



**CITY OF SACRAMENTO PLANNING COMMISSION
RECORD OF DECISION**

New City Hall, 915 I Street, 3rd Floor, Sacramento, CA 95814

Project Name: Kaiser South Sacramento Expansion
Project Number: P04-185
Project Location: 6600 Bruceville Road
Assessor's Parcel No.: 117-0170-032, -050, -061, -066, -067, -074, & -075
Applicant: Don McAllister, Lionakis Beaumont Design Group
Action Status: Approved Action Date: 07/13/06

REQUESTED ENTITLEMENT(S): A.Environmental Determination: Environmental Impact Report;
B.Mitigation Monitoring Plan
C.Special Permit Major Modification to expand the existing Kaiser Permanente South Sacramento Medical Center by expanding the Hospital by 158,000+ sq. ft. (115 beds), construction of a new 57,000+ sq.ft. Outpatient Surgery Center, a 6,000+ sq. ft. addition to the Central Utility Plant, a single-story, 10,000+ sq.ft Emergency Department addition, a two-story, 15,000+ sq.ft. addition to Medical Office Building 1 for outpatient services, and the construction of a five story, 882+ space parking structure in the Hospital-Review (H-R) zone ;
D.Special Permit to allow a helistop for non-routine transport of seriously injured or ill patients,
E.Special Permit to exceed the maximum building height of 45 feet by 20 feet for an overall building height of 65 feet;
F.65402 Review to abandon unused access and water easements and to relocate municipal utility easement.

ACTIONS TAKEN: On 07/13/06, the Planning Commission took the following actions based on the attached findings of fact and subject to the attached conditions of approval:
Approved Items A-F.

Action certified by:


David Kwong, Planning Manager

Sent to Applicant: 07/17/2006

By:


Staff Signature

NOTICE OF PROTEST RIGHTS

The above conditions include the imposition of fees, dedications, reservations, or other exactions. Pursuant to California Government Code section 66020, this Notice of Decision serves as written notice to the project applicant of (1) the amount of any fees and a description of any dedications, reservations, or exactions imposed, and (2) that the applicant may file a protest against the imposition of those fees, dedications, reservations, or other exactions within 90

days of the date of this approval, which is deemed to be the date that the fees, dedications, reservations, or other exactions are imposed. If the payment of a fee is imposed as a condition of approval, but the amount of the fee is not stated in this Notice of Decision and is not otherwise available to the applicant on a fee schedule or otherwise, the 90 days protest period will begin to run when the applicant is notified of the amount of the fee.

For purposes of this notice, the following fees are deemed to be imposed upon approval of the first discretionary entitlement for the subject development project and are subject to the protest procedures set forth in Title 18 of the Sacramento City Code as indicated: North Natomas Public Facilities Fee, Transit Fee, and Drainage Fee (SCC 18.24.160); North Natomas Land Acquisition Fee (SCC 18.24.340); North Natomas School Facilities Fee (SCC18.24.710); Jacinto Creek Planning Area Facilities Fee (SCC18.28.150); Willow Creek Project Area Development Fee (SCC 18.32.150); Development Impact Fees for the Railyards, Richards Boulevard, and Downtown Areas (SCC 18.36.150); Habitat Conservation Fee for the North and South Natomas Community Plan Areas (18.40.090); and Park Development Impact Fee (18.44.140).

The time within which to challenge a condition of approval of a tentative subdivision map, including the imposition of fees, dedication, reservation, or other exaction, is governed by Government Code section 66499.37

EXPIRATION

TENTATIVE MAP: Failure to record a final map within three years of the date of approval or conditional approval of a tentative map shall terminate all proceedings.

SPECIAL PERMIT: A use for which a Special Permit is granted must be established within three years after such permit is issued. If such use is not so established, the Special Permit shall be deemed to have expired.

VARIANCE: Any variance involving an action which requires a building permit shall expire at the end of three years unless a building permit is obtained within the variance term.

PLAN REVIEW: Any plan review shall expire at the end of three years unless a building permit is obtained within the plan review term.

NOTE: Violation of any of the foregoing conditions will constitute grounds for revocation of this permit. Building permits are required in the event any building construction is planned. The County Assessor is notified of actions taken on rezoning, special permits and variances.

APPEALS

Appeals of the Planning Commission decision of this item to the City Council must be filed at 915 I Street, New City Hall, 3rd Floor, within 10 calendar days of this meeting, on or before 07/24/06. If the 10th day falls on a Sunday or holiday, the appeal may be filed on the following business day.

Findings Of Fact

- A. Environmental Impact Report: The Environmental Impact Report is certified based upon the findings of fact attached as Exhibit 1B.
- B. Mitigation Monitoring Plan: The Mitigation Monitoring Plan is approved based upon the following findings of fact:
 1. One or more mitigation measures have been added to the above identified project;
 2. A Mitigation Monitoring Plan has been prepared to ensure compliance and implementation of the mitigation measures for the above identified project, a copy of which is attached;
 3. The Mitigation Monitoring Plan meets the requirements of Public Resources Code Sec. 21081.6.
 4. The Mitigation Monitoring Plan is approved, and the mitigation measures shall be implemented and monitored as set forth in the Plan.
- C. The Special Permit Major Modification to expand the existing Kaiser Permanente South Sacramento Medical Center by expanding the Hospital by 158,000+ sq. ft. (115 beds), construction of a new 57,000+ sq. ft. Outpatient Surgery Center, a 6,000+ sq. ft. addition to the Central Utility Plant, a single-story,

10,000+ sq. ft. Emergency Department addition, a two-story, 15,000+ sq. ft. addition to Medical Office Building 1 for outpatient services, and the construction of a five-story, 882+ space parking structure in the Hospital-Review (H-R) zone is approved subject to the following Findings of Fact and Conditions of Approval:

1. Granting the Special Permit is based upon sound principles of land use in that the proposed project use is allowed in the Hospital-Review (H-R) zone, the site is currently used as a major medical facility and the proposed expansion is consistent with the existing use of the site.

2. Granting the Special Permit would not be detrimental to the public welfare nor result in the creation of a public nuisance in that:

a. The proposed expansion will serve the future needs of the community;

b. There is adequate on-site parking.

3. The proposed project is consistent with the General Plan and South Sacramento Community Plan which designate the site for Public/Quasi-Public-Miscellaneous and General Public Facilities & Offices, respectively.

D. The Special Permit to allow a helistop for non-routine transport of seriously injured or ill patients is hereby approved based upon the following findings of fact:

1. Granting the Special Permit is based upon sound principles of land use in that the proposed helistop use will not adversely affect the peace and general welfare of the surrounding neighborhood, because the helistop will only be used for non-routine transport of seriously ill or injured patients;

2. Granting the Special Permits would not be detrimental to the public welfare nor result in the creation of a public nuisance because the helistop will be located east of the emergency trauma center and away from surrounding residential units; and

3. The proposed project is consistent with the proposed City of Sacramento General Plan and South Sacramento Community Plan which designate the site for Public/Quasi-Public-Miscellaneous and General Public Facilities & Offices, respectively.

E. The Special Permit to exceed the maximum building height of 45 feet by 21 feet for an overall building height of 66 feet is hereby approved based upon the following findings of fact:

1. Granting the Special Permits is based upon sound principles of land use because the proposed height increase will not adversely affect the peace and general welfare of the surrounding neighborhood, because the tallest portion of the building is located on the eastern portion of the site, away from the surrounding residential units;

2. Granting the Special Permit for a height increase would not be detrimental to the public welfare nor result in the creation of a public nuisance because the building affected by the height increase will provide additional hospital beds and associated facilities; and

3. The proposed project is consistent with the proposed City of Sacramento General Plan and South Sacramento Community Plan which designate the site for Public/Quasi-Public-Miscellaneous and General Public Facilities & Offices, respectively.

Conditions Of Approval

- B. The Mitigation Monitoring Plan shall be implemented using the following Mitigation Measures:
- B1. On-going during construction, the Project Sponsor shall ensure that all construction equipment, fixed or mobile, be equipped with properly operating and maintained mufflers, to the satisfaction of the Building Division.
- B2. On-going during construction, the Project Sponsor shall ensure that stationary construction equipment be placed such that emitted noise is directed away from sensitive noise receivers, to the satisfaction of the Building Division.
- B3. On-going during construction, the Project Sponsor shall ensure that stockpiling and vehicle staging areas be located as far as practical from noise sensitive receptors during construction activities, to the satisfaction of the Building Division.
- B4. Prior to issuance of building permits, Project Sponsor shall ensure that electrical and mechanical equipment (i.e., ventilation and air conditioning units) 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.
- B5. Prior to issuance of building permits, Project Sponsor shall ensure that loading docks within the project area 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 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.
- B6. Prior to issuance of building permits, Project Sponsor shall ensure that helicopter flight paths 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.
- B7. During construction, Project Sponsor shall ensure that 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.
- B8. During construction, Project Sponsor shall ensure that 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).
- B9. During construction, the Project Sponsor shall ensure that 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 stabilizer or suppressant; • 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.

B10. Prior to issuance of building permits and on-going during construction, the Project Sponsor 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 NOX reduction and 45-percent particulate 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. • 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 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. • The primary contractor shall be responsible for ensuring that all heavy-duty equipment is properly tuned and maintained, in accordance with manufacturers' specifications.

B11. 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.

B12. 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 approach left-turn and through movements to match projected traffic demands.

B13. 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.

B14. Prior to the completion of Phase 3B, the existing SR 99 southbound off-ramp to Cosumnes River Boulevard approach shall be restriped by the Project sponsor 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.

C. The Special Permit Major Modification to expand the existing Kaiser Permanente South Sacramento Medical Center by expanding the Hospital by 158,000+ sq. ft. (115 beds), construction of a new 57,000+ sq. ft. Outpatient Surgery Center, a 6,000+ sq. ft. addition to the Central Utility Plant, a single-story, 10,000+ sq. ft. Emergency Department addition, a two-story, 15,000+ sq. ft. addition to Medical Office Building 1 for outpatient services, and the construction of a five-story, 882+ space parking structure in the Hospital-Review (H-R) zone is hereby approved subject to the following conditions:

C1. The applicant shall provide sufficient onsite bicycle parking, consistent with section 17.64.050 of the Zoning Code.

C2. Any substantial modification to the attached exhibits, except as otherwise noted below shall require the approval of a Special Permit Modification.

C3. Comply with the requirements included in the Mitigation Monitoring Plan (Exhibit 1B) developed by and kept on file with the Development Services Department, Planning Division (P04-185).

C4. The project shall comply with the development standards for recycling and trash enclosures as defined in section 17.72.240 of the Zoning Code.

C5. Lighting for the parking lot and maneuvering areas shall be installed and shall be coordinated with the landscaping plan so there is minimal interference between the light standards and required illumination and the trees and required shading. Project lighting shall be provided as follows: 1.5 foot-candles of minimum maintained illumination per square foot of parking space during business hours and 0.25 foot-candles of minimum maintained illumination per square foot of surface on any walkway, alcove, passageway, etc., from one-half hour before dusk to one-half hour after dawn. All light fixtures are to be vandal-resistant. On-site lighting shall be shielded from adjacent parcels and the street, so that the on-site illumination will not shine on or impact the adjacent properties or the street.

C6. Parking lot tree shading shall be provided per Zoning Code requirements.

C7. Applicant shall maintain all landscaping at a maximum plant or shrub height of 30 inches and trees maintained at a minimum distance of 6 feet from the lowest branch to the ground, once trees are established and require pruning.

C8. Decorative planting shall be maintained so as not to obstruct or diminish lighting level throughout the project.

C9. The applicant shall obtain all necessary building permits prior to commencing construction.

C10. Rooftop mechanical equipment shall be completely screened from view.

C11. All project signage shall comply with the City's Sign Ordinance regulations.

C12. Prior to the issuance of building permits, the applicant shall record a lot line adjustment.

C13. Prior to the issuance of building permits, the applicant shall submit a pedestrian circulation plan for the review and approval by development services staff, including City Planning Commissioner Notestine and/or City Planning Commissioner Wasserman.

Transportation – Engineering Services - Electrical

C14. This project does not require street lighting. There is an existing street lighting system in this project area. Improvements of right-of-way may require modification to the existing system. Electrical equipment shall be protected and remain functional during construction.

Building

C15. A Building Code area analysis shall be submitted to show compliance with CBC Section 505.

C16. A water flow test shall be obtained from Utilities and the fire flow calculated. With the fire flow calculated the applicant shall determine if the proposed building area and construction type complies with the Uniform Fire Code Table A-III-A-1.

C17. Kaiser shall execute and record easements for each existing underground utility that crosses parcel lines on the project site or submit a letter to the satisfaction of the Building Division, stating that they will remove underground utility lines prior to the sale of the property.

CSD-1

C18. Connection or reconnection to CSD-1's sewer system shall be required to the satisfaction of CSD-1. Sacramento County Improvement Standards apply to any on and off-site sewer construction. Design of all CSD-1 sewer facilities shall be coordinated with and approved by CSD-1.

C19. Sewer service shall continue to be provided by CSD-1 facilities. Required modifications, if any, shall be to the satisfaction of CSD-1.

C20. Each parcel or building shall have a separate connection to the CSD-1 sewer system.

Police

C21. Prior to the issuance of occupancy permit, an on-site security guard shall be provided between the hours of dawn and dusk, 7 days per week. The security guard contract shall be submitted to the Planning Director to substantiate this condition. The security guard shall work with the Police Department to identify and resolve illegal activities such as camping, drug use, loitering, etc. on-site and within the vicinity of the subject property and adjacent properties.

C22. The applicant shall post the property "No Trespassing" and sign an agreement with the Police Department to prosecute all violators. This agreement shall be kept on file on the premises and in the Police Department.

C23. Applicant shall work with the South Patrol Police Facility to ensure that the property is posted for "No Loitering" in accordance with 602(k) California Penal Code. An agreement shall be filed with the Police Department which will allow officers to remove loiterers and reflects to operator/owners agreement to prosecute.

C24. All illegal activities observed on or around the business shall be promptly reported to the Police Department.

C25. The applicant shall be responsible for the daily removal of all litter generated by the business, from the subject site, adjacent properties and streets.

C26. None of the furniture shall block any exit.

Utilities

C27. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each lot or parcel shall only have one (1) metered domestic water service. Requests for multiple domestic water service connections to a single commercial lot or parcel, consistent with the Department of Utilities "Commercial Tap Policy", may be approved on a case-by-case basis by the Department of Utilities. Contact the Department of Utilities at 916-808-1400 for a copy of the tap policy.

Excess services shall be abandoned to the satisfaction of the Department of Utilities.

C28. Multiple fire services are allowed per parcel and may be required.

C29. The proposed development is located within County Sanitation District No.1 (CSD-1). Satisfy all CSD-1 requirements.

C30. An onsite surface drainage system is required and shall be connected to the street drainage system by means of a storm drain service tap. All onsite systems shall be designed to the standard for private storm drainage systems (per Section 11.12 of the Design and Procedures Manual).

C31. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the Department of Utilities.

C32. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinances. This ordinance requires the applicant to show erosion and sediment control methods on the improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.

C33. This project is greater than 1 acre, and therefore the project is required to comply with the "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from www.swrcb.ca.gov/stormstr/construction.html. The SWPPP will be reviewed by the Department of Utilities prior to issuing a grading permit. The following items shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP's, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative.

C34. Stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is not served by a regional water quality control facility and is greater than 1 acre, both source controls and on-site treatment control measures are required. On-site treatment control measures are only required for the new paved areas. Specific source controls are required for (1) commercial/industrial material storage, (2) commercial/industrial outdoor loading/unloading of materials, (3) commercial/industrial vehicle and equipment fueling, (4) commercial/industrial vehicle and equipment maintenance, repair and washing, (5) commercial/industrial outdoor process equipment operations and maintenance and (6) commercial/industrial waste handling. Storm drain message is required at all drain inlets. On-site treatment control measures may affect site design and site configuration and therefore, should be considered during the early planning stages. The following are examples of acceptable on-site water quality treatment controls: (1) vegetative swales and (2) underground vaults. Vegetative swales may require additional landscape areas and City approved underground vaults (Con Span Vault) are costly. Improvement plans must include the source controls and on-site treatment control measures selected for the site. Refer to the latest edition of the "Guidance Manual for On-site Stormwater Quality Control Measures" for appropriate source control measures.

Development Engineering & Finance

C35. Construct standard improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. Improvements shall be designed and constructed to City standards in place at the time that the Building Permit is issued. All improvements shall be designed and constructed to the satisfaction of the Development Engineering Division. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards;

C36. Repair or replace/reconstruct any existing deteriorated curb, gutter and sidewalk fronting the Kaiser Campus along all public streets per City standards and to the satisfaction of the Development Engineering Division;

C37. At the intersection of Mack Road and Valley Hi Drive/Lamancha Way, and prior to the completion of phase 3B, the project sponsors/applicants 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;

C38. At the intersection Bruceville Road and the Kaiser Medical Center Access (Intersection # 7 Per EIR), and prior to the completion of phase 3B, the applicant shall install a traffic signal. The applicant shall reconfigure the eastbound approach (Kaiser Access) to include a right turn lane and a left turn lane to the satisfaction of the Development Engineering Division;

C39. At the intersection of Cosumnes River Boulevard and Bruceville Road, and prior to completion of phase 3B, the project sponsors/applicants 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);

C40. At the intersection of Cosumnes River Boulevard and SR 99 southbound off-ramp, and prior to the completion of phase 3B, the existing SR 99 southbound off-ramp to Cosumnes River Boulevard approach shall be re-stripped to allow for a left-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. All said improvements shall be to the satisfaction of the Development Engineering Division;

C41. Construct traffic signals at the following intersections when warranted, or when required by the Development Engineering Division (if not already in place):

a. Bruceville Road and Kaiser Medical Center access (Intersection # 7 per EIR). Timing of signal installation shall be prior to completion of phase 3B.

NOTE: The Development Engineering Division shall determine the need for signals, based on CalTrans signal warrants and known pending development projects prior to the issuance of any building permit. If required, signals shall be constructed as part of the public improvements for the Special Permit. Signal design and construction shall be to the satisfaction of the Development Engineering Division. The applicant shall provide all on-site easements and right-of-way needed for turn lanes, signal facilities and related appurtenances

C42. The applicant shall submit a signal design concept report to the Development Engineering Division for review and approval prior to the submittal of any improvement plans involving traffic signal work;

C43. All new driveways shall be designed and constructed to City Standards to the satisfaction of the Development Engineering Division;

C44. The site plan shall conform to A.D.A. requirements in all respects. This shall include the replacement of any curb ramp that does not meet current A.D.A. standards;

C45. The site plan shall conform to the parking requirements set forth in chapter 17 of City Code (Zoning Ordinance);

C46. The design of walls fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in

height at maturity. The area of exclusion shall be determined by the Development Engineering Division;

D. The Special Permit to allow a helistop for non-routine transport of seriously injured or ill patients is approved subject to the following conditions:

D1. The applicant will comply with the provisions of Chapter 12.92 of the City Code.

D2. The applicant will comply with the State regulations.

Advisory Notes:

Fire

1. **Timing and Installation.** When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction. CFC 901.3
2. **Ingress and egress.** A reciprocal ingress egress agreement shall be provided for review by City Attorney for all shared driveways being used for Fire Department access.
3. **Dimensions.** Fire apparatus access roads shall have an unobstructed width of not less than 20 feet and an unobstructed vertical clearance of not less than 13 feet 6 inches. CFC 902.2.2.1
4. **Surface.** Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with a roadbed consisting of material unaffected by the introduction of water based upon fire flow or rain based on 25 year storm and a surface consisting of a minimum of a single layer of asphalt. CFC 902.2.2.2
5. **Turning radius.** All turning radii for fire access shall be designed as 35' inside and 55' outside. Cul-de-sac shall be 45' radius or city standard hammerhead. CFC 902.2.2.3
6. **Dead ends.** Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved provision for the turning around of fire apparatus. CFC 902.2.2.4
7. **Gates and barriers.** Plans shall be submitted for review and approval prior to the installation of gates, barriers, and access control devices which are to be constructed on or within fire department apparatus access roadways. Single vehicle gates shall be a minimum of 20' clear width, dual gate 16' each side. Sacramento City Ordinance §15.02.208
8. **Key Boxes.** When access to or within a structure or an area is unduly difficult because of secured openings or where immediate access is necessary for life saving or firefighting purposes, or where the building is served by a fire alarm system which is monitored by a central station, the chief is authorized to require approved key switches, key boxes or padlocks to be installed in approved accessible locations or areas in order to permit immediate fire department access. CFC 902.4
9. **Fire hydrant systems.** Plans and specifications for fire hydrant systems shall be submitted to the fire department for review and shall be approved prior to start of construction. CFC 901.2.2.2
10. **Required Water Supply for Fire Protection.** An approved water supply capable of supplying the required fire flow for the protection shall be provided to all premises upon which facilities, buildings or portion of buildings are hereafter constructed or moved into or within the jurisdiction. When any portion of the facility or building protected is in excess of 150 feet from a water supply on a public street, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains capable of supplying the required fire flow shall be provided when required by the chief. CFC 903.2 Note: contact Department of Utilities for a flow test at (916) 264-5371.
11. **Required installations.** The location, number and type of fire hydrants connected to a water

supply capable of delivering the required fire flow shall be provided on the public street or the site of the premises or both to be protected as required and approve by the chief. Sacramento City Ordinance, §15.36.040 (H), Section 5, Distribution of Fire Hydrants.

12. Fire-protection equipment and fire hydrants. Fire-protection equipment and fire hydrants shall be clearly identified in an approved manner to prevent obstruction by parking and other obstructions. When required by the chief, hydrant locations shall be identified by the installation of reflective markers. CFC 901.4.3

13. Fire Department Connection (FDC). Locate and identify FDC on address side of building within 40 feet of a fire hydrant.

14. Fire service. The fire sprinkler system in each building shall be supplied by its own main. Fire service mains shall not cross property lines unless a reciprocal easement agreement is provided. CFC 903.1.1

CSD-1

15. Developing this property may require the payment of additional sewer impact fees. Applicant should contact the Fee Quote Desk at (916) 876-6100 for sewer impact fee information.

Utilities

16. Many projects within the City of Sacramento require booster pumps for fire suppression and domestic water system. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the fire suppression and domestic water systems.

**CEQA STATEMENT OF FINDINGS OF FACT
AND
STATEMENT OF OVERRIDING
CONSIDERATIONS**

FOR

**KAISER SOUTH SACRAMENTO MEDICAL CENTER EXPANSION (P04-185)
SACRAMENTO, CALIFORNIA**

(State Clearinghouse Number 2005102127)

Prepared by:
City of Sacramento Development Services Department,
Environmental Planning Services

June 2006

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF
SACRAMENTO CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR
THE PROPOSED KAISER SOUTH SACRAMENTO MEDICAL CENTER EXPANSION
(P04-185)**

The Planning Commission of the City of Sacramento does hereby find, determine, and resolve as follows:

I. CEQA FINDINGS

1. The Planning Commission finds that the Environmental Impact Report for the Kaiser South Sacramento Medical Center Expansion (P04-185) (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 Planning Commission 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 Planning Commission certifies that the EIR has been presented to it and that the Planning Commission 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 Kaiser South Sacramento Medical Center Expansion (P04-185), the Planning Commission 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. A Notice of Preparation of the Draft EIR was filed with the State Clearinghouse on October 28, 2005. A 30-day public review comment period for the NOP was established starting on October 28, 2005 and ending on November 28, 2005.
3. A Notice of Completion (NOC) and copies of the Draft EIR were distributed to the State Clearinghouse on March 24, 2006 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 March 28, 2006 and ending on May 12, 2006/
5. A Notice of Availability (NOA) was distributed to all interested groups, organizations, and individuals on March 28, 2006, 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, Development Service Department, North Permit Center, 2101 Arena Blvd., Second Floor, Sacramento, CA 95834. The letter also indicated that the official forty-five day public review period for the Draft EIR would end on May 12, 2006.
6. A public notice was placed in the Sacramento Bee on March 28, 2006, which stated that the Kaiser South Sacramento Medical Center Expansion Project Draft EIR was available for public review and comment.
7. A public notice was posted with the Sacramento City Clerk's Office on March 28, 2006.
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 Planning Commission 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 Planning Commission which reviewed and considered the information therein prior to acting on the Kaiser South Sacramento Medical Center Expansion (P04-185), and they find that the EIR reflects the independent judgement 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:

Acoustics & Vibration Group, Noise Impact Study of Proposed Emergency Helicopter Addition to Kaiser South Sacramento Facility Compared to Noise Limits, December 8, 2004.

California Department of Transportation (Caltrans). Highway Design Manual. 2001.

Dowling Associates, Inc. Traffic Impact Analysis, South Shopping Center.
February 2005

Feer & Peers, Traffic Data for Kaiser South Sacramento Medical Center
Expansion Project, September 2005.

Institute of Transportation Engineers. Trip Generation, 7th Edition. 2003.

____. Trip Generation Handbook. March 2001.

Sacramento, City of. General Plan. Adopted January 19, 1988. Reflects City
Council Amendments Through September 2000.

____. Department of Public Works. Revised Guidelines for the Preparation of
Traffic Impact Analysis Study. January 2002.

____. General Plan Update Technical Background Report. June 2005.

____. General Plan Update Draft Environmental Impact Report. March 1987.

____. South Sacramento Community Plan. August 1986.

Sacramento City/County 2010 Bikeway Master Plan. September 1992.

Sacramento Area Council of Governments (SACOG). Metropolitan Transportation
Plan for 2025. 2002.

Sacramento Metropolitan Air Quality Management District (SMAQMD). Guide to
Air Quality Assessment in Sacramento County. July 2004.

Transportation Research Board. Highway Capacity Manual. 2000.

U.S. Department of Transportation, Federal Highway Administration, Manual of
Uniform Traffic Control Devices for Streets and Highways, 2003.

B. The Mitigation Monitoring Plan dated June 2006.

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. As required by PRC Section 21081(a)(2) and Section 15091(e), the administrative record of these proceedings is located, and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The Planning Director is the custodian of records for all matters before the Planning Commission.

III. FINDINGS OF FACT REGARDING THE ENVIRONMENTAL IMPACT REPORT FOR THE KAISER SOUTH SACRAMENTO MEDICAL CENTER EXPANSION (P04-185)

The Environmental Impact Report for the Kaiser South Sacramento Medical Center Expansion (P04-185), prepared in compliance with the California Environmental Quality Act, evaluates the potentially significant and significant adverse environmental impacts that could result from adoption of the project or alternatives to the project.

The project site is located within an existing Medical Center campus (of approximately 48.5 acres) at 6600 Bruceville Road, within the South Sacramento Community Plan area in the City and County of Sacramento. The site is bordered to the north by retail and commercial offices, to the south and west by multifamily residential land uses and a childcare center, and to the east by State Route (SR) 99. The site is identified as Assessor's Parcel Numbers (APNs) 117-0170-061, 117-0170-066, 117-0170-067, 117-0170-074 and 117-0170-075.

The proposed project would add seven structures totaling approximately 244,000 square feet to the project site, thereby increasing the entire Medical Center to approximately 793,500 square feet, as follows:

- An approximately 158,000-square-foot Hospital Tower (basement plus five levels above grade) south of the existing hospital building, containing 96 new medical surgery beds, 20 new intensive care beds, and 20 intensive care beds relocated from the existing hospital. Additionally, one existing medical surgery bed would be eliminated from the existing hospital, resulting in a total of 115 new hospital beds;
- A two-story, approximately 57,000-square-foot Outpatient Surgery Center (OSC) with a six-room surgery suite constructed west of the new Hospital Tower;
- A five-story approximately 882-space parking structure on the north side of the campus along Bruceville Road. In addition, surface parking lots on the west side of the campus would be constructed to maintain City and project sponsor parking requirements;
- An addition to the Central Utility Plant consisting of a new single-story approximately 6,000-square-foot chiller addition to support the hospital expansion;
- A single-story, 10,000-square-foot Emergency Department (ED) addition east of the existing ED for a Trauma Center;
- A two-story 15,000-square-foot addition to outpatient services on the west side of the existing medical office building (MOB) 1; and
- An emergency helicopter landing pad (Helipad) as part of the new Trauma Center.

The proposed Helipad would be constructed east of the proposed Trauma Center. The Helipad would be used to receive emergency (medevac) flights only and would likely receive no more than six emergency helicopter flights per month. Two potential flight paths would be used by incoming helicopters: (1) from the north, flying south above SR 99, over MOB 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.

The project includes several additional site upgrades: the realignment of segments of the campus ring road, the addition of dedicated pick-up and drop-off zones, the addition of ingress and egress drives, and the improvement of on-site way-finding.

The City of Sacramento has the authority to either approve or reject the project. The proposed project would require the following: Certification of Final Environmental Impact Report, adoption of CEQA findings, and approval of Mitigation Monitoring and Reporting Program; Special Permit (Major) Modification for proposed project; Special Permit for Helipad; Lot Line Adjustment to abandon easements that are no longer used or needed; and, Certification of OSC as built per OSHPD 3 requirements

Because the EIR indicates that implementation of the project (or project alternatives) would result in certain adverse impacts, the City is required under CEQA, and the State and City guidelines adopted pursuant thereto, to make certain findings with respect to these impacts. The required findings appear in the following sections of this document. This document lists all identified potentially significant and significant impacts of the project, as identified in the EIR. The following identifies the significant impacts that can be avoided due to implementation of mitigation measures and the significant impacts that cannot be avoided. These findings are supported by substantial evidence in the record of proceedings before the City as stated below.

1. SIGNIFICANT IMPACTS WHICH CAN BE AVOIDED

As authorized by Public Resources Code Section 21081 and Title 14, California Administrative Code § 15091(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental impacts identified in the EIR. The City further finds that these changes or alterations in the project are within the jurisdiction of the City to require, and that these measures are appropriate and feasible.

In this section of the Findings of Fact for the proposed Kaiser South Sacramento Medical Center Expansion Project, the City identifies the significant impacts that can be reduced through mitigation measures to a less-than-significant level. These mitigation measures are hereby incorporated into the description of the project and their implementation will be tracked through the Kaiser South Sacramento Medical Center Expansion Mitigation Monitoring Program.

These findings are supported by substantial evidence in the record of proceedings before the City as stated below.

1. **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.**

a. Potentially Significant Impact

Short-term air quality impacts are predicted to occur during project grading and construction. Short-term air quality analysis considers cumulative construction emissions of the activities associated with each improvement within the project areas. Temporary air emissions would result from the following activities:

- Particulate (fugitive dust) emissions from grading for the parking lot and building construction; and
- Exhaust emissions from the construction equipment, motor vehicles of the construction crew, use of off-site areas for employee parking, and

traffic delays in accessing parking lots.

b. Facts in Support of Finding

The potentially significant impact listed above would be reduced to a less-than-significant level with the following mitigation measures provided in the Kaiser South Sacramento Medical Center Expansion EIR:

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 shall be implemented during construction:

- 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, all material shall be covered, effectively wetted to limit visible dust emissions, or maintained with at least six 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 stabilizer or suppressant;
- 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 one 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.

Mitigation Measure 3.2-1b: To reduce nitrogen oxides (NO_x) and visible emissions from heavy-duty diesel equipment, the following measures shall be implemented prior to and during construction:

- 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 reduction compared to the most recent California Air Resources Board (CARB) fleet average at the time of construction; and the project sponsor 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 the 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.

- 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 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.

- The primary contractor shall be responsible for ensuring that all heavy-duty equipment is properly tuned and maintained, in accordance with manufacturers' specifications.

2. **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.**

a. Potentially Significant Impact

The intersection above would be significantly impacted with the additional traffic generated by the proposed project, based on the City's significance criteria.

b. Facts in Support of Finding

The potentially significant impact listed above would be reduced to a less-than-significant level with the following mitigation measures provided in the Kaiser South Sacramento Medical Center Expansion EIR:

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.

3. **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.**

a. Potentially Significant Impact

The intersection above would be significantly impacted with the additional traffic generated by the proposed project, based on the City's significance criteria.

b. Facts in Support of Finding

The potentially significant impact listed above would be reduced to a less-than-significant level with the following mitigation measures provided in the Kaiser South Sacramento Medical Center Expansion EIR:

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 approach left-turn and through movements to match projected traffic demands.

4. **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.**

a. Potentially Significant Impact

The intersection above would be significantly impacted with the additional traffic generated by the proposed project, based on the City's significance criteria.

b. Facts in Support of Finding

The potentially significant impact listed above would be reduced to a less-than-significant level with the following mitigation measures provided in the Kaiser South Sacramento Medical Center Expansion EIR:

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

5. **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).**

a. Potentially Significant Impact

The intersection above would be significantly impacted with the additional traffic generated by the proposed project, based on the City's significance criteria.

b. Facts in Support of Finding

The potentially significant impact listed above would be reduced to a less-than-significant level with the following mitigation measures provided in the Kaiser South Sacramento Medical Center Expansion EIR:

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.

6. **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).**

a. Potentially Significant Impact

The intersection above would be significantly impacted with the additional traffic generated by the proposed project, based on the City's significance criteria.

b. Facts in Support of Finding

The potentially significant impact listed above would be reduced to a less-than-significant level with the following mitigation measures provided in the Kaiser South Sacramento Medical Center Expansion EIR:

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.

2. **SIGNIFICANT IMPACTS WHICH CANNOT BE AVOIDED**

Finding - The City finds that, where feasible, the changes or alterations have been required in, or incorporated into, the Project which reduce the significant environmental impacts listed below as identified in the EIR. However, specific economic, legal, social, technological, or other considerations, make infeasible the mitigation measures or project alternatives to reduce the following impacts to a less-than-significant level. This finding is supported by evidence in the record of the proceeding before the City including the Draft and Final EIR prepared for this project and the General Plan for the City of Sacramento and the associated EIR. All available, reasonably feasible mitigation measures identified in the EIR are employed to reduce the magnitude of the impacts, even if the reduction is not to a less-than-significant level. Also incorporated into this section are the findings of facts stated in Section III that reject the No Project Alternative for failure or infeasibility to mitigate the potential effect while achieving the basic objectives of the project.

1. 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.

a. Significant and Unavoidable Impact

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 exceed the storage capacity of the ramps during the AM and PM peak hours. The proposed project would not cause the merge/diverge to worsen the freeway level of service; however, the project would add traffic to the freeway mainline within the study area.

b. Facts in Support of Finding

No feasible mitigation measure has been identified that would reduce the impact of the project on SR 99. Widening the freeway between Mack Road and Florin Road would reduce the impact but is not considered feasible. Therefore, the project impact would remain significant and unavoidable.

2. 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.

a. Significant and Unavoidable Impact

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 exceed the storage capacity of the ramps during the AM and PM peak hours. The proposed project would not cause the merge/diverge to worsen the freeway level of service; however, the project would add traffic to the freeway mainline within the study area.

b. Facts in Support of Finding

No feasible mitigation measure has been identified that would reduce the impact of the project on SR 99. Widening the freeway between Mack Road and Calvine Road/Cosumnes River Boulevard would reduce the impact, but is not considered feasible. Therefore, the project impact would remain significant and unavoidable.

3. Impact 3.3-8: SR 99 North of Mack Road – Year 2025 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.

a. Significant and Unavoidable Impact

The proposed project would not cause the traffic queue at the traffic signals at the northbound and southbound Mack Road/Bruceville Road and Cosumnes River Boulevard/Calvine Road off-ramps to exceed the storage capacity of the ramps during the AM and PM peak hours. The proposed project would not cause the merge/diverge to worsen the freeway level of service; however, the project would add traffic to the freeway mainline within the study area.

b. Facts in Support of Finding

No feasible mitigation measure has been identified that would reduce the impact of the project on SR 99. Widening the freeway between Mack Road and Florin Road would reduce the impact but is not considered feasible. Therefore, the project impact would remain significant and unavoidable.

4. Impact 3.3-9: SR 99 South of Mack Road – Year 2025 Plus-Project Conditions – The proposed project would add traffic to southbound mainline SR 99, which is operating at an unacceptable LOS F during the PM peak hour.

a. Significant and Unavoidable Impact

The proposed project would not cause the traffic queue at the traffic signals at the northbound and southbound Mack Road/Bruceville Road and Cosumnes River Boulevard/Calvine Road off-ramps to exceed the storage capacity of the ramps during the AM and PM peak hours. The proposed project would not cause the merge/diverge to worsen the freeway level of service; however, the project would add traffic to the freeway mainline within the study area.

b. Facts in Support of Finding

No feasible mitigation measure has been identified that would reduce the impact of the project on SR 99. Widening the freeway between Mack Road and Calvine Road/Cosumnes River Boulevard would reduce the impact, but is not considered

feasible. Therefore, the project impact would remain significant and unavoidable.

3. REJECTION OF ALTERNATIVES

CEQA mandates that every EIR evaluate a no-project alternative, plus a range of alternatives to the project or its location. Alternatives provide a basis of comparison to the project in terms of beneficial, significant, and unavoidable impacts. This comparative analysis is used to consider reasonable feasible options for minimizing environmental consequences of a project. For the reasons documented in the EIR and summarized below, the City finds that approval and implementation of the project as approved is appropriate, and rejects each one and any combination of project alternatives. The evidence supporting these findings is presented in the Draft EIR.

A. Alternative A: No Project /No Development Alternative

Section 15126.6(e) of the CEQA Guidelines requires an EIR to analyze the No-Project Alternative to allow decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the project. The No Project Alternative would result in the Medical Center remaining at its current size and providing the same services.

Finding

Specific economic, social, or other considerations make infeasible the No Project/No Development Alternative identified in the EIR and described above.

Facts in Support of Finding

- 1) Under this Alternative, the environmental impacts from the project site would be less than the proposed project. However, use of the existing Medical Center would continue to increase as the community's population grows, and traffic and subsequent air quality impacts could occur over time.
- 2) Significant effects of the proposed project are acceptable when balanced against this alternative and the facts set forth in the Statement of Overriding Considerations.

B. Reduced Intensity/Single Tower Alternative

The Reduced-Intensity Alternative would reduce the number of new hospital beds on the project site by decreasing the height of the Hospital Tower by one floor (approximately 27,000 square feet). The reduced Hospital Tower would total approximately 131,000 square feet, with 72 medical/surgery beds, ten new intensive care beds, and ten relocated intensive care beds. This represents a reduction of 17 percent of the proposed size of the Hospital Tower and 11 percent of the overall project.

The Outpatient Surgery Center (OSC), Emergency Department (ED) addition, Helipad, and other proposed project elements would remain the same in order to meet the project objectives.

Finding

Specific economic, social, or other considerations make infeasible the Reduced Intensity/Single Tower Alternative identified in the EIR and described above.

Facts in Support of Finding

- 1) The Reduced-Intensity Alternative would have slightly reduced air quality impacts, compared to the proposed project. Short-term construction impacts would be slightly reduced with one less floor to construct on the Hospital Tower. Long-term operational impacts on ozone precursors would be reduced since fewer vehicle trips would be generated by the Hospital Tower. Additionally, air quality impacts from stationary sources would be slightly less than the proposed project because the heating, ventilating, and air conditioning and other equipment would heat and cool one less floor of the Hospital Tower. The impacts on air quality with this alternative would continue to be potentially significant, although mitigation measures would reduce those impacts to a less than significant level.

According to the project site plan, three driveways would provide access to the site. These driveways would not change with the Reduced-Intensity Alternative. The driveways are described below.

- Bruceville Road at Alta Valley Way Driveway – An existing full-access driveway located on Bruceville Road at the Bruceville Road/Alta Valley Way intersection.
- Bruceville Road Driveway – The existing emergency center access located on Bruceville Road, approximately 670 feet north of the Bruceville Road/Wyndham Drive intersection, which provides full access to and from the project site.
- Wyndham Drive Driveway – An existing full-access driveway on Wyndham Drive, 430 feet west of the Wyndham Drive/Arroyo Vista Drive intersection, which is planned to be closed with construction of the proposed project and would be replaced by a full-access driveway at the Wyndham Drive/Arroyo Vista Drive intersection.

- 2) Trip generation rates published in Trip Generation, 7th Edition, Institute of Transportation Engineers (2003), were used to estimate the project alternative trip generation. Vehicle Trip Generation Comparison for Proposed Project and Reduced-Intensity

Alternative) shows that the number of trips generated by the proposed project was calculated to be 453 AM peak-hour trips and 559 PM peak-hour trips. The trip generation for the Reduced-Intensity Alternative was calculated to be 409 AM peak-hour trips and 506 PM peak-hour trips. According to ITE, the Reduced-Intensity Alternative would generate approximately ten percent fewer trips than the proposed project. Thus, traffic impacts from the Reduced-Intensity Alternative would be slightly less than those expected with construction of the proposed project. While the Reduced-Intensity Alternative would result in fewer vehicle trips, the impacts on neighboring intersections, roadways and freeways would continue to be significant and unavoidable.

- 3) Significant effects of the proposed project are acceptable when balanced against this alternative and the facts set forth in the Statement of Overriding Considerations.

C. Environmentally Superior Alternative

CEQA requires an EIR to identify the “environmentally superior alternative,” which is the alternative that would result in the fewest or least significant environmental impacts. Table 4-2 (Comparative Analysis of the Environmental Impacts of the Proposed Project and the Project Alternatives) summarizes and compares the anticipated impacts of the proposed project and each of the project alternatives.

Table 4-2. Comparative Analysis of the Environmental Impacts of the Proposed Project and the Project Alternatives

Environmental Issue	Proposed Project	No Project Alternative	Reduced Intensity Alternative
Air Quality	LSIM	NI	LSIM (-)
Transportation and Circulation	PSI	NI	PSI (-)

PSI = Potentially Significant Impact.

LSIM = Less Than Significant Impact with Mitigation.

LSI = Less Than Significant Impact.

NI = No Impact.

(+) = Level of impact is more severe than that of the proposed project.

(-) = Level of impact is less severe than that of the proposed project.

Finding

Specific economic, social, or other considerations make infeasible the Environmentally Superior Alternative identified in the EIR and described above.

Facts in Support of Finding

- 1) According to Table 4-2, the No-Project Alternative would be considered the environmentally superior alternative. However, if the No-Project Alternative is identified as the environmentally superior alternative, then CEQA requires that another alternative be chosen as the environmentally superior alternative. Therefore, based on the above analysis, the Reduced-Intensity Alternative would be considered the environmentally superior alternative. This alternative would have less of an impact on traffic and air quality than the proposed project; however, significant impacts on transportation and circulation would occur, regardless of the size of the project. Also, the Reduced-Intensity Alternative would not meet the project's objectives to serve the needs of the growing South Sacramento community through the year 2018.
- 2) Significant effects of the proposed project are acceptable when balanced against this alternative and the facts set forth in the Statement of Overriding Considerations.

IV. STATEMENT OF OVERRIDING CONSIDERATIONS

Notwithstanding disclosure of the significant impacts and the accompanying mitigation, the City has determined pursuant to Section 15093 of the CEQA Guidelines that the benefits of the project outweigh the adverse impacts, and the proposed project shall be approved.

With reference to the above findings and in recognition of those facts which are included in the record, the City has determined that the proposed project would contribute to the environmental impacts which are considered significant and adverse, as disclosed in the EIR prepared for the proposed project.

Under CEQA, the City must balance the benefits of the Project against its unavoidable environmental risks in determining whether to approve the Project. If the benefits of a Project outweigh the unavoidable adverse effects, those effects may be considered "acceptable" (CEQA Guidelines Section 15093[a]). However, CEQA requires the City to support, in writing, the specific reasons for considering a Project acceptable when significant impacts are unavoidable. Such reasons must be based on substantial evidence in the EIR or elsewhere in the administrative record (CEQA Guidelines Section 15093[b]). Those reasons are provided below as the "Statement of Overriding Considerations."

The City finds that the economic, social, or other benefits of the Project outweigh the unavoidable environmental impacts and that the Alternatives are rejected based upon the following legal, environmental, social, technological and other considerations.

The City specifically finds, and therefore makes this Statement of Overriding Considerations, that as a part of the process of obtaining project approval, all significant effects on the environment with implementation of the Proposed Project have been eliminated or substantially lessened where feasible. Furthermore, the City has determined that any remaining significant

effects on the environment found to be unavoidable are acceptable due to the overriding considerations described below:

1. The Kaiser South Sacramento Medical Center Expansion will add seven structures totaling approximately 244,000 square feet to the project site, thereby increasing the entire Medical Center to approximately 793,500 square feet.
2. The Kaiser South Sacramento Medical Center Expansion will: Increase the total number of hospital beds to approximately 277; Increase parking spaces to meet the growing needs of staff, patients and visitors; Increase the energy capacity of the facility and ensure adequate backup for emergency power; Expand the Emergency Department (ED) to meet community needs and regulatory requirements; Provide greater trauma services through the expanded ED, additional outpatient services and Helipad; Expand the Outpatient Surgery Center (OSC) to meet the growing needs of community; and, Improve traffic circulation on-site by adding dedicated pick-up and drop-off zones, easing congestion and improving on-site way-finding.
3. The Kaiser South Sacramento Medical Center Expansion project will provide quality health care that can meet the needs of the growing South Sacramento community through the year 2018.

Exhibit 1C -- Mitigation Monitoring Plan

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.

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
Impact Noise-2: Operation of the proposed project would result in long-term noise impacts on sensitive receptors.	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
	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

	<p>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</p>	<p>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.</p>	<p>Project sponsor</p>	<p>Prior to issuance of building permits</p>	<p>City of Sacramento, Building Division</p>
<p>June 2006 Page 10-3 June 2006 Page 10-4 June 2006 Page 10-5 June 2006 Page 10-6 June 2006 Page 10-7 June 2006 Page 10-8 June 2006 Page 10-9</p>					
<p>Impact</p>	<p>Mitigation Measure 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.</p>	<p>Action</p>	<p>Implementing Party</p>	<p>Timing</p>	<p>Monitoring Party</p>
	<p>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.</p>	<p>Project sponsor submits plans detailing helicopter flight paths and the location of departments within the Hospital Tower for review and approval.</p>	<p>Project sponsor</p>	<p>Prior to issuance of building permits</p>	<p>City of Sacramento, Development Services Department</p>
<p>Initial Study Section 14 Cultural Resources</p>					

<p>Impact Cultural Resources-1: Construction of the proposed project may result in impacts to unknown or undiscovered cultural resources.</p>	<p>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.</p>	<p>Contractor stops work; qualified archaeologist and Native American Heritage Commission representative develop mitigation measures as necessary.</p>	<p>Project sponsor</p>	<p>During construction</p>	<p>City of Sacramento, Development Services Department; Native American Heritage Commission</p>
<p>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).</p>	<p>Contractor stops work and notifies County Coroner's office; Native American Heritage Commission and identified descendants notified and recommendations made as necessary.</p>	<p>Project sponsor</p>	<p>During construction</p>	<p>City of Sacramento, Development Services Department; County Coroner; Native American Heritage Commission</p>	
<p>Impact Draft EIR Section 3.2 Air Quality</p>	<p>Mitigation Measure</p>	<p>Action</p>	<p>Implementing Party</p>	<p>Timing</p>	<p>Monitoring Party</p>

<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: • 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>	<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>
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	<p>Mitigation Measure 3.2.1b: To reduce nitrogen oxides (NOx) and visible emissions from heavy-duty diesel equipment, the following measures would be implemented prior to and during construction: • 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 NOx reduction and 45-percent particulate</p>	<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>
<p>Impact</p>	<p>Mitigation Measure</p>	<p>Action</p>	<p>Implementing Party</p>	<p>Timing</p>	<p>Monitoring Party</p>

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>stabilizer or suppressant; • 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</p> <ul style="list-style-type: none"> • The extent of areas simultaneously subject to excavation and grading shall be limited, wherever possible, to the minimum area feasible. 				

	<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 in 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. * 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>	<p>Project sponsor submits inventory for review. Project sponsor submits construction time line and project manager and foreman information. Project sponsor makes repairs and notifies City and SMAQMD as necessary.</p>	<p>Project sponsor Project sponsor Project sponsor</p>	<p>Monthly during construction At least 48 hours prior to use of subject heavy-duty off-road equipment. Within 48 hours of identification of noncompliant equipment</p>	<p>City of Sacramento, Building Division City of Sacramento, Building Division, SMAQMD City of Sacramento, Building Division, SMAQMD</p>
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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. • The primary contractor shall be responsible for ensuring that all heavy-duty equipment is properly tuned and maintained, in accordance with manufacturers' specifications.</p>	<p>Project sponsor visually surveys in-operation equipment and submits summary for review. City conducts periodic field inspections during construction.</p>	<p>Project sponsor City of Sacramento, Building Division</p>	<p>Surveys at least once a week; reports monthly During construction</p>	<p>City of Sacramento, Building Division; SMAQMD City of Sacramento, Building Division; City of Sacramento Building Inspector</p>
<p>Draft EIR Section 3.3 Transportation and Circulation 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, Engineering and Department of Transportation</p>

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
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	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	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, Engineering and Department of
Intersection from LOS C to LOS D during the PM peak hour.	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, 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, Engineering and Department of Transportation

<p>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).</p>	<p>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.</p>	<p>Project sponsor restripes off-ramp and provides funding to adjust traffic signal timing.</p>	<p>Project sponsor</p>	<p>Prior to the completion of Phase 3B</p>	<p>City of Sacramento, Department of Development Services, Engineering and Department of Transportation</p>
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