. 6.4-26 to 6.4-29.)

**Mitigation Measures:** *None required.* (DEIR, p. 6.4-29.)

**Significance After Mitigation:** The impact is less than significant without mitigation. (DEIR, p. 6.4-29.)

**Impact 6.4-4: Implementation of the SMCS Project would involve the use, storage, and transport of hazardous materials, substances, or waste within ¼ mile of an existing or proposed school. (Less than Significant).** (DEIR, p. 6.4-29.)

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

**Explanation:** The SMCS Project area is located within one-quarter mile of four schools, as described in the Environmental Setting section. The closest school is approximately 150 feet west of the proposed SMF Building. (DEIR, p. 6.4-29.)

Demolition of existing structures has the potential to release asbestos or lead-based paint into the air, which could migrate to nearby schools. As discussed in Impact 6.4-1, specific mitigation measures have been identified to minimize the risk of an accidental release of hazardous substances. The potential for releases of hazardous substances during site preparation is described in Impact 6.4-2. Mitigation Measures identified for these impacts would be sufficient to reduce potential hazards at the school sites, and no additional mitigation is required. (DEIR, p. 6.4-30.)

As discussed in Impact 6.4-3, construction and operation of the proposed project would involve the routine use and storage of hazardous materials within the SMCS Project. Construction would temporarily and intermittently involve the use of products that may have hazardous properties, but construction site controls would limit the potential for hazardous substances to affect school properties.

In summary, while hazardous materials, substances, or waste would be handled within the SMCS Project within ¼ mile of four schools, including an outdoor play area, impacts would be considered *less than significant* for the reasons discussed above. (DEIR, p. 6.4-30.)

**Housing:** Products used in residential homes typically include common items such as paints, glues, and cleaning compounds. Common household chemicals such as cleaning agents (soap products and degreasers) may be used and stored within the site for maintenance. Neither the types nor quantities of these materials would be substantial. Routine use of these products would not lead to a significant hazard to people or the environment within ¼ mile of a school. Therefore this is a ***less-than-significant impact***. (see DEIR, pp. 6.4-30.)

**Mitigation Measures:** *None required.* (DEIR, p. 6.4-31.)

**Significance After Mitigation:** The impact is less than significant without mitigation. (DEIR, p. 6.4-30.)

**Impact 6.4-6: Implementation of the SMCS Project could interfere with emergency response and/or emergency evacuation plans. (Less than Significant).** (DEIR, p. 6.4-35.)

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

**Explanation:** During construction of individual projects, it may be necessary to restrict travel on certain roadways within the SMCS Project area to facilitate construction activities such as demolition, material hauling, construction, staging, and modifications to existing infrastructure. Such restrictions could include lane closures, lane narrowing, and detours, which would be temporary but could continue for extended periods of time. In the event of an emergency, emergency response access or response times could be adversely affected. These impacts would occur during the construction period and would not be permanent.

The City of Sacramento requires the project applicant prepare and implement a Construction Traffic Management Plan in accordance with Sections 12.20.020 and 12.20.030 of the Sacramento City Code. The plan must be approved by the City Public Works or Utilities Director prior to any work that would obstruct vehicular or pedestrian traffic on any City Street. (DEIR, p. 6.4-36.)

**Housing:** During construction of the Sutter Midtown Housing Project it may be necessary to restrict travel on nearby roadways to facilitate construction activities. Such restrictions could include lane closures, lane narrowing, and detours, which may be temporary or continue for extended periods of time. Lane restrictions, closures, and/or detours could cause an increase in traffic volumes on adjacent roadways. Due to the relatively small size of the project, traffic restrictions would generally be minor and temporary. As described for the SMCS Project, a Construction Traffic Management Plan must be prepared and approved by the City prior to work that would obstruct vehicle or pedestrian traffic. No permanent roadway modifications are contemplated for the Project. (see DEIR, p. 6.4-36.)

**Mitigation Measures:** *None required.* (DEIR, p. 6.4-36.)

**Significance After Mitigation:** The impact is less than significant without mitigation. (DEIR, p. 6.4-36.)

**Impact 6.4-7:** The SMCS Project, in combination with other development in the City of Sacramento, would result in the demolition of existing buildings. This demolition and other site preparation activities could result in a release of hazardous materials to the environment thus exposing the public to potential health risks. (Less than Significant). (DEIR, p. 6.4-37.)

**Finding:** This impact can be reduced to less than significant levels through implementation of Mitigation Measure 6.4-5. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the potentially significant short-term environmental effect as identified in the DEIR.

**Explanation:** For any project in the City of Sacramento that would develop or redevelop an existing site where hazardous building materials such as asbestos or lead-based paint is present, the potential exists for release of hazardous materials during demolition/renovation of those sites. Previously unidentified soil or groundwater contamination or buried items containing hazardous substances (e.g., USTs) could also be encountered during excavation and other site preparation activities. For individuals not involved in demolition/construction activities, the greatest potential source of exposure to contaminants would be airborne emissions, primarily through construction-generated dust from demolition or grading. Other potential pathways, such as direct contact with contaminated materials would not pose as great a risk to the public because such exposure scenarios would typically be confined to the demolition/construction zones. This assumption is based on implementation of site-specific risk management controls and compliance with applicable laws and regulations pertaining to site cleanup and hazardous materials management at locations in the areas surrounding the project site. Moreover, an individual who is directly outside the demolition/construction zone of one source of hazardous materials would be unlikely to be exposed to maximum levels from another source. Such exposure would typically be site-specific and would involve accidental or inadvertent exposure to hazardous building materials. Associated health and safety risks would generally be limited to those individuals working with the hazardous building materials or to persons in the project site. Furthermore, such impacts would only be temporary and intermittent. The cumulative effect would be a **potentially significant short-term impact**. (DEIR, p. 6.4-37.)

**Mitigation Measures:** Compliance with Mitigation Measures 6.4-5, 6.4-1 and 6.4-2 would reduce all cumulative impacts to a less-than-significant level. (DEIR, pp. 6.4-37; 6.4-31.)

**Significance After Mitigation:** The impact is less than significant after mitigation. (DEIR, p. 6.4-37.)

**Impact 6.4-8:** The SMCS Project, in combination with other development in the City of Sacramento, could increase the risk of exposure of people to hazards due to increased volume and type of hazardous materials used, transported, stored, and disposed in the City. (Less than Significant). (DEIR, p. 6.4-38.)

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

**Explanation:** The construction and operation of current and future projects within the City of Sacramento, including projects within ¼ mile of a school, would continue to involve the use of hazardous materials. Projects that use, store, or dispose of hazardous materials would be required to comply with federal, State and local regulations to ensure the safe handling of these materials. Due to strict regulation, the risk of release or exposure to hazardous materials within Sacramento would be minimized. Associated health and safety risks would generally be limited to those individuals using the materials or to persons in the immediate vicinity of the materials. Although the risk of accident or inadvertent releases cannot be completely avoided, hazardous materials incidents would typically be site-specific, generally one-time occurrences that would not combine with similar effects elsewhere. Implementation of applicable hazardous materials management laws and regulations adopted at the federal, State, and local level, which are monitored by the City of Sacramento and SCEMD, would ensure cumulative impacts related to hazardous materials use remain less than significant. (DEIR, p. 6.4-38.)

Hazardous materials use at the SMCS Project would increase; however, some of the increase in hazardous materials use would be attributable to the relocation of services from the existing Sutter Memorial Hospital in East Sacramento rather than a new use in Sacramento. Because the proposed project's net contribution to this cumulative impact would be a small increment, the project's contribution would be less than cumulatively considerable and, thus, **less than significant**. (DEIR, p. 6.4-38.)

**Mitigation Measures:** *None required.* (DEIR, p. 6.4-38.)

**Significance After Mitigation:** The impact is less than cumulatively considerable, and thus, less than significant without mitigation. (DEIR, p. 6.4-38.)

**Impact 6.4-10: The SMCS Project, in combination with development in the City of Sacramento, could interfere with emergency response plans and/or emergency evacuation plans. (Less than Significant).** (DEIR, p. 6.4-40.)

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

**Explanation:** Construction-related activities and developments within the City of Sacramento that alter, close, or in other ways affect traffic on area roadways could interfere with emergency response access or response times or affect evacuation routes. Construction-related activities of the SMCS Project would contribute to this effect. If project restrictions coincide with other closures from adjacent projects, emergency response access or response times could be adversely affected. The City requires all project applicants to prepare and implement a Construction Traffic Management Plan for projects that would obstruct vehicle traffic. This would allow the City to manage affected roadways so that effects would not be cumulatively considerable. The impact is considered a less-than-significant cumulative impact. No additional mitigation is required. (DEIR, p. 6.4-40.)

**Housing:** As discussed for the SMCS Project, cumulative construction traffic impacts would not be significant. No roadway modifications are proposed for the Housing project that could combine with similar effects elsewhere. There would be no impact. (DEIR, p. 6.4-40.)

**Mitigation Measures:** *None required.* (DEIR, p. 6.4-40.)

**Significance After Mitigation:** The impact is less than significant without mitigation. (DEIR, p. 6.4-40.)

## **E. HYDROLOGY AND WATER QUALITY**

**Impact 6.5-1: Implementation of the SMCS Project could result in an increase in the rate and amount of stormwater runoff from the project area, which could cause or exacerbate flood conditions on- or off-site. (Less than Significant).** (DEIR, p. 6.5-9.)

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

**Explanation:** The SMCS Project is proposed for development on land that currently contains urban development consisting primarily of impervious surfaces. Development of the SMCS Project is expected to increase the amount of impervious surfaces by approximately 16,000 square feet, or approximately 0.37 acre. The City has recently adopted the Combined System Development Fee Ordinance that requires a development fee for projects within the CSS Service boundary. (DEIR, p. 6.5-9.)

The project area is drained by the CSS, which is considered an impacted system due to its lack of available capacity during storm events. During dry weather conditions, the CSS has enough available capacity to handle the total flow, which is primarily composed of sewage. During storm events, the combination of sewage and stormwater runoff has the potential to create localized street flooding. Absent system improvements, however, flooding and CSOs would continue. (DEIR, p. 6.5-9.)

Compliance with the City's Combined System Development Fee ordinance would reduce the project impact by providing (1) additional capacity in the City's system to reduce the potential for flooding and CSOs system-wide, or (2) requiring storage of project flows to ensure that the SMCS Project would not contribute to flooding and CSOs. This would reduce this impact to a less-than-significant level. (DEIR, p. 6.5-10.)

**Mitigation Measures:** *None required.* (DEIR, p. 6.5-10)

**Significance After Mitigation:** The impact is less than significant without mitigation. (DEIR, p. 6.5-10.)

**Impact 6.5-2: Stormwater runoff from the SMCS Project would contain urban pollutants that could be discharged to the Sacramento River, which could affect surface water quality. (Less than Significant).** (DEIR, p. 6.5-10.)

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

**Explanation:** The SMCS Project would be developed on land that currently contains urban development consisting primarily of impervious surfaces (parking lots, building rooftops, hardscaping, and roadways). Stormwater runoff from impervious surfaces on the project site is currently conveyed to the CSS. Stormwater runoff within project area is currently collected by the CSS and transported to the SRWTP or CWTP for treatment before discharging into the Sacramento River. The CSS and WTPs operate under current NPDES permits regulated by the CVRWQCB. (DEIR, pp. 6.5-10 – 6.5-11.)

Development of the SMCS Project would generate only a small net increase in stormwater runoff conveyed to the CSS (see Impact 6.8-7 in Section 6.8, Utility Systems of Draft EIR). The types and concentrations of pollutants are not expected to vary significantly from existing conditions. At some locations, there could actually be a decrease in certain pollutants such as oil and grease and metals carried in stormwater runoff. (DEIR, p. 6.5-11.)

Modifications, if any, to the storm drain inlet locations and sizing to accommodate the SMCS Project would include stormwater quality BMPs, consistent with the City's NPDES stormwater permit requirements and features in the existing system. This would ensure urban pollutants generated by the SMCS Project would continue to be managed in accordance with State and local regulations. (DEIR, p. 6.5-11.)

Because the SMCS Project would not result in a substantial net increase in urban pollutants in stormwater runoff and would include stormwater quality BMPs, discharges from the SMCS Project would not violate any water quality standards, exceed wastewater discharge requirements, or otherwise degrade water quality, and impacts would be less than significant. (DEIR, p. 6.5-11.)

**Mitigation Measures:** None required. (DEIR, p. 6.5-11.)

**Significance After Mitigation:** The impact is less than significant without mitigation. (DEIR, p. 6.5-11.)

**Impact 6.5-3: Groundwater from construction and foundation dewatering would be discharged to the City's CSS, which could result in CSS capacity and water quality impacts. (Less than Significant).** (DEIR, p. 6.5-12.)

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

**Explanation:** Because some excavation activities of the SMCS Project could reach levels at or below the depth of groundwater, dewatering activities are anticipated. During construction, it may be necessary to remove groundwater from these excavations because of the shallow water table. During construction dewatering, shallow groundwater may contain sediment that, if discharged to the treatment plant, could affect plant operating conditions. (DEIR, p. 6.5-12.)

Permanent foundation dewatering systems are in place for some of the existing structures in the project site. During the life of the project, shallow groundwater could infiltrate subsurface walls and foundations, potentially causing structural damage unless groundwater is removed.

The City of Sacramento requires that any discharges of groundwater from construction foundation or basement dewatering be permitted through the City Utilities Department. All groundwater discharges to the sewer must also obtain a discharge permit from the SRCSD Industrial Waste Section. These requirements would be made part of the construction contract specifications and confirmed by City staff through the building permit process. (DEIR, p. 6.5-13.)

The purpose of these requirements is to ensure project dewatering discharges to the CSS do not temporarily or permanently reduce system capacity to levels at which overflows or outflows could occur and to protect influent and effluent water quality at the treatment plants. Such measures are necessary for the City to comply with adopted NPDES permits. Because there is an established regulatory mechanism in place that is enforced by the City and that would be applicable to the proposed project, the SMCS Project would not violate any water quality standards or waste discharge requirements or cause exceedances of CSS capacity. (DEIR, p. 6.5-13.)

Housing: If dewatering is required for the Housing construction or long-term operation, that project would be required to comply with the City's dewatering policy, as discussed for the SMCS Project. (see DEIR, pp. 6.5-13.)

**Mitigation Measures:** None required. (DEIR, p. 6.5-13.)

**Significance After Mitigation:** The impact is less than significant without mitigation. (DEIR, p. 6.5-13.)

**Impact 6.5-4: Wastewater flows from the SMCS Project would contain chemicals, radioactive materials, and chemotherapeutic wastes that would be discharged to the Sacramento River via the CSS and SRWTP, which could affect water quality. (Less than Significant).** (DEIR, p. 6.5-14.)

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

**Explanation:** Implementation of the SMCS Project would result in an overall net increase of 0.15 mgd of wastewater to the CSS system (see Impact 6.8-6 in Section 6.8, Public Utilities in the Draft EIR). Because the types of patient care and routine hospital functions would not differ substantially from existing conditions (other than an increase in the number of patients and facility space), the chemical characteristics of wastewater discharged to the sewer would not be expected to differ substantially. Therefore, the SMCS Project would not adversely affect the NPDES discharge limitations for the SRWTP or the CWTP such that adverse effects on Sacramento River water quality would occur. (DEIR, p. 6.5-14; see also Environment of Care Manual "Hazardous Chemical Waste Management Program" (describing the procedures for the disposal of hazardous chemicals, radioactive waste, and chemotherapeutic waste within its facilities).)

The existing Energy Center uses water to generate chilled water and steam. Various products are used to treat the water to maintain proper water chemistry. These products include algicides, biocides, and anti-scaling chemicals. Wastewater containing low levels of these chemicals is discharged to the CSS. The capacity of the Energy Center would be increased to accommodate additional demand of the SMCS Project. This would result in an increase in the amount of water used in the system and a commensurate increase in the amount of chemicals used. This would not be a new discharge, and no change is anticipated in the types of chemicals, as compared to existing conditions, that would substantially affect the quality of water entering the sewer and treated at the treatment plants for which NPDES permits have been granted. The applicant's engineer has indicated that a permit for the increased wastewater discharge from the proposed new Energy Center would not be required, indicating that the types and levels of constituents in the wastewater would not be likely to affect the NPDES discharge limitations imposed by the CVRWQCB on either the SRCSD or CWTP plants. (DEIR, pp. 6.5-14 – 6.5-15.)

**Housing:** The proposed Housing project would not discharge any wastewater to the sewer other than domestic wastewater. There would be no impact. (see DEIR, p. 6.5-15.)

**Mitigation Measures:** None required. (DEIR, p. 6.5-15.)

**Significance After Mitigation:** Less than significant without mitigation. (DEIR, p. 6.5-15.)

**Impact 6.5-5: The project, in combination with cumulative development in the CSS service area, would generate stormwater runoff that could result in localized flooding. (Less than Significant).** (DEIR, p. 6.5-15.)

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

**Explanation:** The City's CSS is considered an impacted system due to its lack of available capacity during storm events. During dry weather conditions, the CSS has enough available capacity to handle the total flow, which is primarily composed of sewage. During storm events, the combination of sewage and stormwater runoff has the potential to create localized street flooding. Additional runoff from development within the CSS service area, including the SMCS Project, could contribute to localized street flooding related to the exceedance of the system's capacity. (DEIR, p. 6.5-15.)

The Department of Utilities has completed several CSS Improvement and Rehabilitation Program projects, including construction of new regional storage projects, and numerous rehabilitation and replacement projects throughout the system. The City continues to undertake improvements according to the program, including additional storage facilities, and the improvement and expansion of existing facilities. Compliance with the City's Combined System Development Fee ordinance would reduce the project's potential cumulative impact by providing (1) additional capacity in the City's system to reduce the potential for flooding and CSOs system-wide, or (2) requiring storage of project flows to

ensure that the SMCS Project would not contribute to flooding and CSOs. (DEIR, pp. 6.5-15-6.5-16.)

**Mitigation Measures:** None required. (DEIR, p. 6.5-16.)

**Significance After Mitigation:** The impact is a less than significant cumulative impact without mitigation. (DEIR, p. 6.5-16.)

**Impact 6.5-6:** Stormwater runoff from the project, in combination with cumulative development in the CSS service area, could discharge urban pollutants to the Sacramento River, which could affect water quality. (Less than Significant). (DEIR, p. 6.5-16.)

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

**Explanation:** Cumulative urban development in the CSS service area would result in the creation of increased impervious surfaces which could increase the types and amounts of pollutants in stormwater runoff. The primary sources of water pollution would include runoff from roadways, and parking lots, runoff from landscaping areas, industrial activities, non-stormwater connections to the drainage system, accidental spills and illegal dumping. Runoff from roadway and parking lots could contain high levels of oil, grease, and heavy metals. Runoff from landscaped areas could contain concentrations of nutrients from fertilizers as well as pesticides. (DEIR, p. 6.5-16.)

Urban runoff within of the City and County of Sacramento, City of Folsom, City of Citrus Heights, City of Elk Grove and the City of Galt are regulated under a joint NPDES permit (No. CAS082597), which was required under Phase 1 of the federal program. Phase 1 applied to discharges from large (population 250,000 or above) and medium (population 100,000 to 250,000) municipalities and certain industrial activities. Regulations pertaining to smaller jurisdictions, such as other cities in the Sacramento metropolitan area (e.g., Roseville, Rocklin) that also discharge urban runoff to the Sacramento River, required such jurisdictions to obtain permits under a Phase 2 program, which became effective in early 2003. The Phase 2 State Municipal Stormwater Permit required these smaller cities to develop, implement, and enforce a stormwater management program meeting the federal requirements for BMPs and other urban runoff water quality controls. The combined regional effect of the Phase 1 and Phase 2 programs is to reduce the types and amounts of urban pollutants discharged to waterways that drain to the Sacramento River. As discussed in Impact 6.5-2, the SMCS Project's contribution to post-construction water quality impacts associated with urban development would be minimal due to the developed nature of the SMCS Project area. (DEIR, pp. 6.5-16-6.5-17.)

**Mitigation Measures:** *None required.* (DEIR, p. 6.5-17.)

**Significance After Mitigation:** The impact is less than cumulatively considerable, and thus, less than significant without mitigation. (DEIR, p. 6.5-17.)

**Impact 6.5-7:** The project, in combination with cumulative development in the CSS service area, could discharge groundwater from dewatering to the sewer. (Less than Significant). (DEIR, p. 6.5-17.)

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

**Explanation:** Excavations requiring dewatering and subsurface features of new buildings in the downtown/midtown Sacramento area served by the CSS system are expected to require some level of dewatering because of shallow groundwater conditions. It is possible that dewatering could occur simultaneously at more than one site. The volume of water removed and the rate and frequency it would be discharged to the sewer would be site-specific. If controls such as the City's permit process for dewatering were not in place, the combined effect of simultaneous and/or consecutive discharges could overwhelm the CSS system and/or adversely affect water quality in the system. It could also cause localized shifts in groundwater patterns that could cause areas of degraded groundwater quality to shift. (DEIR, p. 6.5-17.)

The dewatering protocol established by the City and enforced at the City level would apply to the proposed project and other development where dewatering is needed in the CSS service area. City staff review of permit applications for dewatering would allow the City to determine the volumes and frequencies of discharges that would be allowed to the CSS from each project to ensure capacity is not exceeded and water quality violations do not occur. (DEIR, p. 6.5-17.)

**Mitigation Measures:** *None required.* (DEIR, p. 6.5-17.)

**Significance After Mitigation:** The impact is less than significant without mitigation. (DEIR, p. 6.5-17.)

**Impact 6.5-8:** **The project, in combination with cumulative development in the CSS service area, would result in increased wastewater flows, which could affect Sacramento River water quality. (Less than Significant).** (DEIR, p. 6.5-18.)

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

**Explanation:** Cumulative development in the City and County of Sacramento, in combination with the SMCS Project, would result in an increase in the amount of water conveyed to the CSS/CWTP and ultimately the SRWTP for treatment prior to discharge to the Sacramento River. Wastewater conveyed to the plants is expected to increase in volume and would continue to include various constituents that could affect influent and effluent water quality. Such discharges would occur regardless of whether the project is implemented. (DEIR, p. 6.5-18.)

The CSS improvements would only accommodate infill or redevelopment activities within the downtown area, and its service area will not be expanded to accommodate new development. As such, the CSS contribution to treated wastewater effluent discharges to the Sacramento River, including the proposed project, is not expected to contribute additional volumes or types of constituents that could adversely affect water quality. Because wastewater characteristics would be similar to existing conditions and flows are limited by CSS capacity, the cumulative impact is considered less than significant. The

SMCS Project would contribute only a small percent of total CSS discharges (0.15 mgd), which is not considered substantial. (DEIR, p. 6.5-18.)

**Mitigation Measures:** None required. (DEIR, p. 6.5-18.)

**Significance After Mitigation:** The impact is a less than significant cumulative impact without mitigation. (DEIR, p. 6.5-18.)

## F. *NOISE*

**Impact 6.6-1: Construction activities would intermittently generate noise levels above existing ambient levels in the project vicinity. (Significant and Unavoidable).** (DEIR, p. 6.6-22.)

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

**Explanation:** During construction of the proposed SMCS Project, noise levels would be produced by the operation of heavy-duty equipment and various other construction activities. This construction noise would affect surrounding uses, but would be temporary, lasting only until the project construction is completed. As discussed in the Environmental Setting, there are sensitive uses in the vicinity of the project area (primarily residences, schools, and existing hospital uses), some of which are just across the street from areas where development activity, including demolition activities, would occur. During construction, the nearby residences would be occupied and the nearby hospital would continue to accommodate patients. (DEIR, p. 6.6-23.)

The Sacramento Municipal Code, Title 8 – Health and Safety, Chapter 8.68 – Noise Control, states that “it is unlawful for any person to make or continue or cause to be made or continued any loud, unnecessary or unusual noise which disturbs the peace and quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area”. This chapter also sets “not-to-be-exceeded” exterior noise standards for residential property. (DEIR, p. 6.6-23.)

Even though Chapter 8.68 sets general noise limits, the chapter also exempts certain activities from the provisions of the rest of the chapter. One of these activities is erection (including excavation), demolition, alteration or repair of any building or structure, as long as the activity takes place between certain hours. These specified hours ensure that construction occurs only during daytime hours; thereby minimizing the chance that noise would be generated during the more “sensitive” hours when people may be trying to sleep. (DEIR, p. 6.6-23.)

Because construction would occur during hours when buildings surrounding the different project site(s) are occupied, construction noise could impact these uses. As shown in Table 6.6-7 of the Draft EIR, jack-hammers could produce peak levels of up to 98 dBA Leq at 50 feet. Since noise from a point source usually attenuates at approximately 6 dBA per doubling of distance, this would result in noise levels of about 101 dBA Leq at 100 feet, and 95 dBA Leq at 200 feet when this activity was ongoing. (DEIR, p. 6.6-23.)

Even though the City of Sacramento Municipal Code exempts construction activities from the noise standards specified elsewhere in the Municipal Code, this would do nothing to reduce the levels of construction noise experienced by occupants of nearby buildings, including Sutter General Hospital, the Buhler Building, other medical offices, and residents during the day. Construction activities such as the use of jackhammers and tractors would produce high levels of noise. Consequently construction noise, at least during the initial phases of demolition and grading, would create a short-term significant impact to surrounding uses. (DEIR, p. 6.6-23.)

**Mitigation Measures:** Implementation of Mitigation Measure 6.6-1, as modified by the Planning Commission to include a new measure 6.6-1(c), would reduce noise from construction activities. The short term noise impacts would nevertheless remain significant and unavoidable. (DEIR, p. 6.6-24.)

**Significance After Mitigation:** After mitigation, the impact is short-term significant and unavoidable. (DEIR, p. 6.6-24.)

**Impact 6.6-2: Construction activities could result in groundborne vibration. (Less than Significant).** (DEIR, p. 6.6-24.)

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

**Explanation:** In addition to noise, construction activity can also produce vibration. (DEIR, p. 6.6-24.) The closest buildings where people sleep would be over 50 feet away from all project site boundaries. As shown in Table 6.6-8 of the Draft EIR, this distance would ensure that VdB levels would not exceed the 80 VdB threshold at which sleep disturbance could occur. Consequently, even if impact equipment such as jackhammers were used during demolition or construction of the project, sleep would not be affected. Also, the Sacramento Municipal Code requires that construction activity take place only outside of recognized sleep hours, so sleep patterns of nearby residences would not likely be affected. (DEIR, p. 6.6-24.)

Construction-related vibration would not reach the 80 VdB threshold of significance and would not cause annoyance to occupants of these buildings. Also, no pile-driving would occur during construction, so no structural damage could occur to existing buildings. (DEIR, p. 6.6-25.)

**Mitigation Measures:** *None required.* (DEIR, p. 6.6-25.)

**Significance After Mitigation:** The impact is less than significant without mitigation. (DEIR, p. 6.6-25.)

**Impact 6.6-3: The SMCS Project could result in an increase in existing traffic noise levels at existing land uses in the project vicinity on the existing local roadway network. (Less than Significant).** (DEIR, p. 6.6-25.)

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

**Explanation:** The SMCS Project would increase ambient noise levels by increasing traffic on local roads. (DEIR, p. 6.6-25.) The additional traffic generated by the Sutter Midtown Housing Project would be minimal, however. Table 6.6-9 of the Draft EIR shows both existing and Existing Plus Project noise levels for various roadways in the vicinity of the project area. As shown, some roadways nearby already generate traffic that creates noise levels over 60 dBA Ldn at receptors along these roads. In no case, however, would traffic noise levels currently below 60 dBA be increased to the extent that receptors along the roads would experience noise levels over 60 dBA Ldn as a result of the project. In general, traffic noise levels along roads in the vicinity of the project would not increase by more than 1.6 dBA, as shown in Table 6.6-9. This would not be a noticeable noise increase. (DEIR, p. 6.6-25 – 6.6-26.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Explanation:** The cumulative impact of the SMCS Project would include the Sutter Midtown Housing Project plus other future development in the vicinity. It is unlikely that new stationary sources of noise would develop in the area. Any stationary noise sources would be required by the City to mitigate any noise impacts prior to receiving a permit. Consequently, the major noise impact of future cumulative development would be traffic noise. (DEIR, p. 6.6-34.)

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

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

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

## **G. TRANSPORTATION AND CIRCULATION**

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

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

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

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

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

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

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

**Finding:** Changes or alterations have been required in, or incorporated into, the SMCS Project that substantially lessen, but do not avoid, the Project's significant effects associated with transportation and circulation with the freeway system. No mitigation is

available to render the effects less than significant. The effects therefore remain significant and unavoidable.

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

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

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

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

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

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

**Explanation:** The SMCS Project would result in the addition of employees, residents, patrons, and visitors to the site, some of whom would travel by bicycle. The SMCS Project would not result in any substantial changes to the existing or future bikeway system. The project is not anticipated to hinder or eliminate an existing designated bikeway, or interfere with implementation of a proposed bikeway. On-street bikeways would be maintained on L Street between 27th and 29th Streets, and along Capitol Avenue between 26th and 29th Streets. The project is not anticipated to result in unsafe conditions for bicyclists, including unsafe bicycle/pedestrian or bicycle/motor vehicle conflicts. (DEIR, p. 6.7-43.)

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

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

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

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

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

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

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

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

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

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

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

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

**Theatre:** The Children's Theatre would increase demand for transit services. The theatre would result in the addition of employees, patrons, and visitors to the site, some of whom would travel by transit. Although particular transit vehicles operate at or near capacity during the peak commuter periods, a review of existing transit operations and plans for future transit services indicate that there is ample capacity on the Regional Transit system to support the anticipated increase in trips. (DEIR, pp. 6.7-44-6.7-45.)

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

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

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

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

**Explanation:** The SMCS Project would increase the demand for and supply of parking. The Sutter Midtown Housing Project will provide 32 parking spaces as required by the City Code and therefore will not cause or exacerbate a parking shortage. (Design Review Board, Staff Report, p. 2 (October 19, 2005).) Overall, the project proposes to increase the off-street parking supply from 1,847 spaces to 2,792 spaces, an additional supply of 890 spaces. This calculation of additional parking spaces accounts for replacement of existing parking spaces to be displaced by the project, such as the Paragary's surface lot. As shown in Table 6.7-19 of the Draft EIR, the SMCS Project could result in an estimated parking demand of 1,427 spaces. Combined with Trinity Cathedral the demand would increase to 1,452 spaces and 1,576 spaces including the Children's Theatre. The combined effect of these supply and demand changes could be a parking shortfall of up to 537 spaces for the SMCS Project. (DEIR, p. 6.7-45.)

The project would provide 25 spaces for the Trinity Cathedral Project, resulting in a total demand of 1,452 spaces. A shortage of on-site parking could result in parking in inappropriate areas (including residential neighborhoods), and create unnecessary circulation of vehicles on City streets as parking is sought. A shortage of on-site parking would particularly affect patients and other visitors, since they would not be as aware of parking alternatives, and since many would arrive in the peak midday parking demand period. Taken together, the SMCS and Trinity Cathedral Projects could result in a parking shortfall of 562 spaces. (DEIR, p. 6.7-45.)

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

Because a hospital project is a very specialized use, and since many characteristics of medical care have changed since the zoning requirements were established, detailed parking analyses were conducted to estimate the parking demand of the SMCS Project. These studies include localized parking surveys (e.g., Sutter Memorial Hospital) as well as a review of data compiled by the Institute of Transportation Engineers (Parking Generation, Third Edition). The resulting estimate of demand is considered conservative, based on typical free-standing hospitals served primarily by automobiles. In the case of the proposed SMCS Project, the following factors could potentially reduce the project parking demand:

- Medical office building characteristics – The proposed SMF medical office building space would include specialty care services, cardiac rehabilitation, and imaging rather than typical primary care offices located in many medical office buildings. The number of employees, number of patients and duration of visits varies between these uses because the type of medical activity is different than what has typically been assumed. However, no parking demand reduction has been taken because little quantifiable information is available to document the parking demand reduction as a result of the specific uses planned for the SMF Building.
- Consolidation and internalization – One purpose of the SMCS Project is to consolidate Sutter General and Sutter Memorial Hospitals onto one medical complex to achieve better and more efficient services at less cost. Anticipated efficiency gains are related to consolidation and reduction in staff levels, and reductions in lost time by doctors and staff traveling between facilities. There would also be reduction in patient travel between facilities. Overall operational improvements could result in a staff reduction of five to ten percent, resulting in midday parking demand reductions of approximately 100 to 200 spaces. However, no parking demand reduction has been taken for consolidation and internalization.
- Existing parking vacancies – Based on current surveys, the existing SMCS parking facilities had 420 vacant spaces on a typical weekday. The previously entitled Sutter General Hospital expansion of 71,300 sf results in a demand of 149 spaces, which can be accommodated within the existing facilities. However, no credit has been taken for the remaining 271 vacant spaces.

Taking into account the quantifiable factors discussed above, the SMCS Project parking shortfall could be as low as 66 spaces, and the combined SMCS and Trinity projects shortfall could be as low as 91 spaces at buildout. (DEIR, p. 6.7-47.)

It is difficult to determine the precise number of spaces that could be reduced as a result of the factors listed above. It is reasonable to expect that the SMCS TSM and Parking Management Program, described in Chapter 2, Project Description, would ensure parking supply is available to meet the parking demands of the project, primarily because of the stated commitment to provide adequate parking to meet demand, even in remote parking lots if necessary. The adequacy of parking supply would be the subject of a specific monitoring and reporting effort. Nonetheless, there is the potential that if monitoring determines that parking demand reduction measures have not adequately reduced parking demand, there could be temporary parking shortfalls as new parking spaces are being made available. The Community Parking Structure is the first project

component to be constructed which would ensure adequate parking is available as the new uses are developed. However, because there is the potential that there could be periods of time where parking demand may exceed supply as the project is being constructed this is considered a potentially significant impact. (DEIR, p. 6.7-47.)

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

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

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

**Significance After Mitigation:** After mitigation, the impact is potentially significant and unavoidable. (DEIR, p. 6.7-45.) The Sutter Midtown Housing project would not result in a significant impact because the required number of parking spaces (32) are included as part of the project.

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

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

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

would degrade from LOS "A" to LOS "E" during the p.m. peak hour resulting in a significant cumulative impact. (DEIR, p. 6.7-66.)

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

(DEIR, p. 6.7-70.)

**Mitigation Measures:** Implementation of Mitigation Measure 6.7-3 would ensure cumulative impacts to intersections would be reduced to a less-than-significant level. (DEIR, p. 6.7-70.)

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

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

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

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

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

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

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

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

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

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

The SMCS project, including the housing units, would result in significant impacts to study intersections. (DEIR, p. 6.7-74.)

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

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

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

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

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

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

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

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

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

**Explanation:** The SMCS Project would increase traffic volumes at study area intersections. As discussed in the Trip Generation section of the EIR, TSM measures could reduce trip generation and result in fewer impacts to intersections. The changes in intersection operating conditions with the addition of project-generated traffic exceed the standards of significance for impacts to intersections. Therefore, the impacts are considered significant. (DEIR, p. 6.7-81.)

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

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

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

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

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

**Mitigation Measures:** No mitigation measures are available to avoid adding more traffic to the freeway system under cumulative conditions. Therefore, the impact would be significant and unavoidable. (DEIR, p. 6.7-86.)

**Significance After Mitigation:** Significant and Unavoidable. (DEIR, p. 6.7-86.)

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

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

**Explanation:** The SMCS project in combination with the Sutter Midtown Housing project would increase traffic volumes at study area intersections. The increase resulting from the approximately 32 Sutter Midtown Housing units would be minor, however.

Figure 6.7-18 illustrates the a.m. and p.m. peak hour intersection volumes. Intersection geometry is illustrated in Figure 6.7-11. Table 6.7-41 summarizes the resultant conditions. As discussed in the Trip Generation section, TSM measures could reduce trip generation rates resulting in fewer impacts to intersections. The changes in intersection operating conditions with the addition of project-generated traffic under the city's Two-Way Conversion project would exceed the standards of significance for impacts to intersections. Therefore, the impacts are considered significant. (DEIR, p. 6.7-86.)

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

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

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

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

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

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

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

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

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

**Explanation:** As described in Chapter 2, Project Description of the EIR, the SMCS Project would be constructed over a multi-year period. Construction would include numerous disruptions to the transportation system in and around the project area, including temporary street closures, sidewalk closures, and bikeway closures. These short-term activities would result in degraded roadway operations. The addition of construction personnel would also result in a need for additional parking. The anticipated schedule of on-site parking removal and addition is shown in Table 2-9, in Chapter 2 of the EIR. The parking management program discussed in Chapter 2, Project Description, is intended to provide an adequate balance between parking demand and supply during construction. In addition, construction of the Trinity Cathedral Project is anticipated to begin sometime in 2007 and be completed by 2009, resulting in additional impacts to roadways associated with construction traffic. Project construction activities for both the SMCS Project and the Trinity Cathedral Project could result in impacts to vehicle and pedestrian access in and around the project area. (DEIR, p. 6.7-96.)

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

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

## **H. UTILITY SYSTEMS**

### **WATER SUPPLY AND DISTRIBUTION**

**Impact 6.8-1:** Implementation of the SMCS Project could increase demand for potable water in excess of available supplies. (Less than Significant). (DEIR, p. 6.8-12.)

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

**Explanation:** Development of the SMCS Project, as shown in Table 6.8-4, would generate an additional water demand of 190,256 gpd; (211 AFY). Surface water from the American and Sacramento Rivers supply the project area. As discussed in the

Environmental Setting, the City's current surface water entitlement totals 192,000 AFY. Overall water consumption for the year 2002/03 totaled 135,536 AF, leaving the City with an excess of 56,464 AFY. With a gross project demand of 230 AFY, the SMCS Project demand would represent approximately 0.4 percent of the City's remaining authorized supply. (DEIR, p. 6.8-12.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Impact 6.8-4: The SMCS Project could increase water demand by approximately 190,256 gpd, far less than the 10 million gallons per day threshold. (Less than Significant).** (DEIR, p. 6.8-16.)

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

**Explanation:** The various medical office uses, commercial and retail uses, residential units, and hospital facility associated with the SMCS Project would increase demand for water supply in the project area. (DEIR, p. 6.8-16.) As noted in Impact 6.8-1 the projected demand would be approximately 190,256 gpd (0.19 mgd) which is far below

the 10 mgd threshold. Thus, no impact would occur and no mitigation is required. (DEIR, p. 6.8-16.)

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

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

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

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

**Explanation:** The SMCS Project would increase the demand for water in the City's service area beyond the existing demand of approximately 136,000 AFY. However, as previously stated, the City's authorized supply under the WFA would also increase in the future. As shown in Table 6.8-2, the City's authorized supply in year 2030 would be 325,800 AFY. Therefore, the water demand would be required to more than double 2002/2003 demand in order to exceed the available supply. Although the City is in the process of updating its General Plan, it is highly unlikely that the Plan would include a doubling of the population over buildout of the Plan. In fact, population projections for Sacramento County as a whole, estimate that growth would occur at a rate of less than ten percent every 5 years. At that rate, it would take 40 to 45 years for population increases to generate demand equal to supplies. In addition, it is likely that the City would implement water-saving methods, such as metering water, which would reduce demand. Because that time far exceeds the typical timeline considered in a general plan, this impact would be considered less than significant. (DEIR, p. 6.8-17.)

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

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

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

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

## **WASTEWATER AND STORM DRAINAGE**

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

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

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

As shown in Table 6.8-5 of the EIR, the SMCS Project would generate approximately 0.15 mgd of wastewater requiring transportation and treatment in the CSS. Currently, the SRWTP treats an average of 165 mgd. The overall capacity of the SRWTP is 380 mgd, of which 60 mgd is dedicated to receiving flows from the City of Sacramento's CSS. During wet weather, when wastewater flows exceed maximum levels accepted by the SRWTP (60 mgd), the City diverts flows to the CWTP (130 mgd), resulting in a combined total capacity of 190 mgd. The additional 0.15 mgd generated by the SMCS Project could be adequately treated by existing infrastructure during dry weather conditions. However, the CSS presently experiences CSO's under existing conditions during severe storm events. Any increase in flows to the CSS during these conditions could result in a significant impact. (DEIR, p. 6.8-25.)

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

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

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

The installation of replacement CSS lines would cause temporary disruptions within the public right-of-way. The transportation impacts of these construction operations are addressed in Section 6.7, Transportation and Circulation. The noise and air quality effects of construction are addressed in Section 6.2, Air Quality, and 6.6, Noise. Installing new CSS pipes could require dewatering, if the pipes are installed below the

groundwater table. The impacts associated with potential dewatering activities are addressed in Section 6.5, Hydrology and Water Quality. (DEIR, p. 6.8-26.)

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

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

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

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

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

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

**Explanation:** The SMCS Project is proposed for development on land that currently contains urban development with primarily impervious surfaces. Development of the SMCS Project would increase the amount of impervious surfaces by approximately 16,000 square feet, or four percent of the site (see Table 6.8-6). The loss of pervious surfaces would not create a significant increase in the amount of stormwater runoff from the site. (DEIR, p. 6.8-27.)

However, the site is drained by CSS facilities, which are considered impacted because of the lack of available capacity during large storm events. During dry weather conditions, the CSS has adequate capacity to accommodate flows from the project area, which would be primarily wastewater. During severe storm events, however, stormwater from the project area could exceed the capacity of the system. The City is currently implementing system-wide improvements to the CSS, including the new 78-inch line in 29th Street, and the SMCS Project would be required to comply with the recently adopted ordinance that requires payment of fees. Alternatively, the project could complete on- or off-site improvements to store project wastewater during storm events. Absent system improvements, however, flooding and CSOs would continue. (DEIR, p. 6.8-27 – 6.8-28.)

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

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

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

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

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

**Explanation:** The average daily dry weather flow at full build-out of the City General Plan is estimated at 129.1 mgd and peak flow is estimated at 305.9 mgd. The SRWTP currently receives an average dry weather flow of 155 mgd, less than its permitted capacity of 181 mgd of dry weather flow, so the SRCSD is not currently undergoing any expansions to the treatment plant. However, based on the Sacramento Area Council of Government's regional population projections, SRCSD's Regional 2020 Master Plan accommodates for expansions of the treatment plant as growth occurs. This plan is intended to ensure that the SRWTP facilities have sufficient capacity to meet planned growth in the service area through the year 2020. In addition, the Master Plan is updated every five years to account for changes in existing and projected population. Any necessary changes to capacity would occur incrementally, as regional population growth demands greater treatment capacity. (DEIR, p. 6.8-28.)

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

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

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

## **SOLID WASTE**

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

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

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

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

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

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

- Hollow Metal Frames (steel)
- Ductwork & Misc. Sheet Metal (Steel)
- Packing Materials
- Aluminum Window Frames

(DEIR, p. 6.8-39.)

A recycling plan for normal operations would also be submitted. This plan would outline how the hospital would continue to divert cardboard, mixed paper, and beverage containers from the waste stream. The operations recycling plan would also include specific information on internal policy including information on: materials to be recycled, locations of enclosures and size of containers for recycling and trash, an education plan that states how employees will be trained including signage for enclosures, identification of medical waste, hazardous waste, bio-hazardous waste, and universal waste items. The municipal code sets guidelines for the recycling capacity facilities must provide. According to the parameters set by the City, the SMCS Project would be required to provide approximately 8.7 cubic yards of recycling volume, according to their proposed land uses. (DEIR, p. 6.8-39.)

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

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

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

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

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

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

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

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

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

**Significance After Mitigation:** The impact is less than significant without mitigation. (DEIR, p.6.8-40.)

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

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

The 32 units of residential housing analyzed as part of the Sutter Midtown Housing Project will not result in significant impacts and no mitigation is required. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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

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

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

**Impact 6.8-12:** **The SMCS Project, in combination with other development, could substantially increase the production of solid waste in excess of available distribution or landfill and MRF capacity without also including provisions to adequately accommodate the increased production. (Less than Significant).** (DEIR, p. 6.8-42.)

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

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

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

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

#### MITIGATION MEASURES CONSIDERED AND NOT ADOPTED

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

#### VI. GROWTH INDUCEMENT

CEQA requires a discussion of the ways in which the Project could be growth inducing. CEQA also requires a discussion of ways in which a project may remove obstacles to growth, as well as ways in which a project may set a precedent for future growth. CEQA Guidelines Section 15126.2, subdivision (d), identifies a project as growth inducing if it fosters economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. New employees from commercial and industrial development and new population from Sutter Midtown Housing Project represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area. Examples of development that would indirectly facilitate growth include the installation of new roadways or the construction or expansion of water delivery/treatment facilities. The Project's growth inducing impacts are discussed below.

Elimination of Obstacles to Growth

The elimination of physical or regulatory obstacles to growth is considered a growth-inducing effect. The proposed SMCS, Trinity Cathedral, and Sutter Midtown Housing Projects would be developed in a built-out, highly urbanized area in midtown Sacramento; however, some physical constraints to growth currently exist in the vicinity of the project sites. The primary growth obstacles in the project area include:

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

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

## Economic Effects

### ***Increased Demand on Secondary Markets***

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

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

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

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

The multiplier effect also considers the secondary effect of employee expenditures. Thus, it includes the economic effect of the dollars spent by those employees who support the employees of the project. (DEIR, p. 9-5.)

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

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

### ***Increased Pressure on Land Use Intensification***

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

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

### **Impacts of Induced Growth**

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

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

#### VII. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL EFFECTS

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

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

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

The CEQA Guidelines also require a discussion of the potential for irreversible environmental damage caused by an accident associated with the project(s). While the project(s) would result in the use, transport, storage, and disposal of hazardous wastes, as described in the Hazardous Materials and Public Safety sections 6.4 and 7.4, all activities would comply with applicable State and federal laws related to the use, storage and transport of hazardous materials, which significantly reduces the likelihood and severity of accidents that could result in irreversible environmental damage. (DEIR, p. 9-3.)

Implementation of the SMCS, Trinity Cathedral, or the Sutter Midtown Housing Project would result in the long-term commitment of resources to urban development. The most notable significant irreversible impacts are increased generation of pollutants, and the short-term commitment of non-renewable and/or slowly renewable natural and energy resources, such as mineral resources and water resources during construction activities.

Operations associated with future uses would also consume natural gas and electrical energy. These unavoidable consequences of urban growth are described in the appropriate sections in Chapters 6 and 7 of the EIR and the Initial Study in Appendix A. (DEIR, p. 9-3.)

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

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

### VIII. CONSISTENCY WITH APPLICABLE PLANS

CEQA Guidelines Section 15125, subdivision (d), requires that any inconsistencies between a proposed project and applicable general plans and regional plans be discussed. The following discussion addresses consistency of the Sutter Midtown Housing Project with the relevant City General Plan and the Sacramento Central City Community Plan ("CCCP").

The Sutter Midtown Housing Project would be consistent with the City's General Plan Policies and the Sacramento Central City Community Plan ("CCCP"). The Project would be compatible with existing and planned land uses in an urban environment. (DEIR, p. 4-16.) As such, the Sutter Midtown Housing Project is not requesting a General Plan Amendment or a Community Plan Amendment. A rezone from R3 to R4 is needed, however.

The proposed Sutter Midtown Housing Project would be located where the existing St. Luke's parking structure is located. (DEIR, p. 2-33.) The existing General Plan land use designations for the existing site which contains the St. Luke's parking structure is High Density Residential (HDR). (DEIR, p. 2-7, Figure 2-4.) As such, the Sutter Midtown Housing Project would be compatible with existing and planned land use designations. (DEIR, p. 4-16.)

Further, because the Project includes the development of up to 32 residential units in the Midtown community within the SMCS Project area, the Project is consistent with the goals and policies of the General Plan (General Housing Supply Policies, Policies 1.B, 1.C, 1.E, and 1.G; Goal 5, Policy 5.A, 5.B, and 5.D; Goal 6, Policy 6.A). (DIER, p. 4-7.)

The existing Central City Community Plan (CCCP) land use designation for the site which contains the St. Luke's parking structure is Multi-Family Residential (MF). (DEIR, p. 4-5, Figure 4-3.) The existing site which contains the St. Luke's parking structure is currently zoned Multi-Family Zone (R-3A-SPD). (DEIR, pp. 2-8, Figure 2-5; 2-14, Table 2-1.) The Project would also be consistent, therefore, with the CCCP and applicable plans and zoning for the site because the Project proposes to develop 32 residential units in an area that is zoned for Multi-Family Residential. (Primary Goal; Housing and Residential Goal). (DEIR, pp. 4-11; 2-15, Table 2-2.)

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

## **IX. PROJECT ALTERNATIVES**

Where a lead agency has determined that, even after the adoption of all feasible mitigation measures, a project as proposed will still cause one or more significant adverse environmental effects that cannot be substantially lessened or avoided, the agency, prior to approving the project as mitigated, must first determine whether, with respect to such impacts, there remain any project alternatives that are both environmentally superior and feasible within the meaning of CEQA. As noted earlier in these Findings, an alternative may be "infeasible" if it fails to fully promote the lead agency's underlying goals and objectives with respect to the project. Thus, "feasibility" under CEQA encompasses "desirability" to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social and technological factors. (*City of Del Mar, supra*, 133 Cal.App.3d at p. 417; see also *Sequoyah Hills, supra*, 23 Cal.App.4<sup>th</sup> at p. 715.)

In short, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modifications or alternatives are not required, however, where such changes are infeasible or where the responsibility of modifying the project lies with some other agency. (CEQA Guidelines, § 15091, subds. (a), (b).)

The detailed discussion in Section VIII demonstrates that nearly every significant effect identified in the EIR has been at least substantially lessened, if not fully avoided, by the adoption of feasible mitigation measures. The SMCS Project would nevertheless result in significant and unavoidable direct and cumulative impacts. Specifically, the SMCS Project would result in significant and unavoidable impacts on the following:

- Construction of the SMCS Project would increase emissions of nitrogen oxide (NO<sub>x</sub>) generated by construction on a short-term basis (6.2-3.)

- Operation of the SMCS Project would general an increase in ROG and NO<sub>x</sub> (criteria pollutants) (6.2-4.)
- Construction activities of the SMCS Project would intermittently generate noise levels above existing ambient levels in the project vicinity on a short-term basis (6.6-1.)
- The SMCS Project and the Children's Theatre would increase traffic volumes on the freeway system (6.7-2.)
- The SMCS Project and the Children's Theatre would increase demand for parking (6.7-6.)
- The SMCS Project would generate more than 500 tons of solid waste per year. (6.8-11.)

(DEIR, pp. 3-3 – 3.4.)

Overall, the SMCS Project would result in the following significant and unavoidable cumulative impacts:

- The SMCS Project, in combination with other projects in the Sacramento Valley Air Basin, could result in a cumulative impact on criteria pollutants associated with project operation (6.2-8);
- The SMCS Project would increase traffic volumes on the freeway system under year 2025 conditions (6.7-9);
- The SMCS program and Trinity Cathedral Project would increase traffic volumes at study intersections under year 2025 conditions (6.7-10);
- The SMCS program and Trinity Cathedral Project would increase traffic volumes on the freeway system under year 2025 conditions (6.7-11);
- The SMCS Project (with Two-Way Conversion) would increase traffic volumes at study intersections under year 2025 conditions (6.7-12);
- The SMCS program and Trinity Cathedral Project (with Two-Way Conversion) would increase traffic volumes at study intersections under year 2025 conditions (6.7-14); and
- The SMCS program and Trinity Cathedral Project (with Two-Way Conversion) would increase traffic volumes on the freeway system under year 2025 conditions (6.7-15).

(DEIR, p. 3-4.)

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

feasible and environmentally superior with respect to these unmitigable impacts. Only the proposed SMCS Project is feasible in light of the project objectives and other considerations.

#### **A. Alternatives Considered and Dismissed from Further Consideration as Infeasible.**

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

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

**Relocate Cardiac Services to Sutter General Hospital and Develop a new Women's and Children's Center at SMH:** The option of relocating some services to SGH from SMH was considered, along with developing a new women's and children's tower at the existing SMH. This option was contemplated but dismissed because it would be very costly to upgrade the existing SMH to meet current codes and to construct a new portion of the hospital. Adequate parking also became a concern under this alternative. In addition, this alternative would not meet one of the primary project objectives to consolidate all acute care facilities presently at Sutter Memorial Hospital and Sutter General Hospital into one complex. (DEIR, p. 8-6.)

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

#### *B. Summary of Alternatives Considered*

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

- **SMCS No Project/No Action Alternative**, which assumes that the SMCS Project would not be developed but development could occur on any undeveloped land owned by SMCS within the project area. This alternative assumes uses at Sutter Memorial Hospital (SMH) would not change and the existing Sutter General Hospital (SGH) and Buhler Building would remain, the same as all the other existing structures.

- **Smaller SMF Building Alternative**, assumes the Specialty Care medical office uses (63,400 +/- sf) would not be constructed in the SMF Building thereby reducing the overall size of the building. The medical uses proposed to relocate into the SMF Building would stay where they are currently located.
- **SMCS Reduced Size Alternative**, this alternative assumes the WCC, Energy Center, Housing and Community Parking Structure would be constructed but the SMF Building and Future MOB would not be constructed.
- **SMCS Full Parking Supply Alternative**, this alternative assumes the Community Parking Structure would be larger in order to accommodate the parking demand of the SMCS Project, Trinity Cathedral and the Children's Theatre on-site.
- **SMCS Off-Site Alternative**, this alternative assumes the SMCS Project would be constructed on an approximately 40-acre parcel of land located in North Natomas. Under this alternative the WCC, SGH and the SMF Building would be constructed at this location creating a new medical complex.

(DEIR, p. 8-12.)

Each of the alternatives is described in detail below, followed by an assessment of the alternative's impacts relative to the SMCS Project. The focus of this analysis is the difference between the alternative and the SMCS Project. For each issue area, the analysis indicates which mitigation measures would be required of the alternative, and which significant and unavoidable impacts identified as part of the SMCS project would be avoided or which significant impacts reduced in severity. In some cases, the analysis indicates what additional mitigation measures, if any, would be required for the alternative being discussed, and what significant and unavoidable impacts would be more (or less) severe. Unless otherwise indicated, the level of significance and required mitigation would be the same for the alternative as for the SMCS Project and no further statement of the level of significance is made. (DEIR, p. 8-14.)

### ***SMCS Project Alternatives***

#### **SMCS No Project/No Action Alternative**

##### Description

Under CEQA, the No Project (No Action) Alternative must consider the effects of foregoing the project. The purpose of analyzing the No Project Alternative is to allow decision makers to compare the impacts of the Proposed Project versus no project. The No Project Alternative describes the environmental conditions that exist at the time the

NOP is published, or if no NOP is published, at the time environmental analysis commences, or well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services (CEQA Guidelines, section 15126.6(e)(2)).

Under the SMCS No Project Alternative the WCC, SMF Building, Community Parking Structure, Energy Center, Housing and Future MOB as well as the Children's Theatre of California would not be constructed. The existing buildings within the SMCS Project area would remain with no further modifications and SMH would not be closed. Existing medical office uses would remain where they are currently located and would not relocate. However, for the purposes of this analysis it is assumed that any vacant land within the SMCS Project area would be developed consistent with the underlying land use designation and zoning for the site. All of the undeveloped land within the SMCS Project area is owned by SMCS. (DEIR, p. 8-15.)

Undeveloped land within the SMCS Project area includes the ½ to ¾ of a block bounded by N Street to the south, Capitol Avenue to the north, 27<sup>th</sup> Street to the west and 28<sup>th</sup> Street to the east (location of the proposed Community Parking Structure) and the "green lot" surface parking lot located at the corner of 28<sup>th</sup> and L Streets (location of the proposed SMF Building). The undeveloped land owned by SMCS is currently being used for surface parking. Under the City's General Plan land use designations the parcel located between Capitol Avenue and N Street (proposed site of the Community Parking Structure) is designated for High Density Residential and Community/Neighborhood Commercial & Offices. The site is zoned Multi-Family (R-3A-SPD) and General Commercial (C-2). The parcel located at 28<sup>th</sup> and L Streets is designated for Regional Commercial & Office and is zoned Office Building (OB). Under the City's Zoning Ordinance the maximum density for the R-3A zone is 36 units per acre. Approximately half of the 1.7 acre site is designated for residential uses with the remainder designated for Community/Neighborhood Commercial & Office. Therefore, assuming the maximum density of 36 units/acre a total of up to 42 residential units could be constructed. For the purposes of this analysis based on the land use and zoning an approximately 35-foot tall, 17,000 square foot commercial use could be developed on the remainder of the site. Assuming the current land use and zoning an approximately 35-foot tall 29,750 square foot office building or 21 residential units could be constructed on the parcel located at 28<sup>th</sup> and L Streets. (DEIR, p. 8-16.)

### **Comparative Environmental Effects**

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

Density Residential (multi-family), General Commercial and Office uses. (DEIR, p. 8-16.)

All of the existing buildings proposed for demolition would not be removed, but there could be limited development on the two undeveloped parcels within the SMCS Project area. It is assumed any new development would meet the City's existing land use and zoning requirements; therefore, any new building would not exceed the current 35-foot height limitation. From an aesthetics standpoint, there would be very little change in the visual character of the area. However, new office and residential uses could be constructed at the two undeveloped parcels which include the corner of 28th and L Streets and on the site of the proposed Community Parking Structure. These new uses would be limited to a 35-foot height limitation and would be subject to the City's design review process. Construction of any new buildings in this area would contribute to a change in the visual character, but it would not be considered significant. The environment is urban and is designated for development under the City's General Plan. Assuming future development of these sites is consistent with the City's Design Review Board the change in the visual character and aesthetics would not be considered significant, the same as the SMCS Project. If all of the existing buildings were fully occupied, the building occupants' would generate increased traffic and parking demand when compared to existing conditions, but not on the same scale as the SMCS Project. It is unlikely that traffic generated under this alternative would result in any significant traffic or parking impacts. Under existing conditions there is adequate parking available and the roadway system is not adversely impacted. Under this alternative it is anticipated there would be no significant impacts to intersections, the freeway system, pedestrian, bicycle, transit, or parking associated with development. (DEIR, p. 8-16.)

Air emissions anticipated to occur due to construction of the SMCS Project would be substantially reduced under the No Project Alternative because only two parcels could be developed. Assuming these buildings are built at the same time and on different parcels, peak NO<sub>x</sub> levels of 121.75 pounds per day could occur. Emissions associated with project operation would be less than the SMCS Project, as shown in Table 8-3. Noise associated with project construction would also be significantly reduced under this alternative because construction would be limited to two sites, there would be no building demolition, and no helicopter operations would occur because the new WCC would not be constructed. (DEIR, p. 8-17.)

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

### **Mitigation That Would No Longer Be Required**

A majority of the mitigation measures identified under the SMCS Project would no longer be required under the No Project Alternative because development would be limited. However, it is anticipated that if any new construction were to occur on the land currently undeveloped (28<sup>th</sup>/L Street and Community Block) the following mitigation measures would still be required. Mitigation measures required to mitigate potential impacts associated with the increase in air pollutants (see Mitigation Measures 6.2-2, 6.2-3) and noise (see Mitigation Measure 6.6-1) associated with project construction would still be required. Any potential land disturbance would require compliance with Mitigation Measures 6.3-1 and 6.3-2 to ensure impacts to any unknown cultural resources are less than significant. Mitigation Measures 6.5-1 and 6.8-1 would still be required to mitigate any contribution to the City's CSS. (DEIR, p. 8-17.)

### **Significant and Unavoidable Impacts That Would No Longer Occur**

It is assumed that SMCS Project construction could contribute to an increase in NO<sub>x</sub> and construction noise resulting in short-term significant and unavoidable impacts. Development of this alternative would not generate more than 500 tons per year of solid waste, nor is it estimated that project operation would contribute to an increase in criteria pollutants resulting in both a project-specific and cumulative significant and unavoidable impact. Therefore, under this alternative only two of the five significant and unavoidable impacts would occur. (DEIR, p. 8-18.)

### **Relationship of the SMCS No Project Alternative to the Project Objectives**

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

### **Smaller SMF Building Alternative**

#### **Description**

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

space, the demand for parking would be reduced by approximately 224 spaces. (DEIR, p. 8-18.)

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

### **Comparative Environmental Effects**

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

Under this alternative, the amount of construction activity would be similar to what was analyzed under the SMCS Project. However, because the SMF Building would be smaller it is assumed impacts associated with an increase in air pollutants and noise associated with SMCS Project construction would be similar to what was analyzed for the project; although, slightly less severe, as shown in Table 8-4. Impacts to cultural resources would essentially be the same as the SMCS Project because the same area would be disturbed and/or excavated. The same would be true for hazards and public safety. Because the number of buildings to be demolished would not change under this alternative, the impacts would be the same as what was analyzed for the SMCS Project. The same is true for the increase in stormwater flows and potential impacts to the City's CSS. The reduction in size of the SMF Building would result in the same impacts to hydrology and water quality as analyzed under the SMCS Project. Because the SMF Building would be smaller there would be a reduction in the number of vehicle trips accessing the SMCS Project area. This alternative would generate 157 fewer a.m. peak hour trips and 236 fewer p.m. peak hour trips. The impacts on intersections and freeways would also be less than significant, the same as the project. Due the reduction in building size, fewer parking spaces would be required. A total of approximately 224 fewer spaces would be needed. However, even with this reduction in parking demand, there still could be a parking deficit of approximately 313 spaces for the project and 373 spaces for Trinity Cathedral and the Children's Theatre combined that would require mitigation. There would be no adverse impacts to bicycle, transit or pedestrian facilities, the same as the project. (DEIR, p. 8-19.)

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

#### **Mitigation That Would No Longer Be Required**

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

#### **Significant and Unavoidable Impacts That Would No Longer Occur**

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

#### **Relationship of the Smaller SMF Building Alternative to the Project Objectives**

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

#### **SMCS Reduced Size Alternative**

## **Description**

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

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

## **Comparative Environmental Effects**

Under the Reduced Size Alternative, all of the components of the SMCS Project would be constructed with the exception of the SMF Building and the Future MOB. A total of approximately 540 parking spaces would no longer be required and the Community Parking Structure would be a total of six stories above grade versus seven stories. The visual impacts of the project would essentially be the same as what was analyzed for the SMCS Project. The change in visual character would remain less than significant. Impacts caused by construction activities, including an increase in air pollutants and noise from construction equipment, would essentially be the same as the SMCS Project; however, slightly less severe because two buildings would not be constructed and some buildings would not be demolished. Table 8-5 indicates emissions associated with project construction attributed to the Reduced Size Alternative prior to mitigation. Under the Reduced Size Alternative there would be no impacts associated with project construction. Impacts due to project excavation and land disturbance which include impacts to cultural resources would be similar to those presented for the SMCS Project because for all practical purposes a majority of the site would be developed. (DEIR, p. 8-21.)

Under the Reduced Size Alternative, impacts associated with building demolition activities and the potential for hazards to be present on the site would still occur because a number of buildings would be demolished under this alternative. In addition, because the WCC would be constructed it is assumed helicopter operations would still continue contributing to an increase in noise associated with helicopter operations. Impacts to hydrology and water quality would also be very similar to the SMCS Project. Although two buildings would not be constructed the overall amount of impervious surface area

would not change much relative to existing conditions. The total amount of stormwater runoff would be very similar to what was analyzed under the SMCS Project. The potential for the SMCS Project to exceed or adversely impact the City's CSS would be similar to the SMCS Project, as shown in Table 8-5. The amount of water and wastewater generated under this alternative would be less than the SMCS Project. (DEIR, p. 8-21.)

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

#### **Mitigation That Would No Longer Be Required**

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

#### **Significant and Unavoidable Impacts That Would No Longer Occur**

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

#### **Relationship of the SMCS Reduced Size Alternative to the Project Objectives**

The SMCS Reduced Size Alternative, similar to the Smaller SMF Building Alternative would fail to achieve the project applicant's primary project objective of consolidating all acute care facilities from SMH and SGH, as well as other disparate facilities, into one medical complex. By eliminating the SMF Building and the Future MOB, the medical office uses to be relocated into the SMF Building would not occur. The uses proposed to be relocated would remain where they are currently located in either the Fort Sutter or Alhambra medical office buildings or SMH. If these medical office uses are not relocated it would be difficult for this alternative to meet the primary objective of consolidating all health care functions into one complex. Therefore, the SMCS Reduced Size Alternative fails to meet the project applicant's most important objective for the project. (DEIR, p. 8-

22.) The alternative also fails to avoid or substantially reduce most of the significant and unavoidable impacts that would result from the project.

### **SMCS Full Parking Supply Alternative**

Under the SMCS Full Parking Supply Alternative, the Community Parking Structure would be redesigned to accommodate the maximum calculated midday parking demand associated with the SMCS Project, Trinity Cathedral Project, and the future Children's Theatre. As discussed in the Transportation section, Section 6.7, the parking shortfall estimated for the SMCS Project is approximately 537 spaces, combined with the parking needs of Trinity Cathedral (25 midday spaces) the parking shortfall increases to 562 spaces, adding the Children's Theatre the full midday parking demand shortfall increases to 686 spaces. Under this alternative the Community Parking Structure would be expanded and redesigned to accommodate up to approximately 1,685 spaces in a ten-story above-grade structure. The redesign could necessitate removal of the proposed 9,000 sf of retail uses proposed along N Street because a larger building floor plate may be required to accommodate a taller structure. A 1,685 space structure assumes approximately 85 percent occupancy. This alternative also does not assume the project would include the additional TSM/Parking Demand Management Program Elements. This alternative does assume compliance with the City-required TSM Plan, but the additional program elements would not be required. Under this alternative other components of the SMCS Project would not change, the only component that would change would be the expansion and redesign of the parking structure. (DEIR, p. 8-23.)

### **Comparative Environmental Effects**

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

Under this alternative, the increased height and mass of the expanded and redesigned parking Community Parking Structure would be out-of-scale with the adjacent structures and surrounding neighborhood. The expanded building would cast shadows on adjacent sidewalks, storefronts and other uses for longer periods of time than the SMCS Project. Although there are other noticeably tall buildings in the vicinity including the seven-story Buhler Building, five-story Sutter General Hospital, and the seven-story senior apartment building on Capitol Avenue, because the buildings immediately adjacent to the project site primarily include one and two-story structures a ten-story structure would appear to

be out-of-scale with the adjacent uses. However, in the central business district/midtown area the City uses a different threshold to determine the significance of visual impacts and may not find the presence of a ten-story building an aesthetic impact. (DEIR, p. 8-23.)

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

The maximum practical height of a parking garage is normally seven or eight levels. A taller structure results in increased vehicle circulation on the lower levels as people are looking for spaces in the lower floors. A taller structure could be designed with express ramps that lead vehicles up to the higher floors without having to circulate through all the lower floors. However, this design would require a larger building footprint to construct and may not be feasible in the current location. An increase in vehicles circulating around the structure could contribute to an increase in localized air pollutants as a result of more vehicles queuing to enter or exit the structure or circulating on streets in the vicinity of the parking structure. In addition, construction of a taller parking structure would contribute more air emissions of ROG and NO<sub>x</sub> associated with a longer construction schedule. In addition, the concentration of vehicles in this area could also contribute to an increase in traffic noise and an increase in pedestrian/bicycle and vehicle conflicts and other safety issues. (DEIR, p. 8-23.)

#### **Mitigation that Would No Longer Be Required**

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

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

#### **Significant and Unavoidable Impacts that Would No Longer Occur**

Under the SMCS Full Parking Supply Alternative the only significant and unavoidable impact that would no longer occur would be the potentially significant and unavoidable impact identified for the parking shortfall. Because this alternative meets the parking

demand associated with the project the impact would be less than significant. (DEIR, p. 8-24.)

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

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

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

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

### **SMCS Off-Site Alternative**

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

This alternative assumes an approximately 400,000 sf new hospital would be constructed along with an approximately 398,000 sf WCC (including a helistop) and a

150,000 sf medical office building at this new location. An approximately 24,000 sf Energy Center would also be constructed to provide the heating and cooling needs of the new complex. It is assumed parking would be provided in a mix of surface parking and parking structures. (DEIR, p. 8-25.)

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

### **Comparative Environmental Effects**

Under the SMCS Off-Site Alternative it is assumed Sutter would construct a new medical complex in North Natomas on a 40-acre parcel of land. Three new buildings would be constructed as well as any required parking structures. Development of the project in this location would result in the creation of new impacts associated with development of raw land versus development in a developed, urban environment. The project site is located within the North Natomas Community Plan area and is therefore subject to compliance with the Natomas Basin Habitat Conservation Plan (NBHCP). The land is currently designated by the State Farmland Mapping and Monitoring Program as a combination of Farmland of Local Importance and other lands. The introduction of development on this parcel would change the visual character of the area relative to existing conditions. However, this portion of the city is planned and zoned for development and is adjacent to existing development to the north, east and west. It is not anticipated that development of this site would contribute to any significant visual impacts. The site would be visible to motorists along I-5 so there could be impacts associated with light and glare that would need to be mitigated. Project construction would contribute to an increase in air emissions associated with grading activities and construction equipment. It is anticipated that  $PM_{10}$  associated with grading activities would be increased compared to the SMCS Project because a much larger site is being disturbed in an undeveloped area. In addition, no paved roads currently exist on the site so it is assumed additional dust would be created due to construction equipment accessing the site. As with the project it is assumed emissions associated with the increase in  $NO_x$  attributed to construction equipment could be reduced to less-than-significant levels through mitigation. Operational emissions associated with project operation are assumed to be very similar to what was analyzed as part of the SMCS Project, as shown in Table 8-6. Construction noise would be a short-term effect of the project yet due to its location it is not anticipated to disturb any sensitive receptors. The closest residential areas are located approximately 1,800 feet to the southwest across I-5. Because an undeveloped site would be disturbed it is assumed there could be adverse impacts to any known or unknown subsurface resources that may exist on the site, the same as the SMCS Project. No surface historic resources exist; therefore, this would not be an issue in this location. It is assumed the impact to any subsurface resources would be the same as the project. (DEIR, pp. 8-25 – 8-26.)

The potential for the project in this location to contribute to impacts associated with the transport, handling or storage of hazardous materials is considered the same as what was analyzed under the SMCS Project. However, because the project site is undeveloped a Phase 1 environmental site assessment (ESA) would need to be prepared to analyze any potential hazards that may be present on the site. The new

hospital and medical office buildings would be required to comply with stringent federal and state requirements pertaining to the proposed handling, storage and disposal of any hazardous materials. In addition, because no buildings would need to be demolished there would not be any potential safety impacts to construction workers or the public. The WCC would also include a helistop, the same as the project, which would result in an increase in noise associated with helicopter operations. However, because the site is located adjacent to I-5 and not in close proximity to any residences it is not assumed that helicopter noise would create any significant, unmitigable impacts. The project site is not located within a floodplain; however, because it is located in an undeveloped area in the city existing storm drain, water and sewer infrastructure as well as roadways do not exist. Therefore, the project would require construction of on-site storm drain, water and sewer facilities as well as roads to accommodate the project. It is assumed the project would tie into the City's existing storm drain, water and sewer infrastructure located to the east of the project site in the newly developed area. There would be no impacts to the City's CSS because this site is not served by a combined system. However, there could be impacts associated with increased runoff and stormwater flows because a majority of the project site would be developed with impervious surface area. There is the potential that existing utility infrastructure would not be adequate to serve the demand of the project and would need to be replaced. However, that is not likely because the site is located in a portion of the City that has been planned for future development including sizing of necessary infrastructure. (DEIR, p. 8-27.)

As mentioned above, the project site is undeveloped and does not contain any roads or utility infrastructure. Access to the project site would be via the existing off-ramp from I-5 into Arena Boulevard. Access to the site could be via Arena Boulevard or East Commerce Way. It is assumed a similar number of vehicle trips would be generated under this alternative. Although the specific number of trips would depend on the mode choices made by employees, patients, and visitors to the site. It is assumed the additional traffic associated with the project would contribute a number of new trips along this section of I-5 and along Arena Boulevard. This could contribute to additional impacts to the freeway and some of the surrounding streets and intersections. This area is newly developing and not much development exists in the area currently; therefore, it is assumed the increase in trips would not result in any significant and unavoidable impacts. However, without quantified data it is difficult to assess the extent of the impacts. Under this alternative it is assumed adequate parking could be provided to meet the needs of the hospital and medical office buildings through a combination of surface and structured parking. However, because this site is not as centrally located and near transit facilities it is assumed fewer people would have the ability to use alternate transportation modes and that more single occupant vehicle trips would be generated compared to the SMCS Project. (DEIR, pp. 8-27 – 8-28.)

### **Mitigation That Would No Longer Be Required**

Under this alternative a majority of the mitigation identified for the project would still be required for this alternative. However, since this area is not located within the City's CSS there would be no impacts to the CSS. In addition, since no buildings would need to be demolished, mitigation measures identified in the hazards section would no longer be required. The same mitigation measures identified for air quality and noise associated with project construction and operation would still be required. It is assumed

any mitigation required for parking would not be required under this alternative because adequate surface and structure parking would be provided to meet the needs of the hospital and medical office space. (DEIR, p. 8-28.)

### **Significant and Unavoidable Impacts That Would No Longer Occur**

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

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

Although the SMCS Off-Site Alternative would meet some of the project objectives because it would consolidate functions, it would not consolidate functions in a central location that would complement the midtown neighborhood. Relocation of the SMCS facilities to the Natomas area would eliminate the opportunity for the creation of compatible uses that would complement the cultural, business, residential, historic, and religious aspects of the surrounding neighborhood. In addition, by locating the medical complex in North Natomas there is no opportunity to create a unique partnership with the Children's Theatre of California to benefit patients and the community. Further, relocation of the SMCS facilities would substantially reduce the opportunities for increased use of alternative modes of transportation due to the presence of fewer transit and transportation options and increased distance from the center of the region. Therefore, although this alternative could meet some of the project applicant's internal programmatic objectives, it fails to meet all of the objectives; specifically, the primary objective of consolidating uses in a way to complement and support the midtown neighborhood. (DEIR, p. 8-28.)

### **SMCS Environmentally Superior Alternative**

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

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

environmentally superior alternative. The SMCS Reduced Size Alternative would be considered the next viable environmentally superior alternative because a majority of the impacts identified for the project could be avoided or substantially reduced because a smaller project would be developed. This alternative, however, does not meet most of the basic project objectives and would be fiscally infeasible; namely, the infrastructure costs would not justify such a reduced size project. Nevertheless, the SMCS Reduced Size Alternative would be considered the environmentally superior project alternative. (DEIR, p. 8-29.)

## **X. STATEMENT OF OVERRIDING CONSIDERATIONS**

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

The following statement identifies why, in the City's judgment, the benefits of the SMCS and Sutter Midtown Housing Projects as approved outweigh their unavoidable significant effects. Any one of these reasons is sufficient to justify approval of the SMCS and Sutter Midtown Housing Projects. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the City would stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this section, and into the documents found in the Record of Proceedings, as defined above.

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

### **First, the Sutter Midtown Housing Project would provide housing.**

The Sutter Midtown Housing Project is one of the project components of the SMCS Project. The adoption and implementation of the SMCS Project will provide for the development of up to 32 new residential units and approximately 32 parking spaces. (DEIR, p. 2-33; Design Review Board, Staff Report, Item 2 (October 19, 2005).) The proposed residential units are approximately 1,080 to 1,260 square feet in size, excluding garages and basements, with ingress and egress into the units provided via the alley and N Street. By providing housing, medical, and commercial opportunities adjacent to the City's core, the Project helps limit potential sprawl.

### **Second, the SMCS Project would provide a mixed-use community, including medical, retail, and housing.**

The SMCS Project is envisioned as the hub of an “urban village” in Midtown’s Sutter District. The SMCS Project would promote community involvement and neighborhood-building by including a community theatre, housing, and neighborhood-serving retail. (DEIR, p. 2-9.) The Sutter Midtown Housing Project is designed to complement the neighborhood features (e.g., residential uses, places of worship, historic and cultural sites, a new live theatre, and commercial activity) by providing new housing within nearby walking distance. (DEIR, p. 2-5.)

**Third, the Sutter Midtown Housing Project would provide new jobs.**

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

**Fourth, the SMCS and Sutter Midtown Housing Projects would provide fiscal benefits from taxes generated by the commercial portions related to the SMCS Project.**

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

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

**Fifth, the Sutter Midtown Housing Project would provide additional parking and pedestrian access.**

Parking to serve the proposed Sutter Midtown Housing Project would be provided in the approximately 32 spaces to be provided on the Project site. (DEIR, p. 2-45.)

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

would ensure adequate parking is available as the new uses are developed. (DEIR, p. 6.7-47.)

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

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

**Sixth, the Sutter Midtown Housing Project would be consistent with the City's General Plan Policies and the Sacramento Central City Community Plan ("CCCP").**

The Residential Project would be compatible with existing and planned land uses in an urban environment. (DEIR, p. 4-16.) As such, the Sutter Midtown Housing Project is not requesting a General Plan Amendment or a Community Plan Amendment. A rezone would be needed, however.

The proposed Sutter Midtown Housing Project would be located where the existing St. Luke's parking structure is located. (DEIR, p. 2-33.) The existing General Plan land use designations for the existing site which contains the St. Luke's parking structure is High Density Residential (HDR). (DEIR, p. 2-7, Figure 2-4.) As such, the Sutter Midtown Housing Project would be compatible with existing and planned land use designations. (DEIR, p. 4-16.)

Further, because the Project includes the development of up to 32 residential units in the Midtown community within the SMCS Project area, the Project is consistent with the goals and policies of the General Plan (General Housing Supply Policies, Policies 1.B, 1.C, 1.E, and 1.G; Goal 5, Policy 5.A, 5.B, and 5.D; Goal 6, Policy 6.A). (DEIR, p. 4-7.)

The existing Central City Community Plan (CCCP) land use designation for the site which contains the St. Luke's parking structure is Multi-Family Residential (MF). (DEIR, p. 4-5, Figure 4-3.) The existing site which contains the St. Luke's parking structure is currently zoned Multi-Family Zone (R-3A-SPD). (DEIR, pp. 2-8, Figure 2-5; 2-14, Table 2-1.) The Project would also be consistent, therefore, with the CCCP and applicable plans and zoning for the site because the Project proposes to develop up to 32 residential units in an area that is zoned for Multi-Family Residential. (Primary Goal; Housing and Residential Goal). (DEIR, pp. 4-11; 2-15, Table 2-2.)

**Seventh, the SMCS Project would provide traffic improvements.**

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

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

**Eighth, the Sutter Midtown Housing Project is included in an area that envisions incorporating a live Children's Theatre to Give Hope and Enjoyment to all Children, including those frequenting the SMCS due to illness.**

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

For all of these reasons, and each of them, the City approves the Sutter Midtown Housing Project despite any significant adverse impacts.

XI. MITIGATION AND MONITORING PLAN

A Mitigation and Monitoring Plan ("MMP") was prepared for the Project and approved by the City by the same resolution that has adopted these findings. (See Pub. Resources Code, § 21081.6, subd. (a)(1); CEQA Guidelines, § 15097.) The City will use the MMP to track compliance with Project mitigation measures. The MMP is included in the Final EIR and will remain available for public review during the compliance period.

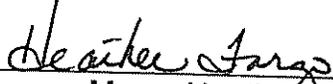
Adopted by the City of Sacramento City Council on December 6, 2005 by the following vote:

Ayes: Councilmembers Cohn, Fong, Hammond, McCarty, Pannell, Sheedy, Tretheway, Waters and Mayor Fargo.

Noes: None

Abstain: None

Absent: None.

  
\_\_\_\_\_  
Mayor Heather Fargo

Attest:

  
\_\_\_\_\_  
Shirley Concolino, City Clerk