

June 2006

Kaiser South Sacramento Medical Center Expansion Final Environmental Impact Report/ Response to Comments

State Clearinghouse Number: 2005102127



PREPARED FOR:
City of Sacramento

PREPARED BY:

RBF
CONSULTING



**FINAL
ENVIRONMENTAL IMPACT REPORT/
RESPONSE TO COMMENTS
KAISER SOUTH SACRAMENTO
MEDICAL CENTER EXPANSION
(P04-185)**

State Clearinghouse No. 2005102127

Prepared for:

City of Sacramento
Development Services Department
Environmental Planning Services
2101 Arena Boulevard, 2nd Floor
Sacramento, CA 95834

Prepared by:

RBF Consulting, Inc.
2101 Arena Boulevard, Suite 250
Sacramento, CA 95834

June 2006

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CHAPTER 8 – RESPONSE TO COMMENTS

8.1 INTRODUCTION

The Kaiser South Sacramento Medical Center Expansion Draft Environmental Impact Report (Draft EIR) was circulated for a 45-day public review period beginning March 28, 2006, and ending May 12, 2006, as assigned by the State of California Governor’s Office of Planning and Research and consistent with the *CEQA Guidelines*. Copies of the document were distributed to state, regional and local agencies, as well as organizations and individuals, for their review and comment.

Section 15088(a) of the *CEQA Guidelines* states that:

“The lead agency shall evaluate comments on environmental issues received from persons who reviewed the Draft EIR and shall prepare a written response. The lead agency shall respond to comments received during the noticed comment period and any extension and may respond to late comments.”

In accordance with Section 15088(a) of the *CEQA Guidelines*, the City of Sacramento, Environmental Planning Services, as the lead agency, has evaluated the comments received on the Draft EIR for the Kaiser South Sacramento Medical Center Expansion project and has prepared written responses to the comments received.

All comments on the Draft EIR, and the responses thereto, are presented in this document. Section 8.4 provides a list of all those who submitted comments on the Draft EIR during the public review period. Section 8.5 contains all of the comments received on the Draft EIR along with responses to each. These responses include identifying text revisions in the Draft EIR. Text changes resulting from comments on the Draft EIR, as well as staff-initiated text changes, are presented in Chapter 9 (Revisions to the Draft EIR). Revisions to the Draft EIR text are indicated by underline text (underline) for text additions and strike out (~~strike out~~) for deleted text. The location of changes is also noted by a vertical line in the right margin.

8.2 CONTENTS OF FINAL EIR

The Final EIR is composed of the following elements:

- The Draft EIR;
- A list of persons, organizations and public agencies that commented on the Draft EIR;
- Copies of all comments received; and
- Written responses to those comments.

8.3 CERTIFICATION OF FINAL EIR AND APPROVAL PROCESS

For a period of at least ten days prior to any public hearing during which the lead agency will take action to certify an EIR, the Final EIR must be made available to, at a minimum, the trustee and responsible agencies that provided written comments on the Draft EIR. Pursuant to Section 15090(a) of the *CEQA Guidelines*, the Final EIR must be certified before the lead agency can take action on the project.

Following EIR certification, but prior to the public agency taking action on the project, the lead agency must prepare a Mitigation Monitoring Plan (MMP). The MMP for the proposed project is contained in Chapter 10 of this Final EIR. Before approving (or conditionally approving) the project, the City of Sacramento must prepare written CEQA findings for each significant impact identified for the project, accompanied by a brief explanation of the rationale for the finding, in accordance with Section 15091 of the *CEQA Guidelines*. If significant environmental impacts that cannot be reduced to a less than significant level are identified for the project, the lead agency must prepare a Statement of Overriding Considerations, pursuant to Section 15093 of the *CEQA Guidelines*.

Certification of the EIR and approval of the CEQA findings, MMP, and the Statement of Overriding Considerations may be considered during one final public hearing, currently scheduled for July 13, 2006. The certification of the EIR must be the first in this sequence of approvals.

8.4 LIST OF COMMENTORS

All commentors on the Draft EIR are listed below. Each comment is identified with a two part numbering system. The first number corresponds to the number assigned to the comment letter. The second number corresponds to the order of the comment within the letter identified. For example, Comment 1-1 refers to the first comment letter from the Governor's Office of Planning and Research, and Comment 5-3 refers to the fifth comment letter received and the third comment identified in the letter.

- Comment #1: Governor's Office of Planning and Research
- Comment #2: U.S. Department of Transportation, Federal Aviation Administration
- Comment #3: California Department of Transportation, Division of Aeronautics
- Comment #4: Sacramento Regional Transit District
- Comment #5: County Sanitation District – 1
- Comment #6: City of Sacramento, Environmental Planning Services

8.5 **RESPONSES TO INDIVIDUAL COMMENTS**

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Arnold Schwarzenegger
Governor

STATE OF CALIFORNIA

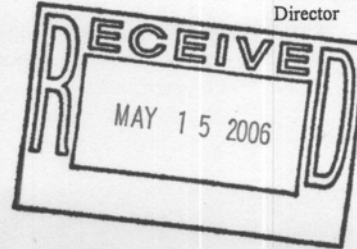
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Sean Walsh
Director

May 9, 2006

Comment Letter #1



Dana Allen
City of Sacramento
2101 Arena Boulevard, 2nd Floor
Sacramento, CA 95834

Subject: Kaiser South Sacramento Medical Center Expansion (P04-185)
SCH#: 2005102127

Dear Dana Allen:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on May 8, 2006, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

1-1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report State Clearinghouse Data Base

SCH# 2005102127
Project Title Kaiser South Sacramento Medical Center Expansion (P04-185)
Lead Agency Sacramento, City of

Type EIR Draft EIR
Description The proposed project would add approximately 244,000 square feet to the existing Medical Center including: a Hospital Tower (approx. 158,000 sf); an Outpatient Surgery Center (approx. 57,000 sf); a five-story 882-space parking structure; an addition to the Central Utility Plant (approx. 6,000 sf); an expansion of the existing Emergency Department (approx. 10,000 sf); an addition to an existing medical office building (approx. 15,000 sf); and an emergency helicopter landing pad (Helipad) as part of the new Trauma Center.

Lead Agency Contact

Name Dana Allen
Agency City of Sacramento
Phone (916) 808-2762
Fax
email
Address 2101 Arena Boulevard, 2nd Floor
City Sacramento **State** CA **Zip** 95834

Project Location

County Sacramento
City Sacramento
Region
Cross Streets 6600 Bruceville Road
Parcel No. 117-0170-061, 066, 067, 074, 075
Township **Range** **Section** **Base**

Proximity to:

Highways SR 99
Airports
Railways
Waterways
Schools Las Flores HS, Elk Grove CS
Land Use Medical Center
 Z: Hospital with Review Special Classification (H-R)
 GP: Public/Quasi-Public-Miscellaneous

Project Issues Air Quality; Cumulative Effects; Growth Inducing; Traffic/Circulation

Reviewing Agencies Resources Agency; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Parks and Recreation; Native American Heritage Commission; Department of Fish and Game, Region 2; Department of Water Resources; California Highway Patrol; Caltrans, District 3; Caltrans, Division of Aeronautics; Department of Toxic Substances Control

Date Received 03/24/2006 **Start of Review** 03/24/2006 **End of Review** 05/08/2006

Note: Blanks in data fields result from insufficient information provided by lead agency.

Response to Comment Letter #1, Governor's Office of Planning and Research

1-1. Comment noted.

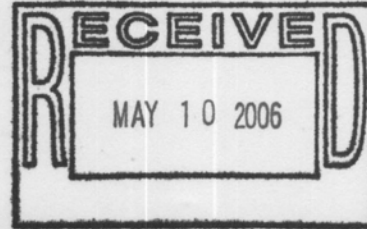


U.S. Department of Transportation
Federal Aviation Administration

Western-Pacific Region
Airports Division
San Francisco Airports District Office

831 Mitten Road, Suite 210
Burlingame, CA 94010-1300

Comment Letter #2



May 4, 2006

Ms. Dana Allen, Senior Planner
City of Sacramento, Development Services Department
Environmental Planning Services
North Permit Center
2101 Arena Boulevard, Second Floor
Sacramento, CA 95834

Dear Ms. Allen:

RE: March 28, 2006, Notice of Availability for a Draft Environmental Impact Report for the Kaiser Permanente South Sacramento Medical Center Expansion (P04-185)

We have reviewed the information included in your March 28, 2006 Notice of Availability for impacts the Federal Aviation Administration (FAA) programs. The building proponent should review 14 CFR Part 157 notification requirements for any proposed permanent heliport construction. FAA form 7480-1, Notice of Proposed Landing Area Proposal, should be used to file for an airspace evaluation at least 90-days in advance of the start of construction. The form is available on the FAA web site: <http://forms.faa.gov/forms/faa7480-1.pdf>

2-1

FAA recommendations for heliport design criteria are contained in Advisory Circular 150/5390-2B, *Heliport Design*. We encourage City planners to review the design criteria in the interest of the safety and efficiency of the airspace within the project area.

2-2

The City is encouraged to continue to work with the Airport Land Use Commission and the airport management of the public and private airports/heliports within the a 6 nautical mile radius of the proposed heliport to assure a complete evaluation of the impacts to existing or proposed airport traffic patterns.

2-3

The State of California, Department of Transportation, Division of Aeronautics has permit requirements that should be reviewed prior to project approvals being issued.

2-4

If you have any questions regarding the FAA airspace review process please contact me at (650) 876-2778, extension 610.

Sincerely,

Joseph R. Rodriguez
Supervisor, Environmental Planning and Compliance Section

CC: Sandy Hessnard, Caltrans

Response to Comment Letter #2, U.S. Department of Transportation, Federal Aviation Administration

2-1. Comment noted.

2-2. Comment noted.

2-3. Comment noted.

2-4. Comment noted.

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS - M.S.#40

1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY (916) 651-6827

Comment Letter #3



Flex your power!
Be energy efficient!

May 3, 2006

Ms. Dana Allen
City of Sacramento
1231 'I' Street, Room 300
Sacramento, CA 95814

RECEIVED
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STATE CLEARING HOUSE

Clear
5-8-06
e

Dear Ms. Allen:

Re: City of Sacramento's Draft Environmental Impact Report for Kaiser Permanente South Sacramento Medical Center Expansion Including a Heliport; SCH# 2005102127

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public and special use airports and heliports. The following comments are offered for your consideration.

The proposed expansion of the Kaiser Permanente South Sacramento Medical Center includes a heliport (helicopter landing pad) for the "new trauma center."

As we stated in our November 22, 2005 response to the Notice of Preparation (NOP), the proposed helipad/heliport will require the issuance of a State Heliport Permit by the Division of Aeronautics. Information regarding the State Heliport Permit process is available on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/heliportpermit.php>. The applicant should also be advised to contact the Division's Aviation Safety Officer for Sacramento County, Patrick Miles, at (916) 654-5376, for assistance with the State permit requirements.

3-1

Prior to issuing the State Heliport Permit, as a Responsible Agency, we must ensure that the proposal is in full compliance with CEQA. The issues of primary concern to us include heliport-related noise and safety impacts on the surrounding community. According to the Draft Environmental Impact Report (DEIR), the helipad will be constructed east of the proposed Trauma Center and will receive approximately six emergency (medevac) flights per month. On the "Proposed Site Plan" in Figure 2-3, the DEIR also depicts the two proposed helicopter flight paths. The DEIR states that the two potential flight paths "would be used by incoming helicopters: (1) from the north, flying south above SR99, over MOB (Medical Office Building) 3, and then directly to the landing pad; and (2) from the south, flying north above SR 99, over Bruceville Road and then to the landing pad." According to Mitigation Measure 10-6, "Helicopter flight paths shall follow busy roadways so that the road traffic masks the helicopter noise. Low-altitude flyovers shall be avoided, especially above residential property. The hospital shall ensure that patients who require sleep or are more sensitive to noise are located away from the side of the building facing the Helipad."

3-2

"Caltrans improves mobility across California"

Ms. Dana Allen
 May 3, 2006
 Page 2

According to the DEIR, the applicant will submit the proposal to the Sacramento Area Council of Governments (SACOG), which represents the Airport Land Use Commission (ALUC). We concur.

3-2
 cont.

In addition, existing and proposed structures in the vicinity of the proposed heliport site should not be at a height that will result in penetration of the approach imaginary surfaces. If the heliport is planned for operation prior to completion of the later phases of construction activities, impacts to the heliport imaginary surfaces from temporary construction-related impacts (e.g. construction cranes, etc.) should also be identified. FAA Advisory Circular 150/5370-2E "Operational Safety on Airports During Construction" is available at <http://www.faa.gov/ARP/publications/acs/5370-2e.pdf> and primarily deals with airport issues but may provide some assistance.

3-3

According to the DEIR, the applicant will submit a Notice of Landing Area Proposal to and obtain an Airspace Determination for the helipad from the Federal Aviation Administration (FAA). We concur. Please note, the Notice of Proposed Construction or Alteration (Form 7460-1) is available at <http://forms.faa.gov/forms/faa7460-1.pdf>.

3-4

These comments reflect the areas of concern to the Division of Aeronautics with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our district office concerning surface transportation issues.

3-5

Thank you for the opportunity to review and comment on this proposal. We do request a copy of the Acoustics & Vibration Group's December 8, 2004 noise study that was referenced in the DEIR. We also request copies of the Final Environmental Impact Report and the Notice of Determination when the project has been approved. If you have any questions, please call me at (916) 654-5314.

3-6

Sincerely,

Original Signed by

SANDY HESNARD
 Aviation Environmental Specialist

c: State Clearinghouse, Greg Chew-SACOG

"Caltrans improves mobility across California"

Response to Comment Letter #3, California Department of Transportation, Division of Aeronautics

- 3-1. Comment noted.
- 3-2. Comment noted.
- 3-3. Permitting for the Helipad may take several years. Although construction of the Helipad would begin prior to completion of the Hospital Tower, operation would not commence until after occupancy of the Hospital Tower has occurred.
- 3-4. Comment noted.
- 3-5. Comment noted.
- 3-6. A copy of the Noise Study prepared by the Acoustics & Vibration Group was sent to Caltrans Division of Aeronautics, Attention: Sandy Hesnard on May 17, 2006. Copies of the Final EIR and Notice of Determination will be sent when complete.



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

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

Administrative Office:
1400 29th Street
Sacramento, CA 95816
(916) 321-2800
29th St. Light Rail Station
Bus 36,38,50,67,68

Light Rail Office:
2700 Academy Way
Sacramento, CA 95815
(916) 648-8400

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Comment Letter #4

May 9, 2006

Dana Allen
Senior Planner
City of Sacramento
Environmental Planning Services
North Permit Center
2101 Arena Boulevard, 2nd Floor
Sacramento, CA 95834

NAME OF DEVELOPMENT: Kaiser Permanente South Sacramento
Medical Center Expansion

CONTROL NUMBER: P04-185

TYPE OF DOCUMENT: Draft Environmental Impact Report

The Kaiser Permanente South Sacramento Medical Center Expansion project proposes adding seven structures totaling approximately 244,000 square feet to the medical center.

The area has an abundant supply of transit with bus routes connecting to light rail service. Long range plans call for rapid transit service to the area.

Regional Transit (RT) staff has reviewed the proposed project and recommends the following:

- Contact Robert Hendrix, RT Facilities (916) 649-2759 to determine if bus shelter pads shall be provided. If determined appropriate (by RT) provide bus shelter pads as directed. 4-1
- Project proponents shall/should consider the impact of project design on transit accessibility. Physical barriers such as walls, cul-de-sacs, circuitous street patterns and speed bumps all impede access to transit. 4-2
- Connectivity of, and amenities for pedestrianways such as pavers, tree shading, lighting and trellises will encourage walking to transit. 4-3
- Transit information shall be displayed in a prominent location for patients, guests and employees. 4-4

Dana Allen

- 2 -

May 9, 2006

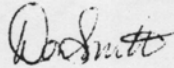
- Employers should offer employees subsidized transit passes at 50% or greater discount.
- Project construction shall not impact transit service or pedestrian access to transit stops.

4-5

4-6

Thank you for the opportunity to comment. Please send any subsequent documents that pertain to this project as they become available. If you have further questions regarding these recommendations, please contact me at (916) 556-0506 or dsmith@sacrt.com.

Sincerely,



Don Smith
Senior Planner

- c: Taiwo Jaiyeoba, Director of Planning, RT
Traci Canfield, Planner, RT
Robert Hendrix, Facilities Supervisor, RT

Response to Comment Letter #4: Sacramento Regional Transit District

- 4-1. The comment does not address the content or adequacy of the Draft EIR. In consultation with the Sacramento Regional Transit District (RT) staff, the City will determine whether bus shelter pads should be required as a condition of project approval, if appropriate.
- 4-2. The comment does not address the content or adequacy of the Draft EIR. The City will consider this comment in its review of the project plans to ensure that transit accessibility meets the requirements of the Americans with Disabilities Act (ADA).
- 4-3. Comment noted.
- 4-4. The comment does not address the content or adequacy of the Draft EIR. A draft Transportation Management Plan (TMP) was prepared by the Hoyt Company on April 13, 2006, and will be submitted to the City for review and approval. The draft TMP proposes a Transportation Kiosk (i.e., bulletin board) that would be placed in employee common areas and used to post informational materials on alternative transportation programs using posters, flyers, banners, etc. The project sponsor also plans to disperse this information to employees through e-mail, newsletters, new employee orientation and management.¹
- 4-5. The comment does not address the content or adequacy of the Draft EIR. According to the draft TMP, the project sponsor would provide a 100 percent monthly pass subsidy (up to \$80/month) for employees who use transit for at least 60 percent of their commute activities. The transit subsidy program has already been implemented for the current Medical Center employees and would continue after project approval.
- 4-6. The comment does not address the content or adequacy of the Draft EIR. The City would require the project sponsor to maintain transit service or pedestrian access to transit stops during project construction as a condition of project approval.

¹ Kristin Vandersluis, Kaiser Permanente Employee Transportation Coordinator, Personal communication, May 19, 2006.



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Mather
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Fax: [916] 876-6160
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Board of Directors
Representing:

- County of Sacramento
- City of Citrus Heights
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Mary K. Snyder
District Engineer

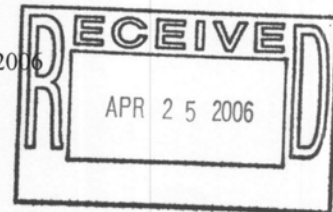
Christoph Dobson
Acting Collection Systems Manager

Wendell H. Kido
District Manager

Marcia Maurer
Chief Financial Officer

Comment Letter #5

April 17, 2006
E225.000



Dana Allen
City of Sacramento
Development Services Department
2101 Arena Boulevard, Second Floor
Sacramento, CA 95834

Application: Notice of Availability (NOA) for a Draft Environmental Impact Report (DEIR) for the Kaiser Permanente South Sacramento Medical Center Expansion
Control No.: P04-185

Dear Ms. Allen:

County Sanitation District 1 (CSD-1) and Sacramento Regional County Sanitation District (SRCSD) have reviewed the Notice of Availability (NOA) for the Draft Environmental Impact Report (EIR) for the subject project and have the following comments.

CSD-1 and SRCSD are two different districts. In the DEIR Appendices volume, on page 38, it erroneously states the acronym for Sacramento County Regional Sanitation District is CSD-1. The error causes another issue. SRCSD is responsible for the interceptor system (next sentence), but when the acronym CSD-1 was used, the information became incorrect.

5-1

Furthermore, while the interceptor system is of concern, nothing is mentioned of the local collection system. The condition of that system (owned by CSD-1) is also pertinent to the existing environmental setting. We did not have any concerns with the capacity of the local collection system when the application was first submitted (2004). However, when the improvement plans were submitted, they indicated a peak wet weather flow over four times what is indicated in the DEIR. We do not have specific concerns with the DEIR flow, but we do have concerns with the flow anticipated in the improvement plans. If the improvement plans are more accurate, significant off site improvements will be necessary.

5-2

Finally, per the footnote on page 38, the comments in regards to the Storm Water Drainage System environmental setting are attributed to me. My comments pertain only to sewer.

5-3

If you have any questions regarding these comments, please call Stephen Moore at 876-6296 or myself at 876-6094.

Sincerely,

Wendy Haggard, P.E.
Department of Water Quality
Development Services

WH: clm

cc: Melenie Spahn
Amber Schalansky

allen041706.ltr

Response to Comment Letter #5, County Sanitation District – 1

- 5-1. Refer to correction on page 38 of Appendix A in Chapter 9.
- 5-2. The calculations submitted to CSD-1 in April 2006 with the improvement plans were incorrect. Revised calculations indicate a peak wet weather flow similar to the flow indicated in the Initial Study prepared for the project and included as Appendix A of the Draft EIR. The project engineer has proposed an on-site pipe design that would have the capacity to carry a flow that is greater than what would be discharged from the proposed Medical Center. As previously indicated, no off-site improvements would be required.²
- 5-3. Refer to revisions on page 38 of Appendix A in Chapter 9.

² Derek Minnema, Mark Thomas and Company, Inc., Personal communication, May 19, 2006.



DEVELOPMENT SERVICES
DEPARTMENT
PLANNING DIVISION

CITY OF SACRAMENTO
CALIFORNIA

2101 ARENA BLVD
SUITE 200
SACRAMENTO, CA
95834

Comment Letter #6

ENVIRONMENTAL
PLANNING
916-808-8458
FAX 916-566-3968

MEMORANDUM

Date: May 18, 2006
To: Kristie Wheeler, RBF Consulting
CC: Ellen Marshall, Associate Planner
Samar Hajeer, Senior Engineer
From: Dana Allen, Senior Planner

SUBJECT: Kaiser South Sacramento Medical Center Expansion DEIR Mitigation Measures

City Staff recommends that the following mitigation measures be restated as follows:

Mitigation Measure 3.3-1: Prior to the completion of Phase 3B, the project sponsor shall install a traffic signal at the Bruceville Road/Kaiser Access intersection and the eastbound (Kaiser Access) approach shall be reconfigured to include a right-turn lane and a left-turn lane.

6-1

Mitigation Measures 3.3-2, 3.3-4, and 3.3-5 shall replace "Prior to occupancy," with "Prior to the completion of Phase 3B,".

6-2

Response to Comment Letter #6, City of Sacramento, Environmental Planning Services

- 6-1. Refer to page 3.3-47 in Chapter 9 for revised Mitigation Measure 3.3-1.
- 6-2. Refer to pages 3.3-47 and 3.3-48 in Chapter 9 for revised Mitigation Measures 3.3-2, 3.3-4 and 3.3-5.

CHAPTER 9 – REVISIONS TO THE DRAFT EIR

Subsequent to the public release of the Draft EIR, revisions have been made to the EIR as a result of staff initiated changes and comments received. Those pages with revisions are identified below and follow this list of errata pages.

Pages S-12 to S-13	Changes to Mitigation Measures 3.3-1, 3.3-2, 3.3-4 and 3.3-5.
Pages 3.3-47 to 3.3-48	Changes to Mitigation Measures 3.3-1, 3.3-2, 3.3-4 and 3.3-5.
Appendix A, Page 38	Correction to abbreviation and footnote.

Table S-1. Summary of Impacts and Mitigation

Environmental Impacts	Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		heavy-duty equipment is properly tuned and maintained, in accordance with manufacturers' specifications.	
<i>Impact 3.2-2: Operation of the proposed project would contribute to increased concentrations of ozone precursors.</i>	Less Than Significant	No mitigation is required.	Less Than Significant
<i>Impact 3.2-3: Operation of the proposed project would increase traffic, which would contribute to concentrations of carbon monoxide (CO) at busy roadways and intersections.</i>	Less Than Significant	No mitigation is required.	Less Than Significant
<i>Impact 3.2-4: The proposed project would not significantly increase toxic air contaminants (TACs).</i>	Less Than Significant	No mitigation is required.	Less Than Significant
<i>Impact 3.2-5: The proposed project would not alter air movements, moisture, or temperature, or cause any change in climate.</i>	Less Than Significant	No mitigation is required.	Less Than Significant
<i>Impact 3.2-6: The proposed project would not create objectionable odors.</i>	Less Than Significant	No mitigation is required.	Less Than Significant
Transportation and Circulation			
<i>Impact 3.3-1: Bruceville Road/Kaiser Access – Baseline Plus-Project Conditions – The addition of traffic associated with the proposed project would degrade the LOS at this intersection from LOS A to LOS F during the AM peak hour.</i>	Potentially Significant	Mitigation Measure 3.3-1: Prior to occupancy <u>the completion of Phase 3B</u> , the project sponsor shall install a traffic signal shall be installed at the Bruceville Road/Kaiser Access intersection and the eastbound (Kaiser Access) approach shall be reconfigured to include a right-turn lane and a left-turn lane.	Less Than Significant
<i>Impact 3.3-2: Mack Road/Valley Hi Drive - La Mancha Way – Baseline Plus-Project Conditions – The addition of traffic associated with the proposed project would degrade the LOS at this intersection from LOS C to LOS D during the PM peak hour.</i>	Potentially Significant	Mitigation Measure 3.3-2: Prior to occupancy <u>the completion of Phase 3B</u> , the project sponsor shall pay the City of Sacramento to adjust the PM peak-hour traffic signal phase timing (maximum green-light time) on the northbound, southbound, and eastbound approach left-turn and through movements to match projected traffic demands.	Less Than Significant

Table S-1. Summary of Impacts and Mitigation

Environmental Impacts	Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 3.3-3: Bruceville Road/Kaiser Access – Year 2025 Plus-Project Conditions – The addition of traffic associated with the proposed project would degrade the LOS at this intersection from LOS A to LOS F during the AM peak hour and from LOS C to LOS D during the PM peak-hour.	Potentially Significant	Prior to occupancy <u>the completion of Phase 3B</u> , the project sponsor shall implement Mitigation Measure 3.3-1.	Less Than Significant
Impact 3.3-4: Cosumnes River Boulevard/Bruceville Road – Year 2025 Plus-Project Conditions – The addition of traffic associated with the proposed project would add more than 5 seconds of delay to the PM peak-hour operations (LOS F).	Potentially Significant	Mitigation Measure 3.3-4: Prior to occupancy <u>the completion of Phase 3B</u> , the project sponsor shall pay the City of Sacramento to adjust the PM peak-hour traffic signal timing by increasing the phase time (maximum green-light time) on the eastbound, westbound, and southbound approach through and left-turn movements, and decreasing the phase time on the northbound approach movements (maximum green-light time) to match projected traffic demands.	Less Than Significant
Impact 3.3-5: Cosumnes River Boulevard/SR 99 Southbound Off-Ramp – Year 2025 Plus-Project Conditions – The addition of traffic associated with the proposed project would add more than 5 seconds of delay to the AM peak-hour traffic intersection operations (LOS F).	Potentially Significant	Mitigation Measure 3.3-5: Prior to occupancy <u>the completion of Phase 3B</u> , the existing SR 99 southbound off-ramp to Cosumnes River Boulevard approach shall be restriped to allow for a left-turn lane, shared left-turn/right-turn lane, and a right-turn lane, and the cycle length at the intersection shall be increased by ten seconds during the PM peak hour.	Less Than Significant
Impact 3.3-6: SR 99 North of Mack Road – Baseline Plus-Project Conditions – The proposed project would add traffic to mainline SR 99, which is operating at an unacceptable LOS F during the AM peak hour.	Potentially Significant	No feasible mitigation measures were identified.	Significant and Unavoidable
Impact 3.3-7: SR 99 South of Mack Road – Baseline Plus-Project Conditions – The proposed project would add traffic to mainline SR 99, which is operating at an unacceptable LOS F during the PM peak-hour.	Potentially Significant	No feasible mitigation measures were identified.	Significant and Unavoidable
Impact 3.3-8: SR 99 North of Mack Road – Year 2025 Plus-Project Conditions – The proposed project	Potentially Significant	No feasible mitigation measures were identified.	Significant and Unavoidable

Mitigation Measure 3.3-1: Prior to ~~occupancy~~ the completion of Phase 3B, the project sponsor shall install a traffic signal ~~shall be installed~~ at the Bruceville Road/Kaiser Access intersection and the eastbound (Kaiser Access) approach shall be reconfigured to include a right-turn lane and a left-turn lane.

Implementation of this mitigation measure would result in acceptable intersection operations (LOS B) during the AM and PM peak hours, and would reduce the project impact to less than significant.

Impact 3.3-2: Mack Road/Valley Hi Drive - La Mancha Way – Baseline Plus-Project Conditions – The addition of traffic associated with the proposed project would degrade the LOS at this intersection from LOS C to LOS D during the PM peak hour. (Potentially Significant Impact)

Mitigation Measure 3.3-2: Prior to ~~occupancy~~ the completion of Phase 3B, the project sponsor shall pay the City of Sacramento to adjust the PM peak-hour traffic signal phase timing (maximum green-light time) on the northbound, southbound, and eastbound approach left-turn and through movements to match projected traffic demands.

Implementation of this mitigation measure would result in acceptable intersection operations (LOS C) during the PM peak-hour, and would reduce the project impact to less than significant.

Table 3.3-25. Peak Hour Intersection Operations – Baseline Conditions with Mitigation

Intersection	Control	Average Delay (seconds per vehicle) – Level of Service			
		Baseline Plus Project Conditions – No Mitigation		Baseline Plus Project Conditions - Mitigated	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1. Mack Road/Valley Hi Drive–La Mancha Way	Signal	30.8 (C)	35.4 (D)	30.8 (C)	32.2 (C)
7. Bruceville Road/Kaiser Access	TWSC	61.8 (F) 105.0 (F)	24.2 (C) 100.7 (F)	16.1 (B)	17.9 (B)

Boldface italic indicates traffic operations with recommended mitigation. Implementation of mitigation would reduce impact to less than significant.
 Boldface in a shaded cell indicates an unacceptable LOS.
 Boldface italic in a shaded cell indicates a significant impact.

Source: Fehr & Peers, 2005.

Impact 3.3-3: Bruceville Road/Kaiser Access – Year 2025 Plus-Project Conditions – The addition of traffic associated with the proposed project would degrade the LOS at this intersection from LOS A to LOS F during the AM peak hour and from LOS C to LOS D during the PM peak-hour. (Potentially Significant Impact)

Mitigation Measure 3.3-3: Prior to ~~occupancy~~ the completion of Phase 3B, the project sponsor shall implement Mitigation Measure 3.3-1.

Implementation of this mitigation measure would result in acceptable intersection operations (LOS B) during the AM and PM peak hours, and would reduce the project impact to less than significant.

Table 3.3-26. Peak Hour Intersection Operations – Year 2025 Conditions with Mitigation

Intersection	Control	Average Delay (seconds per vehicle) – Level of Service			
		Year 2025 Plus Project Conditions – Without Mitigation		Year 2025 Plus Project Conditions – With Mitigation	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
7. Bruceville Road/Kaiser Access	TWSC	<i>64.2 (F)</i> 111.0 (F)	<i>28.4 (D)</i> 120.7 (F)	<i>16.3 (B)</i>	<i>17.8 (B)</i>
11. Cosumnes River Boulevard/Bruceville Road	Signal	<i>94.1 (F)</i>	<i>199.6 (F)</i>	<i>84.7 (F)</i>	<i>113.5 (F)</i>

Boldface italic indicates traffic operations with recommended mitigation; implementation of mitigation would reduce impact to less than significant.
 Boldface in shaded cell indicates an unacceptable LOS.
 Boldface italic in a shaded cell indicates a significant impact.

Source: Fehr & Peers, 2005.

Impact 3.3-4: Cosumnes River Boulevard/Bruceville Road – Year 2025 Plus-Project Conditions – The addition of traffic associated with the proposed project would add more than 5 seconds of delay to PM peak-hour traffic intersections operations (LOS F). (Potentially Significant Impact)

Mitigation Measure 3.3-4: Prior to ~~occupancy~~ the completion of Phase 3B, the project sponsor shall pay the City of Sacramento to adjust the PM peak-hour traffic signal timing by increasing the phase time (maximum green-light time) on the eastbound, westbound, and southbound approach through and left-turn movements, and decreasing the phase time on the northbound approach movements (maximum green-light time) to match projected traffic demands.

Implementation of this mitigation measure would increase delay by less than five seconds during the PM peak hour and would reduce the project impact to less than significant.

Impact 3.3-5: Cosumnes River Boulevard/SR 99 Southbound Off-Ramp – Year 2025 Plus-Project Conditions – The addition of traffic associated with the proposed project would add more than 5 seconds of delay to the AM peak hour operations (LOS F). (Potentially Significant Impact)

Mitigation Measure 3.3-5: Prior to ~~occupancy~~ the completion of Phase 3B, the existing SR 99 southbound off-ramp to Cosumnes River Boulevard approach shall be restriped to allow for a left-turn lane, shared left-turn/right-turn lane, and a right-turn lane, and the cycle length at the intersection shall be increased by ten seconds during the PM peak hour.

Implementation of the recommended mitigation measure would result in a less than a five-second increase in delay during the AM peak hour at the Cosumnes River Boulevard/SR 99 Southbound Off-Ramp intersection for the proposed project under Year 2025 conditions, and would reduce the project impact to less than significant.

Freeway Ramps and Mainline – Baseline Plus-Project Conditions

The proposed project would not cause the traffic queue from the traffic signals at the northbound and southbound Mack Road/Bruceville Road and Cosumnes River Boulevard/Calvine Road off-ramps to

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
12. UTILITIES <i>Would the proposal result in the need for new systems or supplies, or substantial alterations to the following utilities:</i>			
A) Communication systems?			✓
B) Local or regional water supplies?			✓
C) Local or regional water treatment or distribution facilities?			✓
D) Sewer or septic tanks?			✓
E) Storm water drainage?			✓
F) Solid waste disposal?			✓

ENVIRONMENTAL SETTING

Water Supply/Treatment. The City of Sacramento currently provides water service from a combination of surface and groundwater sources. The area south of the American River is served by surface water from the American and Sacramento Rivers. The City pumps groundwater to areas north of the American River. The City operates three diversion and treatment facilities: the Sacramento River, the American River, and the Riverside Water Treatments Plants; and four storage tanks, each with a three million gallon capacity (SGPU DEIR, H-1).

Sewer System. The City of Sacramento, including the project area, is serviced by the Sacramento Regional County Sanitation District 1 (~~CSD-1~~SCRSD) (SGPU DEIR, I-1). The ~~CSD-1~~SCRSD is responsible for the operation of all regional interceptors and wastewater treatment plants. The Regional Plant has an existing capacity of approximately 150 million gallons per day (mgd) of dry weather flow and 300 mgd of wet weather flow (SGPU DEIR, I-1). The plant discharges effluent subjected to secondary treatment into the Sacramento River downstream from City of Sacramento domestic water supplies.

Storm Water Drainage System. The project site currently has an on-site surface drainage system consisting of bioswales and storm drains that connect to the City’s storm drain system. ~~The project site is served by existing 8-inch stormwater pipes to the north and south of the site and 10-inch stormwater pipes to the west, which connect to a 54-inch main.~~ The proposed project would continue to be served by the existing infrastructure, and would not require the construction of new or expanded facilities.⁴

Solid Waste. Solid Waste Removal Division within the Department of Public Works is responsible

⁴ ~~Humberto Amador, City of Sacramento, Department of Utilities. Personal communication. May 17, 2006. Wendy Haggard, Sacramento Regional County Sanitation District. Personal communication. August 24, 2005.~~

CHAPTER 10 – MITIGATION MONITORING PLAN

10.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires public agencies to establish monitoring and reporting programs to ensure compliance with mitigation measures that are adopted or made conditions of project approval to mitigate or avoid significant environmental effects identified in the EIR. This Mitigation Monitoring Plan (MMP) will assist the City in its implementation and monitoring of mitigation measures adopted for the Kaiser South Sacramento Medical Center Expansion (project).

10.2 MITIGATION MEASURES

The mitigation measures in the MMP are those identified in the Draft EIR and Initial Study prepared for the project (Appendix A of the Draft EIR), and are numbered accordingly. The MMP describes the actions that must be taken to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

10.3 MMP COMPONENTS

Table 10-1, Mitigation Monitoring Plan, consists of the following:

- **Impact:** This column summarizes the impact identified in the Draft EIR or Initial Study.
- **Mitigation Measure:** All mitigation measures identified in the Draft EIR are presented and numbered accordingly. In addition, mitigation measures from the Initial Study are identified by topic and number.
- **Action:** For every mitigation measure, one or more actions are described. The listed actions identify how the mitigation measures will be implemented. Where mitigation measures are particularly detailed, the action may refer back to the measure.
- **Implementing Party:** The entity responsible for carrying out the required action is identified in this column.
- **Timing:** The timing for each measure is identified. Each action must take place prior to the time at which a threshold of significance could be exceeded. Implementation of the action must occur prior to or during project approval, design or construction, or on an on-going basis.
- **Monitoring Party:** The City is responsible for ensuring that most mitigation measures are successfully implemented. Within the City, different departments and divisions will have responsibility for monitoring various aspects of the overall project. Occasionally, monitoring parties outside the City are identified; these parties are referred to as “Responsible Agencies” by CEQA.

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Table 10-1: Mitigation Monitoring Plan

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
Initial Study Section 10 Noise					
Impact Noise-1: Construction of the proposed project would increase short-term noise levels in the project vicinity.	Mitigation Measure 10-1: All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers, to the satisfaction of the Building Division.	Contractor maintains construction equipment; City conducts periodic field inspections during construction.	Project sponsor	On-going during construction	City of Sacramento, Building Division; City of Sacramento Building Inspector
	Mitigation Measure 10-2: Stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers, to the satisfaction of the Building Division.	Contractor places equipment away from sensitive receivers; City conducts periodic field inspections during construction.	Project sponsor	On-going during construction	City of Sacramento, Building Division; City of Sacramento Building Inspector
	Mitigation Measure 10-3: Stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors during construction activities, to the satisfaction of the Building Division.	Contractor locates staging areas away from sensitive receptors; City conducts periodic field inspections during construction.	Project sponsor	On-going during construction	City of Sacramento, Building Division; City of Sacramento Building Inspector
Impact Noise-2: Operation of the proposed project would result in long-term noise impacts on sensitive receptors.	Mitigation Measure 10-4: Electrical and mechanical equipment (i.e., ventilation and air conditioning units) shall be located as far away as is feasible from sensitive receptor areas. Additionally, the following shall be considered prior to installation: proper selection and sizing of equipment, installation of equipment with proper acoustical shielding, and incorporating parapets into the building design.	Project sponsor submits plans detailing location of electrical and mechanical equipment for review and approval; project sponsor considers selection, size, acoustical shielding and parapets in project design; City reviews plans and approves.	Project sponsor	Prior to issuance of building permits	City of Sacramento, Building Division
	Mitigation Measure 10-5: Loading docks within the project area shall be designed to have either a depressed (i.e., below-grade) loading dock area, an internal bay, or a wall to break the line of sight between noise-sensitive uses and loading operations. During the final site design process, an acoustical consultant shall determine whether operation of the loading docks would result in noise levels that exceed City	Project sponsor submits plans detailing location of loading docks for acoustical consultant determination; noise attenuation mitigation measures incorporated and submitted for review and approval as necessary.	Project sponsor	Prior to issuance of building permits	City of Sacramento, Building Division

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	standards at exterior on- or off-site sensitive uses. If it is determined that the design is not sufficient, proper noise attenuation mitigation measures shall be incorporated into the plans to be submitted by the project sponsor to the City for review and approval, prior to the issuance of building permits.				
	Mitigation Measure 10-6: Helicopter flight paths shall follow busy roadways so that the road traffic masks the helicopter noise. Low-altitude flyovers shall be avoided, especially above residential property. The hospital shall ensure that patients who require sleep or are more sensitive to noise are located away from the side of the building facing the Helipad.	Project sponsor submits plans detailing helicopter flight paths and the location of departments within the Hospital Tower for review and approval.	Project sponsor	Prior to issuance of building permits	City of Sacramento, Development Services Department
Initial Study Section 14 Cultural Resources					
Impact Cultural Resources-1: Construction of the proposed project may result in impacts to unknown or undiscovered cultural resources.	Mitigation Measure 14-1: If subsurface archaeological or historical remains are discovered during construction, work in the area shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant level before construction continues.	Contractor stops work; qualified archaeologist and Native American Heritage Commission representative develop mitigation measures as necessary.	Project sponsor	During construction	City of Sacramento, Development Services Department; Native American Heritage Commission
	Mitigation Measure 14-2: If human burials are encountered, all work in the area shall stop immediately and the Sacramento County Coroner's office shall be notified. If the remains are determined to be Native American in origin, both the Native American Heritage Commission and any identified descendants shall be notified and recommendations for treatment solicited (CEQA Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and 5097.98).	Contractor stops work and notifies County Coroner's office; Native American Heritage Commission and identified descendants notified and recommendations made as necessary.	Project sponsor	During construction	City of Sacramento, Development Services Department; County Coroner; Native American Heritage Commission

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
Draft EIR Section 3.2 Air Quality					
<p>Impact 3.2-1: Construction of the proposed project would generate emissions of particulate matter less than or equal to 10 microns in diameter (PM₁₀) and ozone precursors.</p>	<p>Mitigation Measure 3.2-1a: To reduce fugitive dust emissions, in compliance with Rule 403 of the Sacramento Metropolitan Air Quality Management District (SMAQMD), the following mitigation measures would be implemented during construction:</p> <ul style="list-style-type: none"> • All disturbed areas, including storage piles that are not being actively used for construction purposes, shall be effectively stabilized of dust emissions using water, a chemical stabilizer or suppressant, or vegetative ground cover; • All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or a chemical stabilizer or suppressant; • When materials are transported off-site, they shall be covered, effectively wetted to limit visible dust emissions, or maintained with at least 6 inches of freeboard space from the top of the container; • All operations shall limit or expeditiously remove the accumulation of project-generated mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring; • Following the addition of materials to, or the removal of materials from, the surfaces of outdoor storage piles, the storage piles shall be effectively stabilized of fugitive dust emissions using sufficient water or a chemical 	<p>Contractor implements fugitive dust control measures as listed during construction. City conducts periodic field inspections during construction.</p>	<p>Project sponsor</p>	<p>During construction</p>	<p>City of Sacramento, Building Division; City of Sacramento Building Inspector; SMAQMD</p>

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>stabilizer or suppressant;</p> <ul style="list-style-type: none"> • On-site vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph); • Wheel washers shall be installed for all trucks and equipment exiting from unpaved areas or wheels shall be washed manually to remove accumulated dirt prior to leaving the site; • Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from adjacent project areas with a slope greater than 1 percent; • Excavation and grading activities shall be suspended when winds exceed 20 mph; and • The extent of areas simultaneously subject to excavation and grading shall be limited, wherever possible, to the minimum area feasible. 				
	<p>Mitigation Measure 3.2-1b: To reduce nitrogen oxides (NO_x) and visible emissions from heavy-duty diesel equipment, the following measures would be implemented prior to and during construction:</p> <ul style="list-style-type: none"> • The project shall provide a plan for approval by the City of Sacramento and the SMAQMD demonstrating that the heavy-duty (≥50 horsepower) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, would achieve project-wide fleet averages of 20-percent NO_x reduction and 45-percent particulate 	<p>Project sponsor submits plan for review and approval; contractor maintains equipment; City conducts periodic field inspections during construction.</p>	<p>Project sponsor</p>	<p>Plans submitted prior to issuance of building permits; on-going during construction</p>	<p>City of Sacramento, Building Division; City of Sacramento Building Inspector; SMAQMD</p>

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>reduction compared to the most recent California Air Resources Board (CARB) fleet average at the time of construction; and the project representative shall submit a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction operations occur. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project sponsor shall provide the City and SMAQMD with the anticipated construction time line (including start date), and name and telephone number of the project manager and on-site foreman. Acceptable options for reducing emissions include the use of late-model engines, low-emission diesel products, alternative fuels, particulate matter traps, engine retrofit technology, after-treatment products, and/or other options as they become available.</p> <ul style="list-style-type: none"> The project shall ensure that emissions from off-road diesel-powered equipment used on the project site do not exceed 40-percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40-percent opacity (or Ringlemann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 	<p>Project sponsor submits inventory for review.</p> <p>Project sponsor submits construction time line and project manager and foreman information.</p> <p>Project sponsor makes repairs and notifies City and SMAQMD as necessary.</p>	<p>Project sponsor</p> <p>Project sponsor</p> <p>Project sponsor</p>	<p>Monthly during construction</p> <p>At least 48 hours prior to use of subject heavy-duty off-road equipment</p> <p>Within 48 hours of identification of noncompliant equipment</p>	<p>City of Sacramento, Building Division</p> <p>City of Sacramento, Building Division; SMAQMD</p> <p>City of Sacramento, Building Division; SMAQMD</p>

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>hours of identification of noncompliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction operations occur. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The City and SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. The above recommendations shall not supersede other SMAQMD or state rules and regulations.</p> <ul style="list-style-type: none"> The primary contractor shall be responsible for ensuring that all heavy-duty equipment is properly tuned and maintained, in accordance with manufacturers' specifications. 	<p>Project sponsor visually surveys in-operation equipment and submits summary for review.</p> <p>City conducts periodic field inspections during construction.</p>	<p>Project sponsor</p> <p>City of Sacramento, Building Division</p>	<p>Surveys at least once a week; reports monthly</p> <p>During construction</p>	<p>City of Sacramento, Building Division; SMAQMD</p> <p>City of Sacramento, Building Division; City of Sacramento Building Inspector</p>
Draft EIR Section 3.3 Transportation and Circulation					
<p>Impact 3.3-1: Bruceville Road/Kaiser Access – Baseline Plus-Project Conditions – The addition of traffic associated with the proposed project would degrade the LOS at this intersection from LOS A to LOS F during the AM peak hour.</p>	<p>Mitigation Measure 3.3-1: Prior to the completion of Phase 3B, the project sponsor shall install a traffic signal at the Bruceville Road/Kaiser Access intersection and the eastbound (Kaiser Access) approach shall be reconfigured to include a right-turn lane and a left-turn lane.</p>	<p>Project sponsor installs traffic signal; project sponsor submits plan for reconfiguration for review and approval.</p>	<p>Project sponsor</p>	<p>Prior to the completion of Phase 3B</p>	<p>City of Sacramento, Department of Development Services, Development Engineering and Department of Transportation</p>
<p>Impact 3.3-2: Mack Road/Valley Hi Drive - La Mancha Way – Baseline Plus-Project Conditions – The addition of traffic associated with the proposed project would degrade the LOS at this</p>	<p>Mitigation Measure 3.3-2: Prior to the completion of Phase 3B, the project sponsor shall pay the City of Sacramento to adjust the PM peak-hour traffic signal phase timing (maximum green-light time) on the northbound, southbound, and eastbound</p>	<p>Project sponsor provides funding for adjustment to traffic signal phase timing.</p>	<p>Project sponsor</p>	<p>Prior to the completion of Phase 3B</p>	<p>City of Sacramento, Department of Development Services, Development Engineering and Department of</p>

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
<i>intersection from LOS C to LOS D during the PM peak hour.</i>	approach left-turn and through movements to match projected traffic demands.				Transportation
Impact 3.3-3: Bruceville Road/Kaiser Access – Year 2025 Plus-Project Conditions – The addition of traffic associated with the proposed project would degrade the LOS at this intersection from LOS A to LOS F during the AM peak hour and from LOS C to LOS D during the PM peak-hour.	Prior to the completion of Phase 3B, the project sponsor shall implement Mitigation Measure 3.3-1.	Project sponsor installs traffic signal per Mitigation Measure 3.3-1.	Project sponsor	Prior to the completion of Phase 3B	City of Sacramento, Department of Development Services, Development Engineering and Department of Transportation
Impact 3.3-4: Cosumnes River Boulevard/Bruceville Road – Year 2025 Plus-Project Conditions – The addition of traffic associated with the proposed project would add more than 5 seconds of delay to the PM peak-hour operations (LOS F).	Mitigation Measure 3.3-4: Prior to the completion of Phase 3B, the project sponsor shall pay the City of Sacramento to adjust the PM peak-hour traffic signal timing by increasing the phase time (maximum green-light time) on the eastbound, westbound, and southbound approach through and left-turn movements, and decreasing the phase time on the northbound approach movements (maximum green-light time) to match projected traffic demands.	Project sponsor provides funding for adjustment to traffic signal phase timing.	Project sponsor	Prior to the completion of Phase 3B	City of Sacramento, Department of Development Services, Development Engineering and Department of Transportation
Impact 3.3-5: Cosumnes River Boulevard/SR 99 Southbound Off-Ramp – Year 2025 Plus-Project Conditions – The addition of traffic associated with the proposed project would add more than 5 seconds of delay to the AM peak-hour traffic intersection operations (LOS F).	Mitigation Measure 3.3-5: Prior to the completion of Phase 3B, the existing SR 99 southbound off-ramp to Cosumnes River Boulevard approach shall be restriped to allow for a left-turn lane, shared left-turn/right-turn lane, and a right-turn lane, and the cycle length at the intersection shall be increased by ten seconds during the PM peak hour.	Project sponsor restripes off-ramp and provides funding to adjust traffic signal timing.	Project sponsor	Prior to the completion of Phase 3B	City of Sacramento, Department of Development Services, Development Engineering and Department of Transportation



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