Sutter Medical Center, Sacramento

Technical Appendices

for the

Sutter Medical Center, Sacramento (SMCS) Project and the Trinity Cathedral Project

Draft Environmental Impact Report (EIR)

Volume II

Prepared for
City of Sacramento

Prepared by
EIP Associates

July 2005

Technical Appendices
Environmental Impact Report (EIR) for the Sutter Medical Center, Sacramento (SMCS) Project and the Trinity Cathedral Project

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Appendix A Notice of Preparation (NOP) (October 2003)

PLANNING AND BUILDING DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
ROOM 300
SACRAMENTO, CA
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PLANNING DIVISION

ENVIRONMENTAL PLANNING SERVICES
916-264-1909
FAX 916-264-5328

DATE: October 1, 2003

TO: Interested Persons

FROM: Jim Regan-Vienop, Planning and Building Department

SUBJECT: **NOTICE OF PREPARATION FOR AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE *SUTTER MEDICAL CENTER, SACRAMENTO (SMCS), MASTER PLAN PROJECTS***

PUBLIC REVIEW PERIOD: **This NOP is being released for a 30-day public comment period. The comment period is from October 1, 2003 through October 30, 2003.**

The City of Sacramento, Planning and Building Department will be the *Lead Agency* for the preparation of an Environmental Impact Report (EIR) for the Sutter Medical Center, Sacramento, Master Plan projects (Proposed Projects). The California Environmental Quality Act (CEQA) Guidelines, section 15082, states that once a decision is made to prepare an EIR, the lead agency must prepare a Notice of Preparation (NOP) to inform all responsible and trustee agencies of that decision. The purpose of the NOP is to provide responsible and trustee agencies, as well as interested parties, with sufficient information describing the Proposed Project's and their potential environmental effects to enable them to make a meaningful response as to the scope and content of the information to be included in the EIR.

This NOP is being released to provide an opportunity for agencies and the public to comment on the range of issues that should be evaluated in the EIR for the Proposed Projects. The responses to this NOP will help the City of Sacramento determine the scope of the EIR and ensure an appropriate level of environmental review.

The project description and location as well as a description of the probable environmental effects are contained in this NOP.

Due to the time limits mandated by State law, your response must be sent during the 30-day public comment period, which runs from October 1 through close of business on October 30, 2003. Please send any comments to Jim Regan-Vienop, City of Sacramento, Planning and Building Department, 1231 I Street, Room 300, Sacramento, CA 95814.

1.	Project Title:	Sutter Medical Center, Sacramento, Master Plan Projects
2.	Lead Agency Name and Address:	City of Sacramento Planning and Building Department 1231 I Street, Room 300 Sacramento, CA 95814
3.	Contact Person and Phone Number:	Jim Regan-Vienop (916) 264-7856
4.	Project Location:	City of Sacramento
5.	Project Sponsor's Name and Address:	Sutter Health, Sacramento Sierra Region 2800 L Street Sacramento, CA 95816
6.	General Plan Designation:	Regional Commercial & Office (RCO), Public/Quasi-Public Miscellaneous (PQPM), High Density Residential (HDR)
7.	Zoning:	Hospital (H-SPD), General Commercial (C2-SPD) Office Zone (OB-SPD), General Commercial (C-2-S RPD) Multi-family Residential (R-3A-SPD)
8.	Description of Project:	See Attached
9.	Surrounding Land Uses and Setting:	See Attached

10. Other Public Agencies Whose Approval is Required:
County of Sacramento, Environmental Health Department - will issue permits for kitchen facilities.
Caltrans Division of Aeronautics - Approval of flight path and helistop location.
Department of Health Services (DHS) - will issue license to operate for New Hospital.
Office of Statewide Health Planning and Development (OSHPD) - will issue building permit for the New Hospital.

PROJECT BACKGROUND

The project applicant is Sutter Medical Center, Sacramento (SMCS). SMCS is a component of the Sutter Health System (Sutter Health), a not-for-profit community-based health care system that operates hospitals, specialized facilities, clinics and related facilities throughout Northern California. The project goal is to consolidate all acute care facilities run by SMCS, which includes Sutter General Hospital, into one "Campus" in Midtown Sacramento in order to better meet Sacramento's growing healthcare needs and to comply with the requirements of Senate Bill (SB) 1953.[1]

In June 2000, SMCS commissioned an internal planning process that resulted in a decision to consolidate services presently provided by Sutter Memorial Hospital in East Sacramento into Sutter General Hospital and to build new hospital facilities to create a "Campus". It was determined that Sutter Memorial Hospital was non-compliant in several key areas with regard to the requirements of SB 1953 and that the facility could not be cost-effectively renovated to meet current standards. Therefore, the decision was made to close Sutter Memorial Hospital (SMH) and create a medical campus around SMCS-owned land including the existing Sutter General Hospital and Buhler Building (Sutter Cancer Center). A consolidated SMCS Campus would integrate Sutter's delivery of health care services in one location and offer opportunities for specialized healthcare services that meet the needs of the community. At present there are no plans for the future reuse of SMH. The reuse of SMH is not part of the Sutter Medical Center, Sacramento, Master Plan Projects. If, and when, the City receives an application to reuse the SMH site a separate environmental analysis would be conducted at that time.

To guide future development of the SMCS campus, SMCS is in the process of preparing the Sutter Medical Center, Sacramento, Master Plan (Master Plan). The Master Plan will guide future development of medical facilities in a manner that is responsive to the community. The Master Plan includes specific projects to be carried out by SMCS, additionally some components to be included within the Master Plan are separate projects being developed by an entity other than SMCS and will be analyzed in their own CEQA documents; others do not require City planning and/or development entitlements to move forward.

MASTER PLAN

The Master Plan addresses a geographic area that is roughly bounded by 26th Street to the west, N Street to south, K Street to the north, and 30th Street to the east, shown in Figure 1. The Master Plan addresses property owned by SMCS throughout the seven-block area adjacent to the existing Sutter General Hospital located at 28th and L Streets in Midtown Sacramento. Included within the boundaries of the Master Plan are some parcels of land not owned by SMCS. The proposed uses of these parcels will also be identified in the Master Plan. The Master Plan outlines the vision for the medical campus as part of an "urban village". The Master Plan includes detail relating to development of necessary structures and remodeling existing buildings, parking facilities, utilities, and circulation as well as enhancements to the existing landscaping, lighting and signage within the area.

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1 SB1953, enacted in 1999, requires all General Acute Care Hospitals in the State of California meet or exceed specific Seismic Design Standards within a specified timetable in order to remain licensed and in operation.

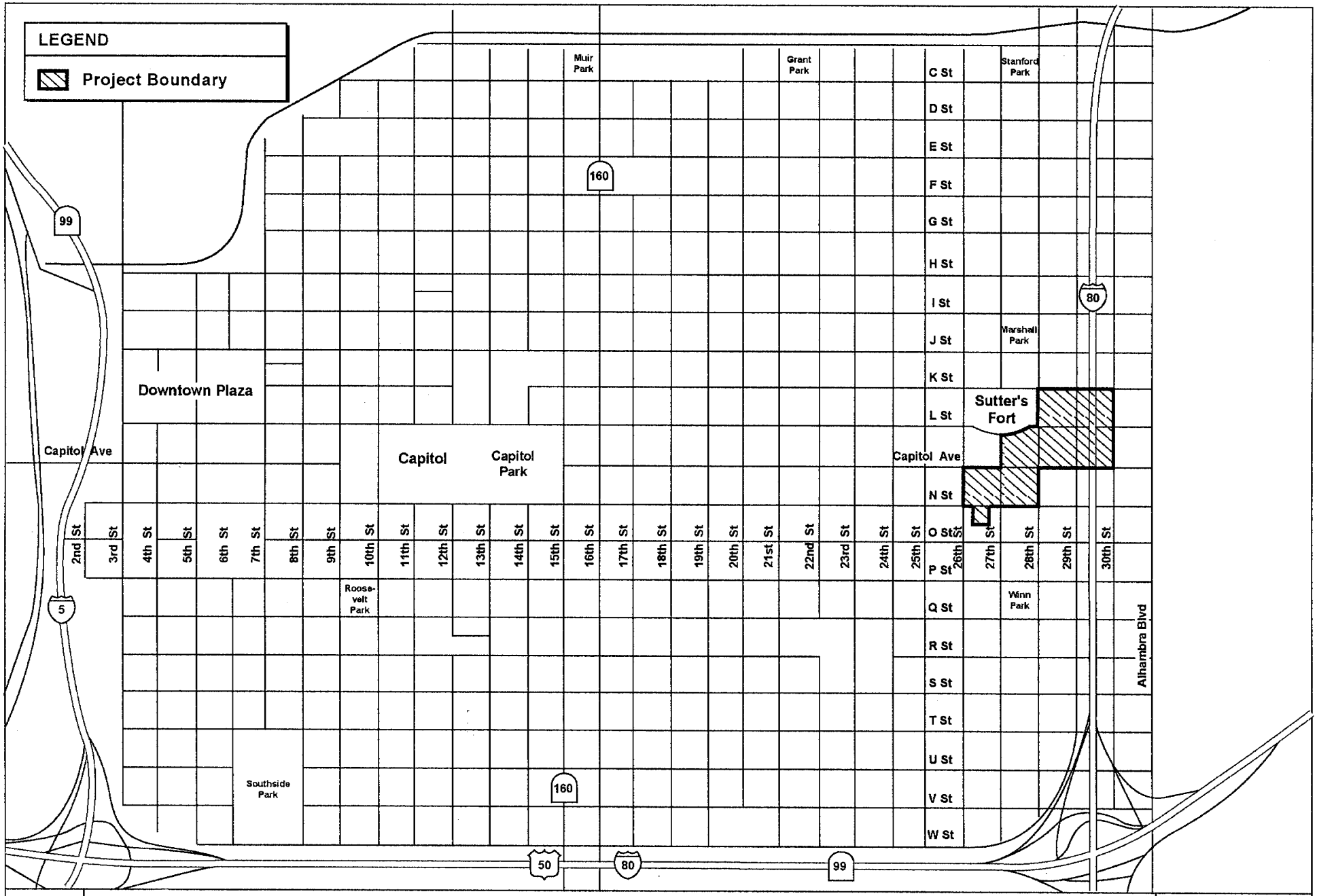


FIGURE 1
Project Site Boundaries

10828-00

Source: EIP Associates, 2003.

Sutter Medical Center, Sacramento

Not to Scale

EIP ASSOCIATES

Preparation of a Master Plan is not an entitlement required by the City of Sacramento and will not be reviewed or "approved" by the City. In addition, some of the components included within the Master Plan do not require formal City action (i.e., discretionary approval); therefore, these components will not be included as part of the project to be analyzed in the EIR, although any impacts they may have will be described in the EIR. The construction of new facilities that require specific planning or building entitlements from the City of Sacramento and will entail Planning Commission review and City Council approval constitute the "Proposed Projects" for the purposes of the EIR analysis, as defined by the CEQA Guidelines.

Master Plan Projects Addressed at a Project-Specific Level in the EIR

The Master Plan includes the following development projects for which the applicant (SMCS) seeks City approval. The following projects, collectively, are referred to as the Proposed Project. These specific projects will be addressed at a project level analysis in the EIR:

- A new 8-story (plus one level below grade), 385,400 square foot (sf) Women's and Children's Hospital building (New Hospital Building) located on the half block immediately east of the existing Buhler Building (Sutter Cancer Center) at 28th and L Streets;

- A new 5-story (plus one level below grade), 150,000 sf Ambulatory Services/Medical Office building (AS/MOB) located west of the Buhler Building along 28th Street, between L Street and Capitol Avenue;

- A new 7-story (plus one level below grade), 1,100 maximum space parking structure (Community Parking Structure) to be located in the block bounded by 27th Street to the west, Capitol Avenue to the north, 28th Street to the east, and N Street to the south;

- Demolition and rebuilding of the approximately 70,000 sf St. Luke's Medical Office Building located at the corner of 26th Street and Capitol Avenue and either enhancements to the 249-space parking garage located on N Street between 26th and 27th Streets, or, if it is found not to be structurally sound, the parking structure demolition and rebuilding of the parking structure to meet current city parking standards.

- A minimum of 32 residential units with a potential maximum of 50 units fronting, or "wrapping", the proposed Community Parking Structure;

- Utility infrastructure improvements to bring water and sewer lines, storm drainage, and underground electrical up to code and to address existing substandard conditions.

Construction Timing/Phasing

It is anticipated project construction would begin in December 2004 and be completed by late 2008. However, this schedule is very preliminary and subject to change as the project moves forward. The following provides a breakdown of the anticipated construction schedule for each of the projects. The AS/MOB and St. Luke's Medical Office Building would begin construction in December 2004 and be completed by spring 2006. It is anticipated the Community Parking Structure and associated housing would start construction in early spring 2005 and be completed by spring 2006 and construction of the

New Hospital Building would start in fall 2005 and be completed by late 2008. Installation of required utilities would occur during construction of each project and would occur between 2004 and 2008.

Number of Employees

Development of the New Hospital Building, AS/MOB, and the St. Luke's medical office building would increase employment within the SMCS Campus. Currently there are a total of 1,252 employees within the Sutter campus, which includes Sutter General Hospital, the Buhler Building and other Sutter medical offices in the area. The Proposed Projects would result in a total of 2,593 employees, an increase of 1,341 employees. Table 1 provides a detailed analysis of jobs by building.

TABLE 1

EXISTING AND PROPOSED SMCS EMPLOYEES

Existing Number of Employees						
Shifts[1]	**SGH/BB**	**MTI[2]**	**NHB**	**ASMOB**	**St. Luke's**	**Total**
Day	891	15				**906**
Evening	221					**221**
Night	125					**125**
Total	**1,237**	**15**	0	0	0	**1,252**
Proposed Number of New Employees						
Day	860		695	130	110	1,795
Evening	221		307	0	0	528
Night	125		145	0	0	270
Total	**1,206**	**0**	**1,147**	**130**	**110**	**2,593**

Notes:
1. Day shift is from 7am to 3pm; evening shift is from 3pm to 11pm; night shift is from 11pm to 7am.
2. The MTI buildings are slated to be removed as part of the project.
SGH = Sutter General Hospital
BB = Buhler Building
MTI = Medical office buildings owned by Sutter
NHB = New Hospital Building
Source: SMCS, September 2003.

Master Plan Projects Addressed at a Programmatic Level in the EIR

The Master Plan includes proposed retail uses and a theater on Sutter-owned land in the same block as the Community Parking Structure. It is anticipated that the proposed retail and theater uses would be developed by entities other than SMCS and that they would be subject to additional environmental review during the processing of development entitlements. Because these uses are on Sutter-owned land the EIR will include a programmatic analysis of their impacts.

A more detailed description of these projects is included starting on page 8 of this NOP.

Master Plan Projects Addressed in the Cumulative Analysis

The following projects are described in the Master Plan but do not require any specific discretionary planning or development entitlements from the City. The effects of these projects will be considered in the cumulative analysis in the EIR.

The Master Plan projects that do not require discretionary approval or entitlements include:

- Internal renovation of the existing Sutter General Hospital building and the Buhler Building (Sutter Cancer Center).

- Restriping existing staff and visitor SMCS parking under the Capital City Freeway (north and south lots) between K Street and Capitol Avenue to more efficiently use existing parking facilities, which may add additional parking spaces.

In addition, a proposed demolition/rebuild of the Trinity Cathedral is a separate project included in the Master Plan. It will be developed by an entity other than SMCS and will be subject to a separate environmental review process. The impacts associated with the potential demolition and rebuilding of Trinity Cathedral will be evaluated in the cumulative impacts section of the EIR.

PROJECT LOCATION

The Master Plan area (see Figure 1) is referenced as the Proposed Projects site for the purposes of the EIR. The sites are located in the Midtown area of the City of Sacramento within the Central City District and the Winn Park-Capitol Avenue Neighborhood. The Central City District includes the area bounded by the American River to the north, Broadway to the south, the Sacramento River to the west, and Alhambra Boulevard to the east. The project site includes elements on a total of seven (7) blocks including: the existing Sutter General Hospital bounded by K Street to the north, L Street to the south, 29th Street to the east, and 28th Street to the west; the approximately ¾ of a block that includes the existing Buhler Building and surface parking lot bounded by L Street to the north, 29th Street to the east, Capitol Avenue to the south, and 28th Street to the west; the approximately ½ of a block located along the west side of 28th Street between L Street and Capitol Avenue; the approximately ¾ of a block bounded by Capitol Avenue to the north, 28th Street to the east, N Street to the south and 27th Street to the west; and approximately ½ block located along the west and south side bounded by Capitol Avenue to the North, N Street to the South, 26th and 27th Streets; and the existing parking lots located under the Capitol City Freeway between K Street and Capitol Avenue, 29th and 30th Streets (see Figure 1). Business 80, which runs parallel to and in between 29th Street and 30th Street, is elevated above the parking lots located along the eastern boundary of the project site.

Table 2 identifies each project parcel, assessor's parcel number, date of construction, height and size of any existing or proposed structure, current use, disposition, underlying zoning, and proposed use for each parcel.

ADJACENT USES

Because the project sites are made up of a number of city blocks and partial blocks, there are many adjacent uses in the area, as presented in Figure 2. The adjacent uses include the historic Sutter's Fort State Historic Park, the historic Old Tavern Building, a mix of commercial and professional office buildings, Regional Transit Bus Service Center, older two and three story Victorian homes, more modern apartment complexes, including a senior housing complex, other residential uses, and two churches (Trinity Cathedral and Pioneer Church) (see Figure 2).

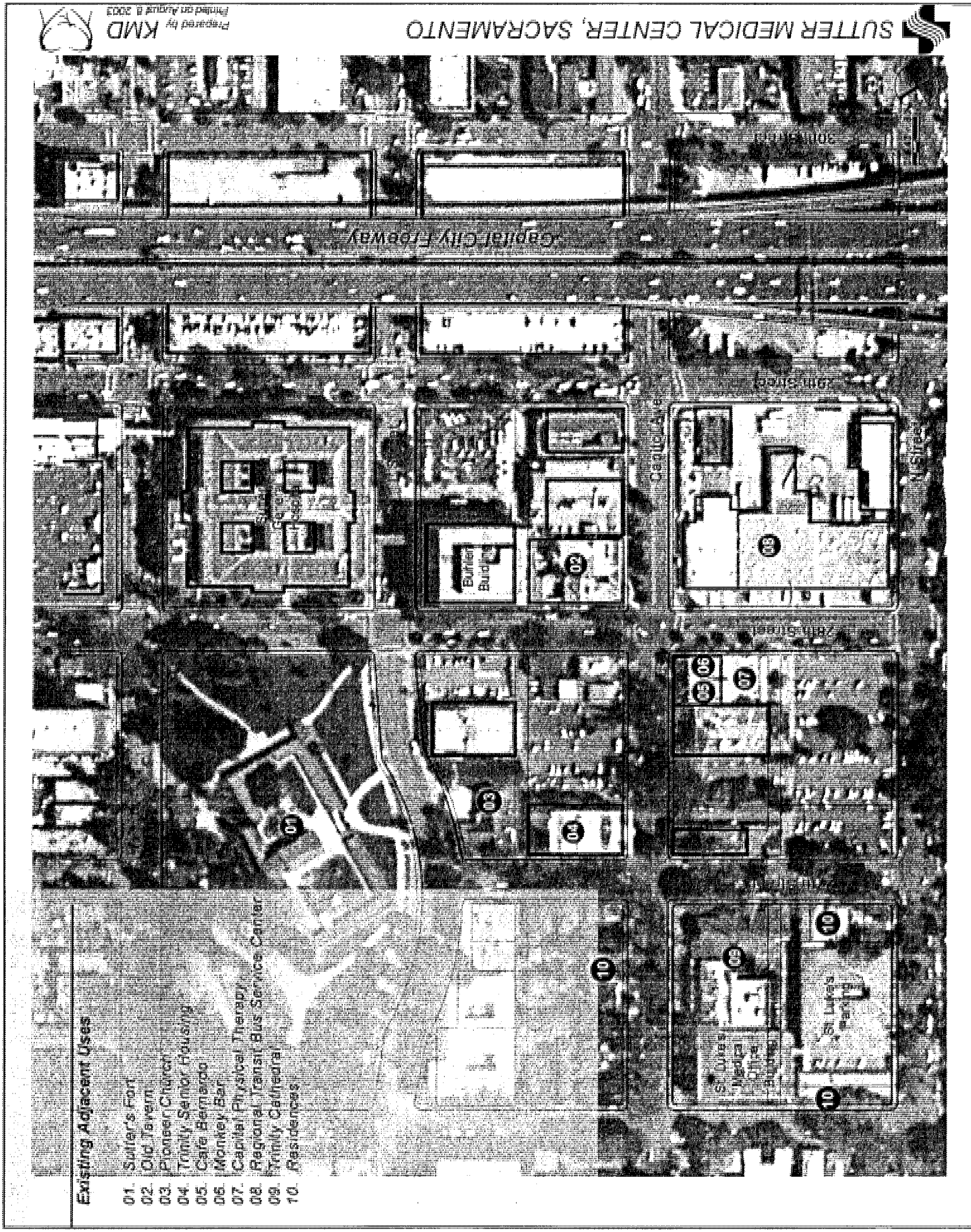

SUTTER MEDICAL CENTER, SACRAMENTO
Prepared by KMD
Printed on August 8 2003
Capital City Freeway
Capitol Ave
N Street
Existing Adjacent Uses
01. Sutter's Fort
02. Old Tavern
03. Pioneer Church
04. Trinity Senior Housing
05. Cafe Bernardo
06. Monkey Bar
07. Capital Physical Therapy
08. Regional Transit Bus Service Center
09. Trinity Cathedral
10. Residences

FIGURE 2

Two significant historic structures are located immediately adjacent to the project site: Sutter's Fort State Historic Park (Sutter's Fort) and the Old Tavern Building. Sutter's Fort is located between K and L Streets, 26th and 28th Streets, west of the existing Sutter General Hospital. Sutter's Fort is a replica of the original fort erected by Swiss immigrant John Sutter in 1839. Sutter's Fort is located on the original site of the fort constructed by John Sutter in 1839; however, by 1850 the fort was deserted and had fallen into disrepair. Restoration of the fort began in 1891 and was completed in 1893. Sutter's fort was donated to the State of California and became a part of the California State Park system in 1947. Sutter's Fort is the oldest restored fort in the United States. Sutter's Fort was listed on the National Register of Historic Places in 1966.

The Old Tavern building is located at the southwest corner of the block bounded by Capitol Avenue and 28th Street. The Old Tavern building was first constructed in 1849 and was used as a brewery and tavern for many years. The building has been remodeled numerous times since 1922 but still represents the best example within the City of Sacramento of the English Period Revival style. The building currently houses first and second story office space along with a ground-floor restaurant and retail uses. The building is on the National Register of Historic Places. Under the Master Plan, the Old Tavern building will be preserved.

Adjacent to St. Luke's Medical Office building is Trinity Cathedral, located at the corner of 27th Street and Capitol Avenue. Trinity Cathedral was constructed in the mid-1950s. The congregation is currently contemplating demolishing the existing cathedral and constructing a new cathedral and associated office and meeting space. These actions will be the subject of a separate EIR. The Cathedral project would be developed by an entity other than SMCS; however, the Master Plan EIR will include an evaluation in the cumulative analysis of the impacts of proposed new development.

PROJECT OBJECTIVES

The overall vision of the Master Plan is to provide a modern, state-of-the-art, hospital and healing arts facility for the citizens of Sacramento. This modern health care campus would provide medical and health services that are both acute and non-acute. In addition, it would provide medical research and training facilities. The proposed new medical facilities would allow SMCS to provide patient services from birth to adulthood at a single medical campus. The following are SMCS project objectives for the Master Plan.

- Enhance SMCS's ability to serve the community with high-quality healthcare and to build upon SMCS's recognized status as one of "America's Top 100 Hospitals."
- Establish a highly functional hospital complex that provides accessible, innovative, and efficient medical care for the greater Sacramento community.
- Consolidate all acute care facilities at SMCS and Sutter General Hospital into one "campus" in Midtown Sacramento in order to meet Sacramento's growing healthcare needs.
- Complement the existing neighborhood environment by providing new housing, retail and cultural uses to the extent feasible and by incorporating a strong urban design.
- Encourage the combination of arts and healing for the benefit of patients and the greater Sacramento community in partnership with the B Street Theater.
- Develop the project in a manner that is compatible with preserving the historic character of the area surrounding Sutter General Hospital and the Old Tavern building.

- Allow for the creation of additional capacity for specialized care including a Neonatal Intensive Care Unit.
- Build a project that qualifies for the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) certification.
- Build a project that complies with the requirements set forth in SB 1953.

PROJECT DESCRIPTION

The Proposed Projects, as described earlier, includes all of those projects that would require some discretionary approval from the City. Below is a detailed description of those projects to be analyzed on a project-specific level in the EIR.

Master Plan Projects Addressed at a Project-Specific Level in the EIR

The following provides a detailed description of each project to be addressed in the EIR. Figure 3 depicts the existing buildings on the project sites. Table 2 identifies each existing building and indicates which buildings will be removed and/or renovated as part of the projects. Figure 4 identifies the new buildings and Table 3 identifies the specifics of the new buildings to be constructed. These project components, collectively, are referred to as the Proposed Projects for the purposes of the environmental analysis and will be analyzed at a project-specific level in the EIR.

New Women's and Children's Hospital Building

Project Location

The proposed New Women's and Children's Hospital Building (New Hospital Building) would be located on the one-half block immediately east of the existing Buhler Building (Sutter Cancer Center), bounded by L Street to the north, Capitol Avenue to the south, 28th Street to the west and 29th Street to the east (shown in Figure 4). The proposed New Hospital Building would be located on the eastern half of the block where valet parking currently serves the Buhler Building, along with the Hospital's Energy Center, Old Tavern parking garage and Radiological Associates Sacramento (RAS) medical office.

Adjacent Uses

Uses immediately adjacent to the proposed New Hospital Building include the Buhler Building, which houses the Sutter Cancer Center, as well as doctors' offices, and administrative support and other services, located on the northwest portion of the block; the existing Radiation Oncology Center (ROC), located below grade (beneath the surface parking lot) on the northeast portion of the block; the hospital's Energy Center building, RAS medical office, Old Tavern parking garage, and the historic Old Tavern building, located on the southwest portion of that block.

Sutter General Hospital is located to the north across L Street; Capital City Freeway and the existing parking structure located under the freeway are located to the east; the Regional Transit bus service center is located across Capitol Avenue to the south; and the Sutter Cancer Center is located to the west. Residential neighborhoods are located to the west, north and south (see Figure 2).

SUTTER MEDICAL CENTER, SACRAMENTO
Prepared by KMD
Printed on August 8, 2003
Existing Building Uses & Disposition
(Refer to Table 1 for Specific Information)
01. Sutter General Hospital
02. Buhler Building
03. Surface Parking Lot
04. Energy Center
05. Old Tavern Parking
06. RAS Building
07. Old Tavern Building
08. Vacant Lot
09. Vacant Lot
10. MTI Office Building C
11. MTI Office Building B
12. MTI Office Building A
13. House of Furs
14. Office/Residence
15. Surface Parking Lot
16. Vacant Lot
17. Trinity Apartments
18. EAP Building
19. Surface Parking
20. Surface Parking (includes 7 lots)
21. St. Luke's Medical Office Building
22. St. Luke's Parking Structure
23. North Parking Lot
24. South Parking Lot
Capital City Freeway
L Street
Capitol Ave.
N Street
29th Street
28th Street
27th Street
30th Street
0 40 80

FIGURE 3

SUTTER MEDICAL CENTER, SACRAMENTO
Prepared by KMD
Printed on August 8, 2003
SMCS Proposed New Buildings
(Refer to Table 2 for Specific Information)
01. New Women's & Children's Hospital
385,400 SF, 8-story above grade
with one level below grade, 146' high
02. New AS/MOB
5 stories above grade at 150,000 SF
plus one parking level below grade
including 95 parking spaces, 75' high
03. Community Parking Structure &
Housing
1,100 spaces, 32.50 housing units,
7-story above grade with one level
below grade, 75' high
Capital City Freeway
EXISTING SUTTER GENERAL HOSPITAL
EXISTING SUTTER'S FORT HISTORIC PARK
EXISTING BLAKER BUILDING
EXISTING OLD TAVERN
WOMEN'S & CHILDREN'S HOSPITAL
AS/MOB
CHILDREN'S THEATRE OF CALIFORNIA
COMMUNITY PARKING AND HOUSING
ST. LUKES MEDICAL OFFICE BUILDING
ST LUKES PARKING
30TH STREET
29TH STREET
L STREET
K STREET
CAPITOL AVENUE

FIGURE 4

TABLE 2

EXISTING BUILDING USES AND DISPOSITION

APN / Existing Use	Date Constructed	Height	Size	Disposition	Current Zoning	Proposed Project Component
New Women's and Children's Hospital (New Hospital Building)						
007-0114-003 1. Sutter General Hospital	1984	5 floors, plus basement	385,400 sf	Building to remain	H - SPD	Renovation and expansion of some uses within Sutter General
007-0173-001 2. Buhler Building	1989	7 floors, plus basement, plus penthouse area	180,000 sf	Building to remain	H - SPD	Approx. 50,000 sf of Buhler Building to be renovated
3. Surface Parking lot		28 spaces	n/a	To be removed		Parking lot to be future site of new hospital
007-0173-002 4. Energy Center	1987	2 floors, plus basement	19,936 sf	Building to be demolished	H - SPD	New Energy Center to be constructed below the new hospital
007-0173-003 5. Old Tavern Parking	late 1970s/1980	2 levels	137 spaces	Building to be demolished	H - SPD	New hospital
6. Old Tavern (RAS Building)	Same	1 floor, plus basement	12,921 sf	Building to be demolished		New hospital
007-0173-004 7. Old Tavern building	1849/ 1922	4 floors	26,248 sf	Building to remain	C-2 - SPD	No changes, except lot line adjustment (connected to parcel –003, above)
AS/MOB						
007-0171-002 8. Vacant lot	Former Tuesday Club - Demolished in 2002	n/a	n/a	n/a	OB - SPD	New AS/MOB
007-0171-003 9. Vacant lot	n/a	n/a	n/a	n/a	OB - SPD	New AS/MOB
007-0171-004 10. MTI Office Building C	n/a	2 floors	2,529 sf	Building to be demolished	C-2 - SPD	New AS/MOB
007-0171-005 11. MTI Office Building B	n/a	1 floor	1,152 sf	Building to be demolished	C-2 - SPD	New AS/MOB
007-0171-006 12. MTI Office Building A	n/a	2 floors	4,671 sf	Building to be demolished	C-2 - SPD	New AS/MOB
007-0171-007 13. House of Furs	early 1900s	3 floors plus basement		Building to be demolished or relocated	C-2 - SPD	New AS/MOB

TABLE 2

EXISTING BUILDING USES AND DISPOSITION

APN / Existing Use	Date Constructed	Height	Size	Disposition	Current Zoning	Proposed Project Component
007-0171-008 14. Office/residence	rebuilt in the early 1980s	1 story	1,300 sf	Building to be demolished or relocated	C-2 - SPD	New AS/MOB
007-0171-017 15. Surface parking lot	n/a	n/a	11 spaces	To be removed	OB - SPD	New AS/MOB
Community Block (Parking Strucuture/Housing/Theater/Retail)						
007-0172-001 16. Vacant lot	n/a	n/a	n/a	n/a	OB - SPD	Future Theater location
007-0172-002 17. Trinity Apartments	n/a	2 floors	5 units	Building to be demolished	OB - SPD	Future Theater location
007-0172-003 18. Surface Parking[1]	n/a	n/a	n/a	To be removed	OB - SPD	Future Theater location
007-0172-004 19. EAP Building	late 1950s	1 floor	3,888 sf	Building to be demolished	C-2 - SPD	Future Theater location
007-0172-005 20. Vacant lot	n/a (Former Medical Arts Bldg.)	n/a	n/a	n/a	C-2 - SPD	Future Theater location
007-0172-010 21. Surface Parking[1]	n/a	n/a	n/a	To be removed	C-2 - SPD	Parking garage/Housing
007-0172-013 22. Surface Parking[1]	n/a	n/a	n/a	To be removed	C-2 (R-SPD W/C)	Parking garage/Housing
007-0172-014 23. Surface Parking[1]	n/a	n/a	n/a	To be removed	C-2 (R-SPD W/C)	Parking garage/Housing
007-0172-016 24. Surface Parking[1]	n/a	n/a	n/a	To be removed	R3A - SPD	Parking garage/Housing
007-0172-017 25. Surface Parking[1]	n/a	n/a	n/a	To be removed	C-2 (R-SPD W/C)	Parking garage/Housing
007-0172-018 26. Surface Parking[1]	n/a	n/a	n/a	To be removed	R3A - SPD	Parking garage/Housing
007-0172-019 27. Surface Parking[1]	n/a	n/a	n/a	To be removed	C-2 (R-SPD W/C)	Parking garage/Housing
St. Luke's Medical Office Building/Garage Structure						
007-0166-016 28. St. Luke's Building	late 1950s	4 floors, plus basement	69,969 sf	Building to be demolished and rebuilt	OB-SPD	Medical office space

TABLE 2

EXISTING BUILDING USES AND DISPOSITION

APN / Existing Use	Date Constructed	Height	Size	Disposition	Current Zoning	Proposed Project Component
007-0166-017 29. St. Luke's parking structure	late 1950s	3 levels	249 spaces	To be renovated or rebuilt depending upon the structural report	R3A-SPD	Parking

Source: City of Sacramento; SMCS
Notes:
1. A total of 150 spaces is included within all those specific parcels.
H = Hospital
C-2 = General Commercial
OB = Office Building
R3A = Multi-family
SPD = Special Planning District

TABLE 3

SMCS PROPOSED NEW BUILDINGS

Building	Location	Proposed Square Footage/ Parking Spaces	Proposed Building Height	Proposed Zoning
New Women's and Children's Hospital	½ block immediately east of the existing Buhler Building, bounded by L Street to the north, Capitol Avenue to the south, 28th Street to the west and 29th Street to the east	385,400 sf	146 feet 8-story above grade plus one level below grade.	H-SPD
New AS/MOB	Eastern 1/3 of a block south of Sutter's Fort, bounded by L Street to the north, Capitol Avenue to the south, 28th Street to the east, and 27th Street to the west.	150,000 sf 95 spaces	65 feet 4-story above grade plus one level below grade	C2-SPD OB-SPD
Community Parking Structure/ Housing	Southern ½ of a block south of Capitol Avenue, between 28th and 27th Streets.	Square footage to be determined 1,100 spaces 32-50 units	75 feet 7-story above grade plus one level below grade	C2-S-RPD C2-SPD R-3A-SPD

Source: SMCS, 2003.

Project Description

The location for the New Hospital Building has been strategically selected to place the new structure between the existing 7-story Buhler Building and the Capital City Freeway, thereby maximizing accessibility to the New Hospital Building and buffering neighborhoods to the west and north from impacts associated with hospital operation.

The New Hospital Building would be an 8-story above-grade structure plus one level below-grade. The building would be approximately 146-feet high to the top of the mechanical penthouse and would contain approximately 385,400 square feet (sf). The New Hospital Building would provide intensive care and maternal and children's health services. It is anticipated the New Hospital Building would also provide the following services: Cardiovascular- Intensive Care beds, Intensive Care, Pediatric Intensive Care, Pediatric Medical/Surgical suites, Labor and Delivery Rooms, Ante-Partum beds, and Post-Partum (birthing recovery) beds. The New Hospital Building would include a total of 197 beds.

The Hospital's Energy Center, which would provide power to the New Hospital Building as well as Sutter General Hospital, the Buhler Building and the AS/MOB would be constructed below grade beneath the New Hospital Building adjacent to the existing below-grade ROC.

Helistop

A helistop is a designated area where helicopters can land to either pick-up or drop-off critically ill patients. A rooftop non-emergency helistop would be located at the southeast corner of the roof. The helistop would be used for periodic scheduled transfers of seriously ill infants, children, and other patients to the hospital from 27 counties around northern California and western Nevada. Helicopters would not be housed or parked at this site, but would only drop off patients and return to a remote base following a flight path directly above the freeway to minimize noise impacts to the adjacent neighborhoods. Actual helicopter trips are estimated at approximately 150 round-trip trips per year.

Pedestrian Connections

To meet the clinical needs of the medical campus, the New Hospital Building would be connected to the existing Sutter General Hospital on levels 2, 3 and 4 by a three level spanning structure integral to the medical functionality of both Sutter General Hospital and the New Hospital Building (crossing L Street). The spanning structure would be similar to the spanning structure that exists currently across L Street connecting Sutter General Hospital and the Buhler Building. However, this structure would be removed to accommodate the new spanning structures. The second floor level of the spanning structure would provide only public and staff circulation; the third floor level would contain pre-and post-operative pediatric facilities; and the fourth floor level would contain family waiting areas for patients in an area that connects the two main hospital buildings, Sutter General Hospital and the New Hospital Building. The spanning structure would be structurally independent of either building, and designed to accommodate the 17-foot minimum height requirement for fire trucks and other vehicles in keeping with the requirements set forth by the City of Sacramento.

In addition to the spanning structure across L Street that would connect the New Hospital Building to Sutter General Hospital, an enclosed pedestrian bridge is envisioned to span 29th Street, south of the intersection of L Street and 29th Street. This bridge would connect the existing parking structure on the southeast corner of L Street and 29th Street with the New Hospital Building. Internal to the SMCS campus site, a short bridge would connect the existing Buhler Building crossing the new private drive to connect with the New Hospital Building.

Circulation/Access

Access to the proposed New Hospital Building would be through a private drive and entryway running north south, located mid-block, east of the Buhler Building, and west of the proposed New Hospital

Building, as shown on Figure 4. This entryway would have one-way traffic to the north with access from Capitol Avenue (to the south). The proposed New Hospital Building would include a new main lobby, which would serve as the Main Entrance for the entire Sutter Medical Center Campus. However, surgical patients would also be dropped off at Sutter General Hospital at a new entrance along L Street across from the New Hospital Building.

To better serve patients there would be a free valet parking system for patient drop-off and pick-up at the main entrance. Patients would be dropped off at the main entrance and valet parked (at no charge) in the public parking lot (south lot) under the freeway.

Vehicular Circulation

As shown on Figure 5, the main regional access to the SMCS campus would continue to be via Capital City Freeway and 29th Street. Local access is provided via L Street, Capitol Avenue, 28th and 29th Streets. To access Sutter General Hospital and the New Hospital Building heading south on 29th Street, visitors/patients would have the option to either self-park in the public parking lot (south lot) under the freeway or be dropped off at the main hospital entrance (New Hospital Building) and have their vehicle valet parked. Pedestrian access to the hospital buildings would be via a pedestrian bridge connecting the public parking lot (south lot) to the New Hospital Building. Hospital staff would be directed to park in the staff parking lot (north lot) under the freeway. The public parking lot would also have entrances and be accessible via L Street and Capitol Avenue.

Ambulance access to Sutter General Hospital would remain the same off of 29th Street while general emergency access would be via L Street heading west across from the New Hospital Building. Service access would remain the same off L Street.

The Proposed Project also proposes that L Street be narrowed from three lanes to two lanes and be converted from one-way to two-way traffic, between 27th Street and 30th Street. Other options, including leaving L Street as a one-way street, will also be considered in the EIR. Additional circulation options include the potential to close a portion of 27th Street between the alley (north of N Street) and Capitol Avenue to through traffic or to narrow this portion of 27th Street as a means to slow traffic in this area. These circulation options will also be analyzed in the EIR.

Pedestrian Circulation

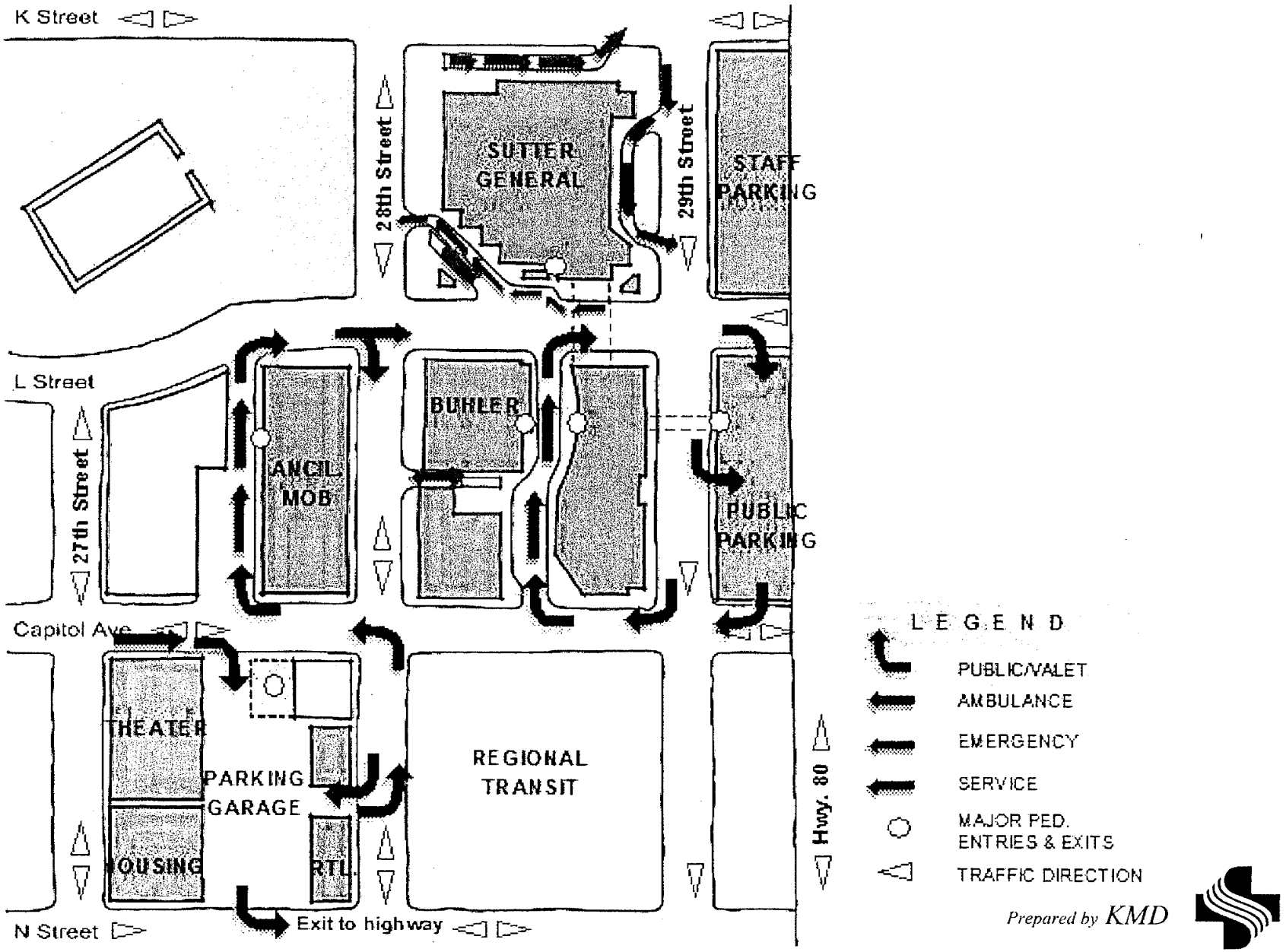
In addition, pedestrian street level circulation and safety, especially along the 28th Street corridor, connecting the New Hospital Building and the Ambulatory Services Medical Office Building to the Community Parking Structure will be addressed in the EIR.

Alley Abandonment

To accommodate construction of the New Hospital Building, the existing alley that connects 28th and 29th Streets between Capitol Avenue and L Street is proposed for permanent abandonment by the City.

Vehicular Circulation

Sutter Medical Center, Sacramento



Prepared by KMD

FIGURE 5

Building Removal/Demolition

To accommodate construction of the New Hospital Building, the existing Energy Center, Old Tavern parking structure and RAS medical office located on Capitol Avenue along with the surface parking spaces that serve the Buhler Building would be demolished or removed, as described in Table 1.

Construction Phasing

It is anticipated construction of the New Hospital Building would start in the fall of 2005 and be completed by late 2008.

New Ambulatory Services/Medical Office Building (AS/MOB)

Project Location

The proposed AS/MOB would be located on the eastern half of the block bounded by L Street to the north, Capitol Avenue to the south, 28th Street to the east and 27th Street to the west. The site is south of Sutter's Fort across 28th Street, west of the Buhler Building across 28th Street (see Figure 4).

Adjacent Uses

Uses adjacent to the proposed AS/MOB include the Buhler Building and the Old Tavern building to the east, across 28th Street; restaurants, including Bernardo's and the Monkey Bar to the south, across Capitol Avenue; Trinity Senior Housing and Pioneer Church to the west; and Sutter's Fort to the north (see Figure 2). Residential neighborhoods are located to the north, west and south.

Project Description

The AS/MOB would be a five-story building including a basement level (below-grade) with a total of approximately 150,000 sf. The massing of the building would be stepped back from L Street and Sutter's Fort to minimize visual impacts on the historic Sutter's Fort complex. The building would have an approximately 32,000 sf floor plate, and would be approximately 75-feet high. The AS/MOB would house medical offices and Outpatient Services, and would contain an Outpatient Surgery suite, recovery beds, Diagnostic Imaging, additional medical office programs, and a total of 95 parking spaces in the basement level.

Pedestrian/Vehicle Connections

Pedestrian and vehicular access to this building would be similar to that provided in the New Hospital Building, through a private drive and entryway running north-south between Capitol Avenue and L Street, located mid-block immediately to the west of the AS/MOB, with primary one-way access off Capitol Avenue. The AS/MOB would have an entry lobby off of this private drive, as well as a pedestrian connection from the south end of the building to Capitol Avenue. Connection to the New Hospital Building and Sutter General Hospital would be via an overhead pedestrian bridge that would connect the AS/MOB to the Buhler Building at the second level. The western half of this block is not included within the Master Plan area.

Similar to the New Hospital Building, a spanning structure is proposed across 28th Street, south of the intersection of L Street and 28th Street to connect the existing Buhler Building with the AS/MOB. This spanning structure would be located at the second level.

Circulation

Access to the new AS/MOB Building would be similar to the New Hospital Building. However, instead of parking under the freeway, visitors/patients would be directed east on Capitol Avenue to either self-park in the Community Parking Structure or be dropped off at the main entrance to the AS/MOB where vehicles would be valet parked in the Community Parking Structure, shown in Figure 5.

Alley Abandonment

To accommodate development of the AS/MOB the existing half block alley that connects 27th Street to 28th Street between Capitol Avenue and L Street is proposed for permanent abandonment by the City.

Service Access

Existing below-grade tunnel connections would be constructed to allow materials and service staff to circulate throughout all SMCS campus buildings effectively and efficiently. This connection includes the construction of an additional tunnel from the basement of the AS/MOB under 28th Street to the Buhler Building. This tunnel would be used by plant operations staff and for medical service/support. There would be no public access to the tunnel.

Building Removal/ Demolition

To accommodate construction of the new AS/MOB Building, the MTI Office Building(s) located along 28th Street would be demolished. The House of Furs and adjacent single-story residence, currently used as a medical office, would either be relocated or demolished. It is not known at this time if the House of Furs building would be relocated; however, the single-story residence, currently used as a medical office, may be relocated to land owned by SMCS on N Street between 26th and 27th Street across from St. Luke's parking garage. If the structure is not relocated it would be demolished to accommodate the AS/MOB.

Construction Phasing

It is anticipated the AS/MOB would start construction in late 2004 and would be completed by spring 2006.

New Community Parking Structure and Residential Development

Project Location

The Community Parking Structure would be located in the southern half of the block bounded by Capitol Avenue to the north, N Street to the south, 28th Street to the east and 27th Street to the west (see Figure 4). This block currently includes two restaurants, Bernardo's and the Monkey Bar; Capitol Physical Therapy, a vacant medical office building, a large surface parking lot, a small garden, and the Trinity Apartments.

Adjacent Uses

Uses adjacent to the proposed Community Parking Structure site include Trinity Cathedral to the west; Trinity Senior Housing, medical office buildings, and the House of Furs to the north; Regional Transit Bus service center to the east; and a restaurant, Ink Eats and Drinks, and residential uses to the south and west (see Figure 2). The existing medical office buildings and House of Furs located along Capitol Avenue and 28th Street would be removed as part of the project to accommodate construction of the AS/MOB.

Project Description

The Community Parking Structure would be a total of eight stories with seven stories above- grade plus one below-grade. The total height of the structure would be approximately 75 feet and include between 900 to a maximum of 1,100 parking spaces. Hospital staff, patients and the public, as well as theatergoers, residents and users of the retail elements of the project would be the intended users of the Community Parking Structure. The Community Parking Structure would be sized to accommodate the loss of parking currently located on the sites that would house the New Hospital Building and AS/MOB patients and staff, in addition to parking generated by proposed new uses.

In addition, a total of between 32 and 50 residential units are proposed to surround or 'wrap' the Community Parking Structure and provide additional housing for the community as well as for families of SMCS patients. It is anticipated that approximately 18 units would be constructed for use by SMCS to provide housing for those family members needing housing while a family member is receiving hospital care (similar to the Ronald McDonald house on the UC Davis Medical Center campus). These 18 units would be located either on this block or on land owned by SMCS along N Street, across from St. Luke's parking garage. The placement of residential units surrounding or 'wrapping' the parking structure would provide a transition to the residential character of the adjoining neighborhood to the south and west.

Alley Abandonment

To accommodate development of the Community Parking Structure, the entire alley that runs east/west between 27th and 28th Streets and between Capitol Avenue and N Street is proposed for abandonment.

Building Demolition/ Removal

To accommodate development of the Community Parking Structure and other development proposed within this block, the Trinity Apartments and EAP Building (vacant medical office building) would be demolished and the surface parking areas removed.

Construction Phasing

It is anticipated the Community Parking Structure and associated housing would start construction in the early spring of 2005 and be completed by spring 2006.

Renovation of St. Luke's Medical Office Building and Parking Garage

The existing 69,969 sf, four-story, St. Luke's medical office building (Medical Services Building) is located at the corner of 26th Street and Capitol Avenue. The associated 249-space parking structure is located adjacent to the medical office building fronting on N Street between 26th and 27th Streets. SMSC acquired St. Luke's Medical Center and associated parking garage in 2003.

The building's prior owners submitted plans to the City in 2000 to demolish the building and rebuild. The City approved the building plans in 2001. SMCS plans to demolish the existing building and rebuild using the same size footprint and height of the existing structure. Based on the findings of a structural engineer, the existing 249 space parking garage may also be removed and rebuilt to accommodate parking for the new Medical Services Building. If the parking structure were rebuilt it would conform to the City's current parking requirements which would increase the number of spaces from 249 to approximately 330 spaces.

It is anticipated that the new Medical Services Building could add up to an additional 5,000 sf of medical office space due to removal of an existing internal atrium. However, the building footprint and building height would not increase relative to the existing structure. This new Medical Services Building would provide a support facility for the SMCS campus and would enable less intensive use for the new AS/MOB.

Utility Improvements

A number of utility improvements would be required to bring existing sewer, storm drainage, and water infrastructure up to current code and to address existing substandard conditions. In addition, upgrades would be made to existing electrical infrastructure.

Sewer and Storm Drainage

In this portion of the Central City, the City's sanitary sewer and storm drainage systems are a combined sewer system (CSS) that currently services buildings from the alleys. The project proposes to construct a new public combined sewer main in 28th Street. The new line would run from just south of L Street to N Street and would connect to an existing manhole.

Water

The City's water system currently uses mains in all three alleys proposed for abandonment. The Proposed Project would include construction of a new 8-inch water main in 27th Street (from L Street to N Street), in 28th Street (from L Street to Capitol Avenue), and in 29th Street (from N Street to north of Capitol Avenue). The project would also construct new 12-inch water mains in Capitol Avenue and N Street from 27th to 28th Streets. New public fire hydrants would be constructed at the mid-block of every frontage street.

Dry Utilities

Dry utilities such as gas, electricity, cable television and communications would be relocated for alley abandonment and proposed building construction. The designs would be provided by the applicable utility company and coordinated with the design/build team. Generally, the utilities would be removed

from the alleys and relocated to the frontage streets. Utilities currently installed over-head in the alleys would be relocated underground in the streets.

Street Improvements

The existing street curb, gutters and sidewalks would be reconstructed to current City of Sacramento standards. This work would include new curb and gutter, sidewalks and paving adjacent to new structures and site parking. To the extent practical, existing streets not affected by construction and not damaged during construction, would not be repaved.

Other District Enhancements (Streetscape, Signage and Lighting)

The streetscape in the Central City District would be enhanced around areas affected by the SMCS campus. Particular streetscape features incorporated into the Proposed Project would include decorative paving, landscaping and lighting upgrades as well as improved way-finding signage and circulation assistance. Medians are proposed in Capitol Avenue between 27th and 30th Streets. Pedestrian street level circulation and improvements are proposed along 28th Street between Capitol Avenue and L Street. Signage would be designed to meet the requirements set forth in the City's Midtown Signage program.

New Additions to Existing Buildings

In addition to the spanning structures discussed above under the New Hospital Building, an enclosed pedestrian bridge would cross 29th Street, north of the intersection of L Street and 29th Street, to connect the existing parking structure on the northeast corner of L Street and 29th Street to the 2nd level of Sutter General Hospital.

Existing below-grade tunnel connections would be enhanced along with the construction of new tunnels to allow materials and service staff to circulate throughout all SMCS campus buildings effectively and efficiently. This includes construction of a new tunnel between the Buhler Building and Sutter General Hospital under L Street and under 28th Street to connect the Buhler Building and the AS/MOB. These tunnels would be used by plant operations staff and for medical service/support. There would be no public access to the tunnels.

Master Plan Project Projects Addressed at a Programmatic Level in the EIR

The EIR will analyze the following Master Plan projects at a programmatic level.

Children's Theater of California

The proposed Children's Theater of California (B Street Theater) complex, which would include a 3-stage, 765-seat theater, would be located on the same block as the Community Parking Structure (see Figure 4). The theater is proposed on the northwest corner of the block fronting Capitol Avenue. It is anticipated that this component, although included in the Master Plan, would be developed by an entity other than SMCS. It is anticipated that the EIR will analyze impacts associated with the theater on a program-level and that additional project-specific environmental review would be conducted at the time that a specific development application is submitted to the City for project approval.

Retail Development

Retail uses are also proposed within the same block as the Community Parking Structure, along 28th Street across from the Regional Transit bus service center. As with the proposed theater, it is anticipated that this component, although included in the Master Plan, would be developed by an entity other than SMCS. It is anticipated that the EIR will analyze impacts associated with the retail development on a program-level and that additional project-specific environmental review would be conducted at the time that a specific development application is submitted to the City for project approval

Master Plan Projects Addressed in the Cumulative Analysis

The following project s will be included in the Master Plan; however, there are no discretionary City approvals required for these projects. These projects will be included within the cumulative analysis for the EIR.

Renovation of the existing Sutter General Hospital and Buhler Building (Sutter Cancer Center)

Sutter General Hospital Renovations

The existing Sutter General Hospital would be renovated internally to advance medical functionality. Sutter General Hospital currently provides a total of 305 beds. Proposed renovations to the hospital would involve adding new programs and renovating existing programs such as: new Operating Rooms, new Cardiac Catheterization Labs, new Electro Physiology Labs, new Angiography rooms, and recovery beds (Level 1 and Level 2 recovery). The Emergency Department would expand into the current patio area on the southeast corner of Sutter General Hospital, but would stay within the overall "shadow" of the building edge above. The Imaging Department would also expand in the northwest corner of Sutter General Hospital. This expansion, on the second and third floors (two floors in height) above the MRI department, would also stay within the overall "frame" of the building edge above.

Independent of the Master Plan project, SMCS is expanding its MRI program currently located in Sutter General Hospital. This project includes expanding the MRI department currently located on the first floor along K Street on the north side of the building to add an additional 3,200 square feet. This project has already been through the permitting process and it anticipated to be completed sometime in mid 2004.

Buhler Building

In addition, interior renovation of the existing 7-story Buhler Building, consisting of approximately 30,000 sf of renovated administrative and medical office space are included as part of the Master Plan.

Residential

There is the possibility that three vacant lots, currently under an option by SMCS to purchase, located on N Street between 26th and 27th Street could be developed by SMCS with either residential uses, including a day care and possibly a Ronald McDonald house, or a mixed-use development. The possible future uses are reflected in the Master Plan, but entitlements for the development of these lots are not being requested at this time.

Re-striped Parking Lots

Table 4 details the number and location of existing parking spaces. Table 5 identifies the number of parking spaces required under the City's Zoning Ordinance.

TABLE 4

SMCS - EXISTING PARKING

Location	Existing Parking (number of spaces)
Under Freeway - North Lot	685
Under Freeway - South Lot	649
Sutter General Hospital	60
Old Tavern Garage	137
Buhler Bldg Surface Spaces over ROC	28
Paragary's surface lot[1]	150
St. Luke's parking garage	249
TOTAL	**1,958**
On-street metered parking along L, 28th, 29th Streets	72
TOTAL	**2,030**

Notes:
1. Parcels where the proposed Community Parking Structure is to be located.
Source: The Hoyt Company, July 14, 2003

TABLE 5

CITY OF SACRAMENTO PARKING REQUIREMENTS

New Building	City Parking Standard	Number of Required Spaces
Women's and Children's Hospital/Sutter General Hospital - 500 beds total	1 space per patient bed	515
Buhler Building - 188,283 sf	2.5 spaces per 1,000 sf	470
AS/MOB - 150,000 sf	5 spaces per 1,000 sf	750
Housing (32 units minimum)	1 space for every unit	32
Theater - 765 seats	1 space for every 6 seats	128
Retail[1] - 1,100 sf	1 space per 400 sf for the first 9,600 sf -- 1 space per 250 sf over 9,600 sf	3
Restaurants (4)[2] - 410 seats	1 space for every 3 seats	137
TOTAL		**2,035**

Notes:
1. This assumes 1,100 sf of retail uses would be developed on the Community block. This number is subject to change.
2. Four restaurants currently use surface parking where the proposed new Community Parking Structure is to be located.
Source: City of Sacramento Zoning Ordinance.

Existing parking for hospital staff and doctors is located in the north lot under the Capital City Freeway between K Street and L Street; parking for patients/visitors is located in the south lot under the freeway between L Street and Capitol Avenue. The Proposed Project anticipates the reconfiguration and re-striping of these lots in order to maximize efficiency of the existing lots and to improve patient and staff access. No City approvals are required for the re-striping of these lots.

Along with these two parking lots, additional public parking would be provided below the AS/MOB and in the Community Parking Structure, as described above.

PROJECT APPROVALS

It is anticipated that the following project approvals would be required by the City of Sacramento for the Proposed Project:

- Development Agreement,
- General Plan Amendment, (APN 007-0173-001, -002, -003 to Hospital designation APN # 007-0166-016, -017 to Commercial)
- Community Plan Amendment, (APN 007-0173-001, -002, -003 APN # 007-0166-016, -017)
- Rezone, (APN 007-0171-017, 007-0172-001, -002, -003, 009-0166-016 OB to C-2 APN # 007-0166-017 R3A-SPD to C2)
- Variance (Height variance – Alhambra Corridor; Setback variances; encroachments – L Street),
- Lot Line Adjustment/Mergers, (APN # 007-0173-003, -004 APN # 007-0173-001,002, -003)
- Encroachment Permits,
- Alley Abandonments, and
- Special Permit – Major Project.

In addition to the above City approvals and entitlements, implementation of the Proposed Project could require approval from the following state and local agencies prior to construction. Note that this list is not inclusive; additional permits may be identified during preparation of the EIR.

- Office of Statewide Health Planning and Development (OSHPD) - will issue building permit for the New Hospital Building.
- Department of Health Services (DHS) - will issue the license for the New Hospital Building.
- County of Sacramento, Department of Environmental Health - will issue permits for any kitchen facilities.
- Caltrans Division of Aeronautics - will oversee permitting of the helistop.

ENVIRONMENTAL EFFECTS

Introduction

An Initial Study has not been prepared as part of this NOP, but an Environmental Checklist will be included as part of the Draft EIR. The EIR will address the anticipated environmental impacts on a project-specific level for the construction and operation of the specific SMCS elements for which entitlements are currently being sought, as described previously and will also address at a programmatic-level impacts of other aspects of the project.

Probable Environmental Effects

It is anticipated that the EIR will address project-specific, program-level and cumulative impacts associated with the Proposed Projects in the following issue areas:

- Transportation and Circulation,
- Air Quality,
- Hydrology and Water Quality,
- Cultural and Historic Resources,
- Noise,
- Hazardous Materials and Public Safety,
- Public Utilities, and
- Aesthetics.

An analysis of land use compatibility and consistency will also be included in the EIR, but is not treated as a technical section.

It is anticipated that the following significant impacts could be identified in the Draft EIR:

- change in traffic volumes along local, county and State highways, both on a project-specific and cumulative level;
- exposure of sensitive receptors to increased pollutants;
- degradation or change in the existing visual character;
- damage to or destruction of cultural or historical resources;
- potential cumulatively considerable increase in criteria air pollutants;
- increase in noise levels associated with increased traffic, helistop and project construction and operation;
- increased parking demands;
- construction of new wastewater (Combined Sewer System) facilities.
- exposure of people to hazards associated with seismic conditions;
- violation of water quality or waste discharge standards;
- depletion of groundwater supplies or alteration of existing drainage patterns;
- creation of a significant hazard to the public through transporting or disposing of any hazardous materials; and
- waste generation beyond the capacity of a landfill.

It is anticipated that either no impact or less-than-significant impacts could be identified for the following. It is anticipated these issues will be evaluated in the Environmental Checklist to be included in the Draft EIR.

- change in air traffic patterns;
- loss of biological resources;
- loss of agricultural land;
- increase in population and displacement of substantial numbers of people;
- physical division of an established community;

- hazards due to a design feature;
- loss of a known mineral resource;
- exposure of people or structures to a significant risk of loss, injury or death involving wildland fires;
- placement of uses within a 100-year floodplain exposing people to increased hazards;
- adverse effect on the provision of public services (including police, fire, schools, and parks);
- interference with an adopted emergency response plan;
- creation of objectionable odors; and
- exposure of people to excessive noise located near a public or private airport.

Alternatives

Section 15126.6 of the CEQA Guidelines requires that an EIR describe a range of reasonable alternatives for the project that would feasibly attain most of the basic objectives of the project and avoid or substantially lessen any of the potentially significant effects of the project. The EIR will provide information regarding the comparative impacts and merits of each alternative. The intent of an alternatives analysis is not to evaluate every conceivable alternative to a project, but rather, address a reasonable range that will encourage informed decision-making and public participation. The alternatives analyzed in the EIR will include the "No Project" alternative, as required by Section 15126.6(e) of the CEQA Guidelines. The evaluation of an Offsite Alternative will be determined based on whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in a different location (Guidelines section 15126.6(2)(A)). Project alternatives could be based on reconfiguring the layout of the buildings, altering the size of the buildings, or changing the circulation systems. The final selection of project alternatives is based on an understanding of the project's environmental effects and determining ways to either eliminate or reduce the impacts identified. Comments may be made in response to this NOP regarding the range of alternatives to be analyzed.

Comments Requested

To ensure that the full range of issues and alternatives related to these Proposed Projects are addressed and that all significant issues are identified, comments and suggestions are invited from agencies and all interested parties. Written comments concerning the proposed EIR must be received at the following address by 5:00 p.m. on Thursday, October 30, 2003:

City of Sacramento,
Planning and Building Department
Attn: Jim Regan-Vienop
1231 I Street, Room 300
Sacramento, CA 95814
(916) 264-7856

A public scoping meeting will also be held on October 8, 2003, at Sutter General Hospital, 2800 L Street, 1st Floor, Classrooms 3 and 4, from 7:00 to 8:30 p.m.

Responsible Agencies and members of the public are invited to attend and provide input on the scope of the EIR.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by these projects, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

■ Aesthetics	☐ Agriculture Resources	■ Air Quality
☐ Biological Resources	■ Cultural and Historic Resources	☐ Geology/Soils
■ Hazardous Materials and Public Safety	■ Hydrology/Water Quality	■ Land Use/Planning
☐ Mineral Resources	■ Noise	☐ Population/Housing
☐ Public Services	☐ Recreation	■ Transportation/Traffic
■ Utilities/Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the Proposed Projects COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the Proposed Projects could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

■ I find that the Proposed Projects MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the Proposed Projects MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the Proposed Projects could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR OR NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.

James Regan Varga
Signature

9/30/03
Date

Senior Planner
Title

SUTTER MEDICAL CENTER, SACRAMENTO (SMCS)
MASTER PLAN PROJECTS

EIR SCOPING MEETING

October 8, 2003 • 7:00 to 8:30 p.m.

Sutter General Hospital, 2800 L Street, 1st Floor, Classrooms 3 and 4
Sacramento, California

This is an opportunity for agencies and interested members of the public to provide comments and/or ask questions about the scope and content of the environmental review.

Staff and/or consultants will provide a brief overview of the Proposed Projects and the environmental review process. The main purpose of the Scoping Meeting is to take comments from agencies and the public about what issues should be addressed in the EIR.

Appendix B NOP Responses

DEPARTMENT OF TRANSPORTATION
DISTRICT 3 – Sacramento Area Office
Venture Oaks, MS 15
P.O. Box 942874
Sacramento, CA 94274-0001
PHONE (916) 274-0638
FAX (916) 274-0648
TTY (530) 741-4509

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NOV 03 2003

October 29, 2003

03SAC0149
03-SAC-51 PM 0.579
Sutter Medical Center Master Plan Projects (P03-090)
Notice of Preparation
SCH#2003102002

Mr. Jim Regan-Vienop
City of Sacramento
Planning Department
1231 I Street, Room 300
Sacramento, CA 95814

Dear Mr. Regan-Vienop:

Thank you for the opportunity to review and comment on the Sutter Medical Center Master Plan Projects. Our comments are as follows:

- This cluster of medical building projects could generate approximately 634 AM and 617 PM new peak hour trips in the vicinity of the State Route (SR) 51 (Capital City Freeway). A Traffic Impact Study (TIS) should be prepared to assess this project's potential traffic impacts to the J Street and N Street interchanges and ramp intersections. A "Guide for the Preparation of Traffic Impact Studies" can be obtained from the following website: http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/. The TIS should incorporate the following scenarios:

  Existing conditions without the project
  Existing conditions plus the project
  Cumulative conditions (without the project)
  Cumulative conditions (with project build-out)

- The TIS should provide a Level of Service (LOS) analysis for the aforementioned SR51 interchange freeway ramps and ramp terminal intersections. A merge/diverge analysis should be performed for the freeway and ramp junctions and all analysis should be based on AM and PM peak hour volumes. The analysis of each ramp intersection should include the (individual, not averaged) LOS and traffic volumes applicable to all intersection road approaches and turn movements. The procedures contained in the Year 2000 Highway Capacity Manual should be used as a guide for the traffic study.

- Mitigation measures should be identified where the project would have a significant impact. Caltrans considers the following to be "significant impacts":

  - Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway.
  - Vehicle queues at intersections that exceed existing lane storage.
  - Project traffic impacts that cause any ramp's merge/diverge Level of Service (LOS) to be worse than the freeway's LOS.
  - Project impacts that cause intersection LOS to deteriorate below LOS D for intersections. (Where the LOS is already "E" or "F", then a quantitative measure of increased queue lengths and delay should be used to determine appropriate mitigation measures.)

  Mitigation measures to consider include:

  - Widening interchange ramps to increase capacity.
  - Modifying ramp terminal intersections.
  - Increasing the ramp acceleration or deceleration lane length to improve merge/diverge operations.
  - Adding signalization and ramp intersection geometric improvements at impacted interchanges and nearby intersections.
  - Encourage increased use of transit, bicycles, car-pools, bus-pools, and alternate work schedules.

- The analysis of future traffic impacts should be based on a 20 year planning horizon.

- Future transportation systems assumed for cumulative conditions should include those improvements which are included in the Sacramento Area Council of Governments' "Metropolitan Transportation Plan for 2025".

Please provide our office with a copy of the draft TIS. If you have any questions regarding these comments, please contact Ken Champion at (916) 274-0615.

Sincerely,

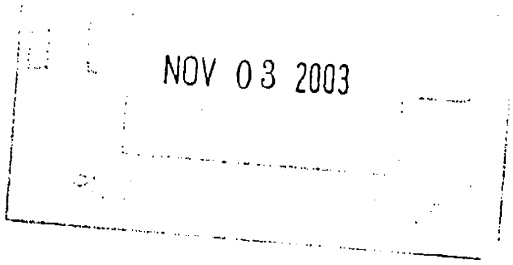
JEFF PULVERMAN, CHIEF
OFFICE OF REGIONAL PLANNING

c: Scott Morgan, State Clearinghouse

State of California • The Resources Agency
Gray Davis, *Governor*

DEPARTMENT OF PARKS AND RECREATION
Ruth G. Coleman, *Acting Director*
Capital District
101 J St.
Sacramento, CA 95814
(916) 445-7373
FAX (916) 327-8872

City of Sacramento
Planning and Building Department
1231 I Street, Room 300
Sacramento, CA 95814
Attn: Jim Regan-Vienop



RE: Sutter Hospital Expansion—Notice of Preparation of DEIR, SCH#2003102002,

Dear Mr. Regan-Vienop,

Thank you for the opportunity to comment on the Notice of Preparation for the proposed Sutter Hospital expansion. California State Parks, Capital District, has responsibility for the administration and management of the State Historic Parks in Sacramento. In the immediate vicinity of Sutter Hospital are two State Park units: Sutter's Fort State Historic Park and the California State Indian Museum. Because of its closer proximity to the planned development, age and construction of the historic park structures, orientation of it's entrance, and its attendance, Sutter Fort is of greatest concern, though many of the points expressed below do apply to the State Indian Museum, as well.

To assist understanding of our perspective, a few points of information:

- Sutter's Fort and the Indian Museum occupy approximately 6.2 acres between K and L Streets and 28th and 29th Streets.
- Sutter's Fort was built, and restored with adobe and unreinforced brick walls which are fragile when compared to modern building standards and expectations.
- Annual attendance to Sutter's Fort is approximately 200,000 visitors per year, and State Indian Museum attendance is approximately 50,000. Visitors typically arrive by car, tour bus, or school bus.
- Hours of operation are 362 days per year, 10:00AM to 5:00PM, with frequent special events and educational activities that may occur during the day or night.
- Overnight Environmental Living Programs (ELP) at Sutter's Fort are popular with 4th grade classes studying California history. More than 50 such ELPs are conducted each year, with the students in period attire, in the historic setting, performing roles and duties of early settlers.

Here are our initial concerns:

1. PARKING. The NOP describes with charts and detail but it remains unclear what the impact or effects are expected to the 250,000 annual state park

visitors. Street parking is metered on the block surrounding the Fort, but is not exclusive to park visitors, and is used by visitors to the hospital, the churches, and to other destinations. With more than 1,300 additional hospital staff and an undetermined number of patients, visitors, service people, and the like, it is seems apparent that there will be greater pressure on the metered parking, limiting public access to the state historic sites.

Recommendation: That the impact of the parking plan to Sutter's Fort and the State Indian Museum needs be studied and specifically evaluated.

2. TRAFFIC MANAGEMENT. It is clear how the proposed changes to the street traffic patterns benefit the hospital, but there is no discussion or description about how it affects travels to Sutter's Fort.

   Recommendation: That the scope of the traffic management study associated with the project be expanded to specifically include and evaluate impact to Sutter's Fort and the State Indian Museum visitors and operations.

3. HELIPORT. The description provided about the envisioned flight plans may be satisfactory. It has been orally described that flights would only occur during the day, but we could not find that described in the NOP.

   Recommendation: That actual flight tests be conducted to measure the real effect to the surroundings, including the locations of Sutter's Fort and the State Indian Museum. Also, that flight plans be memorialized and enforceable, if approved.

4. PRESENTATION OF THE FORT. The main gate to Sutter's Fort is oriented toward the AS/MOB. The view from and across the corner is important to appreciation of its time a place, as evidenced by its popularity for photography. The building plans for the AS/MOB describe consideration of the view to Sutter's Fort, "massing of the building would be stepped back from L Street..."

   Recommendation: The description of the AS/MOB is encouraging, but not complete. Any construction in this area should not only be massed back from L Street, but also the landscaping, design and design elements in the building, and other objects such as art or statuary should be considered in a way to enhance and interpret the historic view. Park staff and docents are ready to assist with the creative process, if requested.

5. ARCHEOLOGY AND ARTIFACTS. As evidence by discoveries in the park, and other projects in Sacramento, there is a high likelihood that artifacts may be found from the days of the early Indian people, and from the historic period of the Fort. The Capital District recognizes that artifacts and objects collected from the construction site may be associated with the historic period of Sutter's Fort and will be valuable to public understanding and education of it's history.

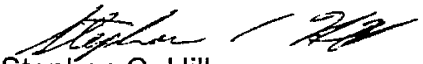
   Recommendation: Capital District staff is interested in working with the Sutter Hospital Expansion Project Team to help ensure that artifacts and other discoveries are handled appropriately. The district is particularly interested in participating in the review of artifacts recovered and to receive artifacts from the historic period of Sutter's Fort. Added to the existing State Park collections, they may enhance our ability interpret the history of this special place, and of that special time.

OTHER MATTERS:

- During the planning process, the Capital District would like to receive early notice of public and neighborhood meetings, and requests that in addition to notices being sent to the State Clearinghouse, that they also be sent directly to the Capital District Office, address above.
- That the park and its visitors needs and comfort be considered during construction including such matters as street closures, detours, parking, directional signing, fugitive dust management, and the like.
- It is recommended that part of the preparation for construction of this project include—in a manner approved by Capital District—that the project sponsor conduct a base line assessment of the condition of the structures of the fort, and to actively monitor the walls and structures of the Fort during construction. This will ensure early recognition of damage, minimizing possible loss of historic fabric, and minimize the cost of repairs and claims.
- Consideration should also be made to select construction techniques that will minimize the effects to the unreinforced walls and structure from such activities as dewatering the aquifer, pile driving and drilling, heavy equipment operation, etc.

Thank you, again, for the opportunity to comment on the NOP for this very important project. Please feel free to contact me at an address or telephone number listed on the first page of this response.

Sincerely,



Stephen C. Hill
District Superintendent

cc: State Clearinghouse, Governor's Office of Planning and Research

SACRAMENTO METROPOLITAN
AIR QUALITY
MANAGEMENT DISTRICT

Norm Covell
AIR POLLUTION CONTROL OFFICER

October 13, 2003

OCT 15 2003

Mr. Jim Regan-Vienop, Senior Planner
City of Sacramento, Planning Division
1231 I Street, Suite 300
Sacramento, CA 95814

SUBJECT: NOTICE OF PREPARATION FOR AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE SUTTER MEDICAL CENTER, SACRAMENTO, MASTER PLAN PROJECTS

Dear Mr. Regan-Vienop,

Recently the I received the project listed above on behalf of the Sacramento Metropolitan Air Quality Management District (District). You and I have had preliminary discussions on the project. It is clear that a project of this magnitude will exceed the Thresholds of Significance the District uses to determine air quality impacts. Therefore, for the construction and operational phases, mitigation measures will be required. There is not enough information to determine what the impacts will be. As the project in more specifically defined, I request that you send me information so at an in depth analysis can be made.

Due to the size of the project, it seems clear that an Air Quality Plan will be necessary to define the air quality impacts and the mitigation measures proposed to offset those impacts. It has been the experience of District staff that many important mitigation measures can be considered during the design phase of a project. District staff always stands ready to meet with project proponents to review preliminary plans and discuss potential mitigation measures.

I look forward to meeting with you and proponents of the project in the future in order to ensure that all the major air quality impacts are identified and discussed. On that basis, a realistic Air Quality Plan can be produced that provides workable solutions to the transportation and air quality challenges of the projects.

If you have questions or comments, please contact me at 874-4887. I look forward to meeting with you.

Sincerely,

Art Smith, Associate Air Quality Planner/Analyst

c: Ron Maertz, Land Use Coordinator, SMAQMD

777 12th Street, 3rd Floor ▮ Sacramento, CA 95814-1908
916/874-4800 ▮ 916/874-4899 fax
www.airquality.org

SRCSD

10545 Armstrong Avenue
Mather
California
95655
Tele: [916] 876-6000
Fax: [916] 876-6160
Website: www.srcsd.com

October 7, 2003
E225.000

Jim Regan-Vienop
City of Sacramento
Planning Division
1231 I Street, Room 300
Sacramento, CA 95814

Dear Mr. Regan - Vienop:

Subject: Application: Notice of Preparation of an Environmental Impact Report for the Sutter Medical Center Master Plan Project
Control No. P03-090

Sacramento Regional County Sanitation District (SRCSD) reviewed the Notice of Preparation (NOP) of the Draft Environmental Impact Report (EIR) for the subject project. The project is within the boundary limits of SRCSD and the Urban Services Boundary (USB). The project is outside the boundary of County Sanitation District 1 (CSD-1). SRCSD facilities do not exist within the project area and the master plan does not propose any projects within the area. Therefore, we do not foresee any significant impact to the SRCSD facilities.

If you have any questions regarding these comments, please call Joyce Ferguson at 876-6098 or myself at 876-6094.

Very truly yours,

Jeff Atteberry, P.E.
Local Sewer Engineering

JA/JF:ds

cc: Christoph Dobson
Steve Hong

reganvienop100703.ltr

DEPARTMENT OF TRANSPORTATION
DISTRICT 3 – Sacramento Area Office
Venture Oaks, MS 15
P.O. Box 942874
Sacramento, CA 94274-0001
PHONE (916) 274-0638
FAX (916) 274-0648
TTY (530) 741-4509

Flex your power!
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October 29, 2003

03SAC0149
03-SAC-51 PM 0.579
Sutter Medical Center Master Plan Projects (P03-090)
Notice of Preparation
SCH#2003102002

Mr. Jim Regan-Vienop
City of Sacramento
Planning Department
1231 I Street, Room 300
Sacramento, CA 95814

Dear Mr. Regan-Vienop:

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- This cluster of medical building projects could generate approximately 634 AM and 617 PM new peak hour trips in the vicinity of the State Route (SR) 51 (Capital City Freeway). A Traffic Impact Study (TIS) should be prepared to assess this project's potential traffic impacts to the J Street and N Street interchanges and ramp intersections. A "Guide for the Preparation of Traffic Impact Studies" can be obtained from the following website: http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/. The TIS should incorporate the following scenarios:

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Please provide our office with a copy of the draft TIS. If you have any questions regarding these comments, please contact Ken Champion at (916) 274-0615.

Sincerely,

JEFF PULVERMAN, CHIEF
OFFICE OF REGIONAL PLANNING

c: Scott Morgan, State Clearinghouse

This proposed street conversion as well as the proposed construction of medians on L Street and Capitol Avenue need to consider bus operations and turning radii for RT buses.

Additionally, closing of alleys and streets should be analyzed with regard to the overall traffic circulation in the area, including parking facilities.

Construction Management Plan
The Medical Center should work with RT to develop a construction management plan. The plan should address at a minimum: deliveries, (during construction and long term), truck staging locations, parking for construction vehicles and vehicles of employees, noise, vibration, street cleaning, trash control, blockage of streets and sidewalks and other similar elements. The plan should also consider any interference to bus stops, bus ingress/egress to the bus maintenance facility and bus parking areas.

Project Design
The DEIR should analyze possible conflicts with the development in relation to the existing bus maintenance facilities and bus operations. Housing and retail space should be designed with regard to these. For example, RT staff believes it is appropriate to face housing and retail uses on 27th and N Streets rather than on 28th Street facing the maintenance facility. Bus maintenance operations are conducted 24 hours per day, 7 days per week and as such there is a potential for noise impact on the proposed housing as currently designed.

Bus Service
RT and Medical Center staff should continue to work together to maximize transit service to the facility. The Medical Center currently provides bus shuttle service between the 29th Street Light Rail Station and the Medical Center. This service needs to be acknowledged and promoted.

Additional Considerations:
- The DEIR for the development should recognize and consider any impacts of the proposal on RT's emergency procedures.
- Pedestrian and bicycle access to the area needs to be accommodated during construction and long term.
- The Medical Center's Transportation Management Program should be evaluated and improved where possible to promote transit including bus pass subsidies to employees.

In conclusion, RT staff appreciates the opportunity to comment. We also recommend that the city include where applicable on entitlements, a requirement for RT's review and approval of the entitlement prior to approval by the Planning Commission or building permits as applicable.

Regional Transit

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

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

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

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

Public Transit Since 1973

October 31, 2003

Jim Regan-Vienop, Senior Planner
City of Sacramento
Environmental Services
1231 I Street, Room 300
Sacramento, CA 95814

SUBJECT: Sutter Medical Center Notice Of Preparation of A Draft Environmental Impact Report (DEIR)

Dear Mr. Regan-Vienop:

Regional Transit (RT) staff has reviewed the Notice of Preparation (NOP) of DEIR for the expansion of Sutter Medical Center and would like to provide the following comments:

Generally, RT supports the proposed project and consider it beneficial to the neighborhood. We support the proposed mix of offices, housing and retail uses in close proximity to good bus and light rail service. We also appreciate the efforts made by the applicant to coordinate with RT.

The DEIR should take note of the following comments in the analysis of the proposal:

Traffic: There are potential vehicular conflicts in the project vicinity, especially in areas of ingress and egress to the parking facilities proposed. The analysis should analyze the impacts on bus traffic to/from the bus maintenance facility, bus parking areas, freeway ingress/egress, etc.

Please note that RT buses back out onto 28th Street and also access the maintenance facility via 28th street coming from N Street and Capitol Avenue. With the proposed 1,100 parking spaces, the proposed housing and theatre, there is potential for vehicular conflicts on 28th.

Street Conversion: The project proposes the conversion of L Street from one-way to two-way, and narrowing it down to two lanes from three lanes. The DEIR should analyze the impact of proposed streets conversion on RT's future movements on L Street. Please be aware that RT's Bus Rapid Transit (BRT) study has identified L Street as a "power corridor" where L Street will have an exclusive bus lane.

If there are any questions regarding these comments, please contact Taiwo Jaiyeoba, Real Estate Administrator at 321-2870, or by e-mail at tjaiyeoba@sacrt.com.

Sincerely:

Fred Arnold,
Real Estate Manager

c. Mike Wiley, Assistant General Manager of Planning
Azadeh Doherty, Chief of Staff
Taiwo Jaiyeoba, Real Estate Administrator/TOD
Collette Johnson-Schulke, Government Affairs Manager, Sutter Medical Center

CAPITOL
PHYSICAL THERAPY
CENTER

www.capitolpt.com
1308 28th Street
Sacramento, CA 95816
916.446.1497
Fax 916.446.5959

8569 Bond Road
Elk Grove, CA 95624
916.714.1177
Fax 916.714.3577

October 23, 2003

Jim Regan-Vienop
City of Sacramento
Planning and Building Dept.
1231 I Street
Room 300
Sacramento, CA 95814

Re: Comments on the NOP/SMCS Master Plan Projects

Dear Mr. Regan-Vienop:

As the small business located at 1308 28th Street, on the corner of 28th Street and the alley which bisects the block between Capitol Avenue and N St., Capitol Physical Therapy Center (CPTC) will be significantly impacted not only by the presence of the proposed 7-story residential/retail/parking structure planned on the southern half of the block, but also by its construction. While we embrace the exciting and positive evolution of our neighborhood, the following concerns need to be addressed:

1) **Alley "abandonment".** CPTC could not, will not tolerate the physical closure of our alley, given the seven on-site parking spaces currently provided for our patients, without some reasonable alternative for our clients. The term "abandonment" has been used and requires further definition, but if the alley cannot be used to access our clinic for whatever period of time during business hours (M-F), we need to be provided with alternative parking for our patients. This may take the form of free, enforced street parking along 28th Street, or valet parking, for example. I cannot require our clients to walk more than they walk now, or absorb costs they currently do not, in order to access our building.

2) **Staff Parking.** We currently rent eight parking spaces from Randy Paragary (through Neuman Enterprises) for our staff, and would hope to continue to offer these to our staff within a reasonable walk from our clinic. My suggestion is to offer interim parking at a comparable cost in the St. Luke's parking lot during the construction phase of the new structure. Additionally, we anticipate that we will be able to rent a like number of spaces from the city once construction is complete; we would like some form of guarantee that this opportunity will be afforded to us.

3) **Aesthetics.** We are very concerned about, halfway dreading, the visual impact on our place of business by the new structure. How the north wall of this edifice looks could be devastating (or uplifting!) to us and to the neighborhood, pedestrians, theater-goers and residents using this structure, depending upon the attention given to the alley side of the building. Please, please don't forget about this side of the building! Consider requiring vegetation, artwork, a pleasing wall

design, or some such "monolith-mitigating" measure! With all the attention given to the proposed "residential" half of the block, we are afraid we will be lost in a flood of steel and concrete. My hopes are that the alley space, along with the space between the new B Street Theater and the back of our property can become a destination – to this I would be willing and anxious to contribute.

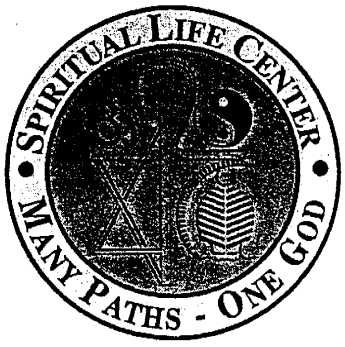
4) **Traffic.** The majority of the other parties involved in this consensus process have assigned 28th Street with the traffic into and out of the new structure. I urge you to consider that with the theater traffic needs and the parking structure's needs, CPTC could be overrun with cars and noise. At the very least, perhaps the ingress/egress point could be located away from the alley, rather than immediately adjacent to it. Please consider our traffic flow during business hours before relegating all traffic to our side of the block.

In summary, allow me to offer my thanks for the opportunity to be involved in the decision-making process for this project. I offer my support in whatever way it is needed.

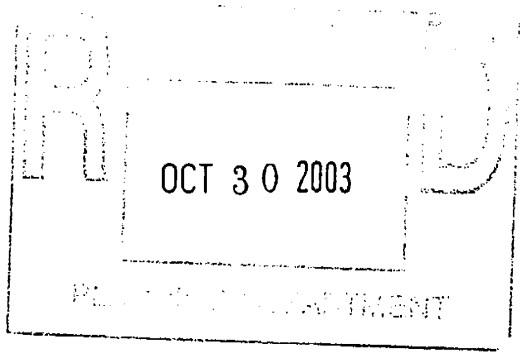
Respectfully submitted,

Robin Wham, PT, OCS

cc: Thomas C. Gagen
Tom O'Leary



™"Oneness Symbol" by Isaac B. Soltes



Michael T. Moran
Senior Minister

Faith C. Moran
Senior Minister

Richard S. Burdick
Director of Music Ministry

"Let us build the earth by building one another."
Teilhard de Chardin

Jim Regan-Vienop
City of Sacramento
Planning and Building Department
1231 I Street, Room 300
Sacramento, CA 95814

October 29, 2003

Subject: Environmental Impact Report (EIR) Response for the Sutter Medical Center, Sacramento, Master Plan Projects (Proposed Projects)

Dear Mr. Regan-Vienop:

Spiritual Life Center's primary need is interim parking during the period between the demolishing of the Old Tavern Parking Garage projected for the 1st quarter calendar year 2005 and the completion of the Sutter Community Parking Garage projected for late 2005 or early 2006. Without this interim parking, our 700 plus Sunday service worshipers may be forced to make a costly and disruptive relocation to another site.

Spiritual Life Center (SLC) is a midtown Sacramento church which held its first service Nov 1, 1998 at the corner of 24th & K Streets. Due to rapid growth, SLC moved its Sunday services to the historic Pioneer Congregational Church (PCC) at 27th & L Streets in January 2000. Our offices remain at 2331 K Street. Our monthly lease and Sunday church sharing arrangement have provided PCC much needed revenues to help maintain the historical Pioneer Congregational Church (south of Sutter Fort) constructed in 1928. Pioneer is the oldest congregation in the City of Sacramento established in 1849.

Currently SLC holds two Sunday services at 8:30 am and 11:30 am sandwiching Pioneer's 10:00 am service. SLC's attendance averages approximately 700 attendees each Sunday with peak holiday services totaling over 1300 congregants.

There is currently Sunday competition for on street parking between churches – Trinity Cathedral, Pioneer Congregational Church and St. Francis of Assisi Church - and businesses like Bernardo's. Within weeks of moving to Pioneer, congregants started to complain about inadequate parking. We searched the area for available off street parking and established an arrangement with Sutter for monthly Sunday parking in the Old Tavern Parking Garage at 2801 Capitol Avenue which contains 137 parking slots.

Sutter Medical Center, Sacramento CEO Tom Gagen stated in a public meeting on October 8, 2003 that Sutter will provide free parking in the new Sutter Community Parking Garage to local churches. Our concern is the interim construction period when existing parking will be eliminated and the new parking is not yet available. Optimistically the shortfall could last one year, but with construction delays, could extend to several years.

Per Sutter Senior Construction Manager Tom O'Leary, the Environmental Impact Report (EIR) submitted to the City of Sacramento will hopefully be approved within one year by October 2004. The Sutter Community Parking Garage construction would immediately begin with an anticipated twelve month project length. The Ye Old Tavern Garage project would start the 1st quarter 2005. This stage of the master project would entail the demolishing of the garage, the construction of underground engineering spaces on that lot and moving the current above ground engineering plant (on the east) due west into the new underground space.

Project start/completion dates, timing and sequencing of projects will be critical to meet the interim parking needs of the community. Our relationship with the Old Parking Garage could be eliminated as soon as January 1, 2005 and the earliest date the new Community Parking Garage spaces would be available is October 2005. This is optimistic in a perfect world! In addition, other current parking has been removed through Sutter's land acquisition:

Parking location	Existing parking	Current user
Old Tavern Garage	137	Spiritual Life Center
Dr. Cash's office, 2721 Capitol	21	Spiritual Life Center
Pioneer Congregational Church's lot bounded by Pioneer House on the west and Dr. Cash on the east.	31	Pioneer Congregational Church
St. Luke's parking garage	249	Trinity Cathedral
Parking lots on southern half-block bounded by 27th (west), 28th (east), N Street (south) and the city alley (north):		Sutter Community Parking Garage Site
Bernardo's	98	Bernardo's customers
Sutter/CHS & The Episcopal Church of Northern California	51	Trinity Cathedral
Sutter EAP Resources, 2710 Capitol	15	Vacant – overflow by public
Apartment house parking lot between 2700 & 2710 Capitol	21	Apartment renters
TOTAL	623	

While the numbers on Page 5 of the EIR all balance or plus up total parking by five spaces for the City of Sacramento Parking Requirements, in reality it does not show the chaos and scrambling for a limited number of parking spaces in the interim construction period.

Action requested: Spiritual Life Center asks that the City of Sacramento and Sutter Hospital, Sacramento identify interim parking on existing Sutter parking facilities on Sundays and a few midweek holiday services. Sutter currently has two lots located under the Business 80 freeway that are marginally filled on Sunday mornings.

Location:	Capacity	Recent surveyed Sunday occupancy	Vacancies
Under freeway – North lot	685	100 (10% filled – 90% vacant)	585
Under freeway – South lot	649	151 (23% filled – 77% vacant)	498
TOTAL	1,334		1,083

A failure to find interim parking could necessitate an unnecessary and expensive move by SLC inconviencing our congregants who are citizens of the City of Sacramento. Moving would also eliminate over $50,000 in annual revenues to Sacramento's oldest faith community, the Pioneer Congregational Church. These funds have allowed the aging Pioneer congregation to maintain their property, remain solvent and provide a viable faith based resource with in the midtown Sacramento community.

Thank for your consideration and the opportunity to provide input to this public decision making process.

If you have questions on the content of this letter, please feel free to contact our Church Business Administrator, Linda Seychelles, at Ph# 448-6508 Ext. 107.

Ken Cross
Director of Development
Spiritual Life Center

Cc:
Thomas C. Gagen, CEO, Sutter Medical Center, Sacramento
Collette Johnson-Schulke, Director Government Relations, Sutter Medical Center, Sacramento
Pam Brink, Project Manager, Sutter Medical Center, Sacramento
Tom O'Leary, Senior Construction Project Manager, Sutter Medical Center, Sacramento

Winn Park / Capitol Avenue Neighborhood Association

P.O. Box 162555
Sacramento, CA 95816-2555

October 30, 2003

Jim Regan-Vienop
City of Sacramento
Planning and Building Department
1231 "I" Street, Room 300
Sacramento, Ca 95814

Subject: Response to NOP for EIR for Sutter Medical Center, Sacramento - Master Plan Projects

Dear Mr. Regan-Vienop,

This letter is a consolidated response prepared and supported by all four Midtown Sacramento neighborhood associations that will be most directly affected by expansion of Sutter Medical Center, Sacramento. The four neighborhood associations are: Winn Park / Capitol Avenue, Marshall School, New Era, and Boulevard Park. Throughout this letter, we refer to this coalition as "The Associations."

Before addressing specific NOP issues, The Associations would like to express concern about inaccuracies and inconsistencies in the NOP document. Many of these problems were already pointed out and acknowledged at the October 8 meeting on the NOP, but many people who received the document could not attend that meeting and may be unable to respond in writing. For example, we want to restate here that the Vehicular Circulation Diagram is incorrect (see Fig. 5 on p. 18 of the NOP document); specifically, the indication of traffic flow across the sidewalk of Capitol Avenue (between 27th & 28th) in and out of the parking structure should *not* be considered. In addition, Sutter's representative at the October 8 meeting indicated that the closure or abandonment of the alleyway between Capitol and N, serving 27th and 28th, is intended only for utility easements and does *not* represent removal or closure of the alley.

The Associations believe the following list of environmental issues must be addressed and the mitigations implemented -- for construction *and* the completed project:

TRANSPORTATION AND CIRCULATION

Construction: The City and construction firm must mitigate the impact that construction vehicles will have as they enter and exit the project area. We recognize that various phases of construction will require partial and complete street closures as well as temporary reductions of existing parking in the project area, but we believe that careful planning can help mitigate the impacts of these conditions. Churches, restaurants, and shops in the area rely on the availability of parking, and so does Sutter. Mitigation should include a plan for phased closure of existing parking areas and simultaneous opening of new areas in order to avoid negative impacts on neighborhood residents, most of whom lack off street parking.

Completed Project: Traffic analysis must include projections for the Sutter campus (including employees, visitors, patients, and delivery vehicles), the B Street Theater complex, and the rebuilt Trinity Cathedral. It must consider all the major freeway exits and entrances that serve the Midtown area as well as major surface streets that commuters and visitors use to enter and exit Midtown. At a minimum, the area for analysis must include H on the north to T on the south and 34th on the east to 19th on the west. It must take into account how traffic will be affected once the SMART Plan is in place and consider what will happen if current one-way streets are converted to two-way, as currently planned. Traffic mitigations need to include (i) traffic calming devices including bulb-outs, crosswalks with pedestrian islands, and traffic circles; and (ii) streetlights to enhance pedestrian safety and prevent collisions at intersections.

Traffic calming devices and streetlights (on *both* sides of the boundary streets) need to be installed throughout the entire Sutter campus -- meaning K Street to N Street and 29th Street to 26th Street. Parking garage entrances and exits need to be located and designed to direct traffic away from adjacent residential areas and toward the Capitol City Freeway and Alhambra Blvd. In short, this means placing both the entrance and exit to the "neighborhood block" parking garage on 28th Street, which is largely commercial, rather than on N Street or Capitol Avenue. Sutter needs to continue its ride-sharing program and implement a frequent shuttle between its campus and the 29th Street light rail stop. Parking mitigations are necessary to protect the Winn Park neighborhood from being overrun by patients and families coming to the Sutter campus and patrons coming to the B Street Theater, the churches, and the area restaurants. Parking mitigations should include mandated weekend and after-hours parking validation.

AIR QUALITY

Construction: Sutter and the City are responsible for determining the impact of dust generated by demolition and new construction (including construction-related vehicles).

Completed Project: The impacts of Sutter expansion, the new B Street Theater, and enhanced Trinity Cathedral will include increased traffic; Sutter and the City need to anticipate and plan mitigations for these impacts on air quality. Some of the mitigations (specifically those involving ride sharing and the light rail shuttle) proposed under the Transportation and Circulation section above would apply here as well.

CULTURAL AND HISTORIC RESOURCES

Construction: The project area is surrounded by older neighborhoods including historic preservation districts and individually listed historic structures. Many of these structures have brick foundations or early cement foundations, which do not contain rebar. Heavy construction -- i.e., pile driving -- has the potential to seriously damage these foundations. In analogous circumstances, the City recently completed a parking structure at 14th and H Streets. Before starting construction, the City completed a survey of buildings within at least a three-block radius, notifying all owners of the pending construction and seeking to assess the type and condition of all buildings' foundations. This process led to making the construction project accountable for damage caused by pile driving and other construction activities. A similar process should be in place here for the entire Sutter expansion project.

Past development by Sutter has resulted in the demolition of the original Sutter Hospital and of several period homes, one of them a listed structure. This unacceptable result detracts from the charm and historic character of the area. The House of Furs building, which is an attractive bungalow with an unfortunate shop addition on the front, is in the path of demolition for the Sutter expansion. As a mitigation, The Associations ask that Sutter assume the costs of moving this building so that it can be saved.

Completed Project: This is not Sutter's first expansion. Midtown lost a Raley's supermarket and several small shops when the new Sutter General Hospital was built. Sutter's land acquisitions since the completion of Sutter General have enabled it to bring forward the current project. The Associations believe that, for protection of the neighborhood, which includes three contiguous historic districts, the City needs to set a limit on how far Sutter will be allowed to expand. As mitigation from the impacts of this project and protection from future impacts, The Associations request an ordinance or other legal means to establish boundaries on the north, south, and west, beyond which Sutter will be prohibited from expanding in the future.

NOISE

Construction: Sutter and the City are responsible for completing a construction noise study for the project area.

Completed Project: One major source of noise will be the increase in traffic. This impact needs to be studied in connection with the mitigations listed under the Transportation and Circulation section of this letter. The second major source of noise is the helistop. Sutter should commission a full analysis of the noise generated by the helistop and explore alternatives.

HAZARDOUS WASTE

Construction: Sutter and the City are responsible for determining whether any buildings proposed for demolition or remodeling contain asbestos, lead, or other hazardous substances. Clearly, in the case of positive findings, the project must implement mitigations that are adequate to provide full protection for adjacent neighbors.

Completed Project: Disposal of biohazards and other hazardous waste will be ongoing. The Associations want to see plans for managing these disposal issues.

UTILITIES

Construction: Sutter and the City are responsible for identifying potential hazards such as gas lines that could be ruptured and take whatever steps are necessary to prevent accidents.

Completed Project: The Central City's sewer system is aging and the City must be able to ensure that appropriate mitigations are in place to guarantee adequate sewer capacity.

AESTHETICS

Construction: Sutter and the City are responsible for determining the potential impacts on street trees taking measures to protect the trees during construction.

Completed Project: The proposed height of new parking garages in the project area appears to be out of scale with adjacent buildings, which would result in blocking off sunlight to the adjacent neighbors. The Associations ask that the height of the community-block parking garage be reduced by an additional story and that upper stories be set back further to reduce the overall mass.

Thank you for your review and consideration of our concerns.

Sincerely,

Bruce Holmes, Chair
Winn Park Capitol Avenue Neighborhood Association

Bill Burgua, Co-Chair and
Marshall School Neighborhood Association

Matt Valine, Co-Chair

Sue Moe, Chair
New Era Neighborhood Association

Jeannie Boyer, Co-Chair, and
Boulevard Park Neighborhood Association

Jon Marshack, Co-Chair

From: <OWCATHOUSE@aol.com>
To: <jrvienop@cityofsacramento.org>, <OWCATHOUSE@aol.com>
Date: 10/30/03 4:22PM
Subject: response to NOP regarding sutter medical center

here are my comments, some of which were presented at the community meeting:

concerns that sutter has no plans for reuse of SMH, and this is not considered in this plan. there must be some idea of reuse of property and this should be addressed in the overall instead of doing a second EIR when decision is made on that property. they seem to be one and the same and should not be separated.

p.5 4th bullet does not address transit only meeting city parking standards. should not some thought be put into transit?

p.5 addresses the timing/phasing but does not address the parking needs during the time sturctures are being built or torn down. would like to see the plan be based opon resonable phasing so the neighborhood is not impacted with overwhelming needs for parking during construction. needs to have a plan for guiding folks to parking or offsite parking for staff during construction so neighborhoods and businesses are not impacted. the tavern parking does not appear adequate to pick up all the slack. this needs to be made extremely clear to the community.

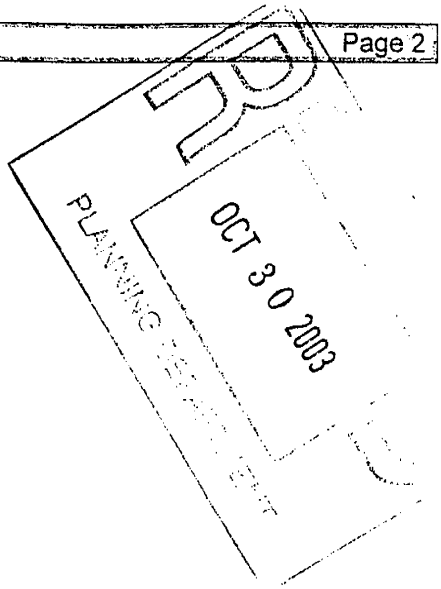
p.6 master plan projects addressed at programmatic level leaves out the traffic and parking issues associated with the new theater. this should be included in the eir based upon what is expected to be generated by the theater during the entire day. (day and evening performances)

p. 7 references demolition and rebuilding of trinity cathedral, understand this has been put off and will not happen during the time it takes to build out this plan. that should be clarifed since it is stated in the document. again this is addressed on p.9 and should be clarified.

p.8 mentions cumalative analysis of the impacts of proposed new development but does not address the loss of historical housing the is referenced in other sections as being moved or demolished. there is a significant impact to a neighborhood when the historic housing stock, even if being used as office space, is removed or demolished. it changes the character and erodes into the historic significance of the neighborhood. this should be address as this project is next to the capitol avenue historic district and should try and blend not destroy. those building should be moved and rehabilitated for use as housing, maybe on the N street property owned by sutter.

p16 first paragraph states "pediatric medical/surgical suites" during the meeting the response was that this was incorrect and should be OB surgical not pediatric as surgery is to take place in the general hospital. please clarify or correct.

p. 16 helistop. landings of 150/year or average 12-13 per month. who monitors and reports back to community to show good faith that this is not an issue? who receives calls regarding noise levels (airport has complaint line) so community can evaluate the impacts and look for mitigation if this proves to be more that estimated?



p. 17 new entrance on L for hospital is part of the renovation but must be considered in the traffic flow and patterns as turns from L into the hospital significantly impacts traffic flow on L especially adding the emergency entrance too.

p.17 mentions alley abandonment. (this document mentions 3, but only 2 are true alley abandonments per my understanding) this is a gift of public land to the hospital. in consideration for this gift the hospital should consider saving the historic housing and having it moved to their n street site and rehabed.

p. 19 AS/MOB section does not adequately address street level lighting for pedistrians at both the building and at the parking structure.

p. 19 project description still includes diagnostic imaging and "additional medial office programs". the specific types of medical uses should be spelled out as to need for nearness to the hospital as other office needs can be served in the St Lukes building. there should be clarification on how this building will be used as different from the first presentations since sutter did purchase st lukes and can put various offices there.

p. 19 ped/vehicle connections. not sure what is being planned for east bound traffic on capitol trying to turn into AS/MOB. will there be a turn lane? how will this impact the flow or congestion of traffic on capitol? it is not adequate to assume all traffic will come from the freeways. many people use surface streets, thus this should be adequately addressed in analysis.

p 20 again need to address alley abandonment. many people use alley and this will devert the current flow of those walking or driving and may impact 26th as all using alley will need to go in and out via 26th.

p20 building removal/demolition. sutter should make all efforts to remove the structures and demolition is not a preferred option, even if sutter is building new housing, especially when it has land to put this buildings on.

p. 21 parking garage still seems too large based upon st lukes structure and offsite parking. sutter should not abandon the idea of off site parking just because it has purchase the parking garage at st lukes. also transit should have a larger role as well as paratransit.

p21 the parking garage show alley abandonment, but at least one of the current businesses uses the alley for entry and exit of its parking. this needs to be addressed. in addition, it was the community's understanding at early meetings that the alley would not be abandoned, but could be used for entry or exit from the parking structure.

p21 still mention demolition which is not a preferred option.

p. 21 construction phasing, see above comments, need to address all concerns in the phasing of the construction for parking, business and neighborhood interests.

p 22 last para in renovation mentions that st lukes "would enable less intensive use for the new AB/MOB", lets make sure it does and please explain how in that parking is not really reduced and uses of AB/MOB still have intensive uses - imaging.

p. 22 utilities: needs to be part of the phasing plan so community knows when streets expected to be torn up and for what duration. this also mentions work in alleys and those not being abandoned need to have a plan so use is not lost for a significant length of time.

p. 24 mentions residential for the n street site. again this could be where historic structures are moved thus those using "ronald mcdonald house" are a part of the neighborhood, not a new structure that does not fit. a design plan could be developed around the existing structures that need to be moved to wisely develop this property.

thank you,

linda k. whitney
president,
sacramento old city association
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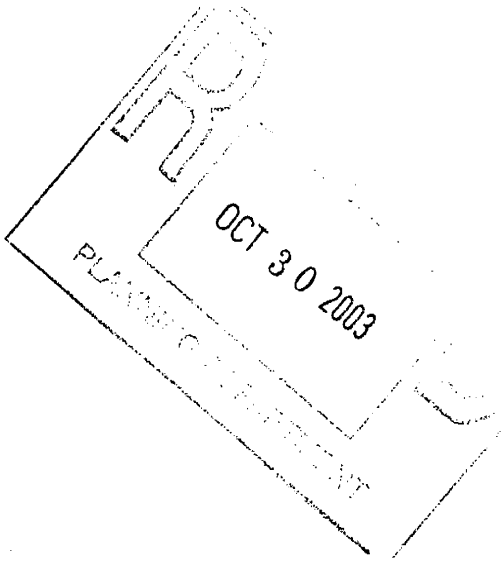
916-263-2677 (d)



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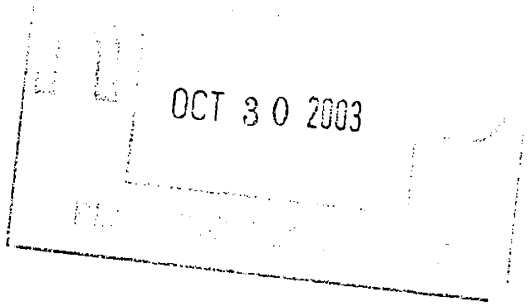
October 30, 2003

BY HAND DELIVERY



Mr. Jim Regan-Vienop
City of Sacramento
Planning and Building Department
1231 I Street, Room 300
Sacramento, California 95814

Re: Sutter Medical Center, Sacramento Master Plan Projects – Environmental Impact Report

Dear Mr. Regan-Vienop:

This office represents Pioneer Congregational Church ("Pioneer"). Pioneer is located on the city block bounded by 27th and 28th Streets and L Street and Capitol Avenue in the City of Sacramento. Pioneer will be significantly impacted, both in the legal and practical sense, by the proposed expansion of the Sacramento Medical Center, and specifically the Master Plan Projects that are being proposed. The purpose of this letter is to respond to the Notice of Preparation ("NOP") for Environmental Impact Report ("EIR") for these projects.

As recognized by the NOP prepared by EIP Associates for the City of Sacramento, the Master Plan Projects will have significant environmental affects on the physical conditions which exist in the project area. Although the NOP recognizes the extent of the environmental impacts, and proposes a comprehensive EIR, there are several issues that Pioneer wishes to bring to the attention of the City of Sacramento, as the lead agency. Certainly, the cumulative effect of the Master Plan Projects will dramatically affect the entire neighborhood. The comments below, however, focus on impacts that may be unique to Pioneer. As the proposed ambulatory services/medical office will share a block with Pioneer, specific attention should be paid to the impacts caused by this project.

In preparing the EIR, we request that the City of Sacramento pay special attention to the following issues as they affect Pioneer:

1. **Noise**: Pioneer's sanctuary is a house of worship and meditation. Pioneer's outdoor labyrinth provides an outdoor place of worship and meditation and is frequented by families of hospital patients. The traffic noise (and changed traffic pattern) will dramatically impact the serenity of this place of worship that is available to those seeking tranquility for mediation or prayer 24 hours per day. Obviously, the impact of noise on the sanctuary, and other Pioneer facilities, which are used for musical concerts as well as traditional religious uses (weddings, memorial services, etc.) must be carefully evaluated. Pioneer's facility also houses a school that must be considered when evaluating the impact of noise related to the projects.

2. **Parking**: Parking is already a significant issue for Pioneer. The long-term and short-term vitality of Pioneer is greatly dependent on the ability of its members and others seeking to worship to easily access the church and its facilities. As Pioneer is also a refuge to the elderly and disabled, the availability of parking in the proximate area is most important. Parents of school children must also be able to park in the immediate vicinity of Pioneer. Sutter's proposal to build a community parking facility several blocks away will not adequately mitigate the adverse affects of significant increases in parking in the area where Pioneer is located.

3. **Changes in Traffic Patterns**: The project proposes a new alley connecting Capitol Avenue to L Street just east of Pioneer. This would totally change traffic configuration in the area as well as to provide traffic, for the first time, directly adjacent to the eastern border of Pioneer. Further, the project proposes the elimination of the alley immediately to the south of Pioneer. This alley is Pioneer's only means of loading and unloading and its loss would be severely detrimental to Pioneer's use of its facilities.

4. **Aesthetics, Cultural and Historic Resources**: Pioneer is part of Sacramento's history. The present sanctuary was constructed in 1927. As a place of worship, it is an oasis in an increasingly urbanized environment. Pioneer's location on a curved part of L Street, the openness of Sutter's Fort park area and the set back of Pioneer's facility create a open and welcoming environment suitable for worship, meditation, religious celebrations, concerts and an educational environment. Again, the outdoor labyrinth is a popular and frequently used place of meditation and worship. The impact of new roadways, traffic and urbanized buildings will significantly and negatively impact the aesthetic, cultural and historic value of Pioneer. Pioneer believes that the impact of building height must be carefully scrutinized as height may interfere with the natural light necessary to illuminate Pioneer's stain glass windows that are an integral part of its history, aesthetics and religious environment.

Sutter appreciates the City of Sacramento's consideration of the significant and negative impacts the project will have on Pioneer, its members and the community that it serves. Although, the proposed project will impact the community in general, given the unique nature of Pioneer as a place of worship, meditation, education and cultural events and its historical and cultural significance to Sacramento, these impacts might be more traumatic on Pioneer than its neighbors and should be scrutinized and examined accordingly in the EIR process.

Thank you very much for your time in learning more about Pioneer. We look forward to working with the City of Sacramento as the impacts on Pioneer presented by the proposed projects are more closely considered.

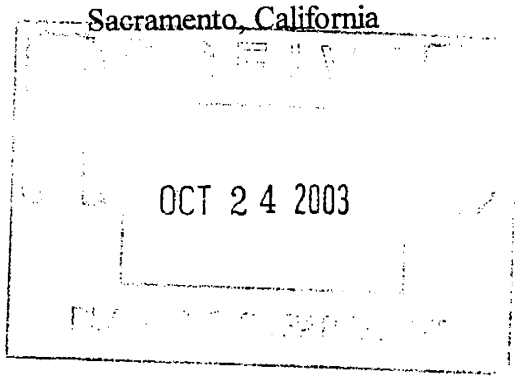
Sincerely yours,

Stephen K. Marmaduke

SKM:rch
cc: Donald King
Kevin Manz
IMANAGE:121254.1

DONALD W. KING
2610 Bowdian Court
Sacramento, California

916.383.4688



October 22, 2003

Mr. Vienop:

Sorry for the delay in gettting this to you. Apprently the mailman doesn't know where the Planning Department is in your building.

Don King

PIONEER CONGREGATIONAL CHURCH

United Church of Christ
An Open & Affirming Church
2700 L Street, Sacramento, CA 95816

James P. Truesdell, Pastor
(916) 443-3727
FAX (916) 446-2273
E-mail: truesdell@pacbell.net

October 10, 2003

Mr. Mark Kraft
Project Planner, City of Sacramento
1231 "I" Street, Suite 300
Sacramento, California 95814

Re: Notice of Preparation for the Sutter Medical Center, Sacramento, Master Plan Projects, Environmental Impact Report, October 2003

Dear Mr. Kraft:

As a result of Sutter Health Sacramento Sierra Region approaching Pioneer Congregational Church and proposing the trading of properties in Block 171 as shown on the enclosed plot map, an Agreement was consummated on May 17, 2002 in which Pioneer Church traded lot number 17 for lot number 11 which was owned by Sutter Health.

There was no money exchanged by either party in consideration for this trade, but as extra consideration provided as an inducement to Pioneer Church, Sutter Health agreed to build a multistory parking structure on lots 4, 5, 6, 7, 8, and 17 of block 171 and Pioneer Church would have 36 parking spaces in this structure daily and would have access and use of the entire structure in the evenings, holidays and weekends for as long as there was a viable church on lot 1, and an easement was granted regarding these parking rights on this property.

We were verbally told by Mr. Mitsch, vice president of real estate, that the parking structure would probably be three stories and hold approximately 300 cars.

All of this information is listed in the Article 6 Parking Rights, of the attached Agreement and the Grant of Easement and Covenants, Conditions and Restrictions Regarding Parking Rights is listed in Exhibit E to the Agreement.

The congregation of Pioneer Church consists of many elderly members; some have been members for over 60 years. The church has relied heavily on Sutter's verbal and written Agreement as the main inducement to trade these properties. Sutter Health was to reserve ground floor parking places for 18 cars and the other 18 parking places would be in the rest of the parking structure thereby allowing at least 18 elderly people to have safe access through the alley to the rear entrances of the church.

Earlier this year I attended one of the Sutter Health presentations for the neighborhood association, businesses and churches. Part of their presentation was about a medical office building that would be built on property extending from L Street to Capitol Avenue and facing 28th Street. I asked about parking for that block and was advised there was no parking planned under the building or anywhere on that block. The following day church representatives contacted Sutter Health and a meeting was set.

Eventually this meeting was attended by Mr. Gagen, Mr. Mitsch and church representatives. Mr. Gagen told us the plan presented was just one of various conceptual plans and nothing had been chosen yet. At that time both of these gentlemen told us they intended to honor their pledge regarding the parking structure.

About two months ago I attended another Sutter Health presentation and again they showed the same medical office building plan. The church at this time sent a letter and a copy of Exhibit E to the Agreement to Mayor Fargo, all council members and Mr. Gary Stonehouse, Director of City Planning, and Sutter Health executives. A copy of this letter is attached.

Sutter responded immediately, wondering why we wrote to the mayor and city council regarding this matter. Another meeting was set up with Mr. Gagen and Mr. Mitsch. Before the meeting date we were told by Sutter Health personnel that Mr. Gagen and Mr. Mitsch both were out of town but that Pam Brink and Collette Johnson-Schulke would meet with us.

Ms. Brink wanted to know what the problems were, and we told her the only problem was that Sutter Health was not honoring their agreement to build the parking structure. Ms. Brink told us that since our last meeting they have added 95 underground parking spaces under the medical office building that we could use.

Pioneer Church has many evening and weekend activities involving hundreds of people: Major musical productions, Sacramento Men's Chorus and large weddings almost every weekend. Some weekends there will be two or three weddings, and we already have a large number scheduled for 2004 and into 2005. Parking in our area is very limited. When we were originally told we would have full access to approximately 300 parking spaces in a multilevel parking structure on evenings, holidays and weekends, that was a major determining factor in our decision to trade properties with Sutter Health.

Pioneer Church has been undergoing major renovation and modification over the past few years. The Montessori School uses our administration building facilities for about 125 students during the day. Parking space is needed for their teachers and administrators.

The Spiritual Life Center holds two church services on Sunday, filling our large sanctuary for both services, and they also conduct various services and meetings during the week and on Saturdays in our premises. Their presence requires the use of a large parking structure.

A large parking structure is necessary for Pioneer Church to continue growing. During periods of inclement weather, members (especially elderly members) are not able to park blocks away and walk to church, and wind and slippery sidewalks are a serious danger to all people, especially the elderly. This parking structure Sutter Health agreed to build was the answer to our prayers.

Sutter Health has never voluntarily contacted us regarding the building of the parking structure after our Agreement was consummated. It is the church's feeling that Sutter Health knew at the time of the consummation of the property trades that they were not going to build a multistory parking structure, and we believe that our easement precludes them from building anything other than a multistory parking structure on this property.

Very truly yours,

REV. JAMES TRUESDELL

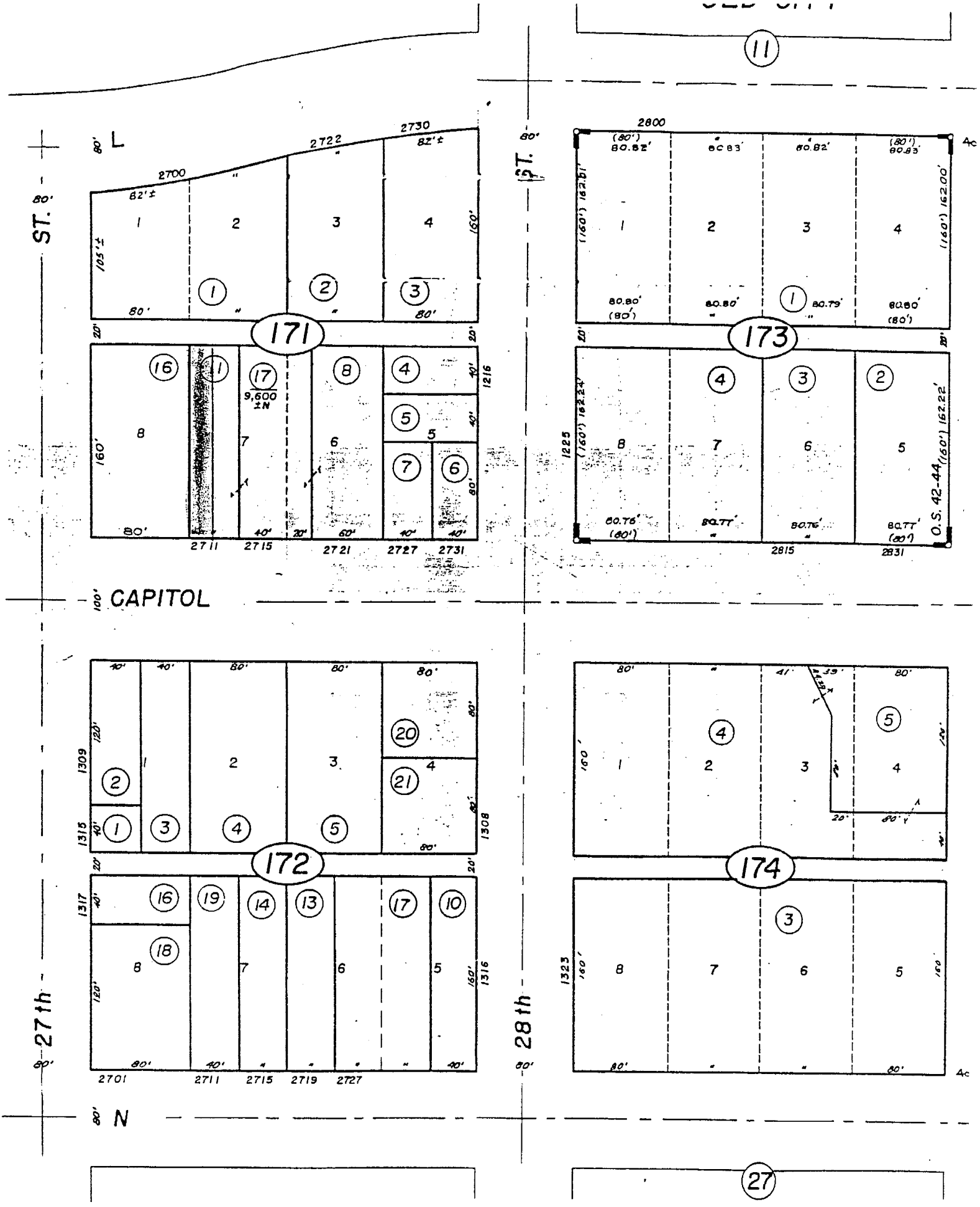
FRED HARROLD, President
Church Council

KEVIN MANZ
Chair, Building & Finance

DON KING
Member at Large

cc: Mr. Jim Regan-Vienop
Planning and Building Department

Encls: Agreement Regarding Real Property Exchange
And Grant of Parking Rights.
Pioneer Congregational Church September 5, 2003
letter to Mayor Fargo and City Council Members
and Gary Stonehouse, Director of City Planning with attachments.
Plot map of Block 171.
Sutter Health letter dated April 17, 2003 to Rev. James Truesdell.



Record of Survey, O.S. Bk. 42, Pg. 44 (12-9-87)

NOTE – Assessor's Block
Assessor's Parcel

PIONEER CONGREGATIONAL CHURCH

United Church of Christ
An Open & Affirming Church
2700 L Street, Sacramento, CA 95816

James P. Truesdell, Pastor
(916) 443-3727
FAX (916) 446-2273
E-mail: truesdell@pacbell.net

September 5, 2003

Hon. Heather Fargo, Mayor
City Council Members
730 I Street, Room 321
Sacramento, California 95814

Gary Stonehouse
Director of City Planning
1231 I Street, Suite 300
Sacramento, California 95814

Ladies & Gentlemen:

In the interest of transparent decision-making and integrated public policy development, we are providing information and documents for your knowledge and use.

In consummation of a negotiated contractual agreement, Sutter Health granted a parking easement in perpetuity to Pioneer Congregational Church on property where Sutter is proposing to build a medical office building. The published plans and reports do not appear to comply with the easement or contract whereby Sutter has committed to build a multi-level parking structure on this property. Enclosed are copies of the easement, agreement and two letters from Sutter acknowledging their commitment and their intention to honor same.

Unfortunately, Sutter is continuing to present plans to general public meetings, government officials and the press which do not honor our rights and the agreement.

Subsequent to your review of this material, we look forward to working with you in establishing a development that meets the needs of all of Sacramento's citizens.

Respectfully,

JAMES P. TRUESDELL
Pastor

FRED HARROLD
President, Church Council

KEVIN MANZ
Chair, Building & Finance

DON KING
Member at Large

cc: Tom Gagen
Tom O'Leary
Robert Mitsch
Pam Brink
Collette Johnson-Schulke
Bob Mitsch

Encls.

Sutter Health

April 17, 2003

2200 River Plaza Drive
Sacramento, CA 95833

Reverend James Truesdell
Pioneer Church
2700 L Street
Sacramento, CA 95816

VIA FACSIMILE 446-2273

Dear Reverend Truesdell:

I would like to apologize for missing our scheduled meeting yesterday. I had unfortunately not synchronized my paper and electronic calendars from the prior week. Please extend my apologies to Don King and the others who were in attendance.

Our original purpose in scheduling the meeting was to review the latest iterations of our plans for the Sutter Medical Center campus, including information supporting the proposed alley abandonment and its effects on Pioneer Church and Trinity House. Additionally, we planned to propose some alternatives for parking spaces committed to Pioneer as a part of our previous land exchange.

There are several competing land use concepts for our properties adjacent to the Church, some of which do not provide on site parking for Pioneer Church in the way that was set forth in our prior agreement. I understand that Don King and perhaps others from your church have seen these concepts and have concerns. Please understand that these alternatives are only conceptual and none have been submitted to any agency having jurisdiction. We understand completely our obligations to you and desire only to discuss other scenarios that may meet the needs of the parties in a different way.

We will be attempting to reschedule the meeting in the near term to review all of these items. Please also feel free to contact Tom Gagen (733-8999) or myself (286-6707) in the interim with any questions.

Sincerely,

Robert M. Mitsch
Vice President

cc Tom Gagen
Tom O'Leary
Pam Brink
Collette Johnson-Schulke

Sutter Health

2200 River Plaza Drive
Sacramento, CA 95833

August 28, 2003

The Reverend James P. Truesdell
Pioneer Congregational Church
United Church of Christ
2700 L Street
Sacramento, CA 95816

RE: August 19, 2003 Letter

Dear Reverend Truesdell:

Thank you for your letter of August 19, 2003, which is attached. This letter shall serve to confirm that Sutter Medical Center intends to honor its agreement with Pioneer Church to provide parking as a part of the development planned between 28th Street and Pioneer Church. I will confirm that SMC will honor the written agreement between the parties as it relates to parking, but am uncertain as to the actual parking lot configuration and cannot confirm that there will be a "three story" parking structure as indicated in your letter.

Please feel free to give me a call with any questions you may have in regard to this issue.

Sincerely,

Robert Mitsch
Vice President

cc: Tom Gagen
Tom O'Leary
Pam Brink

EXHIBIT E

Form of Grant of Easement and Covenants, Conditions and Restrictions Regarding Parking Rights

GRANT OF EASEMENT AND COVENANTS, CONDITIONS AND RESTRICTIONS REGARDING PARKING RIGHTS

Sutter Health Sacramento Sierra Region, a California non-profit public benefit corporation ("**Sutter**"), and Pioneer Congregational Church, United Church of Christ, a California non-profit corporation ("**Pioneer**"), enter into this declaration of Grant of Easement and Covenants, Conditions and Restrictions regarding Parking Rights ("**Declaration**") this _____ day of _____, 2002, as follows:

ARTICLE 1
GENERAL

1.1 The Property.

1.1.1 The "Retained Property." Pioneer is the owner of that certain real property located in the City of Sacramento ("**City**"), County of Sacramento ("**County**"), California, located on L Street and designated as Assessor's Parcel No. 007-0171-001, and more particularly described on **Exhibit A** ("**Retained Property**"). The Retained Property serves as a location for Pioneer's sanctuary and primary buildings.

1.1.2 The "Pioneer Property." By a grant deed dated _____, 2002 ("**Pioneer Grant Deed**"), Pioneer granted to Sutter that certain real property located in the City and County, consisting of a 60-foot paved parking lot located on Capitol Avenue, designated as Assessor's Parcel No. 007-171-017 and more particularly described on **Exhibit B** ("**Pioneer Property**").

1.1.3 The "Sutter Property." By a grant deed dated _____, 2002, Sutter ("**Sutter Grant Deed**") deeded to Pioneer that certain real property located in the City and County, consisting of a 40-foot-wide unimproved lot located on Capitol Avenue, designated as Assessor's Parcel No. 007-171-011 and more particularly described on **Exhibit C** ("**Sutter Property**").

1.1.4 "Alley." The City owns and maintains an alley in that block in the City bordered by 27th, L and 28th Streets and Capitol Avenue ("**Alley**"). The Alley runs parallel to Capitol Avenue.

1.2 Background.

1.2.1 The "Exchange and Parking Agreement." Pioneer and Sutter are parties to an Agreement regarding Real Property Exchange and Grant of Parking Rights dated _____, 2002 ("**Exchange and Parking Agreement**"). The Pioneer Grant Deed, the Sutter Grant Deed, and this Declaration are delivered as partial performance of the respective obligations of Sutter and Pioneer under the Exchange and Parking Agreement.

1.2.1 Parking Rights. The Exchange and Parking Rights Agreement provides for reciprocal rights and obligations relating to the parking rights of Pioneer on the Pioneer Property.

1.3 Purpose. The purpose of this Declaration is grant an easement to Pioneer and to define and provide additions to the rights and obligations of the parties relating to the easement as established by the Exchange and Parking Rights Agreement, including the rights of the parties in the event that Sutter constructs a parking structure on the Pioneer Property.

ARTICLE 2
GRANT OF EASEMENT

2.1 Grant of Easement. Sutter hereby grants to Pioneer, for the use and benefit of and appurtenant to the Retained Property and the Sutter Property, the following irrevocable easements over the Pioneer Property and adjacent real property (including, but not limited to, any property that may be merged or combined with the Pioneer Property) owned by Sutter (collectively, the "**Easement**"):

(a) The nonexclusive right for ingress and egress for pedestrian and vehicular traffic from Capitol Avenue or 28th Street for parking purposes;

(b) The right to park 36 vehicles; and

(c) The nonexclusive right for pedestrian ingress and egress from the Alley or an adjacent public street.

2.2 Termination of Easement. In the event that: (a) any of the Retained Property or the Sutter Property ceases to be used for a period of 18 consecutive months by a non-profit religious institution; (b) any of the Retained Property or the Sutter Property is sold to a third party; or (c) the church on the Retained Property is destroyed and not rebuilt, the Easement shall permanently terminate as to that portion of the Retained Property or the Sutter Property subject to such event.

2.3 Effect. Nothing in this Declaration shall serve to extinguish, limit, waive or otherwise adversely impact the rights of Pioneer under the Easement. Notwithstanding the foregoing, so long as Sutter complies with the other provisions of this Declaration, Sutter may develop the Pioneer Property and other property owned by Sutter that may be encumbered by the Easement without violating the Easement.

ARTICLE 3
PARKING LOT

3.1 Parking Lot Maintenance. Sutter shall maintain on the Pioneer Property, at Sutter's sole cost and expense, improved (paved) parking areas, with at least 36 parking spaces in full compliance with all codes and ordinances of the City and County applicable to parking. The improved parking areas shall be maintained by Sutter at its sole expense, in a condition that does not pose any risk of injury to persons using the Pioneer Property for parking or damage to their property.

3.2 Pioneer's Use of Parking Lot. Pursuant to the terms of the Easement and this Declaration, Pioneer, its tenants, and their employees, guests and invitees (the "**Pioneer Parties**") shall have the exclusive right to use 36 parking spaces on the Pioneer

Property. Eighteen of such parking spaces shall be "reserved" and designated to be for the exclusive use of the Pioneer Parties.

3.3 Alley Access. Sutter shall select a location suitable to Pioneer for pedestrian access from the Pioneer Property to the Alley to provide the Pioneer Parties access from the Pioneer Property through the Alley to the Retained Property.

ARTICLE 4
CONSTRUCTION OF PARKING STRUCTURE

4.1 Contemplated Parking Structure. Sutter intends to instruct a multi-story parking structure (the "**Parking Structure**") on the Pioneer Property and adjacent real property owned by Sutter (the "**Project Area**"). The Parking Structure shall be built at Sutter's sole cost and expense, in accordance with all standards for such structures within the City and County.

4.2 Construction. During the construction of the Parking Structure, Sutter shall temporarily provide to Pioneer 36 parking spaces at a different location to be designated by Sutter ("**Temporary Parking Location**"). The Temporary Parking Location shall be reasonably accessible to the Retained Property and shall be available to the Pioneer Parties seven days a week. "Reasonably accessible" shall mean within the boundaries bordered by K and N Streets and 27th and 30th Streets. During the period of construction, which shall not exceed 36 months, and as long as the Temporary Parking Location is made available to Pioneer, its tenants, and their employees, guests and invitees, Sutter shall not be required to provide, and Pioneer shall not use, the 36 parking spaces on the Project Area.

ARTICLE 5
PARKING STRUCTURE USE

5.1 Parking Structure Spaces. After completion of the Parking Structure, Sutter shall provide Pioneer with 36 entry cards which will provide access to the Parking Structure at no charge to Pioneer during all times when entrance requires payment or use of an access card. Sutter shall provide 18 reserved parking spaces for Pioneer's use on the first floor of the Parking Structure in a location reasonably convenient to the Retained Property. Pioneer may use 18 additional spaces throughout the Parking Structure in common with members of the public. In common with the public, Pioneer, at no cost, may use spaces throughout the Parking Structure during non-business hours (5:00 p.m. to 8:00 a.m.) during the business week and on weekends and nationally-recognized holidays when entrance does not require payment or use of an access card. If the Parking Structure is locked during those times, Sutter and Pioneer shall agree on a method of providing access to Pioneer while maintaining the security of the Parking Structure.

5.2 Parking Structure Access to Alley. The Parking Structure shall contain a means of pedestrian ingress and egress from the Parking Structure to the Alley or an adjacent public street at a place designated by Sutter which shall reasonably provide for access by the Pioneer Parties to the Retained Property. This pedestrian access shall be accessible to the Pioneer Parties at all times in a manner consistent with maintaining the security of the Parking Structure.

5.3 Rules and Regulations. Sutter may promulgate reasonable rules and regulations for the use of the Parking Structure, including the use of "key cards" and other automated opening devices, provided that the Pioneer Parties shall have unrestricted access to the Parking Structure for the uses and during the times set forth above.

5.4 Maintenance. Sutter shall, at its sole cost and expense, operate and maintain the Parking Structure in a manner consistent with other parking structures available to the public in the vicinity of the Parking Structure and in a condition that does not pose risk of injury to persons using the Parking Structure for parking or damage their property.

ARTICLE 6
ARTICLES OF ENFORCEABILITY; TERMINATION

6.1 Run with the Land. These covenants, conditions, restrictions, limitations and other obligations of the parties contained in this Declaration are equitable servitudes and shall run with the land, and benefit and burden the Retained Property, the Sutter Property and the Pioneer Property, respectively, and shall inure to the benefit and be binding upon the owners of the Retained Property, the Pioneer Property, the Sutter Property and the Parking Structure, their legal representatives, heirs, grantees, tenants, successors and assigns.

6.2 Termination of Responsibility. In the event that Sutter shall convey all of its rights, title and interest in and to the Pioneer Parcel to any partnership, individual or individuals, corporation or corporations, Sutter shall be relieved of the performance of any further duty or obligation occurring after such conveyance, and such partnership, individual or individuals, corporation or corporations shall be obligated to perform all such duties and obligations of Sutter pursuant to the terms and conditions of this Declaration.

6.3 Termination of Rights. In the event that any of the Retained Property ceases to be used for a period of 18 consecutive months by a non-profit religious institution, the rights granted to Pioneer under this Declaration shall permanently terminate. In the event that (a) any of the Retained Property or the Sutter Property is sold to a third party, or (b) the church on the Retained Property is destroyed and not rebuilt, the rights granted Pioneer under this Declaration shall permanently terminate as to that portion of the Retained Property or the Sutter Property subject to such event.

ARTICLE 7
TERM

Subject to the termination provisions in Sections 2.2 and 6.3, the term of this Agreement, and the equitable servitude created herein, shall be for a term of 60 years from the date this Declaration is recorded, and thereafter, shall be automatically extended for successive periods of 30 years, unless terminated by the mutual agreement of Pioneer and Sutter, and/or their successors in interest.

ARTICLE 8
MISCELLANEOUS

8.1 Notices.

8.1.1 "Notice" means any notice, demand, request or other communication or document to be provided under this Declaration to a party.

8.1.2 The Notice shall be in writing and shall be given to the Party at its address or telecopy number set forth below or such other address or telecopy number as the Party may later specify for that purpose by Notice to the other Party. Each Notice shall, for all purposes, be deemed given and received:

8.1.2 If given by telecopy, when the telecopy is transmitted to the Party's telecopy number specified below and confirmation of complete receipt is received by the transmitting Party during normal business hours or on the next business day if not confirmed during normal business hours;

8.1.2.1 If hand-delivered to a Party against receipted copy, when the copy of Notice is receipted;

8.1.2.2 If given by nationally-recognized and reputable overnight delivery service, the day on which the Notice is actually received by the party; or

8.1.2.3 If given by other means or if given by certified mail, return receipt requested, postage prepaid, two business days after it is posted with the United States Postal Service, at the address of the Party specified below:

SUTTER:
Chief Executive Officer
SUTTER MEDICAL CENTER
2801 L Street
Sacramento, CA 95816
Telecopy No.: (916) 733-8894

PIONEER:
PIONEER CONGREGATIONAL CHURCH
2701 L Street
Sacramento, CA 95816
Telecopy No.: (916) 446-2273

8.1.3 If any Notice is sent by telecopy, the transmitting party as a courtesy may send a duplicate copy of the Notice to the other Party by regular mail. In all events, however, any Notice sent by telecopy transmission shall govern all matters dealing with the delivery of the Notice, including the date on which the Notice is deemed to have been received by the other party.

8.1.3 The provisions above governing the date on which a Notice is deemed to have been received by a party to this Declaration shall mean and refer to the date on which a Party to this Declaration, and not its counsel or other recipient to which a copy of the Notice may be sent, is deemed to have received the Notice.

8.1.5 If Notice is tendered under the provisions of this Declaration and is refused by the intended recipient of the Notice, the Notice nonetheless shall be considered to have been given and shall be effective as of the date provided in this

Declaration. The contrary notwithstanding, any Notice given to either Party in a manner other than that provided in this Agreement, that is actually received by the noticed Party, shall be effective with respect to such Party on receipt of the Notice.

8.2 Interpretation – Binding Effect. This Declaration has been executed in Sacramento, California. The captions of paragraphs used in this Declaration are for convenience only. The provisions hereof shall be binding upon and inure to the benefit of the successors and assigns of Sutter and Pioneer. The provisions of this Declaration have been fully negotiated by the parties, each of which has been represented by legal counsel, and, for purposes of applying any rule of construction, no provision of this Declaration shall be deemed to have been drafted by any particular party.

8.3 Attorneys' Fees. In the event either Sutter or Pioneer, or their respective successors in interest to the Pioneer Property and the Retained Property, respectively, shall commence legal proceedings for the purpose of enforcing any provision or condition of this Agreement or the Easement, or by reason of any breach arising under the provisions thereof, then the prevailing party shall be entitled to reasonable attorneys' fees which shall consist of the fees for services rendered by counsel, the fees for services of experts, and all other expenses incurred in connection with the action, including those expenses recoverable as allowable costs of suit under the applicable state or federal statute, and those attorneys' fees and costs incurred executing upon or appealing any judgment, as well as all other expenses incurred during the course of the action.

8.4 Integration. This Declaration and the Exchange and Parking Rights Agreement contain the entire agreement of the Parties and supersedes any prior written or oral agreements between them concerning the subject matter contained herein. There are no representations, agreements, arrangements or understandings, oral or written, relating to the subject matter which are not fully expressed herein.

8.5 Additional Documents and Information. From time to time prior to and after the close of escrow, each party shall execute and deliver such instruments of transfer and other documents as may be reasonably requested by the other party to carry out the purpose and intent of this Declaration.

8.6 California Law. This Declaration shall be governed by the laws of the State of California.

8.7 Exhibits. All exhibits to which reference is made in this Declaration are incorporated in this Declaration by the respective references to them, whether or not they are actually attached, provided they have been signed or initialled by the Parties. Reference to "this Declaration" includes matters incorporated by reference.

8.8 List of Exhibits.

A. Legal description of the "Retained Property"

B. Legal description of the "Pioneer Property"

C. Legal description of the "Sutter Property"

SUTTER:

SUTTER HEALTH SACRAMENTO SIERRA REGION, a California nonprofit public benefit corporation

Dated: _____ By: _____

Its: _____

PIONEER:

PIONEER CONGREGATIONAL CHURCH, United Church of Christ, a California non-profit corporation

Dated: _____ By: _____

Its: _____

STATE OF _____)
) ss.
COUNTY OF _____)

On _____, before me, _____, Notary Public, personally appeared _____, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person whose name is subscribed to the within instrument, and acknowledged to me that he/she executed the same in his/her authorized capacity, and that by his/her signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

Witness my hand and official seal.

_____
Notary Public

STATE OF _____)
) ss.
COUNTY OF _____)

On _____, before me, _____, Notary Public, personally appeared _____, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person whose name is subscribed to the within instrument, and acknowledged to me that he/she executed the same in his/her authorized capacity, and that by his/her signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

Witness my hand and official seal.

_____
Notary Public

EXHIBIT F

Form of Certificate Not to Object to Project

CERTIFICATE NOT TO OBJECT TO PROJECT

For valuable consideration, receipt of which is hereby acknowledged, California Montessori Project, a California corporation, enters into this acknowledgment and agreement (the "**Certificate**") effective this _____ day of _____, 2002 (the "**Effective Date**"), as follows:

ARTICLE 1
BACKGROUND

California Montessori Project ("**Montessori**") leases space from Pioneer Congregational Church, United Church of Christ ("**Pioneer**") for purposes of operating a school. Montessori acknowledges that Pioneer has entered into an agreement (the "**Agreement**") with Sutter Health Sacramento Sierra Region, a California non-profit public benefit corporation ("**Sutter**"), which provides for, among other things, Pioneer to transfer ownership to Sutter of a parcel of property consisting of a 60-foot paved parking lot located on Capitol Avenue and designated as Assessor's Parcel No. 007-17017 and shown on **Exhibit A** (the "**Pioneer Property**"). The Agreement also provides for Sutter to transfer to Pioneer that real property consisting of a 40-foot-wide unimproved parking lot located on Capitol Avenue designated as Assessor's Parcel No. 007-171-011 and shown on Exhibit A (the "**Sutter Property**") to Pioneer. It is Sutter's plan to construct a multi-story parking structure (the "**Parking Structure**') on the Pioneer Property and adjacent property. Montessori plans to build a playground on the Sutter Property (the "**Playground**"). The Parking Structure will be part of a larger project Sutter intends to construct (the "**Sutter Project**") which is anticipated to consist of: a new Women's and Children's Hospital; new and/or relocated plant operations (both west of the existing Cancer Center and Old Tavern); a new medical office/ancillary services building including adjacent parking next to the Retained Property; and a new mixed-use development which could include a parking structure, a theatre complex, residential units and retail (south of Capitol Avenue between 27th and 28th Streets).

ARTICLE 2
NO OBJECTION TO SUTTER PROJECT

As an inducement to Sutter entering into the Agreement with Pioneer, Montessori agrees that it will take no action to interfere with or object to construction by Sutter of the Parking Structure on the Pioneer Property or of the remainder of the Sutter Project, including the City approval and planning process, even though the Parking Structure would be constructed adjacent and next to the Playground. Montessori agrees to advise the City of Sacramento that it does not object to the planning, development, construction and operation of the Parking Structure or of the remainder of the Sutter Project.

ARTICLE 3
PLAYGROUND OPERATION

During the period of construction of the Parking Structure, Montessori agrees that it will relocate the Playground to a location other than the Sutter Property; provided, however, this period of relocation shall not exceed 36 months.

ARTICLE 4
DISCLOSURE

Montessori agrees that for the next seven years after the Effective Date, it will disclose to all parents and legal guardians of students who attend Montessori or may attend Montessori (a) that Sutter intends to construct the Parking Structure on the Pioneer Property, which Structure shall be immediately adjacent to the Playground, and (b) that Montessori has agreed not to oppose the planning, construction, development and use of the Pioneer Property for a multi-story Parking Structure. Montessori shall use good-faith efforts to secure a written acknowledgment by all parents and legal guardians of students of Sutter's intended use of the Pioneer Property for the multi-story Parking Structure, in the form attached hereto as Exhibit C.

The promises being made by Montessori herein are intended to be relied upon by Sutter as a material inducement for Sutter to enter into the Agreement with Pioneer that provides, in part, for the transfer by Pioneer of that Pioneer Property to Sutter and the transfer by Sutter of the Sutter Property to Pioneer.

CALIFORNIA MONTESSORI PROJECT, a California corporation

Dated: _____, 2002

By_____

Its_____

EXHIBIT G

Form of Acknowledgement and Disclosure

ACKNOWLEDGMENT AND DISCLOSURE

To all parents and/or legal guardians of Montessori School students:

On or before _____, 200_, Sutter Health Sacramento Sierra Region intends to construct a multi-story parking structure on property immediately adjacent to the school's playground. As part of a transaction in which Pioneer Congregational Church obtained that property where the playground is located, the Church and Montessori School agreed (a) to not oppose the planning, construction and operation of the parking structure, and (b) to disclose to parents/legal guardians of the intended construction of the parking structure.

It would be appreciated if you would execute this acknowledgment and disclosure, acknowledging that you have been advised of the future construction of the parking structure immediately adjacent to the school playground.

STUDENT'S NAME

Dated: _____, 200_

_____
Parent/Legal Guardian

AGREEMENT REGARDING REAL PROPERTY EXCHANGE
AND GRANT OF PARKING RIGHTS

SUTTER HEALTH SACRAMENTO SIERRA REGION, a California nonprofit public benefit corporation, formerly Sutter Health Central, formerly Sutter/CHS Central, which acquired title as Sutter Community Hospitals of Sacramento ("**Sutter**"), and PIONEER CONGREGATIONAL CHURCH, UNITED CHURCH OF CHRIST, a California non-profit corporation ("**Pioneer**"), agree as follows:

ARTICLE 1. GENERAL.

1.01. The Property.

A. The Sutter Property. Sutter is the owner of certain real property located in the City of Sacramento (the "**City**"), County of Sacramento (the "**County**"), California, consisting of a 40-foot wide unimproved parking lot located on Capitol Avenue designated as Assessor's Parcel Number 007-171-011 and more particularly described on Exhibit A and shown on Exhibit C (the "**Sutter Property**").

B. The Pioneer Property. Pioneer is the owner of certain real property located in the City and County, consisting of a 60-foot paved parking lot located on Capitol Avenue designated as Assessor's Parcel Number 007-171-017 and more particularly described on Exhibit B and shown on Exhibit C (the "**Pioneer Property**").

C. Property Values. For purposes of establishing transfer tax and title policy amounts pursuant to this Agreement, the value of the Sutter Property shall be deemed to be $100,000 and the value of the Pioneer Property shall be deemed to be $200,000.

1.02. Purpose. Sutter desires to acquire the Pioneer Property and Pioneer desires to acquire the Sutter Property. The purpose of this Agreement is to provide for an exchange of the properties on the terms and conditions of this Agreement.

1.03. Definitions. In addition to the definitions contained within the text of this Agreement, the following terms shall have the meanings set forth below:

A. Party Terms. Either Sutter or Pioneer may be referred to as a "**Party**" and Sutter and Pioneer may be referred to collectively as the "**Parties.**" The term "**Acquiring Party**" shall mean Sutter as to the Pioneer Property and Pioneer as to the Sutter Property. The term "**Conveying Party**" shall mean Sutter as to the Sutter Property and Pioneer as to the Pioneer Property.

B. Property Terms. The "**Properties**" shall mean both the Sutter Property and the Pioneer Property, while a "**Property**" shall mean either of the Sutter or the Pioneer Property, as applicable. "**Acquired Property**" shall mean the Property being acquired by an Acquiring Party. "**Conveyed Property**" shall mean the Property being conveyed by a Conveying Party.

C. Retained Property. The "**Retained Property**" shall mean that certain real property located in the City and County designated as Assessor's Parcel

Number 007-0171-001 and more particularly described in Exhibit D and shown on Exhibit C, which will be retained by Pioneer.

1.04. Effective Date. The effective date of this Agreement ("**Effective Date**") shall be the date upon which the last party to do so signs this Agreement.

ARTICLE 2. EXCHANGE.

2.01. Exchange. Sutter shall convey the Sutter Property to Pioneer and Pioneer shall convey the Pioneer Property to Sutter on the terms and conditions specified in this Agreement.

2.02. Consideration. The consideration for Sutter's conveyance of the Sutter Property to Pioneer shall be the conveyance by Pioneer to Sutter of the Pioneer Property. The consideration for Pioneer's conveyance of the Pioneer Property to Sutter shall be Sutter's conveyance of the Sutter Property to Pioneer and the grant by Sutter of certain parking rights as set forth in this Agreement.

ARTICLE 3. ESCROW.

3.01. Opening. The purchase and sale of the Purchase Property shall be consummated by means of an escrow which is to be opened at Stewart Title of Sacramento, 555 Capitol Mall, Suite 280, Sacramento, California 95814, Attn: Cindy Coon ("**Escrow Holder**"), on the Effective Date.

3.02. Escrow Instructions. The escrow instructions given to Escrow Holder shall be consistent with the terms of this Agreement and, as between the Parties, the terms of this Agreement shall prevail if there is any inconsistency, unless the typewritten rather than printed portion of the instructions specifically provide to the contrary.

3.03. Close of Escrow. Escrow shall close on or before May 3, 2002 (the "**Closing Date**").

3.04. Costs.

A. By Sutter. Sutter shall bear the costs of transfer taxes and the CLTA owner's premium with respect to the conveyance of the Sutter Property and one-half of the escrow fees and recording fees. Sutter shall bear the ALTA increment for an ALTA extended coverage policy and any required ALTA survey if Sutter desires such coverage with respect to the Pioneer Property. Sutter shall bear the costs of its own attorneys' fees.

B. By Pioneer. Pioneer shall bear the costs of transfer taxes, the CLTA owner's title insurance premium with respect to the conveyance of the Pioneer Property, and with respect to the Declaration described in Section 6.05, and one-half of the escrow fees and recording fees. Pioneer shall bear the ALTA increment for an ALTA extended coverage policy and any required ALTA survey if Pioneer desires such coverage with respect to the Sutter Property. Pioneer shall bear the costs of its own attorneys' fees.

C. Other Costs. All other fees and miscellaneous costs shall be borne by the Parties according to custom in the County, as declared by Escrow Holder.

3.05. Prorations. Real property taxes and assessments imposed upon the Properties by the City, the County or any governmental or special district organization or body shall be prorated as of the close of escrow, on the basis of 30-day months.

3.06. Delivery of Documents and Funds.

A. By Sutter. Prior to and as a condition to close of escrow, Sutter shall:

(1) Deposit with Escrow Holder the grant deed for the Sutter Property, fully executed and notarized;

(2) Deposit with Escrow Holder a Transferor's Certificate of Nonforeign Status pursuant to Section 1445 of the Internal Revenue Code of 1986, as amended, certifying that Sutter is not a foreign person;

(3) Deposit with Escrow Holder California Form 590-RE, Withholding Exemption Certificate for Real Estate Sales;

(4) Deposit with Escrow Holder the Declaration described in Section 6.05, fully executed and notarized; and

(5) Execute and deliver to Escrow Holder such other instructions, documents and funds as may be required by Escrow Holder to close escrow in accordance with this Agreement.

B. By Pioneer. Prior to and as a condition to close of escrow, Pioneer shall:

(1) Deposit with Escrow Holder the grant deed for the Pioneer Property, fully executed and notarized;

(2) Deposit with Escrow Holder a Transferor's Certificate of Nonforeign Status pursuant to Section 1445 of the Internal Revenue Code of 1986, as amended, certifying that Pioneer is not a foreign person;

(3) Deposit with Escrow Holder California Form 590-RE, Withholding Exemption Certificate for Real Estate Sales; and

(4) Execute and deliver to Escrow Holder such other instructions, documents and funds as may be required by Escrow Holder to close escrow in accordance with this Agreement.

C. By Escrow Holder. When all other conditions for the close of escrow have been met, Escrow Holder shall promptly:

(1) Cause the grant deed to Sutter to be recorded in the official records of the County;

(2) Cause the grant deed to Pioneer to be recorded in the official records of the County;

(3) Cause the Declaration to be recorded; and

(4) Deliver to each Party a CLTA owner's policy of title insurance (or ALTA policy if the Party so requests), insuring title with respect to the Acquired Property in the Acquiring Party subject only to exceptions consistent with the terms of this Agreement and deliver to Pioneer a CLTA policy insuring the Sutter Property and, if possible, the Retained Property to be benefiting from and subject to the Declaration.

ARTICLE 4. CONDITIONS TO CLOSE OF ESCROW.

4.01. General. The provisions of this Article are conditions precedent to the close of the escrow described in Article 3 and, unless otherwise provided expressly or by context, are covenants.

4.02. Approval of Exceptions to Title. Sutter shall order from Escrow Holder upon the signing of this Agreement and cause to be delivered to both Parties a preliminary report covering each of the Properties (each a "**Preliminary Report**") and legible copies of all documents referred to in the Preliminary Report. If requested by the Acquiring Party, the Preliminary Report shall include any exceptions to be listed by Escrow Holder on an ALTA policy of title insurance. Each Acquiring Party shall have 10 days after receipt of the Preliminary Report to disapprove the exceptions listed therein. Notice shall be given to the Conveying Party as provided in Section 6.01. Failure to give written notice of disapproval to the Conveying Party of some or all of the exceptions shall be deemed to be approval of all exceptions, except for monetary liens other than current taxes and assessments. Each Acquiring Party shall not unreasonably disapprove any item. If an Acquiring Party disapproves any exceptions, the Conveying Party shall have 10 days within which to agree to remove the exception. Notice shall be given as provided in Section 6.01. Failure to give written notice of such agreement to the Acquiring Party shall be deemed to be refusal, except that the Conveying Party shall automatically be deemed to agree to remove monetary liens other than current taxes and assessments. If a Conveying Party does not agree to remove any other exceptions properly and timely disapproved by an Acquiring Party, this Agreement shall terminate without further liability to either Party unless the Acquiring Party waives its objection within a second five-day period. If a Conveying Party shall agree to remove any exception objected to by the Acquiring Party, the Conveying Party shall then have until the Closing Date within which to remove such exception. If the Conveying Party is unable to remove any exception objected to by the Acquiring Party by the Closing Date, the Acquiring Party may elect: (a) to terminate this Agreement; or (b) to waive the Acquiring Party's objection and close escrow.

4.03. Title. Each Conveying Party shall cause title to the Conveyed Property to be conveyed to the Acquiring Party by grant deed subject to current taxes and assessments and the exceptions approved by the Acquiring Party pursuant to Section 4.02 above (the "**Permitted Exceptions**"). At closing, the Conveying Party must cause Escrow Holder to cause its underwriter to be willing to issue its CLTA (or ALTA if requested by the Acquiring Party) policy of title insurance insuring title to the Conveyed Property in the Acquiring Party with liability in the amount set forth in Section 101C. The policy shall list only the foregoing taxes and assessments, the Permitted Exceptions plus the printed exceptions common to such CLTA or ALTA policies.

4.04. Conditions Precedent.

A. Conditions. Each Acquiring Party's obligation to acquire is subject to the satisfaction of the following conditions which are for the Acquiring Party's benefit only:

(1) On or before May 3, 2002 (the "**Approval Date**"), the Acquiring Party has approved of inspections, tests, surveys, other studies, and a study of the economic feasibility of the Acquiring Party's proposed use of the Acquired Property, to be conducted by or on behalf of the Acquiring Party. The Acquiring Party, the Acquiring Party's representatives or authorized agents may enter on the Acquired Property to make inspections, tests, surveys or other studies of the Acquired Property, provided that the Acquiring Party pays for all such inspections, tests, surveys and studies, keeps the Acquired Property free and clear of any liens, repairs all damage to the Acquired Property and indemnifies and holds the Conveying Party harmless from and against all liability, claims, demands, damages or costs of any kind whatsoever arising from or connected with the inspections, tests, surveys or studies. If escrow does not close, the Acquiring Party shall provide the Conveying Party with copies of any reports or tests conducted by or on behalf of the Acquiring Party with respect to the Acquired Property.

(2) On or before the Approval Date, the Acquiring Party shall have reviewed and approved all documents provided the Conveying Party as provided in Section 4.05.

B. Title Conditions. Pioneer's obligation to perform the terms and conditions of this Agreement are conditioned upon title to the Pioneer Property being held by Pioneer and Pioneer obtaining a reconveyance of the deed of trust encumbering the Pioneer Property.

C. Declaration Insurance. Pioneer's obligation to perform the terms and conditions of this Agreement are conditioned upon obtaining satisfactory title insurance insuring that the Sutter Property benefits from the Declaration described in Section 6.05. Pioneer intends to have such title insurance insure that the Retained Property benefits from the Declaration, but obtaining such title insurance shall not be a condition to Pioneer's performance.

D. Failure of Conditions. On disapproval by an Acquiring Party or failure of any of the condition set forth in Section 4.04A, B or C, within the applicable time period, the Acquiring Party may terminate its obligations under this Agreement with no further liability to either Party by giving notice to the Conveying Party on or before the applicable date. An Acquiring Party's failure to elect to terminate its obligation shall constitute a waiver of the condition by the Acquiring Party.

4.05. Delivery of Documents. Within five days after the Effective Date, each Conveying Party shall deliver or make available to the Acquiring Party copies of any studies, plans and reports relating to the Conveyed Property which are in the Conveying Party's possession.

ARTICLE 5. REPRESENTATIONS AND WARRANTIES.

5.01. Representations and Warranties. All of the representations made below for the benefit of the Acquiring Party which are limited to the Conveying Party's knowledge are made to the present, actual knowledge of the Conveying Party and is limited solely to matters actually within the current, actual knowledge (with no duty of due diligence, inquiry or investigation) of such Party. Each Conveying Party shall provide written notice of any exception to these representations and warranties within five days after the Effective Date.

A. Authority. Each Party has the power and authority to consummate the transactions contemplated by this Agreement. This Agreement and all instruments, documents and agreements to be executed by each Party in connection herewith are, or when delivered shall be, duly authorized, executed and delivered by such Party and are, or when delivered shall be, valid, binding and enforceable obligations of such Party. Each Party is not required to obtain any consents or approvals to consummate the transactions contemplated by this Agreement.

B. Compliance with Law, Etc. Each Conveying Party has received no currently effective written notice that the improvements on such Party's Property fail to comply with any applicable laws, statutes, ordinances, codes, covenants, conditions and restrictions of any kind or nature affecting such owner's property.

C. No Notices. Each Conveying Party has not received any currently effective written notice from any governmental authority of any proposed institution of, or change in, the zoning for such Party's Property.

D. No Litigation. There are, to the best of each Conveying Party's knowledge, no existing or pending litigation, arbitrations, governmental inquiries, claims, condemnations or sales in lieu thereof, with respect to such Conveying Party's ownership of the Conveyed Property or any aspect of any of the Property nor, to the knowledge of such Conveying Party, have any such actions, suits, arbitrations, inquiries, claims, condemnations or sales been threatened or asserted.

E. No Assessments. Each Conveying Party has received no currently effective written notice and has no knowledge of any pending public improvements, liens or special assessments to be made in respect of, or assessed against, the Conveyed Property by any governmental authority.

F. Hazardous Substances. Each Conveying Party represents that it has not stored or released any Hazardous Substances on the Conveyed Property and, to the best of its knowledge, no hazardous materials have been stored on the Conveyed Property in violation of applicable law. Each Conveying Party represents that to the best of its knowledge, no underground storage tanks exist, or ever existed on the Conveyed Property. "**Hazardous Substances**" shall mean any substance, waste or material which is defined in or regulated by any federal, state or local law, statute, ordinance or regulation as "hazardous," "extremely hazardous," "toxic," a "pollutant," a "contaminant" or any similar definition or term, and includes, without limitation, asbestos, polychlorinated biphenyls ("**PCB's**") and petroleum and its constituents.

5.02. Tax Treatment. No Party represents to the others concerning the tax treatment which will be accorded to this transaction.

ARTICLE 6. PARKING RIGHTS.

6.01. Generally. In consideration of Pioneer's agreement to exchange the Pioneer Property for the Sutter Property, Sutter agrees to make parking available to Pioneer as provided in this Article 6.

6.02. Prior to Construction of Parking Structure. After acquisition of the Pioneer Property, Sutter intends to construct a multi-story parking structure (the "**Parking Structure**") on the Pioneer Property and adjacent property owned by Sutter. Prior to commencement of construction of the Parking Structure, Sutter grants to Pioneer an easement to continue to use the Pioneer Property for parking in conjunction with Pioneer's church activities.

6.03. During Construction of Parking Structure. During construction of the Parking Structure, Sutter shall provide to Pioneer 36 parking spaces at a location to be designated by Sutter as set forth in the Declaration described in Section 6.05.

6.04. After Completion of the Parking Structure. As more particularly set forth in the Declaration described in Section 6.05, after completion of the Parking Structure, Sutter shall provide Pioneer with 36 entry cards which will provide access to the Parking Structure at no charge to Pioneer during all times when entrance requires payment or use of an access card. Sutter shall provide 18 reserved parking spaces for Pioneer's use on the first floor of the Parking Structure in a location reasonably convenient to Pioneer's church. Pioneer may use 18 additional spaces throughout the Parking Structure in common with members of the public. In common with the public, Pioneer, at no cost, may use spaces throughout the Parking Structure during non-business hours (5:00 p.m. to 8:00 a.m.) during the business week and on weekends and nationally-recognized holidays when entrance does not require payment or use of an access card. If the Parking Structure is locked during those times, Sutter and Pioneer shall agree on a method of providing access to Pioneer while maintaining the security of the Parking Structure.

6.05. Recorded Instrument. The rights and obligations of Sutter and Pioneer in this Article 6 are intended to benefit the Sutter Property and the Retained Property and burden the Pioneer Property, and shall run with the land to the benefit and burden of all successive owners of the Retained Property, the Sutter Property and the Pioneer Property, and shall be set forth in a separate document in the form attached as **Exhibit E** to be recorded in the Official Records of Sacramento County (the "**Declaration**") affecting the Retained Property, the Sutter Property and the Pioneer Property, and shall provide that such benefits and burdens shall remain enforceable and in full effect for as long as the Retained Property, or any portion of it, is used for purposes of a nonprofit religious organization qualifying for tax exempt status under the Internal Revenue Code, as it may be amended from time to time.

ARTICLE 7. ADDITIONAL AGREEMENTS OF THE PARTIES

7.01. Sutter Project.

A. Pioneer Not to Oppose. During the City approval process, Pioneer shall not oppose the project being constructed by Sutter in the area of the Sutter Property and the Pioneer Property (the "**Sutter Project**"), including, but not limited to, the construction of the Parking Structure on the Pioneer Property. The Sutter Project is

anticipated to consist of: a new Women's and Children's Hospital; new and/or relocated plant operations (both east of the existing Cancer Center and Old Tavern); a new medical office/ancillary services building including adjacent parking next to the Retained Property; and a new mixed-use development which could include a parking structure, a theatre complex, residential units and retail (south of Capitol Avenue between 27th and 28th Streets).

B. Montessori Not to Oppose. Pioneer has granted to California Montessori Project, a California corporation ("**Montessori**"), the right to establish a charter school (the "**School**") in facilities on the Retained Property and other property owned by Pioneer. Pioneer anticipates that the playground for the School will be immediately adjacent to the Parking Structure. Pioneer shall cause Montessori to sign the Certificate Not to Object to Sutter Project, in the form attached as **Exhibit F**.

7.02. Disclosure to Parents. From the date of this Agreement until the earlier of the date the Parking Structure is substantially completed and seven years from the Effective Date, Pioneer shall use reasonable efforts to cause Montessori or the School to obtain from each parent of a present or future student of the School a signed copy of a disclosure statement which discloses the planned construction of the Parking Structure immediately adjacent to the School playground in the form of **Exhibit G**.

7.03. Relocation of Playground Activities. During the construction of the Parking Structure, Pioneer shall cause the School and the School Manager to relocate the School's playground activities to a location at the front of Pioneer's Church.

7.04. Recordation. The provisions of Sections 7.01, 7.02 and 7.03 shall be addressed in the Declaration.

ARTICLE 8. MISCELLANEOUS.

8.01. Notices.

A. "**Notice**" means any notice, demand, request or other communication or document to be provided under this Agreement to a Party.

B. The Notice shall be in writing and shall be given to the Party at its address or telecopy number set forth below or such other address or telecopy number as the Party may later specify for that purpose by Notice to the other Party. Each Notice shall, for all purposes, be deemed given and received:

(1) If given by telecopy, when the telecopy is transmitted to the Party's telecopy number specified below and confirmation of complete receipt is received by the transmitting Party during normal business hours or on the next business day if not confirmed during normal business hours;

(2) If hand-delivered to a Party against receipted copy, when the copy of Notice is receipted;

(3) If given by a nationally-recognized and reputable overnight delivery service, the day on which the Notice is actually received by the Party; or

(4) If given by any other means or if given by certified mail, return receipt requested, postage prepaid, two business days after it is posted with the United States Postal Service, at the address of the Party specified below:

SUTTER:	SUTTER HEALTH SACRAMENTO SIERRA REGION Attn: Chief Executive Officer 2801 L Street Sacramento, CA 95816 Telecopy No.: (916) 733-8894
With a copy to:	McDONOUGH, HOLLAND & ALLEN A Professional Corporation Attn: Patricia D. Elliott, Esq. 555 Capitol Mall, 9th Floor Sacramento, CA 95814 Telecopy No.: (916) 444-5918
PIONEER:	PIONEER CONGREGATIONAL CHURCH 2700 L Street Sacramento, CA 95816 Telecopy No.: (916) 446-2273
With a copy to:	WILKE, FLEURY, HOFFELT, GOULD & BIRNEY, LLP Attn: Stephen K. Marmaduke 400 Capitol Mall, Suite 2200 Sacramento, CA 95814 Telecopy No.: (916) 442-6664

C. If any Notice is sent by telecopy, the transmitting Party as a courtesy may send a duplicate copy of the Notice to the other Party by regular mail. In all events, however, any Notice sent by telecopy transmission shall govern all matters dealing with delivery of the Notice, including the date on which the Notice is deemed to have been received by the other Party.

D. The provisions above governing the date on which a Notice is deemed to have been received by a Party to this Agreement shall mean and refer to the date on which a Party to this Agreement, and not its counsel or other recipient to which a copy of the Notice may be sent, is deemed to have received the Notice.

E. If Notice is tendered under the provisions of this Agreement and is refused by the intended recipient of the Notice, the Notice nonetheless shall be considered to have been given and shall be effective as of the date provided in this Agreement. The contrary notwithstanding, any Notice given to either Party in a manner other than that provided in this Agreement, that is actually received by the noticed Party, shall be effective with respect to such Party on receipt of the Notice.

8.02. No Brokers. Each of the Parties represents that it has dealt with no broker or finder in connection with this sale, and insofar as they know, no broker or other person is entitled to any commission or finder's fee in connection with this sale. Pioneer and Sutter each agrees to indemnify and hold harmless one another against any loss, liability, damage, cost, claim or expense incurred by reason of any brokerage commission or finder's fee alleged to be payable because of any act, omission or statement of the indemnifying Party.

8.03. Interpretation. This Agreement has been executed in Sacramento, California. The captions of paragraphs used in this Agreement are for convenience only. The provisions hereof shall be binding upon and inure to the benefit of the successors and assigns of Sutter and Pioneer.

8.04. Assignment. Neither Party may assign its rights under this Agreement in whole or in part without the prior written consent of the other Party.

8.05. Time of Essence. Time is of the essence of this Agreement and of the escrow provided for herein.

8.06. Attorneys' Fees. In the event either Sutter or Pioneer shall commence legal proceedings for the purpose of enforcing any provision or condition hereof, or by reason of any breach arising under the provisions hereof, then the prevailing Party shall be entitled to reasonable attorneys' fees which shall consist of the fees for services rendered by counsel, the fees for services of experts, and all other expenses incurred in connection with the action, including those expenses recoverable as allowable costs of suit under the applicable state or federal statute, and those attorneys' fees and costs incurred executing upon or appealing any judgment, as well as all other expenses incurred during the course of the action.

8.07. Integration. This Agreement contains the entire agreement of the Parties and supersedes any prior written or oral agreements between them concerning the subject matter contained herein. There are no representations, agreements, arrangements or understandings, oral or written, relating to the subject matter which are not fully expressed herein.

8.08. Additional Documents and Information. From time to time prior to and after the close of escrow, each Party shall execute and deliver such instruments of transfer and other documents as may be reasonably requested by the other Party to carry out the purpose and intent of this Agreement.

8.09. Dependency and Survival of Provisions. The respective warranties, representations, covenants, agreements, obligations and undertakings of each Party hereunder shall be construed as dependent upon and given in consideration of those of the other Party and shall survive the close of escrow and delivery of the deed.

8.10. California Law. This Agreement shall be governed by the laws of the State of California.

8.11. Entry. During the term of this Agreement, the Acquiring Party and its designated agents and independent contractors shall have the right to enter onto the Acquired Property to conduct reasonable tests, studies, inquiries and appraisals with respect thereto. Each Acquiring Party agrees to repair all damages it or its agents or independent contractors shall cause to the Acquired Property and further agrees to indemnify and hold the Conveying Party harmless of all costs, expenses, losses, attorneys' fees and liabilities (including, but not limited to, claims of mechanics' liens) incurred or sustained by the Conveying Party as a result of any acts of the Acquiring Party, its agents or independent contractors, pursuant to the rights granted by this paragraph.

8.12. Possession. Each Conveying Party shall deliver exclusive possession of the Conveyed Property to the Acquiring Party at closing.

8.13. Reporting to Internal Revenue Service. The escrow instructions for this transaction shall obligate Escrow Holder to report this transaction to the Internal Revenue Service pursuant to Section 6045 of the Internal Revenue Code of 1986, as amended.

8.14. Calculation of Time Periods. If any date for performance under this Agreement falls on a Saturday, Sunday or bank holiday, then the date of performance shall be the next day which is not a Saturday, Sunday or bank holiday, and the next time period shall be calculated from and after the date of such actual performance.

8.15. Counterparts. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. Signature pages may be detached from the counterparts and attached to a single copy of this Agreement to physically form one document.

8.16. Exhibits. All exhibits to which reference is made in this Agreement are incorporated in this Agreement by the respective references to them, whether or not they are actually attached, provided they have been signed or initialled by the Parties. Reference to "this Agreement" includes matters incorporated by reference.

8.17. List of Exhibits.

A Description of Sutter Property
B Description of Pioneer Property
C Map showing Sutter Property, Pioneer Property and Retained Property
D Description of the Retained Property
E Form of Grant of Easement and Covenants, Conditions and Restrictions Regarding Parking Rights
F Form of Certificate Not to Object to Sutter Project
G Form of Acknowledgement and Disclosure

SUTTER:

SUTTER HEALTH SACRAMENTO SIERRA REGION, a California nonprofit public benefit corporation

Dated: _____, 2002

By_____

Its_____

—AND—

8.13. Reporting to Internal Revenue Service. The escrow instructions for this transaction shall obligate Escrow Holder to report this transaction to the Internal Revenue Service pursuant to Section 6045 of the Internal Revenue Code of 1986, as amended.

8.14. Calculation of Time Periods. If any date for performance under this Agreement falls on a Saturday, Sunday or bank holiday, then the date of performance shall be the next day which is not a Saturday, Sunday or bank holiday, and the next time period shall be calculated from and after the date of such actual performance.

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G	Form of Acknowledgement and Disclosure

SUTTER:

SUTTER HEALTH SACRAMENTO SIERRA REGION, a California nonprofit public benefit corporation

Dated: May 17, 2002

By _____

Its CEO

—AND—

PIONEER:

PIONEER CONGREGATIONAL CHURCH, UNITED CHURCH OF CHRIST, a California non-profit corporation

Dated: 4-28-02, 2002

By _____

Its President

EFFECTIVE DATE: May 17, 2002

EXHIBIT A

Legal Description of Sutter Property

That certain real property situated in the State of California, County of Sacramento, City of Sacramento, more particularly described as follows:

The West one-half of Lot 7 in the Block bounded by "L" and "M", 27th and 28th Streets of the City of Sacramento, according to the map or plan thereof.

EXHIBIT B

Legal Description of Pioneer Property

That certain real property situated in the State of California, County of Sacramento, City of Sacramento, more particularly described as follows:

The West 20 feet of Lot 6 and the East one-half of Lot 7, in the Block bounded by "L" and "M", 27th and 28th Streets of the City of Sacramento, according to the map or plan thereof.

EXHIBIT C

Map Showing Sutter Property and Pioneer Property

[TO BE ATTACHED]

EXHIBIT C

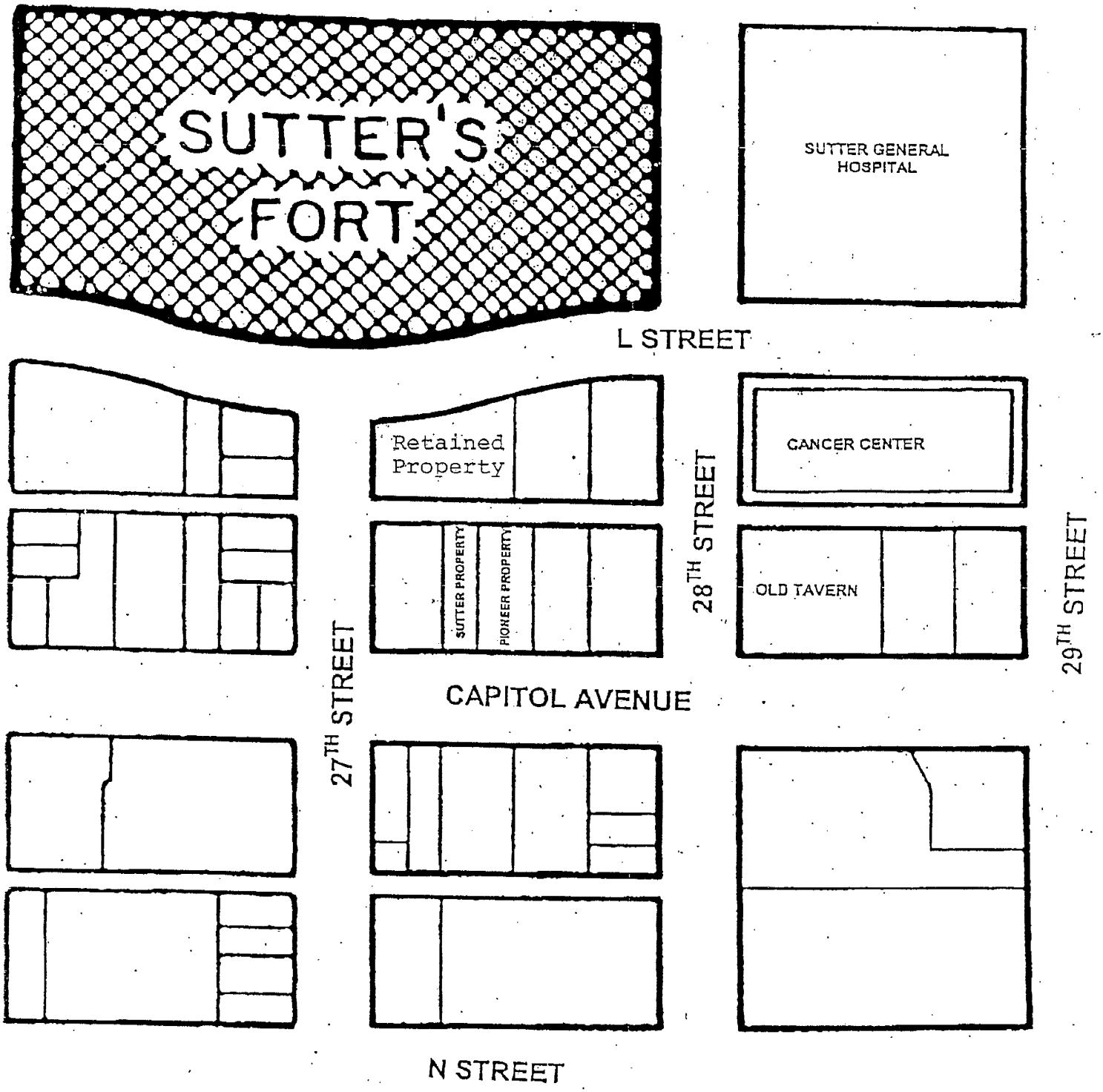

SUTTER'S FORT
SUTTER GENERAL HOSPITAL
L STREET
Retained Property
SUTTER PROPERTY
PIONEER PROPERTY
CANCER CENTER
OLD TAVERN
28TH STREET
29TH STREET
27TH STREET
CAPITOL AVENUE
N STREET

EXHIBIT D

Description of Retained Property

That certain real property situated in the State of California, County of Sacramento, City of Sacramento, more particularly described as follows:

All that portion of Lots 1 and 2 of block bounded by 27th and 28th and L and M Streets of said City, according to the official plat thereof, and described as follows, to wit:

Commencing at the point of intersection of the East line of 27th Street and the Northerly line of the alley in said block, said point being the Southwest corner of said Lot 1; and running thence Easterly, along the Northerly line of the alley, a distance of 161.44 feet to the Southeasterly corner of said Lot 2; thence Northerly along the Easterly line of said Lot 2, a distance of 138.31 feet to the point of intersection with the present Southerly line of L Street; thence Westerly along said Southerly line of L Street to the point of intersection with the Easterly line of 27th Street; thence Southerly along the Easterly line of said 27th Street, 103.38 feet, more or less, to the point of beginning, being all of Lots 1 and 2 lying South of the Southerly line of L Street, as shown upon the survey of block bounded by L and M and 26th and 28th Streets, filed for record in the Office of the County Recorder of said County, November 9, 1907.

EXHIBIT E

Form of Grant of Easement and Covenants, Conditions and Restrictions Regarding Parking Rights

GRANT OF EASEMENT AND COVENANTS, CONDITIONS AND RESTRICTIONS REGARDING PARKING RIGHTS

Sutter Health Sacramento Sierra Region, a California non-profit public benefit corporation ("Sutter"), and Pioneer Congregational Church, United Church of Christ, a California non-profit corporation ("**Pioneer**"), enter into this declaration of Grant of Easement and Covenants, Conditions and Restrictions regarding Parking Rights ("**Declaration**") this _____ day of _____, 2002, as follows:

ARTICLE 1
GENERAL

1.1 The Property.

1.1.1 The "Retained Property." Pioneer is the owner of that certain real property located in the City of Sacramento ("**City**"), County of Sacramento ("**County**"), California, located on L Street and designated as Assessor's Parcel No. 007-0171-001, and more particularly described on **Exhibit A** ("**Retained Property**"). The Retained Property serves as a location for Pioneer's sanctuary and primary buildings.

1.1.2 The "Pioneer Property." By a grant deed dated _____, 2002 ("**Pioneer Grant Deed**"), Pioneer granted to Sutter that certain real property located in the City and County, consisting of a 60-foot paved parking lot located on Capitol Avenue, designated as Assessor's Parcel No. 007-171-017 and more particularly described on **Exhibit B** ("**Pioneer Property**").

1.1.3 The "Sutter Property." By a grant deed dated _____, 2002, Sutter ("**Sutter Grant Deed**") deeded to Pioneer that certain real property located in the City and County, consisting of a 40-foot-wide unimproved lot located on Capitol Avenue, designated as Assessor's Parcel No. 007-171-011 and more particularly described on **Exhibit C** ("**Sutter Property**").

1.1.4 "Alley." The City owns and maintains an alley in that block in the City bordered by 27th, L and 28th Streets and Capitol Avenue ("**Alley**"). The Alley runs parallel to Capitol Avenue.

1.2 Background.

1.2.1 The "Exchange and Parking Agreement." Pioneer and Sutter are parties to an Agreement regarding Real Property Exchange and Grant of Parking Rights dated _____, 2002 ("**Exchange and Parking Agreement**"). The Pioneer Grant Deed, the Sutter Grant Deed, and this Declaration are delivered as partial performance of the respective obligations of Sutter and Pioneer under the Exchange and Parking Agreement.

1.2.1 Parking Rights. The Exchange and Parking Rights Agreement provides for reciprocal rights and obligations relating to the parking rights of Pioneer on the Pioneer Property.

1.3 Purpose. The purpose of this Declaration is grant an easement to Pioneer and to define and provide additions to the rights and obligations of the parties relating to the easement as established by the Exchange and Parking Rights Agreement, including the rights of the parties in the event that Sutter constructs a parking structure on the Pioneer Property.

ARTICLE 2
GRANT OF EASEMENT

2.1 Grant of Easement. Sutter hereby grants to Pioneer, for the use and benefit of and appurtenant to the Retained Property and the Sutter Property, the following irrevocable easements over the Pioneer Property and adjacent real property (including, but not limited to, any property that may be merged or combined with the Pioneer Property) owned by Sutter (collectively, the "**Easement**"):

(a) The nonexclusive right for ingress and egress for pedestrian and vehicular traffic from Capitol Avenue or 28th Street for parking purposes;

(b) The right to park 36 vehicles; and

(c) The nonexclusive right for pedestrian ingress and egress from the Alley or an adjacent public street.

2.2 Termination of Easement. In the event that: (a) any of the Retained Property or the Sutter Property ceases to be used for a period of 18 consecutive months by a non-profit religious institution; (b) any of the Retained Property or the Sutter Property is sold to a third party; or (c) the church on the Retained Property is destroyed and not rebuilt, the Easement shall permanently terminate as to that portion of the Retained Property or the Sutter Property subject to such event.

2.3 Effect. Nothing in this Declaration shall serve to extinguish, limit, waive or otherwise adversely impact the rights of Pioneer under the Easement. Notwithstanding the foregoing, so long as Sutter complies with the other provisions of this Declaration, Sutter may develop the Pioneer Property and other property owned by Sutter that may be encumbered by the Easement without violating the Easement.

ARTICLE 3
PARKING LOT

3.1 Parking Lot Maintenance. Sutter shall maintain on the Pioneer Property, at Sutter's sole cost and expense, improved (paved) parking areas, with at least 36 parking spaces in full compliance with all codes and ordinances of the City and County applicable to parking. The improved parking areas shall be maintained by Sutter at its sole expense, in a condition that does not pose any risk of injury to persons using the Pioneer Property for parking or damage to their property.

3.2 Pioneer's Use of Parking Lot. Pursuant to the terms of the Easement and this Declaration, Pioneer, its tenants, and their employees, guests and invitees (the "**Pioneer Parties**") shall have the exclusive right to use 36 parking spaces on the Pioneer

Property. Eighteen of such parking spaces shall be "reserved" and designated to be for the exclusive use of the Pioneer Parties.

3.3 Alley Access. Sutter shall select a location suitable to Pioneer for pedestrian access from the Pioneer Property to the Alley to provide the Pioneer Parties access from the Pioneer Property through the Alley to the Retained Property.

ARTICLE 4
CONSTRUCTION OF PARKING STRUCTURE

4.1 Contemplated Parking Structure. Sutter intends to instruct a multi-story parking structure (the "**Parking Structure**") on the Pioneer Property and adjacent real property owned by Sutter (the "**Project Area**"). The Parking Structure shall be built at Sutter's sole cost and expense, in accordance with all standards for such structures within the City and County.

4.2 Construction. During the construction of the Parking Structure, Sutter shall temporarily provide to Pioneer 36 parking spaces at a different location to be designated by Sutter ("**Temporary Parking Location**"). The Temporary Parking Location shall be reasonably accessible to the Retained Property and shall be available to the Pioneer Parties seven days a week. "Reasonably accessible" shall mean within the boundaries bordered by K and N Streets and 27th and 30th Streets. During the period of construction, which shall not exceed 36 months, and as long as the Temporary Parking Location is made available to Pioneer, its tenants, and their employees, guests and invitees, Sutter shall not be required to provide, and Pioneer shall not use, the 36 parking spaces on the Project Area.

ARTICLE 5
PARKING STRUCTURE USE

5.1 Parking Structure Spaces. After completion of the Parking Structure, Sutter shall provide Pioneer with 36 entry cards which will provide access to the Parking Structure at no charge to Pioneer during all times when entrance requires payment or use of an access card. Sutter shall provide 18 reserved parking spaces for Pioneer's use on the first floor of the Parking Structure in a location reasonably convenient to the Retained Property. Pioneer may use 18 additional spaces throughout the Parking Structure in common with members of the public. In common with the public, Pioneer, at no cost, may use spaces throughout the Parking Structure during non-business hours (5:00 p.m. to 8:00 a.m.) during the business week and on weekends and nationally-recognized holidays when entrance does not require payment or use of an access card. If the Parking Structure is locked during those times, Sutter and Pioneer shall agree on a method of providing access to Pioneer while maintaining the security of the Parking Structure.

5.2 Parking Structure Access to Alley. The Parking Structure shall contain a means of pedestrian ingress and egress from the Parking Structure to the Alley or an adjacent public street at a place designated by Sutter which shall reasonably provide for access by the Pioneer Parties to the Retained Property. This pedestrian access shall be accessible to the Pioneer Parties at all times in a manner consistent with maintaining the security of the Parking Structure.

5.3 Rules and Regulations. Sutter may promulgate reasonable rules and regulations for the use of the Parking Structure, including the use of "key cards" and other automated opening devices, provided that the Pioneer Parties shall have unrestricted access to the Parking Structure for the uses and during the times set forth above.

5.4 Maintenance. Sutter shall, at its sole cost and expense, operate and maintain the Parking Structure in a manner consistent with other parking structures available to the public in the vicinity of the Parking Structure and in a condition that does not pose risk of injury to persons using the Parking Structure for parking or damage their property.

ARTICLE 6
ARTICLES OF ENFORCEABILITY; TERMINATION

6.1 Run with the Land. These covenants, conditions, restrictions, limitations and other obligations of the parties contained in this Declaration are equitable servitudes and shall run with the land, and benefit and burden the Retained Property, the Sutter Property and the Pioneer Property, respectively, and shall inure to the benefit and be binding upon the owners of the Retained Property, the Pioneer Property, the Sutter Property and the Parking Structure, their legal representatives, heirs, grantees, tenants, successors and assigns.

6.2 Termination of Responsibility. In the event that Sutter shall convey all of its rights, title and interest in and to the Pioneer Parcel to any partnership, individual or individuals, corporation or corporations, Sutter shall be relieved of the performance of any further duty or obligation occurring after such conveyance, and such partnership, individual or individuals, corporation or corporations shall be obligated to perform all such duties and obligations of Sutter pursuant to the terms and conditions of this Declaration.

6.3 Termination of Rights. In the event that any of the Retained Property ceases to be used for a period of 18 consecutive months by a non-profit religious institution, the rights granted to Pioneer under this Declaration shall permanently terminate. In the event that (a) any of the Retained Property or the Sutter Property is sold to a third party, or (b) the church on the Retained Property is destroyed and not rebuilt, the rights granted Pioneer under this Declaration shall permanently terminate as to that portion of the Retained Property or the Sutter Property subject to such event.

ARTICLE 7
TERM

Subject to the termination provisions in Sections 2.2 and 6.3, the term of this Agreement, and the equitable servitude created herein, shall be for a term of 60 years from the date this Declaration is recorded, and thereafter, shall be automatically extended for successive periods of 30 years, unless terminated by the mutual agreement of Pioneer and Sutter, and/or their successors in interest.

ARTICLE 8
MISCELLANEOUS

8.1 Notices.

8.1.1 "Notice" means any notice, demand, request or other communication or document to be provided under this Declaration to a party.

8.1.2 The Notice shall be in writing and shall be given to the Party at its address or telecopy number set forth below or such other address or telecopy number as the Party may later specify for that purpose by Notice to the other Party. Each Notice shall, for all purposes, be deemed given and received:

8.1.2 If given by telecopy, when the telecopy is transmitted to the Party's telecopy number specified below and confirmation of complete receipt is received by the transmitting Party during normal business hours or on the next business day if not confirmed during normal business hours;

8.1.2.1 If hand-delivered to a Party against receipted copy, when the copy of Notice is receipted;

8.1.2.2 If given by nationally-recognized and reputable overnight delivery service, the day on which the Notice is actually received by the party; or

8.1.2.3 If given by other means or if given by certified mail, return receipt requested, postage prepaid, two business days after it is posted with the United States Postal Service, at the address of the Party specified below:

SUTTER: Chief Executive Officer
SUTTER MEDICAL CENTER
2801 L Street
Sacramento, CA 95816
Telecopy No.: (916) 733-8894

PIONEER: PIONEER CONGREGATIONAL CHURCH
2701 L Street
Sacramento, CA 95816
Telecopy No.: (916) 446-2273

8.1.3 If any Notice is sent by telecopy, the transmitting party as a courtesy may send a duplicate copy of the Notice to the other Party by regular mail. In all events, however, any Notice sent by telecopy transmission shall govern all matters dealing with the delivery of the Notice, including the date on which the Notice is deemed to have been received by the other party.

8.1.3 The provisions above governing the date on which a Notice is deemed to have been received by a party to this Declaration shall mean and refer to the date on which a Party to this Declaration, and not its counsel or other recipient to which a copy of the Notice may be sent, is deemed to have received the Notice.

8.1.5 If Notice is tendered under the provisions of this Declaration and is refused by the intended recipient of the Notice, the Notice nonetheless shall be considered to have been given and shall be effective as of the date provided in this

Declaration. The contrary notwithstanding, any Notice given to either Party in a manner other than that provided in this Agreement, that is actually received by the noticed Party, shall be effective with respect to such Party on receipt of the Notice.

8.2 Interpretation – Binding Effect. This Declaration has been executed in Sacramento, California. The captions of paragraphs used in this Declaration are for convenience only. The provisions hereof shall be binding upon and inure to the benefit of the successors and assigns of Sutter and Pioneer. The provisions of this Declaration have been fully negotiated by the parties, each of which has been represented by legal counsel, and, for purposes of applying any rule of construction, no provision of this Declaration shall be deemed to have been drafted by any particular party.

8.3 Attorneys' Fees. In the event either Sutter or Pioneer, or their respective successors in interest to the Pioneer Property and the Retained Property, respectively, shall commence legal proceedings for the purpose of enforcing any provision or condition of this Agreement or the Easement, or by reason of any breach arising under the provisions thereof, then the prevailing party shall be entitled to reasonable attorneys' fees which shall consist of the fees for services rendered by counsel, the fees for services of experts, and all other expenses incurred in connection with the action, including those expenses recoverable as allowable costs of suit under the applicable state or federal statute, and those attorneys' fees and costs incurred executing upon or appealing any judgment, as well as all other expenses incurred during the course of the action.

8.4 Integration. This Declaration and the Exchange and Parking Rights Agreement contain the entire agreement of the Parties and supersedes any prior written or oral agreements between them concerning the subject matter contained herein. There are no representations, agreements, arrangements or understandings, oral or written, relating to the subject matter which are not fully expressed herein.

8.5 Additional Documents and Information. From time to time prior to and after the close of escrow, each party shall execute and deliver such instruments of transfer and other documents as may be reasonably requested by the other party to carry out the purpose and intent of this Declaration.

8.6 California Law. This Declaration shall be governed by the laws of the State of California.

8.7 Exhibits. All exhibits to which reference is made in this Declaration are incorporated in this Declaration by the respective references to them, whether or not they are actually attached, provided they have been signed or initialled by the Parties. Reference to "this Declaration" includes matters incorporated by reference.

8.8 List of Exhibits.

A. Legal description of the "Retained Property"

B. Legal description of the "Pioneer Property"

C. Legal description of the "Sutter Property"

SUTTER:

SUTTER HEALTH SACRAMENTO SIERRA REGION, a California nonprofit public benefit corporation

Dated: _____ By: _____

Its: _____

PIONEER:

PIONEER CONGREGATIONAL CHURCH, United Church of Christ, a California non-profit corporation

Dated: _____ By: _____

Its: _____

STATE OF _____)
) ss.
COUNTY OF _____)

On _____, before me, _____, Notary Public, personally appeared _____, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person whose name is subscribed to the within instrument, and acknowledged to me that he/she executed the same in his/her authorized capacity, and that by his/her signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

Witness my hand and official seal.

_____
Notary Public

STATE OF _____)
) ss.
COUNTY OF _____)

On _____, before me, _____, Notary Public, personally appeared _____, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person whose name is subscribed to the within instrument, and acknowledged to me that he/she executed the same in his/her authorized capacity, and that by his/her signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

Witness my hand and official seal.

_____
Notary Public

EXHIBIT F

Form of Certificate Not to Object to Project

CERTIFICATE NOT TO OBJECT TO PROJECT

For valuable consideration, receipt of which is hereby acknowledged, California Montessori Project, a California corporation, enters into this acknowledgment and agreement (the "**Certificate**") effective this _____ day of _____, 2002 (the "**Effective Date**"), as follows:

ARTICLE 1
BACKGROUND

California Montessori Project ("**Montessori**") leases space from Pioneer Congregational Church, United Church of Christ ("**Pioneer**") for purposes of operating a school. Montessori acknowledges that Pioneer has entered into an agreement (the "**Agreement**") with Sutter Health Sacramento Sierra Region, a California non-profit public benefit corporation ("**Sutter**"), which provides for, among other things, Pioneer to transfer ownership to Sutter of a parcel of property consisting of a 60-foot paved parking lot located on Capitol Avenue and designated as Assessor's Parcel No. 007-17017 and shown on **Exhibit A** (the "**Pioneer Property**"). The Agreement also provides for Sutter to transfer to Pioneer that real property consisting of a 40-foot-wide unimproved parking lot located on Capitol Avenue designated as Assessor's Parcel No. 007-171-011 and shown on Exhibit A (the "**Sutter Property**") to Pioneer. It is Sutter's plan to construct a multi-story parking structure (the "**Parking Structure**") on the Pioneer Property and adjacent property. Montessori plans to build a playground on the Sutter Property (the "**Playground**"). The Parking Structure will be part of a larger project Sutter intends to construct (the "**Sutter Project**") which is anticipated to consist of: a new Women's and Children's Hospital; new and/or relocated plant operations (both west of the existing Cancer Center and Old Tavern); a new medical office/ancillary services building including adjacent parking next to the Retained Property; and a new mixed-use development which could include a parking structure, a theatre complex, residential units and retail (south of Capitol Avenue between 27th and 28th Streets).

ARTICLE 2
NO OBJECTION TO SUTTER PROJECT

As an inducement to Sutter entering into the Agreement with Pioneer, Montessori agrees that it will take no action to interfere with or object to construction by Sutter of the Parking Structure on the Pioneer Property or of the remainder of the Sutter Project, including the City approval and planning process, even though the Parking Structure would be constructed adjacent and next to the Playground. Montessori agrees to advise the City of Sacramento that it does not object to the planning, development, construction and operation of the Parking Structure or of the remainder of the Sutter Project.

ARTICLE 3
PLAYGROUND OPERATION

During the period of construction of the Parking Structure, Montessori agrees that it will relocate the Playground to a location other than the Sutter Property; provided, however, this period of relocation shall not exceed 36 months.

ARTICLE 4
DISCLOSURE

Montessori agrees that for the next seven years after the Effective Date, it will disclose to all parents and legal guardians of students who attend Montessori or may attend Montessori (a) that Sutter intends to construct the Parking Structure on the Pioneer Property, which Structure shall be immediately adjacent to the Playground, and (b) that Montessori has agreed not to oppose the planning, construction, development and use of the Pioneer Property for a multi-story Parking Structure. Montessori shall use good-faith efforts to secure a written acknowledgment by all parents and legal guardians of students of Sutter's intended use of the Pioneer Property for the multi-story Parking Structure, in the form attached hereto as Exhibit C.

The promises being made by Montessori herein are intended to be relied upon by Sutter as a material inducement for Sutter to enter into the Agreement with Pioneer that provides, in part, for the transfer by Pioneer of that Pioneer Property to Sutter and the transfer by Sutter of the Sutter Property to Pioneer.

CALIFORNIA MONTESSORI PROJECT, a California corporation

Dated: _____, 2002

By_____

Its_____

EXHIBIT G

Form of Acknowledgement and Disclosure

ACKNOWLEDGMENT AND DISCLOSURE

To all parents and/or legal guardians of Montessori School students:

On or before _____, 200_, Sutter Health Sacramento Sierra Region intends to construct a multi-story parking structure on property immediately adjacent to the school's playground. As part of a transaction in which Pioneer Congregational Church obtained that property where the playground is located, the Church and Montessori School agreed (a) to not oppose the planning, construction and operation of the parking structure, and (b) to disclose to parents/legal guardians of the intended construction of the parking structure.

It would be appreciated if you would execute this acknowledgment and disclosure, acknowledging that you have been advised of the future construction of the parking structure immediately adjacent to the school playground.

STUDENT'S NAME

Dated: _____, 200_

_____
Parent/Legal Guardian

Appendix C Revised NOP (January 2004)

PLANNING AND BUILDING DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
ROOM 300
SACRAMENTO, CA
95814-2998

PLANNING DIVISION

ENVIRONMENTAL PLANNING SERVICES
916-264-1909
FAX 916-264-5328

DATE: January 7, 2004

TO: Interested Persons

FROM: Jim Regan-Vienop, Planning and Building Department

SUBJECT: **NOTICE OF PREPARATION FOR AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE *SUTTER MEDICAL CENTER, SACRAMENTO (SMCS), MASTER PLAN PROJECTS AND THE TRINITY CATHEDRAL PROJECT***

PUBLIC REVIEW PERIOD: **This NOP is being released for a 30-day public comment period. The comment period is from January 7, 2004 through February 6, 2004.**

Please note: this NOP supersedes the NOP released on October 1, 2003.

The City of Sacramento, Planning and Building Department will be the *Lead Agency* for the preparation of an Environmental Impact Report (EIR) for the Sutter Medical Center, Sacramento, Master Plan projects (SMCS projects) and the Trinity Cathedral project. The California Environmental Quality Act (CEQA) Guidelines, section 15082, states that once a decision is made to prepare an EIR, the lead agency must prepare a Notice of Preparation (NOP) to inform all responsible and trustee agencies of that decision. The purpose of the NOP is to provide responsible and trustee agencies, as well as interested parties, with sufficient information describing the SMCS projects and the Trinity Cathedral project and their potential environmental effects to enable them to make a meaningful response as to the scope and content of the information to be included in the EIR.

The impacts associated with both the SMCS projects and the Trinity Cathedral project will be analyzed in a single EIR. Because Trinity Cathedral is located within the area covered by SMCS' Master Plan, and the projects are being prepared concurrently, the project applicants (SMCS and Trinity Cathedral) and the City concurred that evaluating both projects in one EIR would provide the public with the most accessible and comprehensive examination of environmental issues in the area. Because there are two separate project applicants that are seeking development entitlements from the City, the EIR will analyze the potential environmental effects of each project separately. Therefore, the EIR will include a separate environmental analysis for each project. The combined effects of both the SMCS and Trinity projects will be addressed in the cumulative analysis in the EIR.

This NOP is being released to provide an opportunity for agencies and the public to comment on the range of issues that should be evaluated in the EIR for the SMCS projects, (including the B Street Theater), and the Trinity Cathedral project. The responses to this NOP will help the City of Sacramento determine the scope of the EIR and ensure an appropriate level of environmental review.

The project description and location as well as a description of the probable environmental effects are contained in this NOP.

Due to the time limits mandated by State law, your response must be sent during the 30-day public comment period, which runs from January 7, 2004 through close of business on February 6, 2004. Please send any comments to Jim Regan-Vienop, City of Sacramento, Planning and Building Department, 1231 I Street, Room 300, Sacramento, CA 95814.

1.	Project Title:	Sutter Medical Center, Sacramento, Master Plan Projects and the Trinity Cathedral Project
2.	Lead Agency Name and Address:	City of Sacramento Planning and Building Department 1231 I Street, Room 300 Sacramento, CA 95814
3.	Contact Person and Phone Number:	Jim Regan-Vienop (916) 264-7856
4.	Project Location:	City of Sacramento Midtown Area – including the corner of 27th Street and Capitol Avenue (2620 Capitol Avenue)
5.	Project Sponsor's Name and Address:	Sutter Medical Center, Sacramento 2801 L Street Sacramento, CA 95816 Trinity Episcopal Cathedral 2620 Capitol Avenue Sacramento, CA 95826
6.	General Plan Designation:	**Sutter Medical Center Projects** Regional Commercial & Office (RCO), Public/Quasi-Public Miscellaneous (PQPM), High Density Residential (HDR) **Trinity Cathedral Project** High Density Residential (HDR)
7.	Zoning:	**Sutter Medical Center Projects** Hospital (H-SPD), General Commercial (C2-SPD) Office Zone (OB-SPD), General Commercial (C-2-S RPD) Multi-family Residential (R-3A-SPD) **Trinity Cathedral Project** Residential Office (RO), Special Planning District (SPD)
8.	Description of Project:	See Attached
9.	Surrounding Land Uses and Setting:	See Attached

10. Other Public Agencies Whose Approval or Review is Required:

- County of Sacramento, Environmental Health Department - Will issue permits for kitchen facilities.
- Caltrans Division of Aeronautics (DOA) - Will review flight path and helistop location and issue a heliport permit.
- Department of Health Services (DHS) - Will issue license to operate New Hospital.
- Office of Statewide Health Planning and Development (OSHPD) - Will issue building permit for the New Hospital.
- Federal Aviation Administration (FAA) - Will review flight paths and prepare an Airspace Determination.
- Sacramento Area Council of Governments (SACOG) –Airport Land Use Commission will review helistop to ensure consistency with regional airport plans.
- Sacramento Metropolitan Air Quality Management District (SMAQMD) – Will issue a permit to operate required for any commercial and office uses.
- State Water Resources Control Board – Will issue a Construction Storm Water Discharge permit.

PROJECT BACKGROUND

SMCS Projects

The project applicant for the Sutter Medical Center, Sacramento (SMCS) projects is SMCS, which is a part of the Sutter Health Sacramento Sierra Region. SMCS is an affiliate of the Sutter Health System (Sutter Health), a not-for-profit community-based health care system that operates hospitals, specialized facilities, clinics and related facilities throughout Northern California. The project goal is to consolidate all acute care facilities run by SMCS, including Sutter General Hospital and Sutter Memorial Hospital, into one campus in Midtown Sacramento in order to better meet Sacramento's growing healthcare needs and to comply with the requirements of Senate Bill (SB) 1953.[1]

In June 2000, SMCS commissioned an internal planning process that resulted in a decision to consolidate services presently provided by Sutter Memorial Hospital in East Sacramento into Sutter General Hospital and to build new hospital facilities to create a campus. It was determined that Sutter Memorial Hospital was non-compliant in several key areas with regard to the requirements of SB 1953 and that the facility could not be cost-effectively renovated to meet current standards. Therefore, the decision was made to close Sutter Memorial Hospital (SMH) and create a medical campus around SMCS-owned land including the existing Sutter General Hospital and Buhler Building (Sutter Cancer Center). A consolidated SMCS campus would integrate Sutter's delivery of health care services in one location and offer enhanced opportunities for specialized healthcare services that meet the needs of the community. At present there are no plans for the future reuse of SMH. The reuse of SMH is not part of the Sutter Medical Center, Sacramento, Master Plan Projects. If, and when, the City receives an application to reuse the SMH site a separate environmental analysis would be conducted at that time.

To guide future development of the SMCS campus, SMCS is in the process of preparing the Sutter Medical Center, Sacramento, Master Plan (Master Plan). The Master Plan will guide future development of medical facilities in a manner that is responsive to the community. The Master Plan includes specific projects to be carried out by SMCS; additionally some components to be included within the Master Plan are separate projects being developed by entities other than SMCS and will be analyzed in their own CEQA documents; others do not require City planning and/or development entitlements to move forward. However, all of these projects will be included in the cumulative analysis.

Trinity Cathedral

The project applicant for the Trinity Cathedral project is The Very Reverend Dr. Donald G. Brown, Dean of the Cathedral (Episcopal Diocese of Northern California). The Trinity Episcopal Cathedral has occupied the current site at the corner of 27th Street and Capitol Avenue since 1898. The original structure was primarily built of wood. The brick structure that is there today was constructed in 1955 in response to a growing congregation and as a result of structural insecurities in the original building.

The Cathedral leadership has recognized in the last five years that the size of the existing facility limits the programs and services offered by the Cathedral to the Sacramento community, as well as the continued ability for the Cathedral congregation to grow. Through a study completed in June 2002, the Cathedral leadership determined that the Cathedral should remain on its existing site in order to serve the Midtown Sacramento neighborhood, and that the current square footage of the facility is inadequate

1 SB1953, enacted in 1999, requires that all General Acute Care Hospitals in the State of California meet or exceed specific Seismic Design Standards within a specified timetable in order to remain licensed and in operation.

to meet the needs of their growth and ministry programs for the community. The result is the vision for a larger facility that the Cathedral leadership believes could better accommodate the growing nature of the congregation, the ability for more worshipers to participate, and the ability of the church to have more community programs.

A Needs Assessment Study was prepared to assess the current and future ministry programs, and to determine facility space requirements for a new facility. Those findings fueled the adoption of a master plan concept that anticipates replacement of the existing building structures with new Cathedral facilities to better accommodate existing uses. The project would be constructed in two phases.

SMCS MASTER PLAN

The Sutter Medical Center, Sacramento, Master Plan addresses a geographic area that is roughly bounded by 26th Street to the west, N Street to the south, K Street to the north, and 30th Street to the east, shown in Figure 1. The Master Plan addresses property owned by SMCS throughout the seven-block area adjacent to the existing Sutter General Hospital located at 28th and L Streets in Midtown Sacramento. Included within the boundaries of the Master Plan are some parcels of land not owned by SMCS, including Trinity Cathedral. The existing and proposed use of the SMCS parcels will be identified in the Master Plan. The Master Plan outlines the vision for the medical campus as part of an urban village. The Master Plan may include detail relating to development of necessary structures and remodeling of existing buildings, parking facilities, utilities, and circulation as well as enhancements to the existing landscaping, lighting and signage within the area.

The Master Plan is an internal planning document prepared by SMCS that provides, for those within SMCS and members of the local community, a vision for future development within the Midtown campus. No City of Sacramento regulatory requirements apply to the Master Plan, and the Master Plan is not intended to be a regulatory document. It is anticipated that the Master Plan will be presented to the City to facilitate an understanding of the various projects proposed by SMCS and others in the immediate area, however it is not anticipated that the document will be "approved" by the City. Additionally, some of the components included within the Master Plan do not require formal City action (i.e., discretionary approval) as part of the project to be analyzed in the EIR. However, any identifiable impacts they may have will be described in the EIR. The construction of new facilities, either SMCS projects or the Trinity cathedral project, that require specific planning or building entitlements from the City of Sacramento will entail Design Review/Presentation Board review and approval, Planning Commission review and approval, and City Council review and approval.

Master Plan Projects Addressed at a Project-Specific Level in the EIR

The Master Plan describes specific development projects for which the applicants (SMCS and Trinity Cathedral) seek City approval.

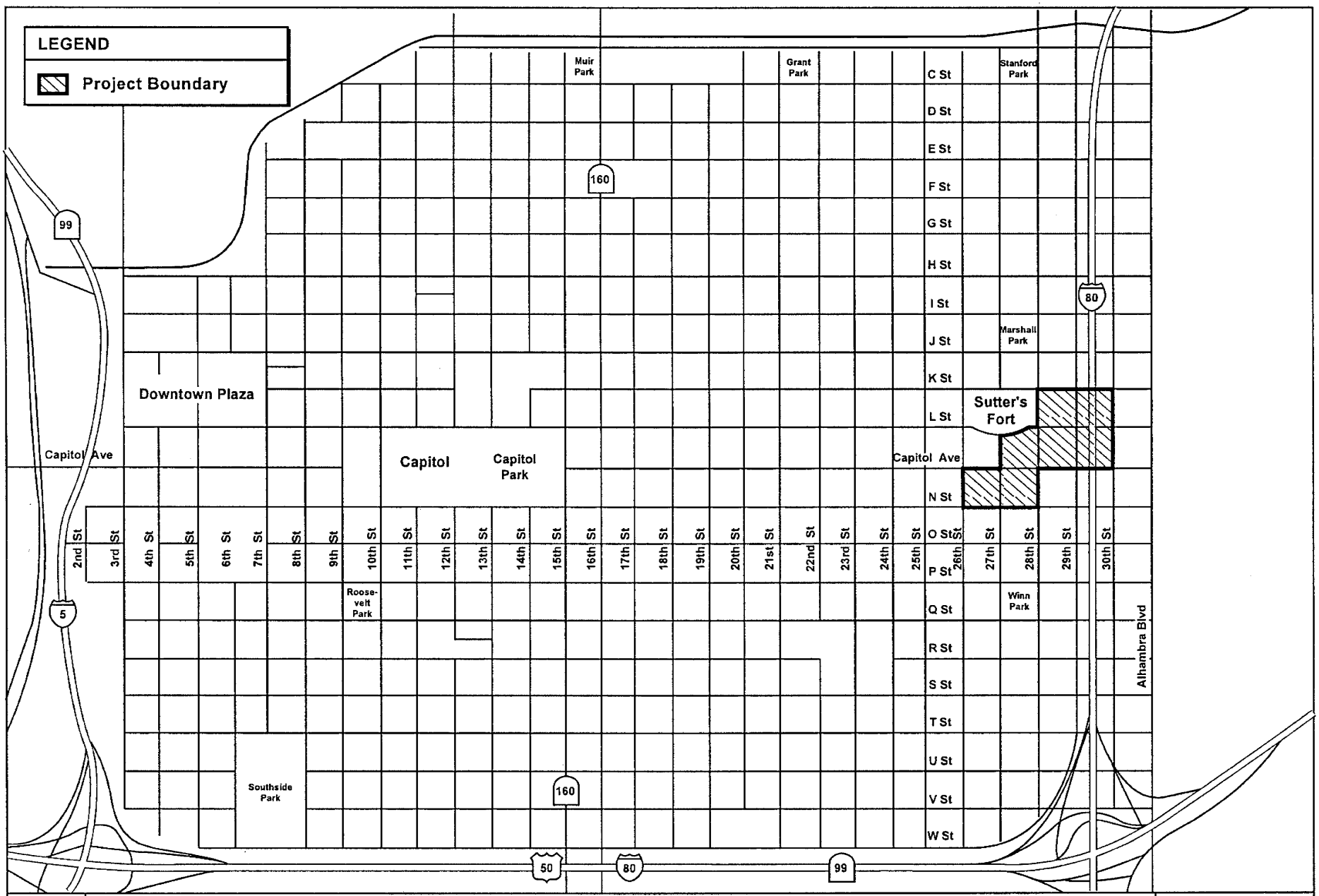


FIGURE 1
Project Site Boundaries

10828-00

Source: EIP Associates, 2003.

Sutter Medical Center, Sacramento

Not to Scale

EIP ASSOCIATES

SMCS Projects

The following projects, collectively, are referred to as the proposed SMCS projects. These specific projects will be addressed at a project-specific level analysis in the EIR:

- A new 8-story (plus one level below grade), 417,632 square foot (sf) Women's and Children's Hospital building (New Hospital Building) located on the half block immediately east of the existing Buhler Building (Sutter Cancer Center) at 28th and L Streets.

- A new 4-story above grade plus one level below grade, 140,000 sf Ambulatory Services/Medical Office building (AS/MOB) located west of the Buhler Building along 28th Street, between L Street and Capitol Avenue. A total of 95 parking spaces would be included in the level below grade.

- A new 7-story above grade plus one level below grade, 1,100 maximum space parking structure (Community Parking Structure) to be located in the block bounded by 27th Street to the west, Capitol Avenue to the north, 28th Street to the east, and N Street to the south.

- Demolition and rebuilding of the approximately 75,000 sf St. Luke's Medical Office Building located at the corner of 26th Street and Capitol Avenue, and either renovation or demolition and rebuilding of the parking structure located on N Street between 26th and 27th Streets to meet current city parking standards. If the parking garage is to be re-built it would maintain the existing building footprint and building height.

- A minimum of 32 residential units with a potential maximum of 60 units which may include housing for families of patients along with limited retail uses. The housing and retail uses would wrap, the proposed Community Parking Structure along 27th and N Streets.

- Utility infrastructure improvements for new SMCS buildings, both on- and off-site. All infrastructure improvements would meet current City code requirements.

Trinity Cathedral Project

In addition, the following project sponsored by Trinity Cathedral will be addressed at a project-specific level in the EIR.

- Demolition of the existing cathedral and rebuilding a new 3 story, 37,000 sf Trinity Cathedral building located at the southwest corner of 27th Street and Capitol Avenue (site of the existing 8,057 sf cathedral building).

Construction Timing/Phasing

SMCS Projects

It is anticipated construction of the SMCS projects would begin in early 2005 and be completed by late 2008, subject to jurisdictional approvals. However, this schedule is very preliminary and subject to change as the projects move forward. The following provides a breakdown of the anticipated construction schedule for each of the SMCS projects. The AS/MOB and St. Luke's Medical Office Building would begin construction in early 2005 and be completed by spring 2007. It is anticipated the Community Parking Structure and associated housing and retail would start construction in early 2005 and be completed by spring 2006 and construction of the New Hospital Building would start in fall 2005 and be completed by late 2008, subject to jurisdictional approvals. Installation of required utilities would be coordinated with the construction of each project and would occur between 2005 and 2008.

Trinity Cathedral

It is anticipated that Trinity Cathedral Phase 1 construction would begin sometime between 2005 – 2007. If started in 2007, the construction would be completed by 2009. Phase 2 construction will be addressed at a programmatic level in the EIR.

Number of Employees

SMCS Projects

Development of the New Hospital Building, AS/MOB, and the St. Luke's Medical Office Building would increase employment within the SMCS campus. Currently there are a total of 1,252 employees within the Sutter campus, which includes Sutter General Hospital, the Buhler Building and other Sutter medical offices in the area. The SMCS projects would result in a total of 2,817 employees, an increase of 1,565 employees. Hospital operations occur over a 24-hour period; therefore, employees would be spread out over 24-hours. Table 1 provides a detailed breakdown of jobs by shift and building.

TABLE 1

EXISTING AND PROPOSED SMCS EMPLOYEES

Shifts[1]	SGH/BB	MTI[2]	NHB	ASMOB	St. Luke's	Total
Existing Number of Employees						
Day	891	15				906
Evening	221					221
Night	125					125
Total	**1,237**	**15**	**0**	**0**	**0**	**1,252**
Proposed Number of New Employees						
Day	860		695	280	184	2,019
Evening	221		307	0	0	528
Night	125		145	0	0	270
Total	**1,206**	**0**	**1,147**	**280**	**184**	**2,817**

Notes:
1. Day shift is from 7am to 3pm; evening shift is from 3pm to 11pm; night shift is from 11pm to 7am.
2. The MTI buildings are slated to be removed as part of the project.
SGH = Sutter General Hospital BB = Buhler Building MTI = Medical office buildings owned by Sutter NHB = New Hospital Building
Source: SMCS, September 2003.

Trinity Cathedral

Development of Trinity Cathedral would increase employment within the church. Currently there are a total of 16 employees. The Trinity Cathedral project would add 9 employees for a total of 25 employees.

Master Plan Projects Addressed at a Programmatic Level in the EIR

SMCS Projects - Children's Theater of California

The Master Plan includes a proposed theater (B Street Theater/Children's Theater of California) on land that is currently owned by SMCS and Trinity Cathedral in the same block as the Community Parking Structure. It is anticipated that that this land would ultimately be conveyed to the B Street Theater once predetermined conditions are met. It is also anticipated that the proposed theater use would be developed by an entity other than SMCS, and would be subject to additional environmental review during the processing of development entitlements. The EIR will include a programmatic analysis of impacts associated with the theater.

Trinity Cathedral

Phase 2 of the Trinity Cathedral construction would also be addressed at a programmatic level in the EIR. Phase 2 includes the construction of a multi-purpose room, meeting rooms, and administrative space. A separate environmental analysis would be required for development of Phase 2. The cumulative analysis will include the impacts of Phase 2 to the extent that they are known.

Timing of Trinity's Phase 2 construction would be contingent upon the church obtaining the necessary funds to construct Phase 2. At this time, it is unknown when Phase 2 would begin.

Master Plan Projects Addressed in the Cumulative Analysis

The following projects are described in the Master Plan, but do not require any specific discretionary planning or development entitlements from the City. The effects of these projects will be considered in the cumulative analysis in the EIR.

The Master Plan projects that do not require discretionary approval or entitlements include:

- Internal renovation of the existing Sutter General Hospital building and the Buhler Building (Sutter Cancer Center). New building square footage to be added to Sutter General Hospital was previously approved when the hospital was constructed.

- Installation of an elevator and restriping existing staff and visitor SMCS parking under the Capital City Freeway (north and south lots) between K Street and Capitol Avenue to more efficiently use existing parking facilities.

PROJECT LOCATION

SMCS Projects

The Master Plan area (see Figure 1) is referenced as the project site for the purposes of the EIR. The site is located in the Midtown area of the City of Sacramento within the Central City District and the Winn Park-Capitol Avenue Neighborhood. The Central City District includes the area bounded by the American River to the north, Broadway to the south, the Sacramento River to the west, and Alhambra Boulevard to the east. The project site includes elements on a total of seven (7) blocks including: the existing Sutter General Hospital bounded by K Street to the north, L Street to the south, 29th Street to the east, and 28th Street to the west; the approximately ¾ of a block that includes the existing Buhler Building and surface parking lot bounded by L Street to the north, 29th Street to the east, Capitol Avenue to the south, and 28th Street to the west; the approximately ½ block located along the west side of 28th Street between L Street and Capitol Avenue; the approximately ¾ of a block bounded by Capitol Avenue to the north, 28th Street to the east, N Street to the south and 27th Street to the west; and approximately ½ block located along the west and south side bounded by Capitol Avenue to the North, N Street to the South, 26th and 27th Streets; and the existing parking lots located under the Capitol City Freeway between K Street and Capitol Avenue, 29th and 30th Streets (see Figure 1). Business 80, which runs parallel to and between 29th Street and 30th Street, is elevated above the parking lots located along the eastern boundary of the project site.

Table 2 identifies each project parcel, assessor's parcel number, date of construction, height and size of any existing or proposed structure, current use, disposition, underlying zoning, and proposed use for each SMCS parcel.

Trinity Cathedral

The Trinity Cathedral site is located in the same general area as the SMCS projects, described above, and within the area that is the subject of the SMCS Master Plan. The Trinity Cathedral site is bounded by 27th Street to the east, Capitol Avenue to the north, the St. Luke's Medical Office building to the west, and the Trinity Cathedral Lane (alley) to the south (see Figure 1). Table 3 is similar to Table 2 except that it describes the Trinity Cathedral project.

ADJACENT USES

SMCS Projects

Because the individual project sites for each new building are made up of a number of city blocks and partial blocks, there are many adjacent uses in the area, as presented in Figure 2. The adjacent uses include the historic Sutter's Fort State Historic Park, the historic Old Tavern Building, a mix of commercial and professional office buildings, Regional Transit Bus Service Center, two and three story Victorian homes, more modern apartment complexes, including a senior housing complex, other residential uses, and two churches (Trinity Cathedral and Pioneer Church) (see Figure 2).

Two significant historic structures are located immediately adjacent to the Master Plan site: Sutter's Fort State Historic Park (Sutter's Fort) and the Old Tavern Building. Sutter's Fort is located between K and L Streets, 26th and 28th Streets, west of the existing Sutter General Hospital. Sutter's Fort is a replica of

TABLE 2

SMCS EXISTING BUILDING USES AND DISPOSITION

APN / Existing Use	Date Constructed	Height	Size	Disposition	Current Zoning	Proposed Project Component
New Women's and Children's Hospital (New Hospital Building)						
007-0114-003 1. Sutter General Hospital	1984	5 floors, plus basement	385,400 sf	Building to remain	H - SPD	Renovation and expansion of some uses within Sutter General
007-0173-001 2. Buhler Building	1989	7 floors, plus basement, plus penthouse area	180,000 sf	Building to remain	H - SPD	Approx. 50,000 sf of Buhler Building to be renovated
3. Surface Parking lot		28 spaces	n/a	To be removed		Parking lot to be future site of new hospital
007-0173-002 4. Energy Center	1987	2 floors, plus basement	19,936 sf	Building to be demolished	H - SPD	New Energy Center to be constructed below the new hospital
007-0173-003 5. Old Tavern Parking	late 1970s/1980	2 levels	137 spaces	Building to be demolished	H - SPD	New hospital
6. Old Tavern (RAS Building)	Same	1 floor, plus basement	12,921 sf	Building to be demolished		New hospital
007-0173-004 7. Old Tavern building	1849/1922	4 floors	26,248 sf	Building to remain	C-2 - SPD	No changes, except lot line adjustment (connected to parcel –003, above)
AS/MOB						
007-0171-002 8. Vacant lot	Former Tuesday Club - Demolished in 2002	n/a	n/a	n/a	OB - SPD	New AS/MOB
007-0171-003 9. Vacant lot	n/a	n/a	n/a	n/a	OB - SPD	New AS/MOB
007-0171-004 10. MTI Office Building C	n/a	2 floors	2,529 sf	Building to be demolished	C-2 - SPD	New AS/MOB
007-0171-005 11. MTI Office Building B	n/a	1 floor	1,152 sf	Building to be demolished	C-2 - SPD	New AS/MOB
007-0171-006 12. MTI Office Building A	n/a	2 floors	4,671 sf	Building to be demolished	C-2 - SPD	New AS/MOB
007-0171-007 13. House of Furs	early 1900s	3 floors plus basement		Building to be demolished or relocated	C-2 - SPD	New AS/MOB
007-0171-008 14. Medical Office	rebuilt in the early 1980s	1 story	1,300 sf	Building to be demolished or relocated	C-2 - SPD	New AS/MOB

TABLE 2

SMCS EXISTING BUILDING USES AND DISPOSITION

APN / Existing Use	Date Constructed	Height	Size	Disposition	Current Zoning	Proposed Project Component
007-0171-017 15. Surface parking lot	n/a	n/a	32 spaces	To be removed	OB - SPD	New AS/MOB
Community Block (Parking Structure/Housing/Theater/Retail)						
007-0172-001 16. Vacant lot	n/a	n/a	n/a	n/a	OB - SPD	Future Theater location
007-0172-002 17. Trinity Apartments	n/a	2 floors	5 units	Building to be demolished	OB - SPD	Future Theater location
007-0172-003 18. Surface Parking[1]	n/a	n/a	n/a	To be removed	OB - SPD	Future Theater location
007-0172-004 19. EAP Building	late 1950s	1 floor	3,888 sf	Building to be demolished	C-2 - SPD	Future Theater location
007-0172-005 20. Vacant lot	n/a (Former Medical Arts Bldg.)	n/a	n/a	n/a	C-2 - SPD	Future Theater location
007-0172-010 21. Surface Parking[1]	n/a	n/a	n/a	To be removed	C-2 - SPD	Parking garage/Housing
007-0172-013 22. Surface Parking[1]	n/a	n/a	n/a	To be removed	C-2 (R-SPD W/C)	Parking garage/Housing
007-0172-014 23. Surface Parking[1]	n/a	n/a	n/a	To be removed	C-2 (R-SPD W/C)	Parking garage/Housing
007-0172-016 24. Surface Parking[1]	n/a	n/a	n/a	To be removed	R3A - SPD	Parking garage/Housing
007-0172-017 25. Surface Parking[1]	n/a	n/a	n/a	To be removed	C-2 (R-SPD W/C)	Parking garage/Housing
007-0172-018 26. Surface Parking[1]	n/a	n/a	n/a	To be removed	R3A - SPD	Parking garage/Housing
007-0172-019 27. Surface Parking[1]	n/a	n/a	n/a	To be removed	C-2 (R-SPD W/C)	Parking garage/Housing
St. Luke's Medical Office Building/Garage Structure						
007-0166-016 28. St. Luke's Building	late 1950s	4 floors, plus basement	69,969 sf	Building to be demolished and rebuilt	OB-SPD	Medical office space
007-0166-017 29. St. Luke's parking structure	late 1950s	3 levels	249 spaces	To be renovated or rebuilt	R3A-SPD	Parking

Notes:
1. A total of 150 spaces is included within all those specific parcels.
H = Hospital
C-2 = General Commercial
R3A = Multi-family
OB = Office Building
SPD = Special Planning District
Source: City of Sacramento; SMCS, 2003.

TABLE 3

TRINITY CATHEDRAL EXISTING BUILDING USES AND DISPOSITION

APN / Existing Use	Date Constructed	Height	Size	Disposition	Current Zoning	Proposed Project Component
007-0166-014 Trinity Cathedral	1955	1 floor	8,057 sf	Building to be demolished	RO SPD	New Trinity Cathedral to replace the existing building
Administration/ Classroom building	1968	1 floor	15,409 sf	Building to be demolished	RO SPD	New multi-purpose building to replace existing Administration/ Classroom building

Notes:
RO = Residential-office
SPD = Special Planning District
Source: City of Sacramento; Trinity Cathedral, 2003.

the original fort erected by Swiss immigrant John Sutter in 1839. Sutter's Fort is located on the original site of the fort constructed by John Sutter in 1839; however, by 1850 the Fort was deserted and had fallen into disrepair. Restoration of the Fort began in 1891 and was completed in 1893. Sutter's Fort was donated to the State of California and became a part of the California State Park system in 1947. Sutter's Fort is the oldest restored fort in the United States. Sutter's Fort was listed on the National Register of Historic Places in 1966.

The Old Tavern building is located at the southwest corner of the block bounded by Capitol Avenue and 28th Street. The Old Tavern building was first constructed in 1849 and was used as a brewery and tavern for many years. The building has been remodeled numerous times since 1922 but still represents the best example within the City of Sacramento of the English Period Revival style. In 1974 an addition was added to the east that includes a parking garage and medical office space. The building currently houses first, second, third, and fourth story office space along with a ground-floor restaurant. The building is listed on the National Register of Historic Places. Under the Master Plan, the Old Tavern building would be preserved, but the addition added in 1974 would be removed.

Trinity Cathedral

Uses adjacent to the Trinity Cathedral project site include St. Luke's Medical Office Building to the west, St. Luke's parking structure to the south, a surface parking lot to the east (across 27th Street), and residential uses and a senior housing complex to the north (see Figure 2).

PROJECT OBJECTIVES

SMCS Projects

The overall vision of the Master Plan is to provide a state-of-the-art hospital and healing arts facility for the citizens of Sacramento within the context of a vibrant urban setting. This modern health care campus would provide medical and health services that are both acute and non-acute. In addition, it would provide training facilities. The proposed new medical facilities would allow SMCS to provide

SUTTER MEDICAL CENTER, SACRAMENTO
FIGURE 2

patient services from birth to adulthood at a single medical campus. The following are SMCS project objectives for the Master Plan.

- Enhance SMCS's ability to serve the community with high-quality healthcare and to build upon SMCS's recognized status as one of "America's Top 100 Hospitals."
- Establish a highly functional hospital complex that provides accessible, innovative, and efficient medical care for the greater Sacramento community.
- Consolidate all acute care facilities presently at Sutter Memorial Hospital and Sutter General Hospital into one campus in Midtown Sacramento in order to efficiently meet the Sacramento region's growing healthcare needs.
- Complement the existing neighborhood environment by providing new housing, retail and cultural uses to the extent feasible and by incorporating a strong urban design.
- Encourage the combination of arts and healing for the benefit of patients and the greater Sacramento community in partnership with the B Street Theater/Children's Theater of California.
- Develop the project in a manner that is compatible with preserving the historic character of the area surrounding and the campus, the Old Tavern Building, and Sutter's Fort.
- Allow for the creation of additional capacity for specialized care.
- Build a project that complies with the requirements set forth in SB 1953.

Trinity Cathedral

The overall vision of the new Trinity Cathedral is to provide a modern, state-of-the-art church for the people of the Sacramento region. This larger facility would provide more space for religious services and services to the neighborhood and community, such as its support for River City Community Services food closet adjacent to the site and meetings of Narcotics Anonymous and other 12-step groups on site. The following are Trinity Cathedral's project objectives.

- Improve the Cathedral's ability to continue ministering from the Midtown location to the Sacramento and Midtown community.

- Create a facility that is adequate to accommodate the existing and future needs of the congregation, including a facility of approximately 80,000 square feet to include worship space seating for 800 to 1,000 people, multi-purpose dining hall, meeting rooms, administrative offices and ancillary support services such as a nursery.

- Establish an accessible and convenient Cathedral complex for its patrons, members of the community, and neighborhood and community service groups.

- Provide sufficient parking for Cathedral patrons, neighborhood and community service groups.

- Create an urban plaza area and provide open space for the Midtown community, including gathering, socializing and transition space for large groups attending theater events and worship services.

- Complement the mission of the Cathedral by designing the new cathedral project to reflect the Trinity (Father, Son and Holy Spirit) in the physical forms of the building, integrating both traditional and contemporary motifs.

- Continue to serve the Sacramento community through community-wide public gatherings at times of crisis and need.

- Construct a project consistent in size and scale with the Sutter Medical Center development and Master Plan.

PROJECT DESCRIPTION

The Proposed Projects, SMCS projects and Trinity Cathedral project, would require some discretionary approvals from the City. Below is a detailed description of those projects to be analyzed on a project-specific level in the EIR.

Master Plan Projects Addressed at a Project-Specific Level in the EIR

SMCS Projects

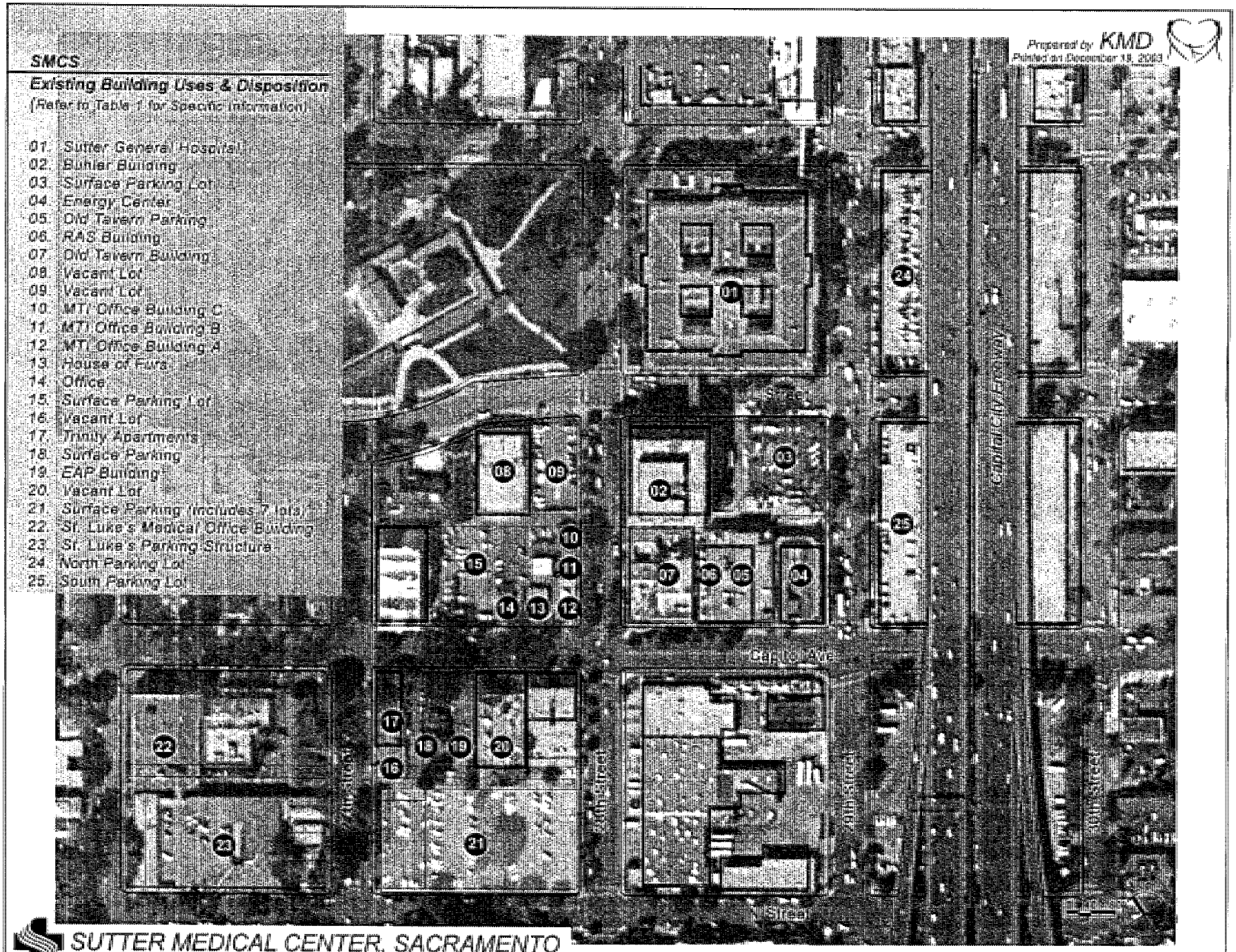
The following provides a detailed description of each SMCS project to be addressed in the EIR. Figure 3 depicts the existing buildings on the project sites. Table 2 identifies each existing building and indicates which buildings will be removed and/or renovated as part of the projects. Figure 4 identifies the new buildings and Table 4 identifies the specifics of the new buildings to be constructed. These project components, collectively, are referred to as the SMCS projects for the purposes of the environmental analysis and will be analyzed at a project-specific level in the EIR.

TABLE 4

SMCS PROPOSED NEW BUILDINGS

		Proposed Square Footage/ Parking Spaces	Proposed Building Height	Proposed Zoning
New Women's and Children's Hospital	½ block immediately east of the existing Buhler Building, bounded by L Street to the north, Capitol Avenue to the south, 28th Street to the west and 29th Street to the east	417,632 sf	146 feet 8-story above grade plus one level below grade.	H-SPD
New AS/MOB	Eastern ½ of a block south of Sutter's Fort, bounded by L Street to the north, Capitol Avenue to the south, 28th Street to the east, and 27th Street to the west.	140,000 sf 95 spaces	65 feet 4-story above grade plus one level below grade	C2-SPD OB-SPD
Community Parking Structure/ Housing/Retail	Southern ½ of a block south of Capitol Avenue, between 28th and 27th Streets.	Square footage to be determined 1,100 spaces 32-60 units	73 to 83feet 7-story above grade plus one level below grade	C2-S-RPD C2-SPD R-3A-SPD
St. Luke's Medical Office Building	The northwest corner of 26th and Capitol Avenue.	75,000 sf 330 spaces	n/a	n/a

Source: SMCS, 2003.



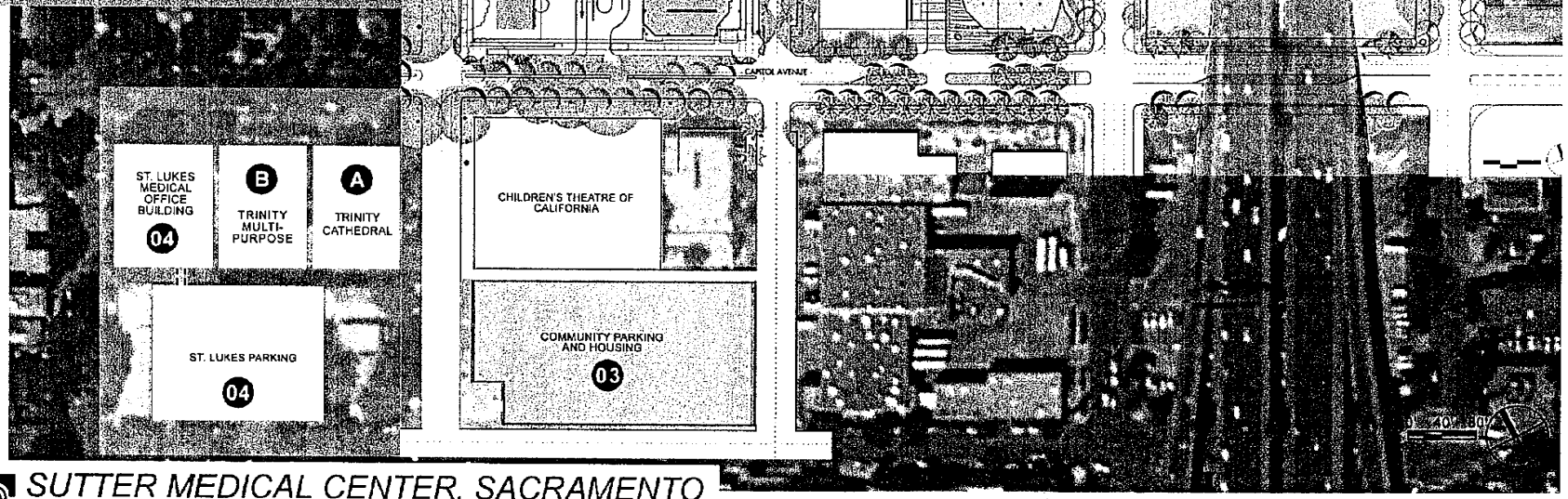
SUTTER MEDICAL CENTER, SACRAMENTO
FIGURE 3

Prepared by KMD
Printed on December 19, 2003

SMCS Proposed New Buildings
(Refer to Table 2 for Specific Information)

01. New Women's & Children's Hospital
417,632 SF, 8-story above grade with one level below grade, 146' high
02. New AS/MOB
4 stories above grade at 140,000 SF plus one parking level below grade including 95 parking spaces, 75' high
03. Community Parking Structure & Housing
1,100 spaces, 32-50 housing units, 7-story above grade with one level below grade, 75' high
04. St. Luke's Medical Office Building
75,000 SF, 4 stories & below grade
St. Luke's parking garage
330 spaces, 3 stories

Trinity Proposed New Buildings
(Refer to Table for Specific Information)
A. Phase One: Cathedral
B. Phase Two: Multi-Purpose Structures



SUTTER MEDICAL CENTER, SACRAMENTO
FIGURE 4

New Women's and Children's Hospital Building

Project Location

The proposed New Women's and Children's Hospital Building (New Hospital Building) would be located on the one-half block immediately east of the existing Buhler Building (Sutter Cancer Center), bounded by L Street to the north, Capitol Avenue to the south, 28th Street to the west and 29th Street to the east (shown in Figure 4). The proposed New Hospital Building would be located on the eastern half of the block, which currently accommodates the valet parking operation for the Buhler Building, along with the Hospital's Energy Center, the Old Tavern parking garage and Radiological Associates of Sacramento (RAS) medical office.

Existing Adjacent Uses

Existing uses immediately adjacent to the proposed New Hospital Building include the Buhler Building, which houses the Sutter Cancer Center, as well as doctors' offices, and administrative support and other services, located on the northwest portion of the block; the existing Radiation Oncology Center (ROC), located below grade (beneath the surface parking lot) on the northeast portion of the block; the hospital's Energy Center building, RAS medical office, Old Tavern parking garage, and the historic Old Tavern building, located on the southwest portion of that block. Some of these buildings would be removed and/or rebuilt (see Table 2) as described later in this NOP.

Sutter General Hospital is located to the north across L Street; Capital City Freeway and the existing parking structure under the freeway are located to the east; the Regional Transit bus service center is located across Capitol Avenue to the south; and the Buhler Building (Sutter Cancer Center) is located to the west. Residential neighborhoods are located to the west, north and south (see Figure 2).

Project Description

The location for the New Hospital Building has been strategically selected to place the new structure between the existing 7-story Buhler Building and the Capital City Freeway as well as the existing Regional Transit Service Center, thereby maximizing accessibility to the New Hospital Building and buffering neighborhoods to the west and east from impacts associated with hospital operation. Sutter General Hospital buffers neighborhoods located to the north.

The New Hospital Building would be an 8-story above-grade structure plus one level below-grade. The building would be approximately 146-feet high to the top of the mechanical penthouse and would contain approximately 417,632 sf, including the new Energy Center. The New Hospital Building would provide intensive care and maternal and children's health services. It is anticipated the New Hospital Building would also provide the following services: Neonatal Intensive Care beds, Intensive Care, Pediatric Intensive Care, Pediatric Medical/Surgical suites, Labor and Delivery Rooms, Ante-Partum beds, and Post-Partum (birthing recovery) beds. The New Hospital Building would include a total of 197 beds. In addition, the building shell space has been designated to potentially accommodate an additional 75 beds in the future, depending on the growth of specific services.

The Hospital's Energy Center, currently located at the corner of Capitol Avenue and 29th Street would be removed. The new Energy Center, which would provide power to the New Hospital Building, as well as Sutter General Hospital, the Buhler Building, and the AS/MOB, would be constructed below grade beneath the New Hospital Building adjacent to the existing below-grade ROC.

Helistop

A helistop is a designated area where helicopters can land to either pick-up or drop-off critically ill patients. A rooftop non-emergency helistop would be located at the southeast corner of the roof. The helistop would be used for periodic scheduled transfers of seriously ill infants, children, and other patients to the hospital from 27 counties in northern California, and from western Nevada. Helicopters would not be housed, parked, or fueled at this site, but would only drop off patients and return to a remote base following a flight path directly above the freeway to minimize noise impacts to the adjacent neighborhoods. Helicopter trips are estimated at approximately 150 round-trip trips per year.

Pedestrian Connections

To meet the clinical needs of the medical campus, the New Hospital Building would be connected to the existing Sutter General Hospital on levels 2, 3 and 4 by a three level spanning structure integral to the medical functionality of both Sutter General Hospital and the New Hospital Building (crossing L Street). The second floor level of the new spanning structure would provide only public and staff circulation; the third floor level would contain pre-and post-operative pediatric facilities; and the fourth floor level would contain family waiting areas and staff/patient circulation in an area that connects the two main hospital buildings, Sutter General Hospital and the New Hospital Building. In accordance with the Office of Statewide Health Planning and Development (OSHPD) requirements which permit acute-care facilities, the spanning structure would be structurally independent of either building, and designed to accommodate the 17-foot minimum height requirement for fire trucks and other vehicles in keeping with the requirements set forth by the City of Sacramento. The existing pedestrian bridge across L Street connecting the Buhler Building and Sutter General Hospital would be removed.

In addition to the spanning structure across L Street that would connect the New Hospital Building to Sutter General Hospital, two enclosed pedestrian bridges would span 29th Street, south of the intersection of L Street and 29th Street. A third pedestrian bridge would cross 28th Street. These bridges would connect the existing parking structures under the freeway with the New Hospital Building and Sutter General Hospital. The bridge across 28th Street would connect the Buhler Building with the AS/MOB. Internal to the SMCS campus site, a short bridge would connect the existing Buhler Building crossing the new private drive to connect with the New Hospital Building. These pedestrian bridges would also be designed to accommodate the 17-foot minimum height requirement for fire trucks and other vehicles in keeping with the requirements set forth by the City of Sacramento.

Circulation/Access

Access to the proposed New Hospital Building would be through a private drive and entryway running north south, located mid-block, east of the Buhler Building, and west of the proposed New Hospital Building, as shown on Figure 4. This entryway would have one-way traffic to the north with access from Capitol Avenue (to the south). The proposed New Hospital Building would include a new main lobby, which would serve as the main entrance for the entire Sutter Medical Center, Sacramento, campus. However, surgical patients could also be dropped off at Sutter General Hospital at a new entrance along L Street across from the New Hospital Building.

To better serve patients, a free valet parking system for patient drop-off and pick-up at the main entrance would be provided. Patients would be dropped off at the main entrance and valet parked (at no charge) in the public parking lot (south lot) under the freeway.

Vehicular Circulation

As shown on Figure 5, the main regional access to the SMCS campus would continue to be via Capital City Freeway and 29th Street. Local access is provided via L Street, Capitol Avenue, 28th and 29th Streets. To access Sutter General Hospital and the New Hospital Building heading south on 29th Street, visitors/patients would have the option to either self-park in the public parking lot (south lot) under the freeway or be dropped off at the main hospital entrance (New Hospital Building) and have their vehicle valet parked. Pedestrian access to the hospital buildings would be via a pedestrian bridge over 29th Street connecting the public parking lot (south lot) to the New Hospital Building. Hospital staff would be directed to park in the staff parking lot (north lot) under the freeway. A pedestrian bridge across 29th Street would connect the north lot to Sutter General Hospital.

Ambulance access to Sutter General Hospital would remain the same off of 29th Street while general emergency access would be via a new public drop off along the north side of L Street with a new emergency entry into Sutter General Hospital.

Delivery service access would remain the same off L Street. SMCS is currently doing more frequent, smaller deliveries into the existing basement loading docks under Sutter General Hospital.

The SMCS project applicant also proposes that L Street be converted from one-way to two-way traffic, between 27th Street and 30th Street. Other options, including leaving L Street as a one-way street, will also be considered in the EIR.

Additional circulation options include the potential to close a portion of 27th Street between the alley (north of N Street) and Capitol Avenue to through traffic or to narrow this portion of 27th Street as a means to slow traffic in this area (see discussion on page 29). The potential closure of this portion of 27th Street is part of the Trinity project. These circulation options will also be analyzed in the EIR.

Pedestrian Circulation

In addition, the EIR will also address pedestrian street level circulation and safety, especially along the 28th Street corridor connecting the New Hospital Building and the AS/MOB to the Community Parking Structure.

Alley Abandonment

To accommodate construction of the New Hospital Building, the eastern half of the alley that parallels the Buhler Building (Sutter Cancer Center) surface parking lot is proposed for physical abandonment to accommodate the New Hospital Building. The western half of the alley that parallels the Buhler Building is proposed for a utility abandonment.

The western half of the alley would remain as a service corridor for delivery services to adjacent buildings. All existing public utilities located within the alley would be relocated to adjacent streets. New water mains would be installed in 28th Street and Capitol Avenue to replace the water main in the alley. Electrical services would be relocated to Capitol Avenue and 28th Street. Once utility relocations are complete, existing pipes and conduits would be either removed or changed to private service laterals where required for existing or proposed development.

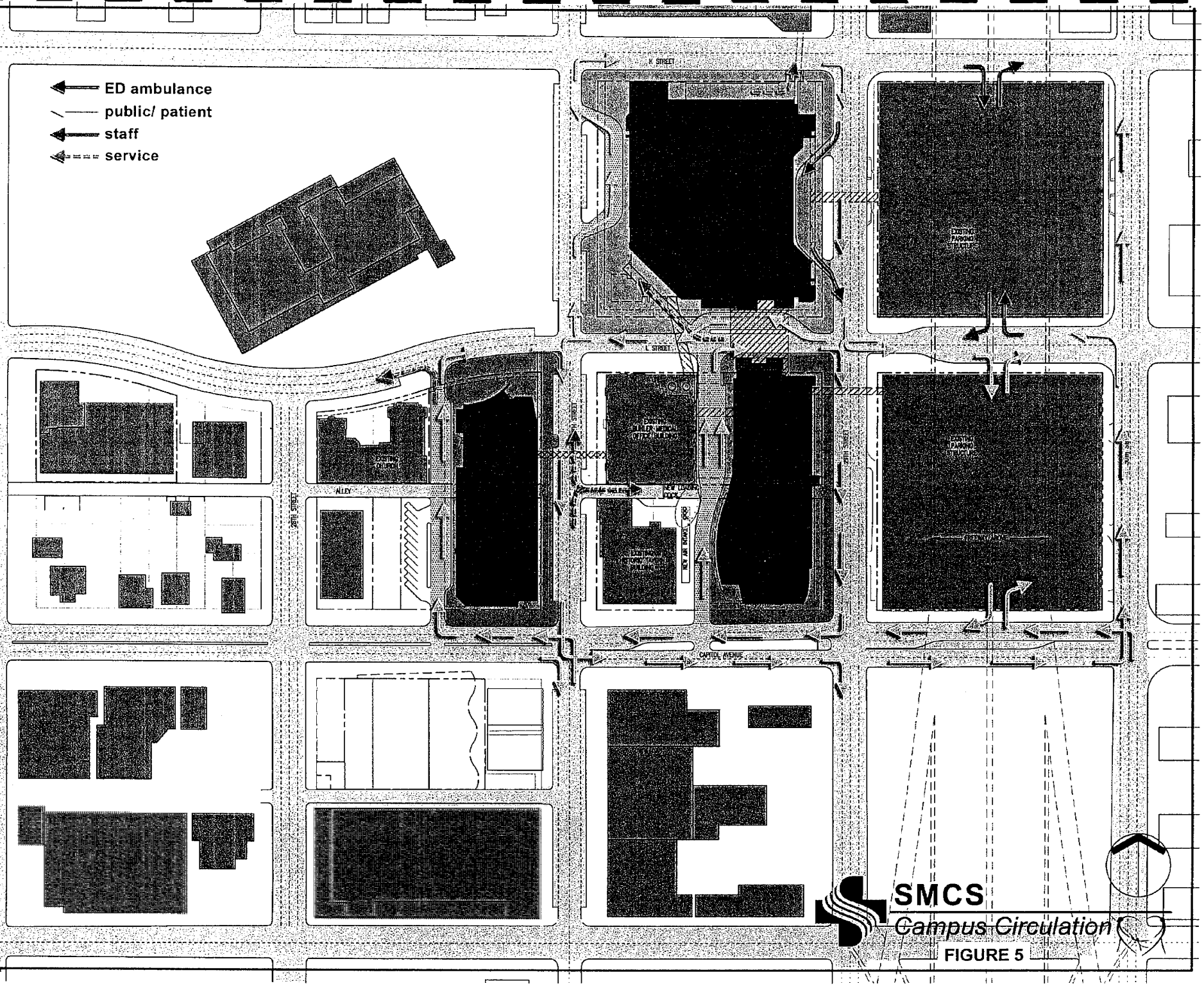

ED ambulance
public/ patient
staff
service
K STREET
L STREET
ALLEY
CAPITOL AVENUE
SMCS
Campus Circulation

FIGURE 5

As a separate project, the City's combined sanitary sewer and storm drainage system (CSS), located in the alley behind the Buhler Building and the Old Tavern building is currently leaking and presents a substandard condition. To address this issue, SMCS has received ministerial approval from the City to install a new 12-inch lateral from the alley south along 28th Street to connect to an 18-inch main in N Street. This new lateral will correct the existing problem.

Building Removal/Demolition

To accommodate construction of the New Hospital Building, the existing Energy Center, Old Tavern parking structure and RAS medical office located on Capitol Avenue along with the surface parking spaces that serve the Buhler Building would be demolished or removed, as described in Table 1.

Construction Phasing

It is anticipated that construction of the New Hospital Building would start in early 2005 and be completed by late 2008, subject to jurisdictional approvals.

New Ambulatory Services/Medical Office Building (AS/MOB)

Project Location

The proposed AS/MOB would be located on the eastern half of the block bounded by L Street to the north, Capitol Avenue to the south, 28th Street to the east and 27th Street to the west. The site is south of Sutter's Fort across L Street, west of the Buhler Building across 28th Street (see Figure 4).

Existing Adjacent Uses

Existing uses adjacent to the proposed AS/MOB include the Buhler Building and the Old Tavern building to the east, across 28th Street; restaurants, including Bernardo's and the Monkey Bar to the south, across Capitol Avenue; Trinity Senior Housing and Pioneer Church to the west; and Sutter's Fort to the north (see Figure 2). Residential neighborhoods, although not adjacent to the campus, are located to the north, west and south.

Project Description

The AS/MOB would be a four-story above-grade building with a basement level (below-grade) with a total of approximately 140,000 sf. The massing of the building would be stepped back from L Street and Sutter's Fort to minimize visual impacts on the historic Sutter's Fort complex. The building would have an approximately 32,000 sf floor plate, and would be approximately 75-feet high. The AS/MOB would house medical offices and Outpatient Services, and would contain an Outpatient Surgery suite, recovery beds, Diagnostic Imaging, additional medical office programs, a small retail area (1,500 sf +/-) at the corner of 28th and L Streets, and a total of 95 parking spaces in the basement level.

Pedestrian/Vehicle Connections

Pedestrian and vehicular access to this building would be similar to that provided in the New Hospital Building, through a private drive and entryway running north-south between Capitol Avenue and L Street, located mid-block immediately to the west of the AS/MOB, with primary one-way access off

Capitol Avenue. The AS/MOB would have an entry lobby off of this private drive, as well as a pedestrian connection from the south end of the building to Capitol Avenue. Connection to the New Hospital Building and Sutter General Hospital would be via an enclosed, overhead pedestrian bridge across 28th Street that would connect the AS/MOB to the Buhler Building at the second level. The western half of this block is not included within the Master Plan area.

Circulation

Access to the new AS/MOB Building would be similar to the New Hospital Building. However, instead of parking under the freeway, visitors/patients would either be directed west on Capitol Avenue to self-park in the Community Parking Structure or be dropped off at the main entrance to the AS/MOB where vehicles would be valet parked in the Community Parking Structure, shown in Figure 5. Valet parking would be a free service provided by SMCS.

Alley Abandonment

To accommodate construction of the new AS/MOB the eastern portion of the alley is proposed for physical abandonment. The western half of the alley, behind Pioneer Church is proposed for a utility abandonment.

The western half of the alley would remain to allow access to adjacent buildings. The remaining alley would connect to a new private alley running north-south along the west side of the new AS/MOB. All existing public utilities located within the alley would be relocated to adjacent streets. The City's CSS would be removed where in conflict with the new building. Electrical services would be relocated to Capitol Avenue. Once utility relocations are complete, existing pipes and conduits would be either removed or changed to private service laterals where required for existing or proposed development.

Service Access

Existing below-grade tunnel connections would be enhanced and new tunnels would be constructed to allow materials and service staff to circulate throughout all SMCS campus buildings effectively and efficiently. A new tunnel would be constructed from the basement of the AS/MOB under 28th Street to the Buhler Building. This tunnel would be used by plant operations staff and for medical service/support. There would be no public access to the tunnel.

Building Removal/Demolition

To accommodate construction of the new AS/MOB Building, the MTI Office Building(s) located along 28th Street would be demolished. The House of Furs and adjacent single-story office, currently used as a medical office, would either be relocated or demolished. If the structures are not relocated they would be demolished to accommodate the AS/MOB.

Construction Phasing

It is anticipated the AS/MOB would start construction in early 2005 and would be completed by spring 2007.

New Community Parking Structure, Retail and Residential Development

Project Location

The Community Parking Structure would be located in the southern half of the block bounded by Capitol Avenue to the north, N Street to the south, 28th Street to the east and 27th Street to the west (see Figure 4). This block currently includes two restaurants (Bernardo's and the Monkey Bar); Capitol Physical Therapy, a medical office building, a large surface parking lot, and the Trinity Apartments.

Existing Adjacent Uses

Existing uses adjacent to the proposed Community Parking Structure site include Trinity Cathedral to the west; Trinity Senior Housing, general and medical office buildings, and the House of Furs to the north; Regional Transit Bus service center to the east; and a restaurant (Ink Eats and Drinks), and residential uses to the south and west (see Figure 2). The existing general and medical office buildings and House of Furs located along Capitol Avenue and 28th Street would be removed as part of the project to accommodate construction of the AS/MOB.

Project Description

The Community Parking Structure would be a total of seven stories above- grade plus one level below-grade. The total height of the structure would be between approximately 73 to 83 feet and include approximately 1,100 parking spaces. Hospital staff, patients and the public, as well as theatergoers, churchgoers, residents and users of the retail elements of the project would be the intended users of the Community Parking Structure. The Community Parking Structure would be sized to accommodate the loss of parking currently located on the sites that would house the New Hospital Building and AS/MOB patients and staff, in addition to parking generated by proposed new uses.

In addition, a total of between 32 and 60 residential units are proposed to wrap the Community Parking Structure along 27th and N Streets and provide additional housing for the community as well as for families of SMCS patients. It is anticipated that some housing units would be constructed for use by SMCS to provide housing for those family members needing housing while a family member is receiving hospital care. The placement of residential units 'wrapping' the western and southern sides of the parking structure would provide a transition to the residential character of the adjoining neighborhood to the south and west.

In addition to the residential units, a small retail use, approximately 925 sf, is also proposed.

Alley Abandonment

The alley in the Community Block that connects 27th and 28th Streets is proposed for a utility abandonment.

The alley would remain as a service corridor for delivery services to adjacent buildings. All existing public utilities located within the alley would be relocated to adjacent streets. The combined sewer in the alley would be removed. The two buildings to remain along 28th Street would be connected to the proposed CSS in 28th Street. Electrical services would be relocated to Capitol Avenue and 28th Street. Once utility relocations are complete, existing pipes and conduits would be either removed or changed

to private service laterals where required for existing or proposed development. No access to the new Community Parking Structure would be provided from the alley.

Building Demolition/Removal

To accommodate development of the Community Parking Structure and other development proposed within this block, the Trinity Apartments and EAP Building (medical office building) located along Capitol Avenue and 27th Street would be demolished and the surface parking areas removed.

Construction Phasing

It is anticipated the Community Parking Structure and associated housing would start construction in the early 2005 and be completed by spring 2006.

Renovation of St. Luke's Medical Office Building and Parking Garage

The existing 69,969 sf, four-story above grade plus basement, St. Luke's Medical Office building (Medical Services Building) is located at the corner of 26th Street and Capitol Avenue. The associated 249-space parking structure is located adjacent to the medical office building fronting on N Street between 26th and 27th Streets. SMSC acquired St. Luke's Medical Center and associated parking garage in 2003.

The building's prior owners submitted plans to the City in 2000 to demolish the building and rebuild. The City approved the building plans in 2001. SMCS plans to demolish the existing building and rebuild using the same size footprint and height of the existing structure. The existing 249 space parking garage would either be renovated or removed and rebuilt to accommodate parking for the new Medical Services Building. The current building footprint and height of the parking structure would not change if the structure is re-built.

It is anticipated that the new Medical Services Building could add up to an additional 5,000 sf of medical office space (for a total of 75,000 sf) due to removal of an existing internal atrium. However, the building footprint and building height would not increase relative to the existing structure. This new Medical Services Building would provide a support facility for the SMCS campus and would enable less intensive use for the new AS/MOB.

Trinity Cathedral – Phase 1

Table 5 identifies the specifics of the new buildings to be constructed as part of the Trinity project. Figure 4 identifies the location of the new Trinity building.

Project Location

The Trinity Cathedral site is located at the southwest corner of Capitol Avenue and 27th Street. It is bounded by Capitol Avenue to the north, 27th Street to the east, Trinity Cathedral Lane to the south (alley that connects 26th and 27th Streets), and the St. Luke's Medical Office Building to the west.

TABLE 5

TRINITY CATHEDRAL PROPOSED NEW BUILDINGS

Building	Location	Proposed Square Footage/ Parking Spaces	Proposed Building Height	Proposed Zoning
New Trinity Cathedral (Phase 1)	Northern ½ block bounded by Capitol Avenue to the north, 27th Street to the east, Trinity Cathedral Lane alley to the south, and 26th Street to the west.	37,015 sf	80 feet, 3-stories above grade.	RO SPD
New Multi-purpose building (Phase 2)	Northern ½ block bounded by Capitol Avenue to the north, 27th Street to the east, Trinity Cathedral Lane alley to the south, and 26th Street to the west.	30,749 sf	60 feet, 4-stories above grade	RO SPD

Source: City of Sacramento, Trinity Cathedral, 2003.

Adjacent Uses

Uses adjacent to the Trinity Cathedral project include St. Luke's Medical Office building to the west, St. Luke's parking structure to the south, a surface parking lot to the east (across 27th Street), and residential uses and a senior housing complex to the north (across Capitol Avenue).

Project Description

Phase 1 of the Trinity Cathedral project would be analyzed at a project-specific level. Phase 1 of the building program provides for a new 1,000 seat Cathedral worship facility, replacing the existing Cathedral building and a portion of the administrative/meeting room building with the following facility uses:

- GROUND FLOOR: Main entrances and circulation; administrative offices for staff of up to 25; Chapel for small services and prayer seating up to 100; nursery room; restrooms and ancillary facilities; approximately 15,939 sf of new floor area. The remaining existing two story 13,889 sf building would continue to be used for fellowship, offices, meeting rooms and bookstore.
- SECOND FLOOR: Cathedral worship space seating 600 on the main floor, 100+/- on the alter platform; entrance narthex; restrooms and ancillary facilities; approximately 14,453 sf of floor area.
- THIRD FLOOR: Worship space balcony seating 250; balcony narthex; music rehearsal room and ancillary facilities; approximately 6,623 sf of floor area.

With main entrances from 27th Street and Capitol Avenue, the Cathedral would align its main axis diagonally across the site with the southwest corner of Capitol Avenue and 27th Street. A third entrance would provide access to the main circulation corridor from Trinity Cathedral Lane alley. The exterior architecture would integrate both traditional and contemporary motifs.

The height of the main elements of the building wall parapets along 27th Street and Capitol Avenue would be 52 feet above grade – the height of the top of roof would be 51 feet; height of the cross tower walls would be 60 feet, with the cross at approximately 70 feet; and the height at the top of the dome

would be 80 feet. Mechanical system units are proposed for the roof, with walls to 57 feet above grade to screen units from the street view; these screen walls would be set back a minimum of 15 feet from the perimeter walls. Lighting would be a combination of accent and security downlights at the entrance and structure bays, and uplighting in the landscape areas to illuminate the curvilinear glass tile features of the Cathedral walls at 27th Street and Capitol Avenue.

One monument sign would be at the corner of 27th Street and Capitol Avenue. It is proposed to be incorporated into a water fountain feature. The sign would be a gray limestone to match the building base, 17 feet long and 3 feet high, with the name of the Cathedral in 6-inch high bronze letters. It would be illuminated by landscape up-lights.

The Trinity Cathedral project also proposes the closure of 27th Street between Capitol Avenue and the Trinity Cathedral Lane (alley), and the development of a pedestrian plaza with a bus drop-off area for the proposed Children's Theater (B Street Theater), landscape areas and a water element. The closure of this portion of 27th Street would require the undergrounding of overhead electrical and phone lines. The existing gas main would be left in place.

Parking

The Cathedral currently has an existing parking agreement with SMCS for use of the St. Luke's Medical Office Building parking garage for Sunday services and day and evening uses. The Cathedral would extend their agreement with SMCS for use of their existing and proposed parking garages to provide parking for Cathedral use for this project. A recorded agreement document with a 99-year timeframe is currently in development; final documents will be provided to the City upon completion.

The Cathedral would provide 500 parking spaces dedicated for Sunday services, divided evenly between spaces in the St. Luke's Medical Office Building parking garage (now owned by SMCS) across Trinity Cathedral Lane to the south of their facility and in Sutter's proposed new Community Parking Structure across 27th Street to the east of the Cathedral facility. The Cathedral would also have 150 parking spaces dedicated for weekday evening events in the St. Luke's parking garage and 25 dedicated parking spaces for Cathedral employees during the day in the Community Parking Structure. Accessible parking spaces would also be available in the Community Parking Structure. A 20-foot deep service loading area would be provided for the Cathedral facility in Phase 1 and 2 accessed from Trinity Cathedral Lane. After completion of Phase 1, six parking spaces would remain available on site accessed from Trinity Cathedral Lane until Phase 2 is constructed. Once Phase 2 begins construction these 6 spaces would be removed to accommodate Phase 2.

Building Demolition/Removal

To accommodate development of the new Trinity Cathedral, the existing Cathedral would be demolished.

Pedestrian Circulation

The EIR will address pedestrian safety and circulation around Trinity Cathedral and connections to both the Community Parking Structure and the St. Luke's parking structure.

Construction Phasing

It is anticipated that Trinity Cathedral Phase 1 construction would begin sometime between 2005 - 2007. If started in 2007, the construction would be completed by 2009. Phase 2 construction will be addressed at a programmatic level.

SMCS Utility Improvements

A number of utility improvements within the Master Plan area would be required to bring existing sewer, storm drainage, and water infrastructure up to current City code. In addition, upgrades would be made to existing electrical infrastructure.

The following is a discussion of proposed utility improvements to be completed by SMCS.

Water

The City's water system currently uses mains in all three alleys proposed for either physical abandonment or a utility abandonment. The SMCS projects would include construction of a new 8-inch water main in 27th Street (from L Street to N Street), in 28th Street (from L Street to Capitol Avenue), and in 29th Street (from N Street to north of Capitol Avenue). The SMCS projects would also construct new 12-inch water mains in Capitol Avenue and N Street from 27th to 28th Streets. New public fire hydrants would be constructed at the mid-block of every frontage street.

Dry Utilities

Dry utilities such as electricity, cable television and communications would be relocated for alley abandonment and proposed building construction to accommodate the SMCS projects. The designs would be approved by the applicable utility company and coordinated with the design/build team. Generally, the utilities would be removed from the alleys and relocated to the frontage streets. Utilities currently installed over-head in the alleys would be relocated underground in the streets.

Street Improvements

As part of the SMCS projects, the existing street curb, gutters and sidewalks would be reconstructed to current City of Sacramento standards. This work would include new curb and gutter, sidewalks and paving adjacent to new structures and site parking. In general, existing streets not affected by construction and not damaged during construction, would not be repaved.

Other District Enhancements (Streetscape, Signage and Lighting)

The streetscape within the SMCS campus would be enhanced. Particular streetscape features incorporated into the Master Plan would include decorative paving, landscaping and lighting upgrades as well as improved way-finding signage and circulation assistance. Medians are proposed in Capitol Avenue between 27th and 30th Streets. Pedestrian street level circulation and improvements are proposed along 28th Street between Capitol Avenue and L Street. Signage would be designed to meet the requirements set forth in the City's Midtown Signage program.

New Additions to Existing Buildings

SMCS Projects

In addition to the spanning structure discussed above under the New Hospital Building, an enclosed pedestrian bridge would cross 29th Street, north of the intersection of L Street and 29th Street, to connect the existing parking structure (north lot) on the northeast corner of L Street and 29th Street to the 2nd level of Sutter General Hospital. A similar bridge would connect the south parking lot and the New Hospital Building on the south side of L Street on 29th Street.

Additional below-grade tunnel connections would be enhanced along with the construction of a new tunnel to allow materials and service staff to circulate throughout all SMCS campus buildings effectively and efficiently. This includes construction of a new tunnel between the Buhler Building and Sutter General Hospital under L Street and under 28th Street to connect the Buhler Building and the AS/MOB. These tunnels would be used by plant operations staff and for medical service/support. There would be no public access to the tunnels.

Master Plan Project Projects Addressed at a Programmatic Level in the EIR

The EIR will analyze the following Master Plan projects at a programmatic level.

SMCS Projects

Children's Theater of California

The proposed Children's Theater of California (B Street Theater) complex, which would include a 3-stage, 765-seat theater, would be located on the same block as the Community Parking Structure (see Figure 4). The theater is proposed on the northwest corner of the block fronting Capitol Avenue. This component, although included in the Master Plan, would be developed by an entity other than SMCS. It is anticipated that the EIR will analyze impacts associated with the theater on a program-level and that additional project-specific environmental review would be conducted at the time that a specific development application is submitted to the City for project approval.

Trinity Cathedral – Phase 2

The second phase of the Trinity Cathedral project would provide a multipurpose hall, meeting rooms and administrative offices, replacing the remaining original building with the following facility uses:

- GROUND FLOOR: Multi-purpose hall dining 450 persons with kitchen accommodations; approximately 10,494 sf.
- SECOND FLOOR: Meeting room and support spaces for the worship space; approximately 2,424 sf.
- THIRD FLOOR: Meeting rooms for Christian learning and Youth programs; approximately 9,612 sf.
- FOURTH FLOOR: Administration offices, work areas and meeting rooms; approximately 8,219 sf.

The total gross square footage at the completion of Phase 2 would be approximately 67,760 sf.

The main entrance to the Phase 2 facilities would use the same main entrances as built in the Phase 1 project, at Capitol Avenue, 27th Street and from Trinity Cathedral Lane. The architecture and structure of the Phase 2 building would be intended to create a background building for the Phase 1 Cathedral building. As such, the building would be straightforward and rectangular in its massing. The building would be set back 6 feet from the Phase 1 building with a top of wall height of 43 feet above grade and top of roof at 42 feet enclosing the first three floors; the fourth floor would step back from the lower floors 30 feet away from the street with the top of the wall at 60 feet from grade and the top of roof at 58 feet.

Master Plan Projects Addressed in the Cumulative Analysis

The following projects will be included in the Master Plan; however, there are no discretionary City approvals required for these projects. These projects will be included within the cumulative analysis for the EIR.

SMCS Projects

Renovation of the Existing Sutter General Hospital and Buhler Building (Sutter Cancer Center)

Sutter General Hospital Renovations

The existing Sutter General Hospital would be renovated internally to advance medical functionality. Sutter General Hospital currently provides a total of 305 beds. Proposed renovations to the hospital would involve adding new programs and renovating existing programs such as: new Operating Rooms, new Cardiac Catheterization Labs, new Electro Physiology Labs, new Angiography rooms, and recovery beds (Level 1 and Level 2 recovery). The Emergency Department would expand into the current patio area on the southeast corner of Sutter General Hospital, but would stay within the overall "shadow" of the building edge above. The building would increase 62,765 sf from 385,400 sf to 448,165 sf.

Independent of the Master Plan project, SMCS is expanding its diagnostic imaging services to include an MRI program. This project includes expanding the diagnostic imaging department currently located on the first floor along K Street on the north side of the building to two additional floors to add the MRI program. In addition, this expansion, on the second and third floors (two floors in height) would stay within the overall "frame" of the building edge above. This project will go through the City planning process and will be submitted to OSHPD and is anticipated to begin construction sometime in mid 2004.

Buhler Building (Sutter Cancer Center)

In addition, interior renovation of the existing 7-story Buhler Building, consisting of approximately 50,000 sf of renovated administrative and medical office space are included as part of the Master Plan.

Re-striped Parking Lots

Table 6 details the number and location of existing parking spaces. Table 7 identifies the number of parking spaces required under the City's Zoning Ordinance.

TABLE 6

SMCS - EXISTING PARKING

Location	Existing Parking (number of spaces)
Under Freeway - North Lot	685
Under Freeway - South Lot	649
Sutter General Hospital	55
Old Tavern Garage	137
Buhler Bldg Surface Spaces over ROC	28
Paragary's surface lot[1]	150
St. Luke's parking garage	249
TOTAL	**1,953**
On-street metered parking along L, 28th, 29th Streets	72
TOTAL	**2,025**

Notes:
1. Parcels where the proposed Community Parking Structure is to be located.
Source: The Hoyt Company, July 14, 2003

TABLE 7

CITY OF SACRAMENTO PARKING REQUIREMENTS

New Building	City Parking Standard	Number of Required Spaces
Women's and Children's Hospital/Sutter General Hospital - 564 beds total at buildout	1 space per patient bed	564
Buhler Building - 188,283 sf	2.5 spaces per 1,000 sf	470
AS/MOB - 140,000 sf	5 spaces per 1,000 sf	700
Housing (32 units minimum)	1 space for every unit	32
Theater - 765 seats	1 space for every 6 seats	128
Retail[1] - 1,100 sf	1 space per 400 sf for the first 9,600 sf -- 1 space per 250 sf over 9,600 sf	3
Restaurants (4)[2] - 410 seats	1 space for every 3 seats	137
TOTAL for SMCS		**2,034**
Trinity Cathedral	1 space for every 4 seats[3]	250
Trinity Cathedral Multi-purpose building[4]	1 space for every 4 seats, using the maximum occupancy of each room per building division	N/A
TOTAL for Trinity Cathedral		**250**

Notes:
1. This assumes 1,100 sf of retail uses would be developed on the Community block. This number is subject to change.
2. Four restaurants currently use surface parking where the proposed new Community Parking Structure is to be located.
Source: City of Sacramento Zoning Ordinance.
3. This is based on a total of 1,000 seats.
4. At this time it is not known the maximum occupancy of each room in the multipurpose building.

Existing parking for hospital staff and doctors is located in the north lot under the Capital City Freeway between K Street and L Street; parking for patients/visitors is located in the south lot under the freeway between L Street and Capitol Avenue. The reconfiguration and re-striping of these lots is proposed in order to maximize efficiency of the existing lots and to improve patient and staff access. No City approvals are required for the re-striping of these lots.

Along with these two parking lots, additional public parking would be provided in the Community Parking Structure, as described above. SMCS employee and Pioneer Church employee parking would be provided below the AS/MOB.

PROJECT APPROVALS

It is anticipated that the following project approvals would be required by the City of Sacramento for the SMCS projects and the Trinity Cathedral project:

SMCS Projects

- General Plan Amendment, (APN 007-0173-001, -002, -003 to Hospital designation APN # 007-0166-016, -017 to Commercial)
- Community Plan Amendment, (APN 007-0173-001, -002, -003 APN # 007-0166-016, -017)
- Development Agreement
- Rezone, (APN 007-0171-017, 007-0172-001, -002, -003, 009-0166-016 OB to C-2 APN # 007-0166-017 R3A-SPD to C2)
- Variance (Height variance – Alhambra Corridor; Setback variances; encroachments – L Street)
- Lot Line Adjustment/Mergers, (APN # 007-0173-003, -004 APN # 007-0173-001,002, -003)
- Encroachment Permits
- Alley Abandonments
- Special Permit – Major Project

In addition to the above City approvals and entitlements, implementation of the SMCS projects could require approval from the following state and local agencies prior to construction. Note that this list is not inclusive; additional permits may be identified during preparation of the EIR.

- County of Sacramento, Environmental Health Department - Will issue permits for kitchen facilities.
- Caltrans Division of Aeronautics (DOA) - Will review flight path and helistop location and issue a heliport permit.
- Department of Health Services (DHS) - Will issue license to operate New Hospital.
- Office of Statewide Health Planning and Development (OSHPD) - Will issue building permit for the New Hospital.
- Federal Aviation Administration (FAA) - Will review flight path and prepare an Airspace Determination.
- Sacramento Area Council of Governments (SACOG) –Airport Land Use Commission will review helistop to ensure consistency with regional airport plans.
- Sacramento Metropolitan Air Quality Management District (SMAQMD) – Will issue a permit to operate required for any commercial and office uses.
- State Water Resources Control Board – Will issue a Construction Storm Water Discharge permit.

Trinity Cathedral Project

- General Plan Amendment from HDR to public\quasi public\misc.,
- Re-zone,
- Conditional Use Permit,
- Development Agreement,
- Building Permit(s), and
- Approval of Street abandonment (including 27th between Capitol south and Trinity Cathedral Lane).

ENVIRONMENTAL EFFECTS

Introduction

An Initial Study has not been prepared as part of this NOP, but an Environmental Checklist will be included as part of the Draft EIR, although it is not required. The EIR will address the anticipated environmental impacts on a project-specific level for the construction and operation of the specific SMCS elements as well as the Trinity Cathedral project for which entitlements are currently being sought, as described previously and will also address at a programmatic-level impacts of other aspects of the project.

Probable Environmental Effects

It is anticipated that the EIR will address project-specific, program-level and cumulative impacts associated with the SMCS projects and the Trinity Cathedral project in the following issue areas:

- Transportation and Circulation,
- Air Quality,
- Hydrology and Water Quality,
- Cultural and Historic Resources,
- Noise,
- Hazardous Materials and Public Safety,
- Public Utilities, and
- Aesthetics, Light and Glare.

An analysis of land use compatibility with all applicable plans and consistency will also be included in the EIR, but will not be treated as a technical section.

It is anticipated that the following potentially significant impacts could be identified in the Draft EIR:

- change in traffic volumes along local, county and State highways, both on a project-specific and cumulative level;
- exposure of sensitive receptors to increased pollutants;
- degradation or change in the existing visual character;
- damage to or destruction of cultural or historical resources;

- potential cumulative increase in criteria air pollutants;
- increase in noise levels associated with increased traffic, helistop, ambulance traffic, project construction and operation;
- increased parking demands;
- increase in wastewater flows that could exceed capacity in the City's Combined Sewer System facilities;
- exposure of people to hazards associated with seismic conditions;
- violation of water quality or waste discharge standards;
- depletion of groundwater supplies or alteration of existing drainage patterns;
- creation of a significant hazard to the public through transporting or disposing of any hazardous materials; and
- waste generation beyond the capacity of a landfill.

It is anticipated that either no impact or less-than-significant impacts could be identified for the following. It is anticipated these issues will be evaluated in the Environmental Checklist to be included in the Draft EIR.

- change in air traffic patterns;
- loss of biological resources;
- loss of agricultural land;
- increase in population and displacement of substantial numbers of people;
- physical division of an established community;
- hazards due to a design feature;
- loss of a known mineral resource;
- exposure of people or structures to a significant risk of loss, injury or death involving wildland fires;
- placement of uses within a 100-year floodplain exposing people to increased hazards;
- adverse effect on the provision of public services (including police, fire, schools, and parks);
- interference with an adopted emergency response plan;
- creation of objectionable odors; and
- exposure of people to excessive noise located near a public or private airport.

Alternatives

Section 15126.6 of the CEQA Guidelines requires that an EIR describe a range of reasonable alternatives for the project that would feasibly attain most of the basic objectives of the project and avoid or substantially lessen any of the potentially significant effects of the project. Because there are two separate project applicants and separate project approvals being sought, the alternatives analysis will include an analysis of project alternatives specific to the SMCS projects as well as an alternatives analysis specific to the Trinity Cathedral project. The EIR will provide information regarding the comparative impacts and merits of each alternative. The intent of an alternatives analysis is not to evaluate every conceivable alternative to a project, but rather, address a reasonable range that will encourage informed decision-making and public participation. The alternatives analyzed in the EIR will include the "No Project" alternative, as required by section 15126.6(e) of the CEQA Guidelines. The evaluation of an Offsite Alternative will be determined based on whether any of the significant effects of the project

would be avoided or substantially lessened by putting the project in a different location (Guidelines section 15126.6(2)(A)). Project alternatives could be based on reconfiguring the layout of the buildings, altering the size of the buildings, or changing the circulation systems. The final selection of project alternatives will be based on an understanding of the proposed projects environmental effects and determining ways to either eliminate or reduce the impacts identified. Comments may be made in response to this NOP regarding the range of alternatives for each project (SMCS projects, B Street Theater, and Trinity Cathedral) to be analyzed.

Comments Requested

To ensure that the full range of issues and alternatives related to these Proposed Projects are addressed and that all significant issues are identified, comments and suggestions are invited from agencies and all interested parties. Written comments concerning the proposed EIR must be received at the following address by 5:00 p.m. on February 6, 2004.

City of Sacramento,
Planning and Building Department
Attn: Jim Regan-Vienop
1231 I Street, Room 300
Sacramento, CA 95814
(916) 264-7856

A public scoping meeting will also be held on January 26, 2004, at the Great Hall of Trinity Cathedral, 2620 Capitol Avenue, from 5:30 to 7:00 p.m.

Responsible agencies and members of the public are invited to attend and provide input on the scope of the EIR.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by these projects, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

■ Aesthetics	☐ Agriculture Resources	■ Air Quality
☐ Biological Resources	■ Cultural and Historic Resources	☐ Geology/Soils
■ Hazardous Materials and Public Safety	■ Hydrology/Water Quality	■ Land Use/Planning
☐ Mineral Resources	■ Noise	☐ Population/Housing
☐ Public Services	☐ Recreation	■ Transportation/Traffic
■ Utilities/Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the Proposed Projects COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the Proposed Projects could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

■ I find that the Proposed Projects MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the Proposed Projects MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the Proposed Projects could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR OR NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.

Signature

Date 1/7/04

Title

SUTTER MEDICAL CENTER, SACRAMENTO (SMCS)
MASTER PLAN PROJECTS AND THE TRINITY CATHEDRAL PROJECT

EIR SCOPING MEETING

Monday, January 26, 2004 • 5:30 – 7:00 p.m.

Great Hall of Trinity Cathedral, 2620 Capitol Avenue
Sacramento, California

This is an opportunity for agencies and interested members of the public to provide comments and/or ask questions about the scope and content of the environmental review.

Staff and/or consultants will provide a brief overview of the Proposed Projects and the environmental review process. The main purpose of the Scoping Meeting is to take comments from agencies and the public about what issues should be addressed in the EIR.

Appendix D Revised NOP Responses

CAPITOL
PHYSICAL THERAPY
CENTER

www.capitolpt.com
1308 28th Street
Sacramento, CA 95816
916.446.1497
Fax 916.446.5959

8569 Bond Road
Elk Grove, CA 95624
916.714.1177
Fax 916.714.3577

October 23, 2003

Jim Regan-Vienop
City of Sacramento
Planning and Building Dept.
1231 I Street
Room 300
Sacramento, CA 95814

Re: Comments on the NOP/SMCS Master Plan Projects

Dear Mr. Regan-Vienop:

As the small business located at 1308 28th Street, on the corner of 28th Street and the alley which bisects the block between Capitol Avenue and N St., Capitol Physical Therapy Center (CPTC) will be significantly impacted not only by the presence of the proposed 7-story residential/retail/parking structure planned on the southern half of the block, but also by its construction. While we embrace the exciting and positive evolution of our neighborhood, the following concerns need to be addressed:

1) **Alley "abandonment".** CPTC could not, will not tolerate the physical closure of our alley, given the seven on-site parking spaces currently provided for our patients, without some reasonable alternative for our clients. The term "abandonment" has been used and requires further definition, but if the alley cannot be used to access our clinic for whatever period of time during business hours (M-F), we need to be provided with alternative parking for our patients. This may take the form of free, enforced street parking along 28th Street, or valet parking, for example. I cannot require our clients to walk more than they walk now, or absorb costs they currently do not, in order to access our building.

2) **Staff Parking.** We currently rent eight parking spaces from Randy Paragary (through Neuman Enterprises) for our staff, and would hope to continue to offer these to our staff within a reasonable walk from our clinic. My suggestion is to offer interim parking at a comparable cost in the St. Luke's parking lot during the construction phase of the new structure. Additionally, we anticipate that we will be able to rent a like number of spaces from the city once construction is complete; we would like some form of guarantee that this opportunity will be afforded to us.

3) **Aesthetics.** We are very concerned about, halfway dreading, the visual impact on our place of business by the new structure. How the north wall of this edifice looks could be devastating (or uplifting!) to us and to the neighborhood, pedestrians, theater-goers and residents using this structure, depending upon the attention given to the alley side of the building. Please, please don't forget about this side of the building! Consider requiring vegetation, artwork, a pleasing wall

design, or some such "monolith-mitigating" measure! With all the attention given to the proposed "residential" half of the block, we are afraid we will be lost in a flood of steel and concrete. My hopes are that the alley space, along with the space between the new B Street Theater and the back of our property can become a destination – to this I would be willing and anxious to contribute.

4) **Traffic.** The majority of the other parties involved in this consensus process have assigned 28th Street with the traffic into and out of the new structure. I urge you to consider that with the theater traffic needs and the parking structure's needs, CPTC could be overrun with cars and noise. At the very least, perhaps the ingress/egress point could be located away from the alley, rather than immediately adjacent to it. Please consider our traffic flow during business hours before relegating all traffic to our side of the block.

In summary, allow me to offer my thanks for the opportunity to be involved in the decision-making process for this project. I offer my support in whatever way it is needed.

Respectfully submitted,

Robin Wham, PT, OCS

cc: Thomas C. Gagen
Tom O'Leary

From: "Cary Trexler" <cjtrexler@ucdavis.edu>
To: <jrvienop@cityofsacramento.org>
Date: 2/6/04 9:36AM
Subject: Feedback for Environmental Impact (P03-090) and (P03-135)

Mr. Jim Regan-Vienop,

I am a home owner living at 1216 27th Street, Sac CA 95816. I believe my single family home will be one of the closest residences located to the proposed projects listed above. I have the following concerns, which deal mainly with aesthetics, traffic, parking, noise, air quality (including dust), and construction.

My understanding from our phone conversation two weeks ago is that the intent of the letter you sent dated January 7, 2004 was to get feedback on the types of environmental indicators your office should consider. I provide the following insights by virtue of living day in and day out in the area not more than 150 feet from the proposed projects.

Aesthetics
-In terms of the size of the proposed parking structures, how will their scale fit into with the rest of the community....won't they stick out like a sore thumb?
- Is not the Trinity Cathedral a building that is right on the cusp of preservation building dates?
- Would all the proposed structures harmonize with the current architecture and feel of the community?

Traffic
- the traffic down Capitol Ave is the highest in the AM going into the city
- noise is the most bothersome from Capitol in the evening and early morning on the weekends
- bus noise down Capitol is a concern, and why do buses need to run down Capitol, L and N?
- I understand that Sutter has asked to change the traffic flow on L Street, how will this impact the traffic flow and numbers on the side streets, particularly on 27th where there are residences, a school, and a seniors apt complex
- will there be any studies on the alley traffic...currently there is a high volume of traffic from 27th street to the Sutter long term care facility located on 26th and L. How will this be impacted with more traffic?
- What is the avg speed of vehicles traveling down Capitol? Is it zoned for residential?
- How will the traffic be impacted considering that the B Street Theater will draw school children during school hours and people for performances during the evening peak parking hours?
- How would traffic be impacted if 27th between Capitol and N were closed?

Parking
- parking is a problem in the area during evenings, particularly on the weekends or when the two churches in the area have a night activity something going on- I suggest looking at the calendars of the churches and monitoring parking during events.
- parking is a problem on Sunday mornings
- there is limited on street parking for residents with permits
- there are five residences with lots less than 40X80 (located on 27th and Capitol) which are zoned R3A, these require no additional on property parking because of their size.

- How will the parking be impacted considering that the the B Street' Theater will draw school children during school hours and people for performances during the evening peak parking hours?

Noise
- on 27th street between L and Capitol, there are single family homes, apts, a school, a seniors apt with many residents
- in the between (5-8 AM) also daily there are VERY noisy trucks that deliver food and other materials to Trinity House...this needs to be considered and who you be able to tell me of my current rights regarding this apparent violation
- during the week days between 7:30 and 8:30 parents drop off their children at the Montesorri School and pick up at 3 PM...this needs to be considered
-what will the impact be in terms of noise with a large structures being built across the street from old buildings which are on the City's preservation list..I have such a home. Will not the new structures cause sound waves to be forced to hit the smaller structures...I am in a Individual Landmark Building and must submit and changes to the structure to Design Review. It is preferred that historic structures keep their original windows, these of course are not the most sound resistant...will this be considered?
-What will the impact be in terms of noise from the two proposed parking structures from the street traffic, the freeway?
- Helicopter-- the flight of helicopters over my property is already problematic, how will the proposed landing pad contribute to this?
- How will the parking be impacted considering that the B Street Theater will draw school children during school hours and people for performances during the evening peak parking hours?

Air Quality
- dust, because it is visible, is an issue.
- what about the particulates in the air that can not be seen?
- what about the children at the Monetsorri School and their playground that is located right in the middle of the proposed structures?

Construction
- what about the quality of life from the proposed buildings during their construction? (this is related to all of the above concerns)

Thank you for providing me with an opportunity to respond.

PLEASE CONFIRM RECEIPT OF THIS EMAIL BEFORE FEBRUARY 6, 2004

Cary J. Trexler

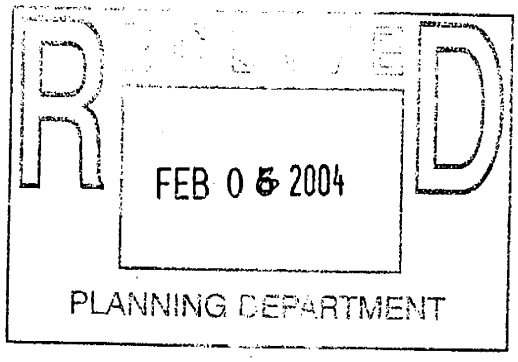
Sacramento City Taxpayers' Rights League

2509 Capitol Ave. Suite 100
Sacramento, Ca 95816
916-446-6666

"Without sunlight on government actions, there can be no democracy"

Jim Regan
Senior Planner
City of Sacramento
Planning and Building Department
Environmental Planning Services
1231 I Street, Room 300
Sacramento, Ca 95814

FAX# 916-264-7185



Dear Mr. Regan,

RE: NOP Sutter (P03-135)

Supplemental NOP Comments

Study Area

On further analysis the study area must be expanded north to I Street. This is to specifically include parking and traffic impacts on those neighborhoods.

Parking and Traffic

The study must analysis the projects impact on the parking and traffic impacts on the Eastern Star Temple, State Indian Museum, Hart Senior Center, and Sutters Fort. The EIR should analyze these facilities types of uses, hours of demand, age of users (and their special needs) and discuss what long-term impacts the project creates. Special care should be taken to analyze senior's limited mobility and special parking needs and the impact the lack of parking will have on those facilities. The affects on the viability of surrounding neighborhoods staying residential should also be studied (as well as the short and long term impacts on the residents of those neighborhoods).

Construction Vibration
The affects of any construction vibration should be carefully studied for impacts on Sutters Fort, State Indian Museum, the Eastern Star Temple, and two building on L Street that are sinking (multi story apartment building at 27th and L and the nursing home at 26th and L).

These comments should, in no way be considered as comments on the desirability of the actual projects themselves. They must be considered as items for study on the EIR.

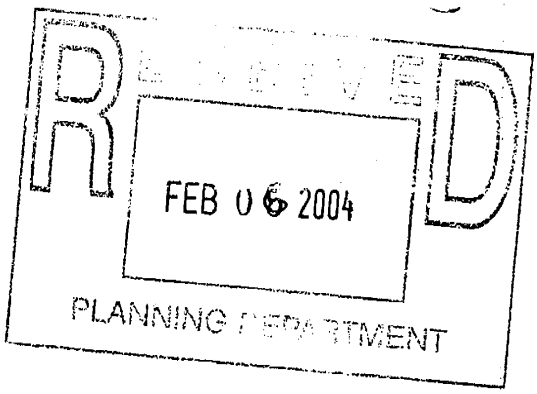
Yours truly,

Mark Whisler
President
Sacramento City Taxpayers' Rights League
February 6, 2004

Sacramento City Taxpayers' Rights League

2509 Capitol Ave. Suite 100
Sacramento, Ca 95816
916-446-6666

"Without sunlight on government actions, there can be no democracy"



Jim Regan
Senior Planner
City of Sacramento
Planning and Building Department
Environmental Planning Services
1231 I Street, Room 300
Sacramento, Ca 95814

FAX# 916-264-7185

Dear Mr. Regan,

RE: NOP Sutter (P03-135)

The NOP is inadequate. Specifically:

Project Area
The area for study must include the affected residential neighborhoods, i.e. the distance from the projects that a person might park their car and walk for services must be studied. Realistically that means (at a minimum) 23rd street on the west, K Street on the east, and P on the south.

Streetlights
Applicants should pay for and install 6 historic streetlights per block in the enhanced area described above to match existing city policy, needs for their customers and members at night, and as a potential project mitigation.

Sewer and Water
The sewer lines and water lines in the area are already severely impacted and the stress of high-rise buildings on the existed system needs to be carefully studied and mitigated.

Parking & Traffic
The impact of new customers, staff, service people, visitors, and others needs very careful study and mitigation. Parking, traffic patterns, through traffic, CalTrans projects, neighborhood and regional traffic issues will need extensive study. Funding for traffic calming in nearby neighborhoods should be studied as on possible mitigation. The affect and needs outlined in the central city traffic calming study should be incorporated. The city's policy of converting one way to two-way streets should be incorporated.

Historic Preservation
All impacts will affect the Historic viability of this rather fragile Historic neighborhood. All design and projects impacts should be studied and analyzed to their affects on existing Historic structures, National Registry neighborhood statuses (actual or pending) State Registries (actual or pending) and City Registries (actual or pending). The study must not be

superficial or causal, and list impacts and views from and to specific registry (or potential registry) properties, and the neighborhoods.

St Lukes Medical Center
The application should include any proposed, reviewed or approved plans for St Luke medical center that City staff have knowledge of in all cumulative impacts for the project.

Fort Sutter
The NOP must address the impact on Fort Sutter. Specifically, parking for visitors, loss of attendance, impacts on tourism, impacts on the facility, parking for tour buses, parking and access for Horse drawn daily tours, access for schools tours, etc.

Sutter Medical Center Campus in East Sacramento
The closure of the Sutter Medical Center Campus in East Sacramento should be studied as part of this NOP. The transfer of the facilities, patients, staff and visitors from one neighborhood and the re-use of that facility is one project, and should not be separated into two projects. There are serious impacts on both neighborhoods that should be studied and mitigated together as they are a single project. To divide them into two projects limits the cities ability to assess and mitigate the adverse impact on both neighborhoods (which will be the largest project in both neighborhoods in the history of the city).

Linkage
It is critical that the linkages for mitigation in this project be careful spelled out and sufficiently detailed so that (for example) the housing mitigation project never gets built while all the other projects are completed. All onsite and offsite mitigations must be a condition of each separate building and not separated, lost, amended or ignored when futures building change, run out of funding, etc etc.

Employees
We are highly skeptical of the increase in number of SCMA employee chart in the NOP (it appears low and is unsupported). In addition it does not consider, customers, visitors, service employees, trade people and other who visit these facilities on a regular basis. The city should provide the EIR staff the analysis of H and J street traffic in East Sacramento and the high number of vehicles that clog those crowed streets that are hospital related traffic.

Entitlements
The entitlements mentioned in the NOP on page 10 for the expansion of Sutter general have long ago expanded and must be included in this NOP.

Helipad
The helipad proposed must be carefully studied for noise, time of day, volume of use and other impacts. Mitigation measure considered should include: flight limits on hours and numbers of flights, cash payments to nearby property owners such as those the City required from the UC Med Center helipad installation.

Sidewalks
All sidewalks the visitors or staff would walk across (i.e. expanded project area above) should be repaired as mitigation for the expanded usage of the neighborhoods and cut down on the number of injuries from tripping hazards from people visiting the neighborhood who are unfamiliar with its many tripping hazards.

Declarative Statements
The NOP contains many declarative statements about what is and what requirements City Policy have fro the projects. The NOP is not City Policy and future documents must contain a statement that what is required by City policy and rules is to be studied in the EIR and not limited by the rather lengthy legal rulings in the NOP about what is and is not required. An NOP is to describe the project and discuss areas expected to be studied but only the General Plan, City Planning Commission, City Rules, Procedures, laws and finally the City Council set or interpret requirements.

Church Cathedral
It is difficult to tell with the preliminary design for the Cathedral how it could ever fit, or be approved, with the Historic nature of the neighborhood.

Alternatives
As no alternative have been proposed for study in the NOP the City must issue a revised or supplemental NOP for community comment, with alternative projects included in it.

Bus Service
As buses run through the neighbor the project impacts on them (and other public services) needs included.

Recreation
The impacts on the recreation uses at Sutter Fort need study.

Housing
The project impact on Housing needs detailed study. The City has a long-standing goal of increased housing downtown. Many of these large empty parcels could have large numbers of housing units on them. The loss of that opportunity needs study.

These comments should, in no way be considered as comments on the desirability of the actual projects themselves. They must be considered as items for study on the EIR.

Yours truly,

Mark Whisler
President

2/5/04

State of California • The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Arnold Schwarzenegger, *Governor*
Ruth Coleman, *Director*

Office of Historic Sites
802 N Street
Sacramento, CA 95814

February 5, 2004

City of Sacramento
Planning and Building Department
1231 I Street, Room 300
Sacramento, CA 95814
Attn: Jim Regan-Vienop

RE: Sutter Hospital Expansion—Revised Notice of Preparation of EIR for Sutter Medical Center (SMCS), Master Plan Projects and the Trinity Cathedral Project

Dear Mr. Regan-Vienop,

Thank you for the opportunity to comment on the Revised Notice of Preparation for the proposed Sutter Hospital expansion. California State Parks, Capital District, has responsibility for the administration and management of the State Historic Parks in Sacramento. In the immediate vicinity of Sutter Hospital are two State Park units: Sutter's Fort State Historic Park and the California State Indian Museum. Because of its closer proximity to the planned development, age and construction of the historic park structures, orientation of it's entrance, and its attendance, Sutter's Fort is of greatest concern, though many of the points expressed below do apply to the State Indian Museum, as well.

To assist understanding of our perspective, a few points of information:

- Sutter's Fort and the Indian Museum occupy approximately 6.2 acres between K and L Streets and 26th and 28th Streets.
- Sutter's Fort was built, and restored with adobe and unreinforced brick walls, which are fragile when, compared to modern building standards and expectations.
- Annual attendance to Sutter's Fort is approximately 200,000 visitors per year, and State Indian Museum attendance is approximately 50,000. Visitors typically arrive by car, tour bus, or school bus.
- Hours of operation are 362 days per year, 10:00AM to 5:00PM, with frequent special events and educational activities that may occur during the day or night.
- Overnight Environmental Living Programs (ELP) at Sutter's Fort are popular with 4th grade classes studying California history. More than 50 such ELPs are conducted each year, with the students in period attire, in the historic setting, performing roles and duties of early settlers.

Here are our initial concerns:

1. PARKING. The Revised NOP describes with charts and detail but it remains unclear what the impact or effects are expected to the 250,000 annual state

park visitors. Street parking is metered on the block surrounding the Fort, but is not exclusive to park visitors, and is used by visitors to the hospital, the churches, and to other destinations. With more than 1,300 additional hospital staff and an undetermined number of patients, visitors, service people, and the like, it is seems apparent that there will be greater pressure on the metered parking, limiting public access to the state historic sites.

Recommendation: That the impact of the parking plan to Sutter's Fort and the State Indian Museum needs be studied and specifically evaluated.

2. TRAFFIC MANAGEMENT. With the added benefit of verbal description provided by project staff at the January 26, 2004 meeting, it is clear how the proposed changes to the street traffic patterns benefit the hospital, however, it remains unclear how the proposed changes will affect or impact travels to Sutter's Fort.

3. ***Recommendation:*** That the scope of the traffic management study associated with the project be expanded to specifically include and evaluate impact to Sutter's Fort and the State Indian Museum visitors and operations. In the interest of pedestrian safety we suggest that street crossings be evaluated for traffic signals, specifically to include the intersection of 27th and Capitol pedestrian artery.

4. HELIPORT. The description provided about the envisioned flight plans may be satisfactory. It has been orally described that flights would only occur during the day, but we could not find that described in the NOP.

   Recommendation: That actual flight tests be conducted to measure the real effect to the surroundings, including the locations of Sutter's Fort and the State Indian Museum. Also, that flight plans be memorialized and enforceable, if approved.

5. PRESENTATION OF THE FORT. The main gate to Sutter's Fort is oriented toward the AS/MOB. The view from and across the corner is important to appreciation of its time and place, as evidenced by its popularity for photography from that view. The building plans for the AS/MOB describe consideration of this view to Sutter's Fort, "massing of the building would be stepped back from L Street..."

   Recommendation: The description of the AS/MOB is encouraging, but not complete. Any construction in this area should not only be massed back from L Street, but also the landscaping, design and design elements in the building, and other objects such as art or statuary should be considered in a way to enhance and interpret the historic view. Park staff and docents are ready to assist with the creative process, if requested.

6. ARCHEOLOGY AND ARTIFACTS. As evidence by discoveries in the park, and other projects in Sacramento, there is a high likelihood that artifacts may be found from the days of the early Indian people, and from the historic period of the Fort. The Capital District recognizes that artifacts and objects collected from the construction site may be associated with the historic period of Sutter's Fort and will be valuable to public understanding and education of it's history.

Recommendation: Capital District staff is interested in working with the Sutter Hospital Expansion Project Team to help ensure that artifacts and other discoveries are handled appropriately. The district is particularly interested in participating in the review of artifacts recovered and to receive artifacts from the historic period of Sutter's Fort. Added to the existing State Park collections, they may enhance our ability interpret the history of this special place, and of that special time.

OTHER MATTERS:

- During the planning process, the Capital District would like to receive early notice of public and neighborhood meetings, and requests that in addition to notices being sent to the State Clearinghouse, that they also be sent directly to the Capital District Office, address above. That the park and its visitors needs and comfort be considered during construction including such matters as street closures, detours, parking, directional signing, fugitive dust management, and the like.
- It is strongly recommended that preparation for construction include—in a manner approved by State Parks, a base line assessment of the condition of the structures of the fort, and to actively monitor the walls and structures of the Fort during construction. This will ensure early recognition of any threat to historic fabric of this National Historic Landmark and surrounding structures minimizing loss or damage, which could result in costly repairs and claims.
- Construction techniques need to be selected that will minimize the effects to the unreinforced walls and structure of these historic buildings. Based on prior experiences, State Parks is concerned specifically about problems that may result from such activities as dewatering the aquifer, pile driving and drilling, heavy equipment operation, etc.

Specific Observations and Comments on the Document:

1. Text: Generally is clearly and concisely written with only a few requests for additions and/or clarifications.

- Page 11-14: The descriptions of Sutter's Fort that begins with the last sentence on page 11 and continues on page 14 should be expanded to better establish the historical and archeological importance of this historic site. Current text leaves the impression that the entire fort was reconstructed which is not accurate. Something similar should be added:

"When the Native Sons of the Golden West acquired the property in 1888, the Central building was the only original building standing on the site. Restoration of the central building and reconstruction of the fort walls and perimeter shops began in 1891. *The Central building is one of the oldest and most historically significant buildings in California."*

- Page 22: The fourth paragraph under the heading "Vehicular Circulation" states the applicant's proposal "*...that L Street be converted from one-way to two-way traffic between 27th street and 30th street.* " This is a major impact on the surface street traffic patterns and there is no definitive explanation of why

such a demonstrative change is proposed. It will create impacts that must be addressed in the EIR. NOTE: the verbal explanation of traffic circulation and access to parking was much clearer and more supportable than the text of the NOP.

- Page 25: The paragraph under the heading "Circulation" describes how visitors and patients will access the AS/MOB and where they will be directed to park. Their vehicles will be either "self-parked" or dropped off to be "valet parked" in the proposed "Community Parking Structure" (CSP) to be located south of the AS/MOB on N Street between 27th and 28th streets. The written directions to the CSP seem unclear and do not support the proposal to change the traffic flow on L St. This operational scenario needs to be rewritten to clarify the intent as presented at the January 26th meeting.
- . Figures 5. The figure on page 23 entitled "Campus Circulation" appears to be incomplete and does not relate to the proposed new buildings and site development shown in Figure 4 on page 19. It should be updated to reflect the development of access to the AS/MOB and its related under ground parking as shown in Figure 4 and described during the January 26th meeting. Additionally, since the proposed "Community Parking Structure" is an integral part of the campus development, it should be shown in this figure with the associated access and egress relationships. Provide a definitive count of available public parking spaces. It would also be helpful to correctly label 27th Street.

Thank you, again, for the opportunity to comment on the Revised NOP for this very important project. Please feel free to contact me at 323-8898, or Janelle Miller, Park Superintendent, at 324-7407. We can also be reached respectively by e-mail at Shill@parks.ca.gov or Jmill@parks.ca.gov.

Sincerely,

for Janelle Miller

Stephen C. Hill
District Superintendent

cc: State Clearinghouse, Governor's Office of Planning and Research

SACRAMENTO METROPOLITAN
AIR QUALITY
MANAGEMENT DISTRICT

Norm Covell
AIR POLLUTION CONTROL OFFICER

February 4, 2004

Mr. Jim Regan-Vienop
City of Sacramento
Planning and Building Department
1231 I Street, Room 300
Sacramento CA 95814

RE: P03-090 and P03-0135

Dear Mr. Regan-Vienop.

Thank you for seeking input from the Sacramento Metropolitan Air Quality Management District (SMAQMD) on the preparation of environmental documents for the Sutter Medical Center, Sacramento Master Plan Projects and the Trinity Cathedral Project. I will be the point person at the District for review of this project.

The SMAQMD has adopted CEQA thresholds of significance for use in preparing and reviewing environmental documents. Separate thresholds were established for the construction phase and operational phase of projects. I have enclosed a summary of the thresholds; they are also available at www.airquality.org.

For any project exceeding the construction thresholds, SMAQMD recommends standard construction mitigation. I have attached the mitigation language for your reference; again, it is available at www.airquality.org

Operational mitigation is also available. Because of the size of this project and the fact that it is a large employment center, we believe operational mitigations will be necessary. We will especially be interested in reviewing the air quality plan. It should be designed to achieve a 15% reduction in operational emissions. Please let us know when it is available for our review.

Thank you again for the opportunity to provide input. If you have any questions, please contact me at 916.874.4885.

Sincerely,

Jeane Borkenhagen

Jeane Borkenhagen
Mobile Source Division

Enc: thresholds, construction mitigation language

7777 12th Street, 3rd Floor ◆ Sacramento, CA 95814-1908
916/874-4800 ■ 916/874-4899 fax
www.airquality.org

Mass Emission Threshold

Project Type	Ozone Precursor Emissions (pounds per day)	
	ROG	NOx
Short-term Effects (Construction)	None	85
Long-term Effects (Operation)	65	65

Emission Concentration Threshold
California Ambient Air Quality Standards (CAAQS). The CAAQS significance criteria are applied to all phases of a project in addition to the above mass emission thresholds.

Substantial Contribution Threshold
A project is considered to contribute substantially to an existing or projected violation of a CAAQS if it emits pollutants at a level equal to or greater than five (5) percent of the CAAQS.

SMAQMD Recommended Mitigation for Reducing Emissions from Heavy-Duty Construction Vehicles

Revised October 15, 2002

Category 1: Reducing NOx emissions from off-road diesel powered equipment

The project shall provide a plan for approval by [DERA, City of x, SMAQMD, etc] demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction1 compared to the most recent CARB fleet average at time of construction; and

The project representative shall submit [to DERA, City of x, SMAQMD, etc.] a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.

and:

Category 2: Controlling visible emissions from off-road diesel powered equipment

The project shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and [DERA, City of x, SMAQMD, etc.] shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations.

---

[1]Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.

SRCSD

Wastewater Treatment

10545 Armstrong Avenue
Mather
California
95655
Tele: [916] 876-6000
Fax: [916] 876-6160
Website: www.srcsd.com

Technology in balance with nature

January 22, 2004
E225.000

Jim Regan-Vienop
City of Sacramento, Planning Division
1231 I Street, Room 300
Sacramento, CA 95814

Dear Mr. Regan-Vienop:

Subject: Application: Notice of Preparation of an Environmental Impact Report for the Sutter Medical Center Master Plan Projects and the Trinity Cathedral Project Control No: P03-090

Sacramento Regional County Sanitation District (SRCSD) reviewed the Revised Notice of Preparation (RNOP) of the Draft Environmental Impact Report (EIR) for the subject project. The project is within the boundary limits of SRCSD and the Urban Services Boundary (USB). The project is outside the boundary of County Sanitation District 1 (CSD-1). SRCSD facilities do not exist within the project area and the master plan does not propose any projects within the area. Therefore, we do not foresee any significant impact to the SRCSD facilities.

If you have any questions regarding these comments, please call Joyce Ferguson at 876-6098 or myself at 876-6094.

Sincerely,

Matt Morgan, P.E.
Local Sewer Engineering

MM/JF:dg

cc: Christoph Dobson
Steve Hong

RECEIVED
JAN 26 2004
PLANNING DEPARTMENT
regan-vienop012204.ltr

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
Fax (916) 657-5390

January 16, 2003

Jim Regan-Vienop
City of Sacramento
1231 I Street, Room 300
Sacramento, CA 95814

RE: SCH# 2003102002 – Sutter Medical Center, Sacramento, Master Plan projects

Dear Mr. Regan-Vienop:

The Native American Heritage Commission has reviewed the above mentioned NOP. To adequately assess and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

1. Contact the appropriate Information Center for a record search. The record search will determine:
   - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
   - If any known cultural resources have already been recorded on or adjacent to the APE.
   - If the probability is low, moderate, or high that cultural resources are located in the APE.
   - If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
   - The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure.
   - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
3. Contact the Native American Heritage Commission for:
   - A Sacred Lands File Check. Requests must be made in writing with the County, Quad map name, township, range and section.
   - A list of appropriate Native American Contacts for consultation concerning the project site and to assist in the mitigation measures.
4. Lack of surface evidence of archeological resources does not preclude their subsurface existence.
   - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
   - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
   - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5 (e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

If you have any questions, please contact me at (916) 653-4038.

Sincerely,

Debbie Pilas-Treadway
Environmental Specialist III

CC: State Clearinghouse

PLANNING & BUILDING DEPT.

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
ROOM 300
SACRAMENTO, CA
95814-2998

PLANNING
916-264-1909
FAX 916-264-5328

February 6, 2004

Bruce Holmes, Chair
Winn Park / Capitol Avenue Neighborhood Association
P.O. Box 162555
Sacramento, CA 95816-2555

Dear Mr. Holm:

I wanted to let you know that I have received your request for an extension of time to comment on the Notice of Preparation for the Sutter Medical Center, Sacramento (SMCS) Master Plan Projects and the Trinity Cathedral Project Environmental Impact Report.

Please submit your comments on the NOP at your earliest convenience. Thank you for your participation in this process and I look forward to your comments.

Sincerely,

Jim Regan-Vienop
Senior Planner

PLANNING & BUILDING DEPT.

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
ROOM 300
SACRAMENTO, CA
95814-2998

PLANNING
916-264-1909
FAX 916-264-5328

February 6, 2004

Linda K. Whitney, President
Sacramento Old City Association
P.O. Box 1022
Sacramento, CA 95812

Dear Ms. Whitney:

I wanted to let you know that I have received your request for an extension of time to comment on the Notice of Preparation for the Sutter Medical Center, Sacramento (SMCS) Master Plan Projects and the Trinity Cathedral Project Environmental Impact Report.

Please submit your comments on the NOP at your earliest convenience. Thank you for your participation in this process and I look forward to your comments.

Sincerely,

Jim Regan-Vienop
Senior Planner

SACRAMENTO OLD CITY ASSOCIATION
Post Office Box 1022 , Sacramento, California 95812

Jim Regan-Vienop
Planning and Building Department
City of Sacramento
1231 I Street, Room 300
Sacramento, CA 95814

February 6, 2003

Dear Mr. Regan-Vienop,

This is an official letter of request for a two week extension to the February 6, 2004 comment period date for the NOP for the Sutter Medical Center Master Plan Projects and the Trinity Cathedral Project so we may obtain appropriate review and approval by our board members.

We understand you indicated at the community open house that this extension would be approved and we appreciate your consideration of this request.

Thank you,

Linda K. Whitney, President
Sacramento Old City Association
(916) 441-7883 (e)
(916) 263-2677 (d)

Winn Park / Capitol Avenue Neighborhood Association

P.O. Box 162555
Sacramento, CA 95816-2555

February 4, 2004

Jim Reagan-Vienop
Environmental Planning Services
1231 I Street
Sacramento, CA 95814-2998

Subject: Request for Extension: Revised Notice of Preparation of DEIR for SMCS Master Plan and Trinity Cathedral Project

Dear Jim,

We are formally requesting a two-week extension of the response time for the current revised DEIR NOP for this project. That would extend the deadline to 5 PM on February 20, 2004. Pursuant to our previous conversations and the response to the first DEIR NOP, your office has been notified that this consolidated response represents many central city neighborhood associations. Since the scoping meeting did not occur until the evening of January 26, 2004, the draft of the combined response could not be started until subsequent to that meeting. All the associations need to review that draft before approving it and signing off on the final document. At the scoping meeting you indicated to both Karen Jacques and me that two weeks would not be a hindrance to the process. We greatly appreciate your consideration.

Thank you,

Bruce Holmes

Bruce Holmes, Chair
Winn Park / Capitol Avenue Neighborhood Association

SACRAMENTO OLD CITY ASSOCIATION
Post Office Box 1022 , Sacramento, California 95812

City of Sacramento
Planning and Building Department
Attn: Jim Regan-Vienop
1231 I Street, Room 300
Sacramento, CA 95814

February 20, 2004

Dear Mr. Regan-Vienop,

Subject: NOP for Sutter Medical Center, Master Plan Projects and Trinity Cathedral

Thank you for the opportunity to submit comments.

First, we would like to point out that the proposed Sutter development is across both 28th and L Streets from Sutter's Fort State Park. In addition, the development extends down Capitol Avenue between 27th and 28th Streets facing the Capitol Mansions Historic District. In essence, this entire project needs to be sensitive to the historic neighborhoods that surrounds it.

With this in mind, traffic flow in and around the development needs to be carefully studied to provide for safe pedestrian travel, not only to the development, but for those (already and soon to be) living in the general area, as well as those who use these corridors to walk and bike to activities and/or work.. Traffic in not only an issue after development, it must be studied for the impact it will have on the community during construction.

This neighborhood has recently passed a streetlight measure, thus the entire project should comply with this measure as though it too voted to support of street lights.

Parking should be well planned with traffic flow in mind. Signs need to be adequately placed to encourage those using the facilities to park in appropriate garages rather than on the street. If the street becomes impacted, then the city/developers must reevaluate the mitigation that needs to taken. Parking should be validated, so there is no or low cost to those using the facilities, otherwise the visitors will park on the streets impacting the parking for residents.

Infrastructure needs to evaluated as the city's water and sewer may be significantly impacted by the huge addition to its systems.

Design elements must be sensitive to the current historic districts and to those who live in the neighborhoods. Materials, scale, glass and height need to be carefully considered.

The housing should complement the neighborhood. Loss of the buildings planned for removal is a significant impact, thus these structures should be moved to vacant lots rather than torn down and destroyed.

The board of SOCA supports the comments and concerns expressed by the neighborhood associations who also have commented on this NOP.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Linda K. Whitney
President

Winn Park / Capitol Avenue Neighborhood Association

P.O. Box 162555
Sacramento, CA 95816-2555

Mr. Jim Regan-Vienop
City of Sacramento
Planning and Building Department
1231 I Street, Room 300
Sacramento CA 95814

RE: Response to Revised Notice of Preparation (NOP) for the Sutter Medical Center Sacramento (SMCS) Master Plan Projects and the Trinity Cathedral Project Environmental Impact Report

Dear Mr. Regan-Vienop,

This letter is the consolidated response prepared and supported by a coalition of the following neighborhoods: Winn Park Capitol Avenue (WPCANA), Boulevard Park (BPNA), Marshall School (MSNA), New Era Park (NEPNA), and Newton Booth Neighborhoods (NBNA) (Poverty Ridge, Newton Booth and Alhambra Triangle). Throughout this letter we will refer to this coalition of neighborhoods as "The Associations".

There are three issues in the NOP document which require clarification before an EIR can be done.

- The first is the number of housing units proposed by Sutter. A range of 32 to 60 is given. Accurate analysis of the impact of these units requires clarification as to number and size of units. Also Sutter refers to the possibility of some of the units being units where families of patients hospitalized at Sutter could stay temporarily. Sutter needs to clarify whether it plans to build such units and, if so, how many. The Associations consider such units to be a motel, not housing, and believe that they should be located on Sutter's East Sacramento campus. The Associations would also like to go on record regarding our preference for owner occupied rather than rental housing, as the former adds significantly to neighborhood stability

- Second, the height of the "neighborhood block" parking garage is shown as between 73 and 83 feet block". This also needs to be clarified since a taller building has more impact in terms of mass and shadows.

- Third, page 14 of the NOP discusses Trinity expanding its River City Community Services program and providing space for NA and AA groups to meet. No indication is given as to how many people that expansion might involve. This must be clarified in determining the impact of the Trinity project. The Associations also request a determination as to those City permits that are required for an expansion of such programs.

The following is a list of environmental conditions that must be addressed and the mitigation measures that must be implemented for this project. A large number of these comments apply to all the proposed construction including Sutter's projects, the Trinity Cathedral Project and the proposed B Street Theater (since it is being analyzed at a program level as part of the EIR process.) Those comments that apply only to a particular Sutter project or to the Trinity project have been specifically noted.

TRANSPORTATION AND CIRCULATION

During Construction: The City and construction firms must mitigate the impact that construction vehicles will have as they enter and exit the project area. It is recognized that various phases of construction will require partial and complete street closures as well as temporary reductions of existing parking in the project area, but it is believed that careful planning can help mitigate the impacts of these conditions. Churches, restaurants and shops in the area rely on the availability of parking as does Sutter. Mitigation must include a plan for phased closure of existing parking areas and simultaneous opening of new areas in order to avoid negative impacts on neighborhood residents, most of whom lack off street parking.

Completed Project: Traffic analysis must include projections for the Sutter campus (including employees, visitors, patients and delivery vehicles), the Trinity Cathedral project, including Phase II, and the B Street Theater. In addition to looking at workweek traffic, analysis needs to be done for worst-case evening and weekend traffic. Worst case means evenings and weekends when Sutter has all it's regular activities going, Trinity is hosting religious or community events, and all three of B Streets theaters have shows. Traffic analysis must consider both circulation within the project area and the cumulative impact of traffic from the Sutter projects, Trinity Phases I and II and B Street on the surrounding area. Figure 5 on page 23 shows likely circulation patterns for part of the project area. This must be expanded to consider likely patterns for the entire project area. Analysis of traffic impacts on the surrounding area needs to include all the major freeway exits and entrances that serve the Midtown area as well as major surface streets that commuters and visitors use to enter and exit Midtown. **At a minimum, the area for analysis must include H on the north to T on the south and 34th on the east to 19th on the west.** It must take into account how traffic will be affected once the SMART Plan is in place and consider what will happen if current one-way streets are converted to two-way, as currently planned. Traffic mitigations need to include: (i) traffic calming devices including bulb-outs, crosswalks with pedestrian islands and traffic circles, and (ii) streetlights to enhance pedestrian safety and prevent collisions at intersections.

Traffic calming devices and streetlights (including lights on both sides of boundary streets) need to be installed throughout the entire Sutter Campus including K to N Streets and 26th to 30th Streets. (Note, this includes the Sutter Master Plan area as shown in Figure 1, Page 7 as well as the block between L, Capitol, 26th and 27th which is part of the Sutter campus because it includes the Sutter Skilled Nursing Facility at 2600 L Street.)

Block Closure: The Associations are in agreement that the Trinity proposal to close the block of 27th between Capitol Avenue and N Street to traffic is absolutely unacceptable. The Winn Park Neighborhood spent eight years working on traffic calming measures. Their efforts culminated in the SMART Plan that required and was approved through a vote from neighborhood residents. One of the overarching goals of that plan was that there were to be no half or full street closures in the SMART Plan area. The closure of 27th Street has the potential to force commuters coming to Sutter and Trinity further west into the neighborhood; add traffic to 26th Street; and negatively impact neighborhood liveability and residential property values.

Parking garage entrances and exits on all three garages (the "neighborhood block" garage, the St. Luke's garage and the AS/MOB garage) need to be located and designed to direct traffic away from adjacent residential areas and toward the Capitol City Freeway and Alhambra Blvd. Specifically, this means placing both the entrance and exit to the "neighborhood block" parking garage on 28th Street, which is largely commercial, rather than on N, Capitol or 27th. Sutter needs to continue its ride-sharing program and implement a frequent shuttle service between its campus and the 29th Street light rail stop. Trinity needs to keep its commitment to the Winn Park Neighborhood to secure a ninety nine year lease for 500 (not the 250 shown in Table 7, page 33) parking spaces in the St. Luke's and "neighborhood block" parking garages for it's Sunday, holiday and other special services and programs. A study needs to be done of the average number of people who will be using Trinity facilities for both day and evening groups and meetings and adequate parking spaces for them as well as for Trinity employees, need to be included in the lease.

Extensive parking mitigations are needed to protect the Winn Park Neighborhood from being overrun by patients and families coming to the Sutter campus, people coming to Trinity for services and other events, patrons coming to the B Street Theater and to the many restaurants in the immediate area. Consider, for example, the scenario of a night when all the inpatients at Sutter have visitors, Trinity is having a large event, all three of the theaters planned for B Street have shows and the restaurants are full. ***Parking mitigations must include mandated day, evening and weekend parking validation and 30 minute residential permit parking restrictions that are enforced from 7 a.m. to 10 p.m. weekdays and weekends.*** (Or possibly a residential permit parking combined with 30-minute parking meters that are enforced during those hours). It must be remembered that the project area is immediately adjacent to residential areas to the south, west and east. It must also be remembered that most residences do not have off street parking and that residents to park near their homes has the potential to lead to serious disinvestment, loss of owner occupants and, at worst, neighborhood collapse.

AIR QUALITY

Construction: Sutter and the City are responsible for determining the impact of dust generated by demolition and new construction (including construction related vehicles).

Completed Project: The impacts of Sutter expansion, the expanded Trinity Cathedral (Phase I and Phase II), and the B Street Theater will include increased traffic. Sutter, Trinity and the City need to anticipate and plan for mitigations for these impacts on air quality. Some of the mitigations (specifically those involving ride sharing and the light rail shuttle) proposed under the Transportation and Circulation section above would apply here as well.

CULTURAL AND HISTORIC RESOURCES

Construction: The project area is surrounded by older neighborhoods including historic preservation districts and individually listed structures. Many of these structures have brick foundations or early cement foundations that do not contain rebar. Heavy construction (i.e. pile driving) has the potential to damage these foundations. In analogous circumstances, the City recently completed a parking structure at 14th and H Streets. Before starting construction, the City completed a survey of all buildings within a minimum of a three-block radius, notifying all owners of the pending construction and seeking to assess the type and condition of all buildings' foundations. This process provided a method of accountability for damage caused by pile driving and other construction or demolition activities. A similar process must be in place for the entire Sutter expansion/Trinity project.

Past development by Sutter has resulted in the demolition of the original Sutter Hospital and of several period homes, one of them a listed structure. This has detracted from the charm and historic character of the area. The House of Furs building, which is an attractive bungalow with an unfortunate shop addition in front, is in the path of demolition for the Sutter expansion. As mitigation, The Associations ask that Sutter assume the costs of moving this building so that it can be saved. The Associations are also concerned about Dr. Kasch's building, a 1941 structure that was built to house the offices of the first female dentist in Sacramento. This structure is potentially listable as an historic structure and should be saved.

Completed Project: This is not Sutter's first expansion. Midtown lost a Raley's Supermarket and several small shops when the new Sutter General Hospital was built. Sutter's land acquisitions since the completion of Sutter General have enabled it to bring forward the current project. The Associations believe that, for protection of the neighborhood, which includes three contiguous historic districts, the City needs to set a permanent limit on how far Sutter will be allowed to expand. As mitigation from the impacts of Sutter's current expansion and protection from future impacts, The Associations request an ordinance or other legal means to establish boundaries on the north, south and west, beyond which Sutter will be prohibited from expanding in the

future. The Associations are in agreement that any further expansion in the Midtown area should only be to the east in commercial portions of the Alhambra Corridor and that further expansion to the south, west or north is unacceptable and has the potential to lead to lead to significant disinvestment and a decrease in owner occupancy in what are now well maintained residential properties with an increasing number of owner occupants. The Associations also oppose any expansion of Trinity beyond the Phase I (cathedral) and Phase II sites discussed in the NOP.

NOISE

Construction: Sutter, Trinity and the City are responsible for completing a construction noise study for the project area and developing necessary mitigations.

Completed Project: One major source of noise will be the increase in traffic. This impact needs to be studied in connection with the mitigations listed under the Transportation and Circulation section of this letter.

The second major source of noise is the helistop. Sutter should commission a full analysis of the noise generated by the helistop from landings and take-offs and fully explore alternatives. For the record, Marshall School Neighborhood Association is opposed to the helistop.

HAZARDOUS WASTE

Construction: Sutter, Trinity and the City are responsible for determining whether any buildings proposed for demolition or remodeling contain asbestos, lead, or other hazardous substances. Clearly, in the case of positive findings, the project must implement mitigations that are adequate o provide full protection for adjacent neighbors.

Completed Project: Disposal of biohazards and other hazardous waste will be ongoing. The Associations must review plans for managing these disposal issues.

UTILITIES

Construction: Sutter, Trinity and the City are responsible for identifying potential hazards such as gas lines that could be ruptured and take whatever steps are necessary to prevent accidents.

Completed Project: The Central City's sewer system is aging and the City must be able to ensure that appropriate mitigations are in place to guarantee adequate sewer capacity. Both Sutter and Trinity are moving utilities as part of their projects. Any utilities that are currently above ground and are moved must be placed underground.

AESTHETICS

Construction: Sutter, Trinity and the City are responsible for determining the potential impacts on street trees and taking measures to protect the trees during construction.

Completed Project: The proposed height of the "neighborhood" parking garage appears to be out of scale with adjacent buildings, which would result in blocking off sunlight to the adjacent neighbors. The Associations ask that the height of that garage be reduced by an additional story and that upper stories be set back further to reduce the overall mass. Issues of mass, glare and compatibility with other structures in the area need to be looked at for all Sutter's projects. Trinity has provided detailed elevations for its project. Based on these elevations, there appear to be serious problems with the mass of the building, it's compatibility with the character of the neighborhood and glare. The Associations are in agreement that significant redesign is necessary.

Thank you for your review and consideration of our comments.

Sincerely,

Bruce Holmes

Bruce Holmes, Chair
Winn Park / Capitol Avenue Neighborhood Association

Bill Burgua Naomi Keller

Bill Burgua and Naomi Keller, Co-Chairs
Marshall School Neighborhood Association

Susan R. Moe

Sue Moe, President
New Era Neighborhood Association

Jeannie Boyer, Chair
Boulevard Park Neighborhood Association

Jeannie Boyer, Chair

Susan Pikowsky
Newton Booth Neighborhoods Association

Susan Pikowsky

Appendix E Initial Study

ENVIRONMENTAL CHECKLIST

I. BACKGROUND

1. Project Title: Sutter Medical Center, Sacramento, Project and the Trinity Cathedral Project

2. Lead Agency Name and Address: City of Sacramento
Environmental Planning Services
1231 I Street, Room 300
Sacramento, CA 95814

3. Contact Person and Phone Number: Lezley Buford, AICP
(916) 808-5935

4. Project Location: City of Sacramento
Midtown Area – generally bounded by 30th Street, N Street, 26th Street, and L Street (see Figure 1-2)

5. Project Sponsor=s Name and Address: Sutter Medical Center, Sacramento
2801 L Street
Sacramento, CA 95816

Trinity Episcopal Cathedral
2620 Capitol Avenue
Sacramento, CA 95826

6. General Plan Designation:
Sutter Medical Center Projects
Regional Commercial & Office (RCO),
Public/Quasi-Public Miscellaneous (PQPM),
High Density Residential (HDR)
Trinity Cathedral Project
High Density Residential (HDR)

7. Zoning:
Sutter Medical Center Projects
Hospital (H-SPD), General Commercial (C2-SPD)
Office Zone (OB-SPD), General Commercial (C-2-S RPD)
Multi-family Residential (R-3A-SPD)
Trinity Cathedral Project
Residential Office (RO), Special Planning District (SPD)

8. Description of Project: See Attached

9. Surrounding Land Uses and Setting: See Attached

10. Other Public Agencies Whose Approval is Required:

- County of Sacramento, Environmental Health Department - Will issue permits for kitchen facilities.
- Caltrans Division of Aeronautics (DOA) - Will review flight path and helistop location and issue a heliport permit.
- Department of Health Services (DHS) - Will issue license to operate New Hospital.
- Office of Statewide Health Planning and Development (OSHPD) - Will issue building permit for the New Hospital.
- Federal Aviation Administration (FAA) - Will review flight paths and prepare an Airspace Determination.
- Sacramento Area Council of Governments (SACOG) –Airport Land Use Commission will review helistop to ensure consistency with regional airport plans.
- Sacramento Metropolitan Air Quality Management District (SMAQMD) – Will issue a permit to operate required for any commercial and office uses.
- State Water Resources Control Board – Will issue a Construction Storm Water Discharge permit.

II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

■ Aesthetics	□ Agriculture Resources	■ Air Quality
□ Biological Resources	■ Cultural Resources	□ Geology/Soils
■ Hazards & Hazardous Materials	■ Hydrology/Water Quality	□ Land Use/Planning
□ Mineral Resources	■ Noise	□ Population/Housing
□ Public Services	□ Recreation	■ Transportation/Traffic
■ Utilities/Service Systems	■ Mandatory Findings of Significance	

III. DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

□ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

□ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

■ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

□ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

□ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR OR NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____

Signature Date

_____ _____

Printed Name For

IV. ENVIRONMENTAL CHECKLIST

Introduction

The following Checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures recommended as appropriate as part of the proposed project.

For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less-Than-Significant With Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The project would not have any impact.

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
1.	**AESTHETICS.** *Would the project:*				
	a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	■
	b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	☐	■
	c. Substantially degrade the existing visual character or quality of the site and its surroundings?	■	☐	☐	☐
	d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	■	☐	☐	☐

Discussion

a, b. **SMCS Project and Trinity Cathedral**

The SMCS project area is located in a developed urban environment and is not within a scenic vista or near a State scenic highway. Therefore, there would be ***no impact***.

c, d. **SMCS Project**

The SMCS project would remove existing buildings and surface parking lots to construct new buildings in midtown Sacramento. These new structures could be of a different size, mass, height, or material than some of the other nearby structures. Construction of the project components could alter the visual character of the project site and the surrounding neighborhood. These project elements could also increase the amount of light and glare produced in the area. Therefore, this is considered a ***potentially significant impact***. This issue will be further discussed in the EIR.

Trinity Cathedral

The Trinity Cathedral project would demolish the existing Trinity Cathedral and adjacent multi-purpose building to construct a new cathedral and multi-purpose administration space. The size,

mass, height, and building material of the new structure would be different than the existing cathedral and could be considered incompatible with the surrounding area. Construction of the project could alter the visual character of the project site and the surrounding neighborhood. The project could also increase the amount of light and glare produced in the area. Therefore, this is considered a ***potentially significant impact***. This issue will be further discussed in the EIR.

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
2.	**AGRICULTURE RESOURCES:** *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:*				
	a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program in the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
	b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	■
	c. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	■

Discussion

a, c. **SMCS Project and Trinity Cathedral**

The SMCS project and Trinity Cathedral project would be constructed within an urban, built-up environment; there is no farmland on or adjacent to the project area. The Important Farmland Inventory of California does not designate the project area as containing any Prime or Unique agricultural land, or Farmland of Statewide Importance.[1] The projects would be developed in an area that is paved and developed with urban uses, and would not result in the loss of agricultural production, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance; therefore, ***no impact*** would occur. This issue will not be addressed in the EIR.

1 California Department of Conservation, Farmland Mapping and Monitoring Program, *Sacramento County Important Farmland 1996.*

b. **SMCS Project and Trinity Cathedral**

The project area does not contain parcels zoned for agricultural use or parcels currently under a Williamson Act Contract. There would be no conflict with existing zoning for farmland or a Williamson Act Contract; therefore, ***no impact*** would occur. This issue will not be addressed in the EIR.

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.	**AIR QUALITY.** *Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations: Would the project:*				
	a. Conflict with or obstruct implementation of the applicable air quality plan?	■	☐	☐	☐
	b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	■	☐	☐	☐
	c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	■	☐	☐	☐
	d. Expose sensitive receptors to substantial pollutant concentrations?	■	☐	☐	☐
	e. Create objectionable odors affecting a substantial number of people?	■	☐	☐	☐

Discussion

a-e. **SMCS Project and Trinity Cathedral**

Both projects would result in construction and operational air emissions. These emissions may exceed thresholds set by federal, State, and local regulations. Sensitive receptors in the area include users of the existing Sutter facilities, residents in surrounding neighborhoods, including senior housing, a montessori school, and visitors to Sutter's Fort. The construction and operation of the SMCS project and the Trinity Cathedral project could result in ***potentially significant impacts*** to air quality and will be discussed in the EIR.

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.	**BIOLOGICAL RESOURCES.** *Would the project:*				
	a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	■	☐	☐
	b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	■
	c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	■
	d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	■	☐
	e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	■	☐	☐
	f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	■

Background

Information in this biological resource section was obtained from the September 9, 2004 EDAW *Revised Sutter Medical Center Sacramento Arborist Report* (see Appendix A attached to this Initial Study), the July

2004 version of the California Natural Diversity Database (CNDDB, see Appendix B attached to this Initial Study) and a reconnaissance-level biological survey of the site conducted by EIP Associates on March 10, 2004.

The project area is located in Midtown Sacramento, California, and is largely developed for medical, commercial, and residential uses, with limited biological resources. Landscape vegetation, tree-lined streets, roadside vegetation and vacant lots characterize this urban habitat, where pre-development vegetation had been removed and new plant species were introduced intentionally (ornamental species) or inadvertently (weeds). The predominant vegetation found within the project area consists of tree species that parallel the streets in a planter strip between the street and sidewalk. Urban wildlife is largely limited to introduced species such as rock dove (*Columba livia*), house sparrow (*Passer domesticus*) and European starling (*Sturnus vulgaris*).

The survey area for the arborist report included 6 ½ blocks from K Street to N Street, between 26th Street and 30th Street, focusing on Street and Heritage Trees, as defined by the City of Sacramento Code of Ordinance, Chapter 12.56, Trees Generally, and Chapter 12.64, Heritage Trees (discussed below). The report found that the SMCS project would remove a total of 24 street trees, one of which is also designated as a Heritage Tree, and result in construction-related effects to 46 street trees, five of which are designated Heritage Trees. Two mature Canary Island Date Palms were proposed for transplanting. Three additional trees would be removed that are not protected by the City Street Tree Ordinance or Heritage Tree Ordinance, because they are located on Sutter property.[2] The report did not discuss impacts associated with the Trinity Cathedral, but did identify trees at that site.

The CNDDB query revealed recorded occurrences of the following within the Sacramento East 7.5 minute topographic quadrangle (which includes the Proposed project area):

- one special-status plant: Stanford's arrowhead (*Sagittaria sanfordii*);
- four special-status invertebrates: California linderiella (*Linderiella occidentalis*), valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), vernal pool fairy shrimp (*Branchinecta lynchi*), and vernal pool tadpole shrimp (*Lepidurus packardi*);
- five special-status birds: bank swallow (*Riparia riparia*), burrowing owl (*Athene cunicularia*), Cooper's hawk (*Accipiter cooperii*), purple martin (*Progne subis*) and Swainson's hawk (*Buteo swainsoni*); and
- one sensitive habitat: elderberry savannah.

All of the above species except burrowing owl, Cooper's hawk, purple martin and Swainson's hawk have specific habitat requirements (either wetlands or elderberry plants) that are not present in the project area. As the area is developed, it would provide no foraging habitat for any of the birds listed above, and no nesting habitat for burrowing owls (subterranean burrows). It is possible, but unlikely given the absence of foraging habitat and the high disturbance associated with the urban setting, that large trees within the project area could serve as nesting sites for Cooper's hawk and Swainson's hawk. Purple martins nest in weep holes (vertical holes constructed in the underside of some hollow box girder elevated freeways, overpasses and bridges to relieve air pressure and drain condensation) in freeway and street overpasses, and could use portions of the Capital City Freeway within the project area.

Regulatory Context

Federal

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (16 USC, Sec. 703, Supp. I, 1989) regulates or prohibits taking, killing, possession of, or harm to migratory bird species listed in Title 50 Code of Federal Regulations (CFR) Section 10.13. This international treaty for the conservation and management of bird species that migrate through more than one country is enforced in the United States by the USFWS. Hunting of specific migratory game birds is permitted under the regulations listed in Title 50 CFR 20. The MBTA was amended in 1972 to include protection for migratory birds of prey (raptors).

State

Fish and Game Code - Sections 3503, 3503.5, 3513

Fish and Game Code Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nests or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto. Fish and Game Code Section 3503.5 protects all birds-of-prey (raptors) and their eggs and nests. Section 3513 states that it is unlawful to take or possess any migratory non-game bird as designated in the Migratory Bird Treaty Act.

2 EDAW, Revised Sutter Medical Center Sacramento Arborist Report, September 9, 2004.

Local

City of Sacramento

General Plan

The City of Sacramento General Plan's conservation strategy focuses on habitat conservation, minimization of impacts on sensitive biological resources, and the preservation of plant and animal diversity as the most effective way to protect individual special status species.

The following City of Sacramento General Plan guiding and implementing policy is applicable to the Proposed Project.

> Goal A/Policy 2
> Continue to implement the Heritage Tree Program.

Tree Preservation Ordinance

The City of Sacramento has adopted an ordinance to protect trees as a significant resource to the community. It is the City's policy to retain trees when possible regardless of their size. When circumstances will not allow for retention, permits are required to remove trees that are within City jurisdiction. Removal of, or construction around, trees that are protected by the tree ordinance are subject to permission and inspection by City arborists. The City of Sacramento Tree Service Division reviews project plans and works with City of Sacramento Public Works during the construction process to minimize impacts to street trees in the City.

The Sacramento City Code includes the following provisions to protect city trees:

12.56.020 Definitions

"City street tree" means and includes any tree growing on a public street right-of-way. City street trees are maintained by the city.

"Maintenance easement private street tree" means and includes any tree growing within a maintenance easement. No parcel contains more than one maintenance easement private street tree per forty (40) feet of street frontage. If there is more than one tree in the maintenance easement per forty (40) feet of street frontage, only the one closest to the street is a maintenance easement private street tree, and the other(s) are private trees.

"Street tree" means and includes both city street trees and maintenance easement private trees (Prior code §45.01.002)

12.56.60 Protection of trees.

(a) No person shall remove, trim, prune, cut or otherwise perform maintenance on any city street tree without first obtaining a permit from the director pursuant to Chapter 12.56.070. (Prior Code Section 45.01.006).

12.64.020 Definitions.

"Heritage Tree" means:

(1) any tree of any species with a trunk circumference of one hundred (100) inches or more, which is of good quality in terms of health, vigor of growth, and conformity to generally accepted horticultural standards of shape for its species.

(2) any native species of oak (*Quercus* spp.), California buckeye (*Aesculus californica*), and sycamore (*Platanus racemosa*), having a circumference of 36 inches or greater when a single trunk or cumulative circumference of 36 inches or greater when a multi-trunk tree.

(3) any tree thirty (36) inches in circumference or greater in a riparian zone. The riparian zone is measured from the center line of the water course to thirty (30) feet beyond the high water line.

(4) Any tree, grove of trees or woodland trees designated by resolution of the city council to be of historic or environmental value or of significant community benefit. (Prior code Section 45.04.211)

12.64.040 Protection of Heritage Trees during construction activity.

During construction activity on any property upon which is located a Heritage Tree, the following rules shall apply. Unless the express written permission of the director is first obtained, no person shall:

(a) Change the amount of irrigation provided to any Heritage Tree from that which was provided prior to the commencement of construction activity;

(b) Trench, grade or pave into the drip line area of a Heritage Tree;

(c) Change, by more than two (2) feet, grade elevations within thirty (30) feet of the drip line area of a Heritage Tree;

(d) Park or operate any motor vehicle within the drip line area of any Heritage Tree;

(e) Place or store any equipment or construction materials within the drip line area of any Heritage Tree;

(f) Attach any signs, ropes, cables or any other items to any Heritage Tree;

(g) Cut or trim any branch of a Heritage Tree for temporary construction purposes;

(h) Place or allow to flow into or over the drip line area of any Heritage Tree any oil, fuel, concrete mix or other deleterious substance.

Where written permission of the director [City Neighborhood Services Director] is sought under this section, the director may grant such permission with such reasonable conditions as may be necessary to effectuate the intent and purpose of this chapter. (Prior code Section 45.04.216)

Discussion

a. **SMCS Project and Trinity Cathedral**

The CNDDB search showed ten special-status plant and wildlife species occurring within the Sacramento East quadrangle, none of which are recorded within the SMCS project area (see Appendix B).[3] As discussed above, only three special status birds could potentially use the site for nesting. A Cooper's hawk has been sited along the Natomas East Main Drainage Canal near Northgate Boulevard and Swainson's hawks have been identified along the Natomas East Main Drainage Canal near Truxel Road,[4] both of which are several miles from the project area. Purple martins have been recorded along Capital City Freeway, between R and S Streets, the closest recorded special-status species occurrence to the project area. It is unknown if they nest between the parking structures and the freeway within the project site. However, no demolition activities would occur in this potential nesting habitat and activities associated with the development of either the SMCS project or the Trinity Cathedral project would not affect purple martin breeding activities.

The lack of available native habitat greatly reduces the potential occurrence of special-status wildlife species in urban areas. In addition, all work to implement the projects would take place within existing rights-of-way and on existing paved areas. However, tree removal could result in potentially significant impacts on nesting birds, protected by the Migratory Bird Treaty Act and mitigation would be required. Mitigation Measure 1 would ensure that tree removal occurs outside of the breeding period. Mitigation Measure 2 would require identification of active nests within and adjacent to the project area. If none are found, no additional mitigation would be required. Mitigation Measure 3 outlines avoidance measures and Mitigation Measure 4 outlines necessary permits should the avoidance measures not be feasible. Implementation of these

3 California Department of Fish and Game, *California Natural Diversity Database*, July 3, 2004 version, printed November 18, 2004.

4 California Department of Fish and Game, *California Natural Diversity Database*, July 3, 2004 version, printed November 18, 2004.

measures would reduce this impact to ***less than significant***. This issue will not be analyzed in the EIR.

Mitigation Measure 1

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

Mitigation Measure 2

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

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

A report shall be submitted to the project applicant and the City of Sacramento, following the completion of the nesting survey that includes, at a minimum, the following information:

- *A description of methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited, and persons contacted; and*
- *A map showing the location(s) of any nests observed within the project site.*

If the above survey does not identify any nesting bird species on the project site, no further mitigation would be required. However, should any active bird nests be found on or within close proximity of the project site, one of the following mitigation measures shall be implemented.

Mitigation Measure 3

The project applicant, in consultation with CDFG and USFWS, shall avoid all active nest sites within the project area while the nest is occupied with adults and/or young. The occupied nest shall be monitored by a qualified avian biologist to determine when the nest is no longer used. Avoidance shall include the establishment of a non-disturbance buffer zone, to be determined in

consultation with CDFG, around the nest site, which will be delineated by highly visible temporary construction fencing.

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

Mitigation Measure 4

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

a. *For a State-listed bird (i.e., Swainson's hawk), the project applicant shall obtain a Section 2081 permit. Standard mitigation for the loss of an active nest tree generally requires planting 15 trees (a mix of cottonwood, sycamore and valley oaks) and monitoring the success of the trees for five years with a 55% success rate.*
b. *For any bird covered by the Migratory Bird Treaty Act, the project applicant would consult with the USFWS to determine appropriate mitigation measures.*

b. **SMCS Project and Trinity Cathedral**

The CNDDB search identified the potential for one sensitive habitat, elderberry savannah, within the Sacramento East quad, approximately two miles from the project area.[5] There are no streams or creeks located within the vicinity of the proposed construction areas. In addition, construction would occur on currently developed areas. Therefore, the project would not have an adverse effect on any sensitive natural communities or riparian habitat, and ***no impact*** would occur. This issue will not be analyzed in the EIR.

c. **SMCS Project and Trinity Cathedral**

The SMCS project area is currently a paved and developed urban area. Construction would occur within the existing road rights-of-way and on land that is currently developed and would not encroach on any undeveloped areas in the project area. There are no wetlands within the project area. Therefore, the SMCS project or the Trinity Cathedral project would have ***no impact*** on wetlands. This issue will not be discussed further in the EIR.

5 California Department of Fish and Game, *California Natural Diversity Database*, December 5, 2004 version, printed January 14, 2005.

d. **SMCS Project and Trinity Cathedral**

There are no streams or rivers within or adjacent to the project area. The wildlife species typically found in an urban habitat include birds and small mammals. As stated under Item 4e, construction activities could potentially affect long-term tree health. Although some migratory birds may use Sacramento as a flight corridor, all work within the project area would take place on previously developed areas. Tree removal would be minimal considering the number of trees present within the project area (24 out of 247) and would not affect migratory bird use. Impacts to nesting birds are addressed in Item 4a and were found to be less than significant with mitigation. The Proposed Project would not interfere with the movement of fish or wildlife species or impede the use of wildlife nursery sites; therefore, this would be a ***less-than-significant impact***. This issue will not be analyzed in the EIR.

e. **SMCS Project and Trinity Cathedral**

The City of Sacramento tree ordinance protects Street and Heritage Trees, as defined above. Some trees would need to be removed to accommodate project construction. At this time the exact number of trees to be disturbed is not known. Trees would be affected by construction activities (pruning for equipment access or scaffolding). It is unknown how many street or Heritage Trees would be impacted during construction of both projects. To ensure that both projects do not conflict with the City's Tree Ordinance, the following mitigation measure would be required. Mitigation Measure 5 requires that tree removal and/or protection comply with the Revised Arborist Report recommendations, which are consistent with conditions of the tree ordinance, and standard mitigation measures for tree removal and protection during construction based on industry standards and initial consultation with the City's Arborist. Implementation of this measure would reduce this impact to a ***less-than-significant level***. This issue will not be further addressed in the EIR.

Mitigation Measure 5

The project applicant shall remove and/or protect trees from construction activities in accordance with, but not limited to the recommendations in the Revised Arborist Report. This includes recommendations for tree protection during construction, tree removal, and general recommendations to ensure compliance with the City Tree Ordinance.

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
5.	**CULTURAL RESOURCES.** *Would the project:*				
	a. Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	■	□	□	□
	b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	■	□	□	□
	c. Directly or indirectly destroy a unique paleontological resource or unique geologic feature?	■	□	□	□
	d. Disturb any human remains, including those interred outside of formal cemeteries.	■	□	□	□

Discussion

a-d. **SMCS Project and Trinity Cathedral**

The SMCS project area is located in a portion of Sacramento that contains several historic buildings and resources. Sutter's Fort and the Old Tavern building are two historic structures that are either near or within the project area. It is also possible that there are subsurface historic or prehistoric artifacts in the project area that could be damaged or destroyed during construction. This would be considered a ***potentially significant impact***. This issue will be addressed in the EIR.

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
6.	**GEOLOGY AND SOILS.** *Would the project:*				
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i.	Rupture of a known earthquake fault, as delineated on the most recent Alquist - Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	■	☐
ii.	Strong seismic ground shaking?	☐	☐	■	☐
iii.	Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
iv.	Landslides?	☐	☐	☐	■
b.	Result in substantial soil erosion, or the loss of topsoil?	☐	☐	■	☐
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	■	☐
d.	Be located on expansive soils, as defined in Table 18-1-13 of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	■	☐
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■

Discussion

a.i–iii. SMCS project and Trinity Cathedral

The closest known fault to the project area mapped by the California Department of Conservation's Geological Survey is the Dunnigan Hills Fault, located approximately 19 miles northwest of Sacramento. There are no known active faults in or adjacent to the City of Sacramento, and the potential for strong seismic ground shaking is low. The project area is not

located within an Alquist - Priolo Earthquake Fault Zone (previously called Special Study Zones).[6] Construction contractors are required to comply with the California State Building Code (Title 24) to ensure that the project is designed and constructed to meet applicable seismic safety standards.

The Central City area of Sacramento is underlain by unconsolidated, saturated, well-graded sands, and, perhaps, silts.[7] Due to the density of the soil and the relatively low potential for seismic shaking to occur in this area, the potential for soil liquefaction is considered low.

Because of building code requirements and the nature of soils underlying the project area, impacts associated with seismic risk, including fault rupture, seismic ground shaking, and liquefaction would be considered ***less than significant***. Therefore, these issues will not be further addressed in the EIR.

a.iv. **SMCS Project and Trinity Cathedral**

The topography of the project area is flat. The SMCS project and the Trinity Cathedral project would be constructed in an area that would not create steep slopes. Therefore, the project area would not be subject to landslides and ***no impact*** would occur. This issue will not be addressed in the EIR.

b. **SMCS Project and Trinity Cathedral**

Construction of the two projects would involve site preparation activities, such as grading for building foundations and roadways, excavation for utility trenches and building basements. However, since the project area is relatively flat, and in many cases already contain structures and surface parking, these activities would not significantly alter the project area's natural topography.

Regardless, prior to beginning construction or site preparation activities within the project area, Title 15, Chapter 15.88 of the City's Municipal Code requires the project applicant obtain a grading permit. In accordance with the grading permit requirements, the applicant must submit an Erosion and Sediment Control Plan to reduce the amount of erosion that could occur due to

6 City of Sacramento, *General Plan Update Draft Environmental Impact Report*, March 1987, page T-3.
7 City of Sacramento, *General Plan Update Draft Environmental Impact Report*, March 1987, page T-18.

project construction and identify how sediment would be retained on the project site.[8] In addition, other State regulations pertaining to the management of erosion and sedimentation as they relate to water quality apply, such as the State General Construction Activity Permit, which is a component of the federal National Pollutant Discharge Elimination System (NPDES) permit (please also see discussion under Item 5, Hydrology and Water Quality for more information associated with the NPDES permit).

In general, unstable soils conditions, such as subsidence and erodible soils, have not been identified as development constraints in the Sacramento area.[9] The Sacramento General Plan Update (SGPU) EIR stated that development of vacant lands would not, in general, be expected to result in a significant amount of soil loss or erosion damage and that, on a site-specific basis, grading should be avoided in areas where concentrated flows or water are expected.

Natural forces, both chemical and physical, are continually at work breaking down soils. Erosion poses two hazards: (1) it removes soils, thereby undermining roads and buildings and producing unstable slopes, and (2) it deposits eroded soil in surface waters or on roadways. Natural erosion is frequently accelerated by human activities such as site preparation for construction and alteration of topographic features. Grading, vegetation removal, excavation and trenching for on-site and off-site utility lines, as well as excavation for basement construction, would disturb soils and could increase the rate of erosion.

Both the SMCS project and the Trinity Cathedral project would result in compaction and overcovering of soil to provide proper drainage, building foundation, parking, and vehicular maneuvering area. The project developer/contractor would be required to follow all City requirements for site preparation, foundation design, and floor support. All grading activities associated with site development are required to comply with the City's Grading, Erosion, and Sediment Control Ordinance (Ordinance 93-068). This ordinance requires project applicants to prepare erosion, sediment, and pollution control plans for construction and operation of the development, and for preliminary and final grading plans. For these reasons, it is not anticipated that either project would result in substantial soil erosion or loss of topsoil, and geological impacts related to erosion and soil loss would be considered ***less-than-significant***. This issue will not be addressed in the EIR.

c, d. **SMCS Project and Trinity Cathedral**

8 City of Sacramento, Sacramento City Code website, http://ordlink.com/codes/sacramento/index.htm, accessed April 6, 2004.

9 City of Sacramento, General Plan Update Draft Environmental Impact Report, March 1987, page T-18.

Liquefaction is a phenomenon whereby granular soil (i.e., silt and sand) is transformed from a solid state into a liquid state (quicksand) as a result of an increase in pore-water pressure due to an earthquake. Liquefaction would most likely occur in water-saturated silts, and sands and gravels having low to medium density. Compliance with applicable seismic safety standards would identify appropriate features that would be incorporated into project design to minimize risk of drainage from liquefaction.

Subsurface excavation for the construction of new buildings would be no deeper than 35 feet. Both projects would be required to comply with applicable construction regulations, including the Uniform Building Code (UBC), which contains seismic safety requirements and construction and design standards to reduce risks associated with subsidence and liquefaction. Therefore, the impacts related to unstable soils would be ***less-than-significant***. This issue will not be addressed in the EIR.

e. **SMCS Project and Trinity Cathedral**

Both projects are located in an area where there are sewer connections; therefore, there would not be any septic tanks or alternative wastewater disposal systems used. Therefore, ***no impact*** would occur. This issue will not be addressed in the EIR.

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
7.	**HAZARDS AND HAZARDOUS MATERIALS.** *Would the project:*				
	a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	■	□	□	□
	b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	■	□	□	□
	c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	■	□	□	□
	d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	□	□	□	■
	e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	□	□	□	■
	f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	□	□	□	■
	g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	■	□	□	□
	h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	□	□	□	■

Discussion

a,b. **SMCS Project**

Hazardous materials would be handled at the SMCS medical complex. SMCS has established health and safety policies and procedures; however, the proposed SMCS project would increase the use of hazardous materials and generation of hazardous waste though the introduction of new medical facilities. If these materials are not handled properly, this would be a ***potentially significant impact***. This issue will be addressed in the EIR.

Trinity Cathedral

Limited amounts of hazardous materials would be used during construction and operation of the Trinity Cathedral project. This issue will be evaluated in the EIR.

c. **SMCS Project and Trinity Cathedral**

The project area is located within one-quarter mile of four schools: Saint Francis at 25th and K Street, Sutter Middle School at 3150 I Street, Fremont School for Adults at 2420 N Street, and a Montessori School located at 27th and L Street. Fremont School for Adults is included in this discussion per CEQA guidelines, which do not differentiate between youth and adult schools. Because the SMCS project cold handle hazardous materials, substance, or waste within ¼ miles of school, this could result in a ***potentially significant impact*** and will be addressed in the EIR.

d. **SMCS Project and Trinity Cathedral**

The project area is not listed on the hazardous materials list per Government Code Section 65962.5.[10] Therefore, ***no impact*** would occur. This issue will not be analyzed in the EIR. However, there is a potential for hazardous materials to be present in building materials (e.g., lead and asbestos) due to the age of the buildings, or for soil contamination due to past uses. If these substances are not properly identified and managed during construction, hazardous substances could be released to the environment. This issue will be further evaluated in the EIR.

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10 Department of Toxic Substance Control, Site Mitigation and Brownfields Reuse Program Database (CalSites); http://www.dtsc.ca.gov/database/Calsites/calf002.cfm; July 28, 2004.

e,f. **SMCS Project and Trinity Cathedral**

The project area is not located within an airport land use plan or within two miles of an airport or in the vicinity of a private airstrip. The Sacramento Executive Airport is approximately 5 miles away and is the closest airport to the project area. Therefore, ***no impact*** would occur. Proximity to public airports or private airstrips will not be analyzed in the EIR. However, the SMCS project proposes a helistop on top of the WCH building. Potential safety issues associated with helicopter operations at the SMCS project will be evaluated in the EIR.

g. **SMCS Project and Trinity Cathedral**

The project area is located in an established neighborhood in an urbanized area of Sacramento. Due to the increase in vehicle traffic in this area, there is the potential to interfere with emergency response or evacuation plans. Therefore, a ***potentially significant impact*** could occur. This issue will be analyzed in the EIR.

h. **SMCS Project and Trinity Cathedral**

The project area is located in an urban environment not subject to wildland fires. Therefore, ***no impact*** would occur. This issue will not be analyzed in the EIR.

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
8.	**HYDROLOGY AND WATER QUALITY** *Would the project:*				
	a. Violate any water quality standards or waste discharge requirements?	■	☐	☐	☐
	b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	■	☐
	c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	■	☐	☐	☐
	d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	■	☐	☐	☐
	e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	■	☐	☐	☐
	f. Otherwise substantially degrade water quality?	☐	☐	■	☐
	g. Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	■
	h. Place within a 100-year floodplain structures, which would impede or redirect flood flows?	☐	☐	☐	■
	i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	■
	j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	■

Discussion

a. **SMCS Project and Trinity Cathedral**

The proposed project would generate wastewater and stormwater, which would be discharged to the City's Combined Sewer System (CSS). Various federal, State and local regulations and standards pertaining to drainage and water quality would be applicable to the proposed SMCS and Trinity projects. Violations of water quality standards or waste discharge requirements would be considered a ***potentially significant impact***. Therefore, this issue will be evaluated in the EIR.

b. **SMCS Project and Trinity Cathedral**

It is not anticipated that either project would use groundwater during construction or operations. Groundwater removed during dewatering for construction and foundation dewatering would be from shallow water-bearing zones that contribute minimally to the regional aquifer and would not adversely affect supply. The majority of the project area is already built out and covered with impervious surfaces, so groundwater recharge potential is limited or nonexistent. The site is not identified by any agency as a significant groundwater recharge area. Impacts would be ***less-than-significant***, and this issue will not be addressed in the EIR.

c.-e. **SMCS Project and Trinity Cathedral**

Both projects consist of infill development in an urban area. Future construction would alter the project sites through grading and the addition of impervious surfaces, potentially altering the drainage pattern and creating additional runoff. Drainage and runoff of the area could be affected by future development and could result in a ***potentially-significant-impact***. This issue will be evaluated in the EIR.

f. **SMCS Project and Trinity Cathedral**

Development associated with either project would involve soil-disturbing construction activities, such as grading and excavation. These activities would result in soil being exposed to erosion by wind or rain, depending on the time of year. Runoff from the construction sites could contain constituents such as sediment and urban pollutants that could enter storm drains or the sewer that ultimately drain to the Sacramento River. Increased turbidity in the Sacramento River could

have adverse impacts on fish and wildlife habitat and other established beneficial uses. Increased sediment deposition could also result in increased water treatment costs for turbidity removal, and reduction in CSS conveyance capacity.

The City has established mechanisms in place that are required as part the building permit process and monitored during construction to minimize adverse effects on water quality. These programs implement federal and State water quality laws and regulations. Applicant responsibilities are described below.

In accordance with NPDES regulations, to minimize the potential effects of erosion and construction runoff on receiving water quality, the State requires that any construction activity affecting one acre or more must obtain a General Construction Activity Stormwater Permit (General Permit). Performance standards for obtaining and complying with the General Permit are described in NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. 99-08-DWQ. SWRCB Resolution No. 2001-046 requires permittees to implement specific sampling and analytical procedures to determine whether the Best Management Practices (BMPs) used at permitted construction sites are effective.

General Permit applicants are required to prepare a Stormwater Pollution Prevention Plan (SWPPP), an Erosion Control Plan, and implement BMPs to reduce construction effects on receiving water quality by implementing erosion control measures. Examples of typical construction BMPs included in SWPPPs include, but are not limited to: using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; installing traps, filters, or other devices at drop inlets to prevent contaminants from entering storm drains; and using barriers, such as straw bales or plastic, to minimize the amount of uncontrolled runoff that could enter drains or surface water.

In addition, the City's Land Grading and Erosion Control Ordinance requires project applicants to prepare erosion, sediment and pollution control plans for both during and after construction of a project, and preliminary and final grading plans.[11] BMPs are required to be approved by the City's Department of Utilities.

11 Sacramento County Land Grading and Erosion Control Ordinance, Chapter 16.44. Revised 12-31-95.

For the reasons listed above, construction-related erosion impacts would be less than significant, and this issue will not be further discussed in the EIR.

g, h. **SMCS Project and Trinity Cathedral**

The project area is not located within the 100-year flood hazard zone.[12] There would be ***no impact***, and this issue will not be discussed in the EIR.

i. **SMCS Project and Trinity Cathedral**

The project area is located within the dam failure inundation zone for Folsom Dam. Dam failures can result from any one or a number of natural causes such as prolonged periods of rainfall and flooding, earthquake, inadequate spillway capacity, or design or maintenance problems. Two factors that influence the potential severity of a full or partial dam failure are the amount of water impounded and the density, type, and value of development downstream in the inundation area. Since 1950, there have been only nine dam failures in California, and none were in Sacramento County. The possibility of dam failure exists, but the likelihood as a result of natural hazards is extremely low.[13] There would be no impact, and this issue will not be discussed in the EIR.

j. **SMCS Project and Trinity Cathedral**

The project area is not located near a lake or other surface water body or an area in which a seiche, tsunami, or mudflow could directly or indirectly affect the site. Therefore, ***no impact*** would occur and this issue will not be discussed in the EIR.

SMCS Project

Soil disturbed during site preparation (grading, excavation, trenching) could be carried in stormwater runoff, conveyed through the City drainage system, and discharged to the Sacramento River. Spills or leaks from heavy equipment and machinery (petroleum products and/or heavy metals), staging areas, or building sites (paints, solvents, and cleaning agents) could also be released and carried in stormwater runoff These contaminants could adversely affect receiving water quality if proper controls are not implemented at the construction sites. An extensive regulatory framework is in place to reduce the potential for construction to adversely affect receiving water quality, which is described below.

12 U.S. Army Corps of Engineers certified area flood protection improvements as achieving 100-year flood protection, effective February 18,2005.

Prior to the initiation of site-disturbing or construction activities at the project site, SMCS or the developer would be required to obtain a General Construction Activity Stormwater Permit from the CVRWQCB. As indicated in the Regulatory Context, General Permit applicants are required to prepare a SWPP, an Erosion Control Plan, and implement BMPs to reduce construction effects on receiving water quality by implementing erosion control measures. Specific source-control measures for various construction activities are included in the City of Sacramento Stormwater Management Program's Guidelines Manual for On-Site Stormwater Quality Control Measures.

The total volume of soil expected to be removed to accommodate all of the SMCS project components and the Children's Theatre of California project is approximately 40,000 cubic yards.[14] The project applicant would also be required to comply the City's Land Grading and Erosion Control Ordinance. This ordinance applies to projects that excavate or dispose of 350 cubic yards or more of soil and requires the project applicant to obtain a Grading and Erosion Control Permit from the City.

The buildings requiring excavation would include the Women's and Children's Hospital building, which would add one level below grade [NEED TO CONFIRM W/SMCS]; the Future Medical Office Building, which would add one level of parking below grade; the SMF Building, which would add one level of parking below grade; the Community Parking Structure that would add one level below grade; two tunnels connecting the Buhler Building to the SMF Building and the SGH. The depth to which the individual building sites are proposed to be excavated is between 13 and 26 feet below grade [SUBJECT TO CHANGE W/FINAL PLAN]. The SMCS project is expected to require construction dewatering due to the relatively shallow groundwater levels.

Because construction activities would be highly regulated by federal and State permit requirements, as well as the requirements of the Sacramento City Code and agreements established with the City of Sacramento, impacts that lead to construction-related stormwater runoff from the project site and dewatering would be less than significant.

Theatre

The proposed Children's Theatre lies within the boundaries of the SMCS project area. It remains unknown whether the theatre would require construction dewatering. If dewatering were necessary, the project applicant would have to obtain and comply with the waste discharge

13 Sacramento County, California Multi-Hazard Mitigation Plan, November 2004, pages 4-22 to 4-23.
14 Preliminary Earthwork Summary, Sutter Medical Center, 4/9/2004. As received from Alan Rozier of Psomas,

requirements of the CVRWQCB's general Order for Dewatering and Other Low-Threat Discharges to Surface Waters (Order No. 5-00-175, NPDES No. CAG995001), as discussed above. Due to the relatively flat topography of the site, erosion, which could lead to an increase in sediments into the CSS, is unlikely to become a significant impact. Nevertheless, appropriate permits mentioned in the above discussion would apply during construction of the theatre. Compliance with all the above regulations and permits would ensure that sediment or pollutants during construction activities would not reach the Sacramento River in substantial qualities. This impact is expected to be less than significant due to the permit requirements and relatively minimal erosion created by construction.

Mitigation Measure

None required.

personal communication to Cynthia Farias of Sutter Health, 4/9/04.

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
9.	**LAND USE AND PLANNING** *Would the project:*				
	a. Physically divide an established community?	☐	☐	■	☐
	b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating on environmental effect?	☐	☐	■	☐
	c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	■

Discussion

a. **SMCS Project**

The SMCS project area is located in an urbanized area of Sacramento. The project would entail the construction of buildings on existing city blocks. To accommodate construction of the Women's and Children's Hospital Building, the eastern half of the alley that parallels the Buhler Building (Sutter Cancer Center) surface parking lot is proposed for physical abandonment. In addition, a portion of the alley west of 28th Street between Capitol Avenue and L Street is also proposed for abandonment to accommodate construction of the SMF Building. This would be the only change to the circulation pattern in the area. However, neither the physical abandonment of these alleys nor the construction of the proposed buildings would physically divide an established community. Therefore, the impact would be considered ***less than significant***.

Trinity Cathedral

The existing Trinity Cathedral would be demolished, and a new structure would be constructed in its place. The footprint of the new building would be slightly larger than the existing building, but construction would occur on the existing city block, within the existing property line. Construction of this building would not result in the closure of Trinity Cathedral Lane, an alley directly behind the building. Because the Cathedral would not divide an established community, the impact would be ***less- than-significant***.

b. **SMCS Project**

The SMCS project area is located in an urbanized area of Sacramento, within the Central City Community Plan area. This plan, in addition to the City of Sacramento General Plan, is applicable to the SMCS project. Each plan has its own goals and policies that guide development within its boundaries, and also contains land use designations for parcels contained within the project site area. The SMCS project would require amendments to these plans, as well as a re-zoning, to allow for construction of the project as proposed.

The project area is currently designated High-Density Residential, Regional Commercial and Office, and Public/Quasi-Public Miscellaneous under the City of Sacramento General Plan. The site is surrounded by land designated for High Density Residential, Community/Neighborhood Commercial and Offices, Regional Commercial and Offices, Parks-Recreation-Open Space, and Public/Quasi-Public Miscellaneous. The site is zoned Hospital, General Commercial Office, General Commercial, and Multi-Family Residential. Construction of project components would occur on existing city blocks and would require the physical abandonment of a portion of the public alley between the Buhler Building and the Old Tavern Building (off 28th Street between Capitol and L Street) and a portion of the alley west of 28th Street between Capitol Avenue and L Street.

Because the project components are generally allowed under the City's Zoning Ordinance and the City of Sacramento General Plan, the impact would be considered ***less-than-significant***. However, because the project area contains several different types of land uses and would require a General Plan Amendment, Community Plan Amendment, and re-zoning, the EIR will discuss the consistency of the SMCS project with the existing adopted land use policies of the City of Sacramento. The EIR will also discuss project compatibility with surrounding land uses.

Trinity Cathedral

The Trinity Cathedral project site is designated High Density Residential under the City of Sacramento General Plan. High-density residential, low-density residential, commercial uses, an office building, and a parking structure surround the site. The site is zoned Residential Office and Special Planning District.

Because the project elements are the same as the land uses currently on the site, the impact would be ***less-than-significant***. However, the EIR will discuss the consistency of the Proposed

Project with the existing adopted land use policies of the City of Sacramento. The EIR will also discuss project compatibility with surrounding land uses.

c. **SMCS Project and Trinity Cathedral**

The SMCS project and the Trinity Cathedral project would be constructed within an urban, built-up environment. The area is not subject to a habitat conservation plan or natural community conservation plan.[15] Therefore, the projects would not conflict with any applicable habitat conservation plan or natural community conservation plan and there would be ***no impact.*** This issue will not be addressed in the EIR.

15 City of Sacramento, *General Plan Update Draft Environmental Impact Report*, March 1987, Page 5.7-2.

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
10.	**MINERAL RESOURCES.** *Would the project:*				
	a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	☐	■
	b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	■

Discussion

SMCS Project and Trinity Cathedral

a, b. No land that has been identified as mineral-bearing by the City General Plan or the State Department of Conservation would be disturbed. Either project would not result in the loss of availability of a known or locally-important mineral resource. Therefore, ***no impact*** would occur to mineral resources. This issue will not be analyzed in the EIR.

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
11.	**NOISE.** *Would the project result in:*				
	a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	■	□	□	□
	b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	■	□	□	□
	c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	■	□	□	□
	d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	■	□	□	□
	e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	□	□	□	■
	f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	□	□	□	■

Discussion

a-d. **SMCS Project and Trinity Cathedral**

Both projects could increase noise levels, both temporarily and permanently, associated with increased traffic, helicopter flights, ambulance traffic, and project construction that could expose people to noise levels in excess of applicable standards. Construction and operation of the projects could expose people to excessive groundborne vibration or noise levels. Therefore, a ***potentially significant*** could occur and these issues will be addressed in the EIR.

e. **SMCS Project and Trinity Cathedral**

Neither project is located within an airport land use plan or within two miles of an airport. Sacramento Executive Airport is approximately 5 miles away and is the closest airport to the project area. Therefore, ***no impact*** related to airport noise would occur. This issue will not be analyzed in the EIR.

f. **SMCS Project and Trinity Cathedral**

Neither project is located in the vicinity of a private airstrip; therefore, ***no impact*** would occur and this issue will not be analyzed in the EIR.

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
12.	**POPULATION AND HOUSING.** *Would the project:*				
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	■	☐
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	■	☐
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	■	☐

Discussion

a. **SMCS Project**

The housing component of the proposed SMCS project would include multi-family housing and is anticipated to accommodate approximately 32 units. This type of infill development would not induce substantial population growth in an urban area that is already essentially built out. Therefore, this would result in a ***less-than-significant impact***.

Trinity Cathedral

No new housing would be developed on the Trinity Cathedral site, and infrastructure would not be extended beyond the existing property lines. The construction of a larger Trinity Cathedral would provide enough worship and administrative space to accommodate the projected demand at the Cathedral. The increased capacity of the Cathedral would not be a growth-inducing effect. This would result in a ***less-than-significant impact***.

b, c. **SMCS Project**

The Children's Theatre of California, a component of the proposed SMCS project, would involve the demolition of the Trinity Apartments, which contains six units. The SMCS project would develop approximately 32 units, so there would be a net increase in residential units. Therefore, there would be ***no impact***. This issue will not be addressed in the EIR.

Trinity Cathedral

Demolition of the existing Trinity Cathedral and construction of the new facilities would not remove any housing or displace people. The project would be constructed within the existing property boundaries and would not involve the demolition of any residential structures. Therefore, no existing housing or people would be displaced and there would be ***no impact***. This issue will not be addressed in the EIR.

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
13.	**PUBLIC SERVICES.** *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*				
	a. Fire protection?	☐	■	☐	☐
	b. Police protection?	☐	■	☐	☐
	c. Schools?	☐	■	☐	☐
	d. Parks?	☐	■	☐	☐
	e. Other public facilities?	☐	■	☐	☐

Discussion

a,b. **SMCS Project and Trinity Cathedral**

Both projects would be constructed in an urban area of midtown Sacramento. The City of Sacramento Police and Fire Departments currently provide emergency services to the project area. These departments would continue to provide emergency services to the project area because it is within the Departments' service boundaries.

All new buildings that have floors used for human occupancy located more than 75 feet above the lowest level of fire department access are required to comply with the City's high-rise regulations (Chapter 15.100), which are enforced by the fire department and the building inspections division. Prior to issuance of certificate of compliance, elements of the life safety system must be installed in accordance with approved plans and specifications and must be tested, certified, and proved to be in proper working condition to the satisfaction of the building inspections division and fire department. The following systems are required (Chapter 15.100.40):

- Standby and emergency electrical power systems;
- Fire alarm and related equipment;
- Firefighters phone and voice communication systems;
- Enclosed stairway pressurization system;
- Smoke evacuation and control systems (mechanical equipment);
- Other fire protection and extinguishing systems;
- Fire department breathing air system;
- Fire hydrant system;
- Automatic fire sprinkler system;
- Fire apparatus access roadways;
- Elevators and controls;
- All equipment and their rooms;
- All applicable requirements in Titles 19 and 24, California Code of Regulations and the Uniform Building Code, Uniform Fire Code, and N.F.P.A. codes and standards shall also apply;
- All systems required by this title, including building, mechanical and electrical equipment;
- Complete exit systems.

The Sacramento General Plan does not contain standard ratios of officers per capita. However, the proposed project would be required to pay all applicable development fees toward the provision of police services to meet demands created by the project.

There would not be a substantial permanent increase to the population because the SMCS project is proposing to construct only 32 residential units. Therefore, it is anticipated that there would not be sufficient demand to require the construction of new fire and police facilities. Impacts associated with public services would be considered ***less-than-significant*** and will not be discussed in the EIR.

c. **SMCS Project**

The SMCS project would add approximately 32 units of housing. The project area is within the Sacramento City Unified School District. Students in the project area would attend Theodore Judah Elementary School, Sutter Middle School, or CK McClatchy High School. The SMCS project would not generate a substantial number of students and the construction of new school

facilities would not be required. The developer would be required to contribute towards school facilities funding. Funding for new school construction is provided through State and local revenue sources. However, due to the passage of Proposition 1A in November 1998, Senate Bill (SB) 50 (Chapter 407, Statutes of 1998) was enacted to change the way school districts can levy developer fees. SB 50 has resulted in full State preemption of school mitigation. SB 50 enables the district to collect a fee that is equal to the current statutory Level I fees. Where justified, SB 50 allows the district to collect additional fees in an amount that would approximate 50 percent of the cost of additional facilities. The collection of the 50 percent mitigation fees is with the assumption that the State School Facility funding program remains intact and that State funds are still available for partial funding of new school facilities. If the funds are not available, Districts may collect up to 100 percent mitigation fees under certain circumstances. Satisfaction of the statutory requirements by a developer (payment of fees) is deemed to be full and complete mitigation. Therefore, the proposed project would pay all applicable fees, ensuring the impact would be ***less- than-significant.*** This issue will not be addressed in the EIR.

Trinity Cathedral

The Trinity Cathedral project would not cause a permanent increase in the population of the area because the project does not include the construction of any residences; therefore, there would be no increased demand for schools and there would be ***no impact***. This issue will not be discussed in the EIR.

d,e. **SMCS Project**

The SMCS project would add approximately 32 units of housing, resulting in a permanent increase in the population. However, this increase would be minimal, and would not be sufficient to necessitate the construction of parks or other public facilities. Therefore, the impact would be ***less-than-significant***. For a more detailed discussion regarding recreation facilities, please see Item 16, Recreation. This issue will not be discussed in the EIR.

Trinity Cathedral

The Trinity Cathedral project would not cause a permanent increase in the population of the area because the project does not include the construction of residences. Therefore, there would be no increased demand for parks or other public facilities and there would be ***no impact***. This issue will not be discussed in the EIR.

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
14.	**RECREATION.**				
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	■	☐	☐
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	■	☐	☐

Discussion

a, b. **SMCS Project**

The housing component included as part of the SMCS project would increase the residential population of the area. The housing would consist of 32 units. The population generated by the project would increase the demand for recreational facilities in the area. Existing parks and recreational resources that could be used by future residents include Winn Park, Marshall Park, Sutter's Fort State Historic Park, and Mc Kinnley Park.

The SMCS project would not provide any active recreational facilities in the neighborhood. The SMCD project would not generate a population sufficient to require the construction of additional parks. However, the project applicant would be required to pay all applicable fees, including a parkland dedication fee that is proportionate to the population generated by the project. These fees could be used to maintain City facilities, as deemed appropriate by the City. Therefore, this would be considered a ***less-than-significant impact***. This issue will not be addressed in the EIR.

Trinity Cathedral

The Trinity Cathedral project does not include a residential component; therefore, the project would not create a residential population. Because Trinity Cathedral would not increase the local resident population, it would not result in an increased demand for recreational activities or the

need to construct new facilities. Therefore, ***no impact*** would occur. This issue will not be discussed in the EIR.

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
15.	**TRANSPORTATION/TRAFFIC** *Would the project:*				
a.	Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	■	□	□	□
b.	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	■	□	□	□
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	□	□	□	■
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	■	□	□	□
e.	Result in inadequate emergency access?	■	□	□	□
f.	Result in inadequate parking capacity?	■	□	□	□
g.	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	■	□	□	□

Discussion

a. **SMCS Project**

The Proposed SMCS project would increase traffic both temporarily during construction and permanently during operation of the new uses. This additional traffic could result in a ***potentially significant*** impact. This issue will be evaluated in the EIR.

Trinity Cathedral

Traffic would increase temporarily during construction of the Trinity Cathedral project. Also, the project would replace the existing church with a new church with more capacity; therefore, traffic

is expected to increase on a permanent basis. This additional traffic could increase existing traffic volumes substantially resulting in a ***potentially significant*** impact. This issue will be evaluated in the EIR.

b. **SMCS Project and Trinity Cathedral**

The permanent increase in traffic due to the SMCS project and Trinity Cathedral project could exceed the City's established Level of Service (LOS) for the area resulting in a ***potentially significant*** impact. This issue will be evaluated in the EIR.

c. **SMCS Project and Trinity Cathedral**

Construction and operation of both projects would not impact air traffic patterns because of the nature of the projects. There would be ***no impact***. This issue will not be evaluated in the EIR.

d, e. **SMCS project and Trinity Cathedral**

Streets surrounding and traversing the project area include K, L, 26th, 27th, 28th, and 29th Streets and Capitol Avenue. During project construction there could be hazards due to construction activities. Project construction could create a hazard or inadequate emergency access resulting in a ***potentially significant impact***. This issue will be addressed in the EIR.

f. **SMCS Project and Trinity Cathedral**

Both projects include new and expanded facilities, which could result in inadequate parking. The potential for inadequate parking could result in a ***potentially significant impact*** and will be analyzed in the EIR.

g. **SMCS Project and Trinity Cathedral**

Both projects could conflict with adopted policies regarding alternative transportation. This would be considered a ***potentially significant impact*** and will be analyzed in the EIR.

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
16.	**UTILITIES AND SERVICE SYSTEMS.** *Would the project:*				
	a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	■	☐	☐	☐
	b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	■	☐	☐	☐
	c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	■	☐	☐	☐
	d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	■	☐	☐	☐
	e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project=s projected demand in addition to the provider=s existing commitments?	■	☐	☐	☐
	f. Be served by a landfill with sufficient permitted capacity to accommodate the project=s solid waste disposal needs?	■	☐	☐	☐
	g. Comply with federal, state, and local statutes, and regulations related to solid waste?	■	☐	☐	☐

Discussion

a.-g. **SMCS Project and Trinity Cathedral**

The construction and operation of new and expanded uses would result in an increased use of water and wastewater treatment facilities, storm water drainage facilities, and landfills. Both projects could result in the need to expand any of the above facilities, which could result in a ***potentially significant impact.*** These issues will be addressed in the EIR.

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
17.	**MANDATORY FINDINGS OF SIGNIFICANCE.**				
	a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	■	□	□	□
	b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	■	□	□	□
	c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	■	□	□	□

Discussion

a. **SMCS project and Trinity Cathedral**

Both projects would be constructed in an urban area with little potential for occurrence of wildlife, so no habitat for special-status species would be affected by construction or operation of either project. Therefore, the potential for the projects to degrade the quality of the environment to the extent that wildlife would be negatively affected would be *less than significant.* However, the project area does contain important examples of California history that could be affected by the project. This would be considered a ***potentially significant impact*** and will be addressed in the EIR.

b. Both projects would not contribute substantially to cumulative impacts related to biological resources, public services, agricultural resources, mineral resources, recreation, population, or

geology. Because impacts would be offset by compliance with existing regulations and construction specifications identified in this Initial Study, there would not be impacts associated with these issues. Impacts associated with aesthetics, air quality, cultural resources, noise, traffic, hydrology and flooding, hazards and hazardous materials, and wastewater/sewer collection system capacity will be further evaluated in the EIR to determine if potential impacts would be cumulatively considerable.

c. Impacts associated with air quality, noise, traffic, hydrology and flooding, and hazards and hazardous materials will be further evaluated in the EIR to determine if potential impacts would have a substantial adverse effect on human beings.

Appendix F Air Quality Model Outputs

URBEMIS MODELING OUTPUTS
SMCS/THEATER PROJECT

URBEMIS 2002 For Windows 7.5.0

File Name: P:\Projects - All Employees\10828-02 Sutter Health EIR\AQ Modeling\URBEMIS\Sutter Construc
Project Name: Sutter Construction - SMF
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: October, 2006
Construction Duration: 12
Total Land Use Area to be Developed: 0 acres
Maximum Acreage Disturbed Per Day: 0 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 209700

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2006***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	30.09	233.20	219.70	-	10.54	10.54	0.00
Bldg Const Worker Trips	1.56	2.94	31.58	0.02	0.13	0.05	0.08
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	31.65	236.14	251.28	0.02	10.67	10.59	0.08
Max lbs/day all phases	31.65	236.14	251.28	0.02	10.67	10.59	0.08
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	30.09	222.97	227.02	-	9.64	9.64	0.00
Bldg Const Worker Trips	1.52	2.92	31.14	0.02	0.13	0.05	0.08
Arch Coatings Off-Gas	293.90	-	-	-	-	-	-
Arch Coatings Worker Trips	0.48	0.22	5.65	0.00	0.09	0.01	0.08
Asphalt Off-Gas	0.48	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.08	1.24	0.28	0.00	0.03	0.03	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	326.49	227.25	262.87	0.02	9.89	9.73	0.16
Max lbs/day all phases	326.49	227.25	262.87	0.02	9.89	9.73	0.16

Phase 2 - Site Grading Assumptions: Phase Turned OFF

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Oct '06
Phase 3 Duration: 12 months
Start Month/Year for SubPhase Building: Oct '06
SubPhase Building Duration: 12 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
5	Concrete/Industrial saws	84	0.730	8.0
10	Other Equipment	190	0.620	8.0
5	Rough Terrain Forklifts	94	0.475	8.0

Start Month/Year for SubPhase Architectural Coatings: Aug '07
SubPhase Architectural Coatings Duration: 1.2 months
Start Month/Year for SubPhase Asphalt: Sep '07
SubPhase Asphalt Duration: 0.6 months
Acres to be Paved: 2.4
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Changes made to the default values for Area

Changes made to the default values for Operations

URBEMIS 2002 For Windows 7.5.0

File Name: P:\Projects - All Employees\10828-02 Sutter Health EIR\AQ Modeling\URBEMIS\Sutter Construct
Project Name: Sutter Construction - Hospital
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: June, 2007
Construction Duration: 24
Total Land Use Area to be Developed: 0 acres
Maximum Acreage Disturbed Per Day: 0 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 398400

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	54.17	401.35	408.64	-	17.36	17.36	0.00
Bldg Const Worker Trips	2.74	3.31	59.65	0.03	0.24	0.09	0.15
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	56.91	404.66	468.29	0.03	17.60	17.45	0.15
Max lbs/day all phases	56.91	404.66	468.29	0.03	17.60	17.45	0.15
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	54.17	382.93	421.36	-	15.73	15.73	0.00
Bldg Const Worker Trips	2.66	3.27	58.76	0.03	0.24	0.09	0.15
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	56.83	386.20	480.12	0.03	15.97	15.82	0.15
Max lbs/day all phases	56.83	386.20	480.12	0.03	15.97	15.82	0.15

*** 2009***

Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	54.17	365.04	434.54	-	14.79	14.79	0.00
Bldg Const Worker Trips	2.57	3.22	57.81	0.03	0.24	0.09	0.15
Arch Coatings Off-Gas	279.18	-	-	-	-	-	-
Arch Coatings Worker Trips	0.85	0.53	11.24	0.00	0.16	0.01	0.15
Asphalt Off-Gas	0.46	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.06	1.18	0.23	0.00	0.03	0.03	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	337.29	369.97	503.82	0.03	15.22	14.92	0.30
Max lbs/day all phases	337.29	369.97	503.82	0.03	15.22	14.92	0.30

Phase 2 - Site Grading Assumptions: Phase Turned OFF

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Jun '07
Phase 3 Duration: 24 months
Start Month/Year for SubPhase Building: Jun '07
SubPhase Building Duration: 24 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
9	Concrete/Industrial saws	84	0.730	8.0
18	Other Equipment	190	0.620	8.0
9	Rough Terrain Forklifts	94	0.475	8.0

Start Month/Year for SubPhase Architectural Coatings: Mar '09
SubPhase Architectural Coatings Duration: 2.4 months
Start Month/Year for SubPhase Asphalt: Apr '09
SubPhase Asphalt Duration: 1.2 months
Acres to be Paved: 4.6
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Changes made to the default values for Area

Changes made to the default values for Operations

URBEMIS 2002 For Windows 7.5.0

File Name: P:\Projects - All Employees\10828-02 Sutter Health EIR\AQ Modeling\URBEMIS\Sutter Residen
Project Name: Sutter Residences
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: January, 2007
Construction Duration: 12
Total Land Use Area to be Developed: 0 acres
Maximum Acreage Disturbed Per Day: 0 acres
Single Family Units: 0 Multi-Family Units: 32
Retail/Office/Institutional/Industrial Square Footage: 0

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source *** 2007***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	3.94	28.76	30.04	-	1.22	1.22	0.00
Bldg Const Worker Trips	0.19	0.35	3.86	0.00	0.02	0.01	0.01
Arch Coatings Off-Gas	51.46	-	-	-	-	-	-
Arch Coatings Worker Trips	0.07	0.04	0.90	0.00	0.01	0.00	0.01
Asphalt Off-Gas	0.08	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.01	0.25	0.05	0.00	0.01	0.01	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	55.75	29.40	34.86	0.00	1.26	1.24	0.02
Max lbs/day all phases	55.75	29.40	34.86	0.00	1.26	1.24	0.02

Phase 2 - Site Grading Assumptions: Phase Turned OFF

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Jan '07
Phase 3 Duration: 12 months
Start Month/Year for SubPhase Building: Jan '07
SubPhase Building Duration: 12 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Concrete/Industrial saws	84	0.730	8.0
1	Other Equipment	190	0.620	8.0
1	Rough Terrain Forklifts	94	0.475	8.0

Start Month/Year for SubPhase Architectural Coatings: Nov '07
SubPhase Architectural Coatings Duration: 1.2 months
Start Month/Year for SubPhase Asphalt: Dec '07
SubPhase Asphalt Duration: 0.6 months
Acres to be Paved: 0.4
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Changes made to the default values for Area

Changes made to the default values for Operations

URBEMIS 2002 For Windows 7.5.0

File Name: P:\Projects - All Employees\10828-02 Sutter Health EIR\AQ Modeling\URBEMIS\Future MOB.urb
Project Name: Future MOB Operational
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.02	0.23	0.09	-	0.00
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.08	0.01	0.58	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
TOTALS(lbs/day,unmitigated)	0.10	0.24	0.68	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Medical office building	10.06	12.59	127.08	0.09	9.36
TOTAL EMISSIONS (lbs/day)	10.06	12.59	127.08	0.09	9.36

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2004 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Medical office building	37.20 trips / 1000 sq. ft.	35.00	1,302.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	56.10	2.70	96.80	0.50
Light Truck < 3,750 lbs	15.10	4.60	92.70	2.70
Light Truck 3,751- 5,750	15.60	2.60	96.20	1.20
Med Truck 5,751- 8,500	6.90	2.90	94.20	2.90
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.80	0.00	12.50	87.50
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.60	87.50	12.50	0.00
School Bus	0.20	0.00	0.00	100.00
Motor Home	1.30	15.40	76.90	7.70

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.7	3.8	4.6	7.8	4.5	4.5
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	27.3	21.2	51.5			
% of Trips - Commercial (by land use)						
Medical office building				7.0	3.5	89.5

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Changes made to the default values for Area

Changes made to the default values for Operations

URBEMIS 2002 For Windows 7.5.0

File Name: P:\Projects - All Employees\10828-02 Sutter Health EIR\AQ Modeling\URBEMIS\Residential.urb
Project Name: Residential Operational
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.03	0.40	0.17	-	0.00
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.05	0.01	0.39	0.01	0.00
Consumer Prdcts	1.57	-	-	-	-
TOTALS(lbs/day,unmitigated)	1.64	0.41	0.56	0.01	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Single family housing	2.29	2.32	24.62	0.02	1.76
TOTAL EMISSIONS (lbs/day)	2.29	2.32	24.62	0.02	1.76

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2004 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Single family housing	6.20 trips / dwelling units	32.00	198.40

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	56.10	2.70	96.80	0.50
Light Truck < 3,750 lbs	15.10	4.60	92.70	2.70
Light Truck 3,751- 5,750	15.60	2.60	96.20	1.20
Med Truck 5,751- 8,500	6.90	2.90	94.20	2.90
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.80	0.00	12.50	87.50
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.60	87.50	12.50	0.00
School Bus	0.20	0.00	0.00	100.00
Motor Home	1.30	15.40	76.90	7.70

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.7	3.8	4.6	7.8	4.5	4.5
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	27.3	21.2	51.5			

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Changes made to the default values for Area

Changes made to the default values for Operations

URBEMIS 2002 For Windows 7.5.0

File Name: P:\Projects - All Employees\10828-02 Sutter Health EIR\AQ Modeling\URBEMIS\Retail - Commun:
Project Name: Retail/Community Parking Operational
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.01	0.09	0.03	-	0.00
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.25	0.02	1.75	0.00	0.01
Consumer Prdcts	0.00	-	-	-	-
TOTALS(lbs/day,unmitigated)	0.25	0.10	1.79	0.00	0.01

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Fast food rest. w/o drive	0.57	0.72	7.21	0.01	0.53
Hardware/paint store	0.56	0.70	7.05	0.01	0.52
Supermarket	1.41	1.76	17.62	0.01	1.30
TOTAL EMISSIONS (lbs/day)	2.54	3.18	31.88	0.02	2.35

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2004 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Fast food rest. w/o drive	37.50 trips / 1000 sq. ft.	2.00	75.00
Hardware/paint store	37.50 trips / 1000 sq. ft.	2.00	75.00
Supermarket	37.50 trips / 1000 sq. ft.	5.00	187.50

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	56.10	2.70	96.80	0.50
Light Truck < 3,750 lbs	15.10	4.60	92.70	2.70
Light Truck 3,751- 5,750	15.60	2.60	96.20	1.20
Med Truck 5,751- 8,500	6.90	2.90	94.20	2.90
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.80	0.00	12.50	87.50
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.60	87.50	12.50	0.00
School Bus	0.20	0.00	0.00	100.00
Motor Home	1.30	15.40	76.90	7.70

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.7	3.8	4.6	7.8	4.5	4.5
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	27.3	21.2	51.5			
% of Trips - Commercial (by land use)						
Fast food rest. w/o drive thru				5.0	2.5	92.5
Hardware/paint store				2.0	1.0	97.0
Supermarket				2.0	1.0	97.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Changes made to the default values for Area

Changes made to the default values for Operations

URBEMIS 2002 For Windows 7.5.0

File Name: P:\Projects - All Employees\10828-02 Sutter Health EIR\AQ Modeling\URBEMIS\SMF Building.u
Project Name: SMF Building Operational
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.10	1.40	0.56	-	0.00
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.08	0.01	0.58	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
TOTALS(lbs/day,unmitigated)	0.18	1.40	1.14	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Medical office building	60.33	75.46	761.69	0.57	56.13
TOTAL EMISSIONS (lbs/day)	60.33	75.46	761.69	0.57	56.13

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2004 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Medical office building	37.20 trips / 1000 sq. ft.	209.78	7,803.82

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	56.10	2.70	96.80	0.50
Light Truck < 3,750 lbs	15.10	4.60	92.70	2.70
Light Truck 3,751- 5,750	15.60	2.60	96.20	1.20
Med Truck 5,751- 8,500	6.90	2.90	94.20	2.90
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.80	0.00	12.50	87.50
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.60	87.50	12.50	0.00
School Bus	0.20	0.00	0.00	100.00
Motor Home	1.30	15.40	76.90	7.70

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.7	3.8	4.6	7.8	4.5	4.5
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	27.3	21.2	51.5			
% of Trips - Commercial (by land use)						
Medical office building				7.0	3.5	89.5

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Changes made to the default values for Area

Changes made to the default values for Operations

URBEMIS 2002 For Windows 7.5.0

File Name: P:\Projects - All Employees\10828-02 Sutter Health EIR\AQ Modeling\URBEMIS\Women and Chil
Project Name: Women and Children's Hospital Operational
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.19	2.66	1.06	-	0.00
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.08	0.01	0.58	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
TOTALS(lbs/day,unmitigated)	0.27	2.66	1.65	0.00	0.01

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Hospital	44.37	50.54	520.38	0.39	38.06
TOTAL EMISSIONS (lbs/day)	44.37	50.54	520.38	0.39	38.06

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2004 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Hospital	11.80 trips / 1000 sq. ft.	398.40	4,701.12

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	56.10	2.70	96.80	0.50
Light Truck < 3,750 lbs	15.10	4.60	92.70	2.70
Light Truck 3,751- 5,750	15.60	2.60	96.20	1.20
Med Truck 5,751- 8,500	6.90	2.90	94.20	2.90
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.80	0.00	12.50	87.50
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.60	87.50	12.50	0.00
School Bus	0.20	0.00	0.00	100.00
Motor Home	1.30	15.40	76.90	7.70

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.7	3.8	4.6	7.8	4.5	4.5
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	27.3	21.2	51.5			
% of Trips - Commercial (by land use)						
Hospital				25.0	12.5	62.5

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Changes made to the default values for Area

Changes made to the default values for Operations

URBEMIS 2002 For Windows 7.5.0

File Name: P:\Projects - All Employees\10828-02 Sutter Health EIR\AQ Modeling\URBEMIS\Theater Constructi
Project Name: B Street Theatre (Construction and Operation)
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Community Theater	14.56	2.03	21.47	0.02	1.53
Theater	1.06	0.02	0.17	0.00	0.01
TOTAL EMISSIONS (lbs/day)	15.62	2.04	21.64	0.02	1.54

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2004 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Community Theater	0.20 trips / seats	865.00	173.00
Theater	0.02 trips / 1000 sq. ft.	70.00	1.40

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	56.10	2.70	96.80	0.50
Light Truck < 3,750 lbs	15.10	4.60	92.70	2.70
Light Truck 3,751- 5,750	15.60	2.60	96.20	1.20
Med Truck 5,751- 8,500	6.90	2.90	94.20	2.90
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.80	0.00	12.50	87.50
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.60	87.50	12.50	0.00
School Bus	0.20	0.00	0.00	100.00
Motor Home	1.30	15.40	76.90	7.70

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.7	3.8	4.6	7.8	4.5	4.5
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	27.3	21.2	51.5			
% of Trips - Commercial (by land use)						
Theater				41.5	20.8	37.8

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Changes made to the default values for Area

Changes made to the default values for Operations

The double counting internal work trip limit changed from to 0.581.
The double counting shopping trip limit changed from to 0.2905.
The double counting other trip limit changed from to 0.5285.

URBEMIS MODELING OUTPUTS
TRINITY CATHEDRAL PROJECT

URBEMIS 2002 For Windows 7.5.0

File Name: P:\Projects - All Employees\10828-02 Sutter Health EIR\AQ Modeling\URBEMIS\Trinity Operatior
Project Name: Trinity Cathedral Operational
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.03	0.43	0.17	-	0.00
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.08	0.01	0.58	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
TOTALS(lbs/day,unmitigated)	0.11	0.43	0.76	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Place of worship	4.29	5.10	49.15	0.03	4.64
TOTAL EMISSIONS (lbs/day)	4.29	5.10	49.15	0.03	4.64

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2007 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Place of worship	15.00 trips / 1000 sq. ft.	44.30	664.50

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.20	1.80	97.80	0.40
Light Truck < 3,750 lbs	15.10	3.30	94.00	2.70
Light Truck 3,751- 5,750	16.10	1.90	96.90	1.20
Med Truck 5,751- 8,500	7.10	1.40	95.80	2.80
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.40	0.00	50.00	50.00
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.70	82.40	17.60	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	8.30	83.30	8.40

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.7	3.8	4.6	7.8	4.5	4.5
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	27.3	21.2	51.5			
% of Trips - Commercial (by land use)						
Place of worship				3.0	1.5	95.5

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Changes made to the default values for Area

Changes made to the default values for Operations

The operational emission year changed from 2004 to 2007.

URBEMIS 2002 For Windows 7.5.0

File Name: P:\Projects - All Employees\10828-02 Sutter Health EIR\AQ Modeling\URBEMIS\Trinity Demo an
Project Name: Trinity Cathedral Construction
Project Location: Lower Sacramento Valley Air Basin
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: June, 2007
Construction Duration: 24
Total Land Use Area to be Developed: 0.5 acres
Maximum Acreage Disturbed Per Day: 0.5 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 37000

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	264.92	-	264.92
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	46.39	756.79	170.65	1.62	23.30	19.60	3.70
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	46.39	756.79	170.65	1.62	288.22	19.60	268.62
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	5.00	-	5.00
Off-Road Diesel	4.31	32.86	31.87	-	1.46	1.46	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.02	0.03	0.56	0.00	0.00	0.00	0.00
Maximum lbs/day	4.33	32.89	32.43	0.00	6.46	1.46	5.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	6.02	44.59	45.40	-	1.93	1.93	0.00
Bldg Const Worker Trips	0.07	0.04	0.93	0.00	0.01	0.00	0.01
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	6.09	44.64	46.33	0.00	1.94	1.93	0.01
Max lbs/day all phases	46.39	756.79	170.65	1.62	288.22	19.60	268.62
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	6.02	42.55	46.82	-	1.75	1.75	0.00
Bldg Const Worker Trips	0.07	0.04	0.86	0.00	0.01	0.00	0.01
Arch Coatings Off-Gas	13.10	-	-	-	-	-	-
Arch Coatings Worker Trips	0.07	0.04	0.86	0.00	0.01	0.00	0.01
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	19.26	42.63	48.54	0.00	1.77	1.75	0.02
Max lbs/day all phases	19.26	42.63	48.54	0.00	1.77	1.75	0.02

*** 2009***

Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	6.02	40.56	48.28	-	1.64	1.64	0.00
Bldg Const Worker Trips	0.06	0.04	0.80	0.00	0.01	0.00	0.01
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	6.08	40.60	49.08	0.00	1.65	1.64	0.01
Max lbs/day all phases	6.08	40.60	49.08	0.00	1.65	1.64	0.01

Phase 1 - Demolition Assumptions
Start Month/Year for Phase 1: Jun '07
Phase 1 Duration: 0.25 months
Building Volume Total (cubic feet): 630750
Building Volume Daily (cubic feet): 630750
On-Road Truck Travel (VMT): 35043
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Jun '07
Phase 2 Duration: 0.25 months
On-Road Truck Travel (VMT): 0
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Rubber Tired Dozers	352	0.590	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Jun '07
Phase 3 Duration: 23.5 months
Start Month/Year for SubPhase Building: Aug '07
SubPhase Building Duration: 19 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Concrete/Industrial saws	84	0.730	8.0
2	Other Equipment	190	0.620	8.0
1	Rough Terrain Forklifts	94	0.475	8.0

Start Month/Year for SubPhase Architectural Coatings: Mar '08
SubPhase Architectural Coatings Duration: 4.75 months
SubPhase Asphalt Turned OFF

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths

Changes made to the default values for Area

CO MODELING OUTPUTS
SMCS/THEATER PROJECT

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

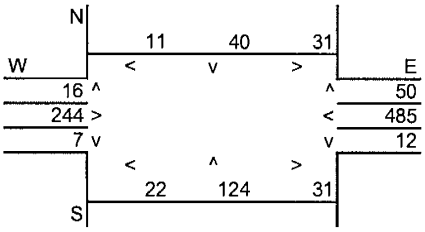
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2005

Roadway Data

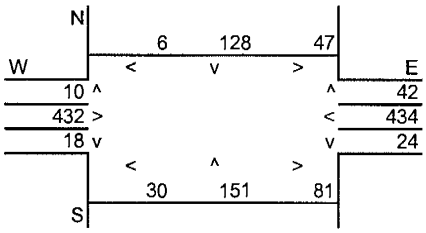
Intersection: 28th/Capital
Analysis Condition: Existing/No Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	28th	At Grade	4	15	15
East-West Roadway:	Capital	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	272	N-S Road:	432
E-W Road:	853	E-W Road:	1,060

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	272	8.10	0.06	0.05	0.04
East-West Road	7.6	5.7	4.0	853	8.10	0.53	0.39	0.28
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	432	8.10	0.09	0.08	0.06
East-West Road	7.6	5.7	4.0	1,060	8.10	0.65	0.49	0.34

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentrat

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	5.2	5.3	4.8
50 Feet from Roadway Edge	5.0	5.2	4.7
100 Feet from Roadway Edge	4.9	5.0	4.6

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

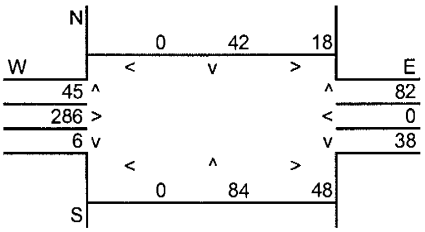
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2005

Roadway Data

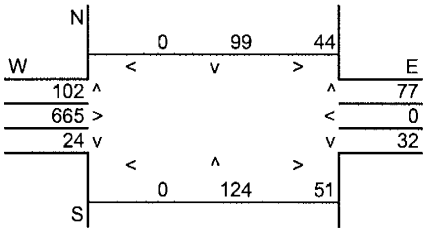
Intersection: 28th/N
Analysis Condition: Existing/No Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	28th	At Grade	4	15	15
East-West Roadway:	N	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	271	N-S Road:	446
E-W Road:	472	E-W Road:	869

Roadway CO Contributions and Concentrations
Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	271	8.10	0.06	0.05	0.04
East-West Road	7.6	5.7	4.0	472	8.10	0.29	0.22	0.15
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	446	8.10	0.09	0.08	0.06
East-West Road	7.6	5.7	4.0	869	8.10	0.53	0.40	0.28

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations
Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentrat

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.9	5.2	4.8
50 Feet from Roadway Edge	4.9	5.1	4.6
100 Feet from Roadway Edge	4.8	4.9	4.6

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

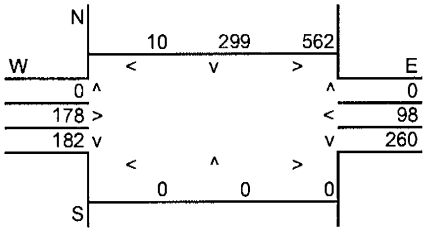
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2005

Roadway Data

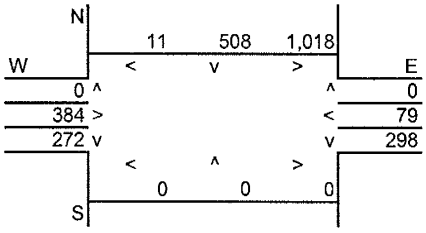
Intersection: 29th/N Street
Analysis Condition: Existing/No Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	29th	At Grade	4	15	15
East-West Roadway:	N Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	871	N-S Road:	1,537
E-W Road:	1,098	E-W Road:	1,779

Roadway CO Contributions and Concentrations
Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	871	8.10	0.18	0.16	0.12
East-West Road	7.6	5.7	4.0	1,098	8.10	0.68	0.51	0.36
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,537	8.10	0.32	0.27	0.21
East-West Road	7.6	5.7	4.0	1,779	8.10	1.10	0.82	0.58

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations
Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentrat

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	5.4	6.0	5.3
50 Feet from Roadway Edge	5.3	5.7	5.1
100 Feet from Roadway Edge	5.1	5.4	4.9

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

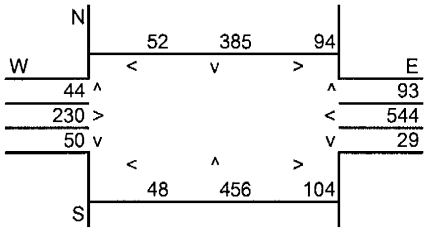
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2005

Roadway Data

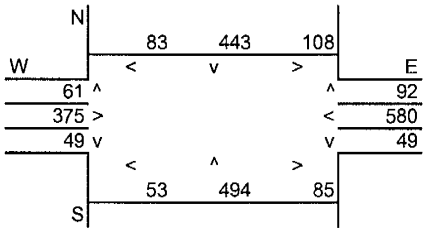
Intersection: Alhambra/Capital
Analysis Condition: Existing/No Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	Capital	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,124	N-S Road:	1,281
E-W Road:	1,094	E-W Road:	1,289

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,124	8.10	0.64	0.49	0.35
East-West Road	2.7	2.2	1.7	1,094	8.10	0.24	0.19	0.15
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,281	8.10	0.27	0.23	0.18
East-West Road	7.6	5.7	4.0	1,289	8.10	0.79	0.60	0.42

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentrat

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	5.5	5.7	5.1
50 Feet from Roadway Edge	5.3	5.4	4.9
100 Feet from Roadway Edge	5.1	5.2	4.7

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

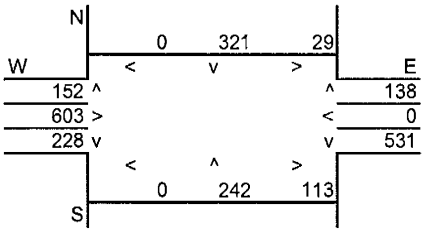
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2005

Roadway Data

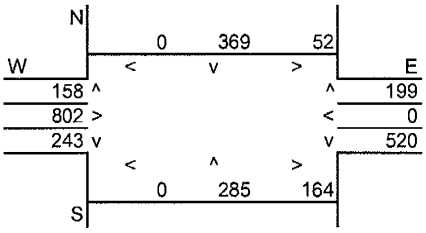
Intersection: Alhambra/J
Analysis Condition: Existing/No Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	J Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,435	N-S Road:	1,581
E-W Road:	1,414	E-W Road:	1,737

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,435	8.10	0.81	0.63	0.44
East-West Road	2.7	2.2	1.7	1,414	8.10	0.31	0.25	0.19
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,581	8.10	0.33	0.28	0.22
East-West Road	7.6	5.7	4.0	1,737	8.10	1.07	0.80	0.56

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentrat

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	5.7	6.0	5.3
50 Feet from Roadway Edge	5.5	5.7	5.1
100 Feet from Roadway Edge	5.2	5.4	4.9

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

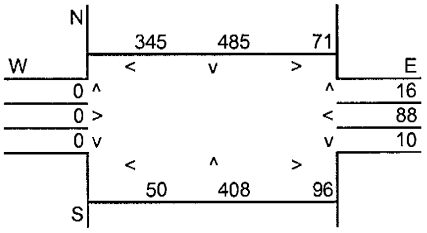
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2005

Roadway Data

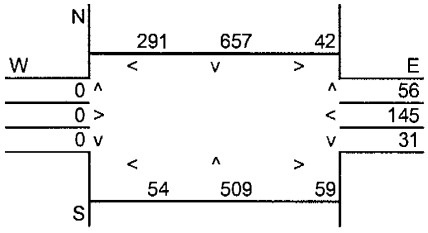
Intersection: Alhambra/L
Analysis Condition: Existing Traffic Volumes

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	L Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,325	N-S Road:	1,555
E-W Road:	483	E-W Road:	490

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,325	8.10	0.75	0.58	0.41
East-West Road	2.7	2.2	1.7	483	8.10	0.11	0.09	0.07
P.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,555	8.10	0.88	0.68	0.48
East-West Road	2.7	2.2	1.7	490	8.10	0.11	0.09	0.07

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentrat

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	5.4	5.6	5.0
50 Feet from Roadway Edge	5.3	5.4	4.8
100 Feet from Roadway Edge	5.1	5.1	4.7

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

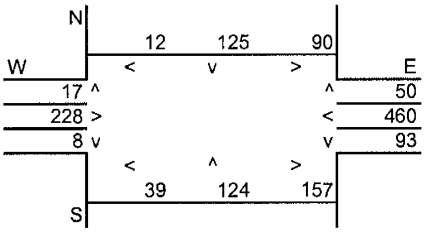
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2005

Roadway Data

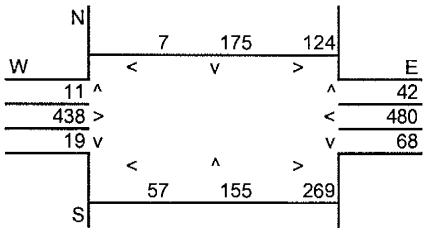
Intersection: 28th/Capital
Analysis Condition: Existing/Sutter Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	28th	At Grade	4	15	15
East-West Roadway:	Capital	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	546	N-S Road:	743
E-W Road:	1,078	E-W Road:	1,421

Roadway CO Contributions and Concentrations
Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	546	8.10	0.11	0.10	0.08
East-West Road	7.6	5.7	4.0	1,078	8.10	0.66	0.50	0.35
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	743	8.10	0.16	0.13	0.10
East-West Road	7.6	5.7	4.0	1,421	8.10	0.87	0.66	0.46

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations
Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentrat

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	5.4	5.6	5.0
50 Feet from Roadway Edge	5.2	5.4	4.9
100 Feet from Roadway Edge	5.0	5.2	4.7

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

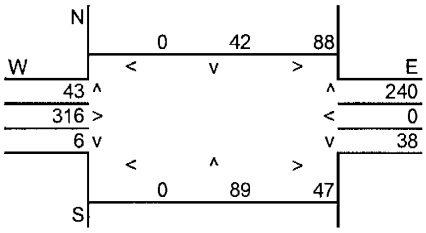
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2005

Roadway Data

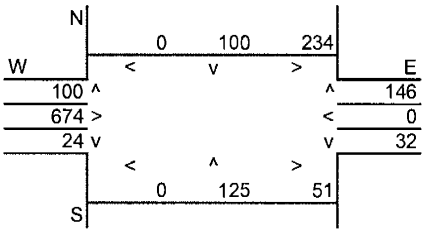
Intersection: 28th/N
Analysis Condition: Existing/Sutter Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	28th	At Grade	4	15	15
East-West Roadway:	N	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	502	N-S Road:	705
E-W Road:	729	E-W Road:	1,137

Roadway CO Contributions and Concentrations
Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	502	8.10	0.11	0.09	0.07
East-West Road	7.6	5.7	4.0	729	8.10	0.45	0.34	0.24
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	705	8.10	0.15	0.13	0.10
East-West Road	7.6	5.7	4.0	1,137	8.10	0.70	0.52	0.37

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations
Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentrat

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	5.1	5.4	4.9
50 Feet from Roadway Edge	5.0	5.2	4.8
100 Feet from Roadway Edge	4.9	5.1	4.6

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

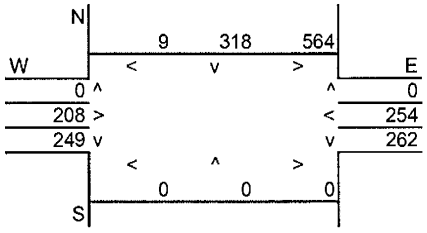
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2005

Roadway Data

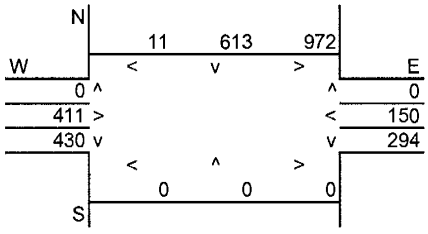
Intersection: 29th/N Street
Analysis Condition: Existing/Sutter Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	29th	At Grade	4	15	15
East-West Roadway:	N Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	891	N-S Road:	1,596
E-W Road:	1,288	E-W Road:	1,827

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	891	8.10	0.19	0.16	0.12
East-West Road	7.6	5.7	4.0	1,288	8.10	0.79	0.59	0.42
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,596	8.10	0.34	0.28	0.22
East-West Road	7.6	5.7	4.0	1,827	8.10	1.12	0.84	0.59

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	5.6	6.1	5.3
50 Feet from Roadway Edge	5.3	5.7	5.1
100 Feet from Roadway Edge	5.1	5.4	4.9

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

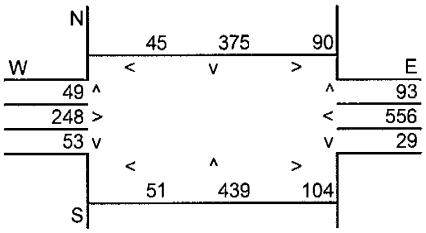
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2005

Roadway Data

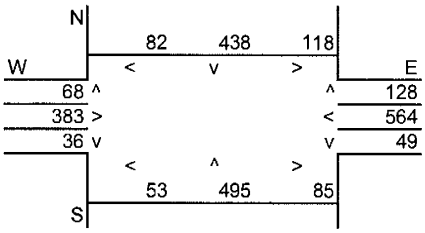
Intersection: Alhambra/Capital
Analysis Condition: Existing/Sutter Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	Capital	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,091	N-S Road:	1,329
E-W Road:	1,120	E-W Road:	1,327

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,091	8.10	0.23	0.19	0.15
East-West Road	7.6	5.7	4.0	1,120	8.10	0.69	0.52	0.36
P.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,329	8.10	0.75	0.58	0.41
East-West Road	2.7	2.2	1.7	1,327	8.10	0.29	0.24	0.18

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentrat

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	5.5	5.6	5.0
50 Feet from Roadway Edge	5.3	5.4	4.9
100 Feet from Roadway Edge	5.1	5.2	4.7

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

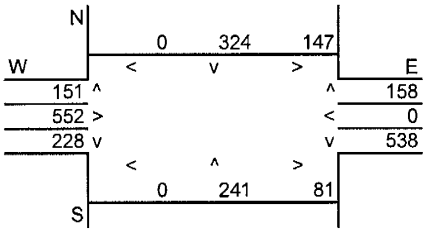
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2005

Roadway Data

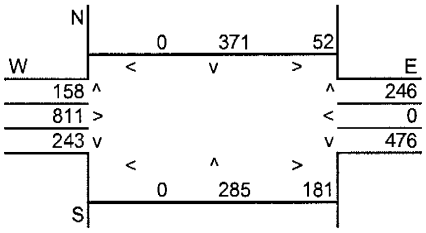
Intersection: Alhambra/J
Analysis Condition: Existing/Sutter Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	J Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,412	N-S Road:	1,556
E-W Road:	1,476	E-W Road:	1,766

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,412	8.10	0.30	0.25	0.19
East-West Road	7.6	5.7	4.0	1,476	8.10	0.91	0.68	0.48
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,556	8.10	0.33	0.28	0.21
East-West Road	7.6	5.7	4.0	1,766	8.10	1.09	0.82	0.57

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentrat

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	5.8	6.0	5.3
50 Feet from Roadway Edge	5.5	5.7	5.1
100 Feet from Roadway Edge	5.3	5.4	4.9

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

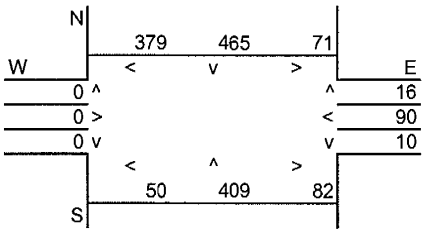
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2005

Roadway Data

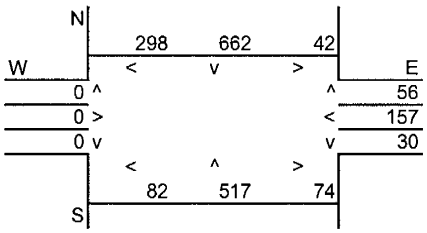
Intersection: Alhambra/L
Analysis Condition: Existing/Sutter Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	L Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,340	N-S Road:	1,575
E-W Road:	519	E-W Road:	537

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,340	8.10	0.76	0.59	0.41
East-West Road	2.7	2.2	1.7	519	8.10	0.11	0.09	0.07
P.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,575	8.10	0.89	0.69	0.48
East-West Road	2.7	2.2	1.7	537	8.10	0.12	0.10	0.07

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	5.5	5.6	5.0
50 Feet from Roadway Edge	5.3	5.4	4.9
100 Feet from Roadway Edge	5.1	5.1	4.7

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

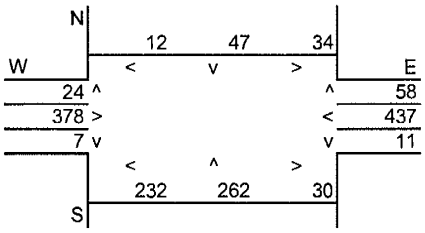
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

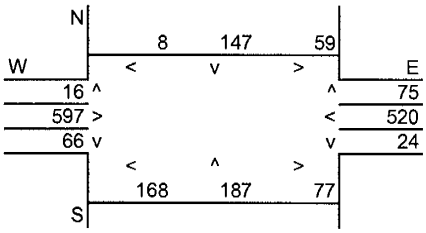
Intersection: 28th/Capital
Analysis Condition: Future/No Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	28th	At Grade	4	15	15
East-West Roadway:	Capital	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	589	N-S Road:	669
E-W Road:	1,090	E-W Road:	1,375

Roadway CO Contributions and Concentrations
Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	589	1.54	0.02	0.02	0.02
East-West Road	7.6	5.7	4.0	1,090	1.54	0.13	0.10	0.07
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	669	1.54	0.03	0.02	0.02
East-West Road	7.6	5.7	4.0	1,375	1.54	0.16	0.12	0.08

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations
Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.7	4.8	4.4
50 Feet from Roadway Edge	4.7	4.7	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

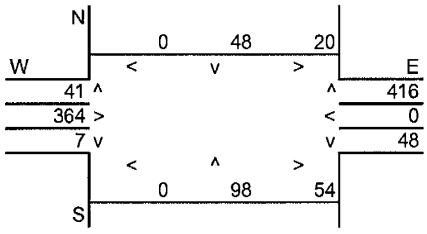
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

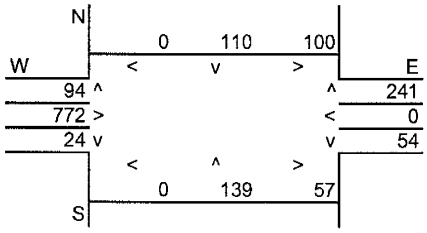
Intersection: 28th/N
Analysis Condition: Future/No Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	28th	At Grade	4	15	15
East-West Roadway:	N	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	623	N-S Road:	684
E-W Road:	902	E-W Road:	1,224

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	623	1.54	0.02	0.02	0.02
East-West Road	7.6	5.7	4.0	902	1.54	0.11	0.08	0.06
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	684	1.54	0.03	0.02	0.02
East-West Road	7.6	5.7	4.0	1,224	1.54	0.14	0.11	0.08

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.7	4.8	4.4
50 Feet from Roadway Edge	4.7	4.7	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

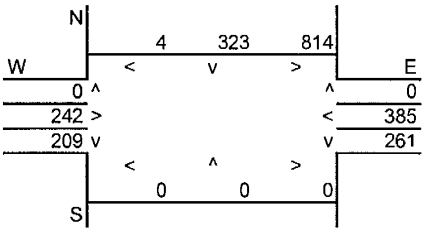
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

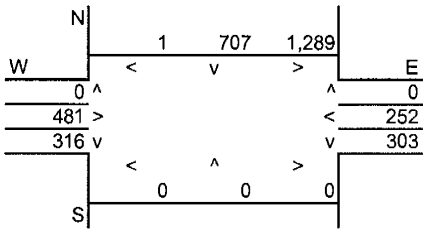
Intersection: 29th/N Street
Analysis Condition: Future/No Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	29th	At Grade	4	15	15
East-West Roadway:	N Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,141	N-S Road:	1,997
E-W Road:	1,702	E-W Road:	2,325

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,141	1.54	0.05	0.04	0.03
East-West Road	7.6	5.7	4.0	1,702	1.54	0.20	0.15	0.10
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,997	1.54	0.08	0.07	0.05
East-West Road	7.6	5.7	4.0	2,325	1.54	0.27	0.20	0.14

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.8	4.9	4.6
50 Feet from Roadway Edge	4.8	4.9	4.5
100 Feet from Roadway Edge	4.7	4.8	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

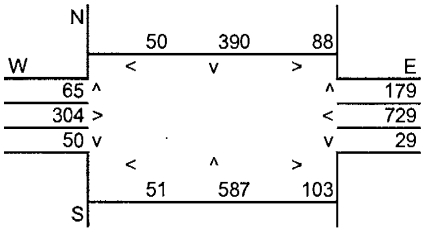
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

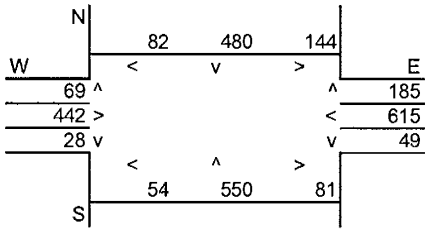
Intersection: Alhambra/Capital
Analysis Condition: Future/No Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	Capital	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,359	N-S Road:	1,510
E-W Road:	1,432	E-W Road:	1,516

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,359	1.54	0.05	0.05	0.04
East-West Road	7.6	5.7	4.0	1,432	1.54	0.17	0.13	0.09
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,510	1.54	0.06	0.05	0.04
East-West Road	7.6	5.7	4.0	1,516	1.54	0.18	0.13	0.09

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.8	4.8	4.5
50 Feet from Roadway Edge	4.8	4.8	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

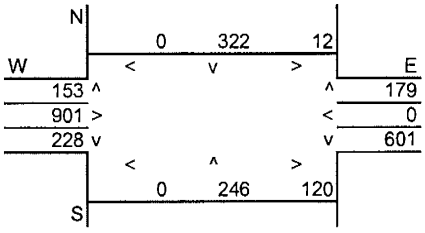
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

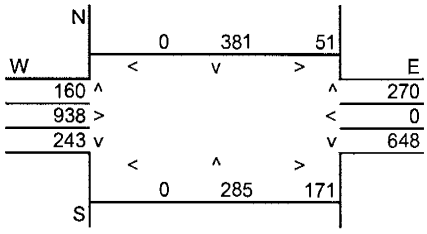
Intersection: Alhambra/J
Analysis Condition: Future/No Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	J Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,517	N-S Road:	1,728
E-W Road:	1,813	E-W Road:	2,078

Roadway CO Contributions and Concentrations
Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,517	1.54	0.06	0.05	0.04
East-West Road	7.6	5.7	4.0	1,813	1.54	0.21	0.16	0.11
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,728	1.54	0.07	0.06	0.05
East-West Road	7.6	5.7	4.0	2,078	1.54	0.24	0.18	0.13

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations
Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.9	4.9	4.5
50 Feet from Roadway Edge	4.8	4.8	4.5
100 Feet from Roadway Edge	4.7	4.8	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

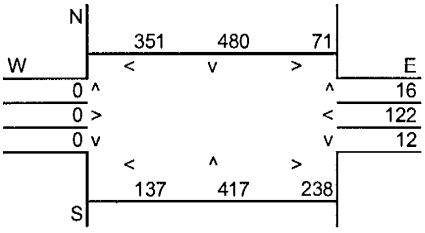
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

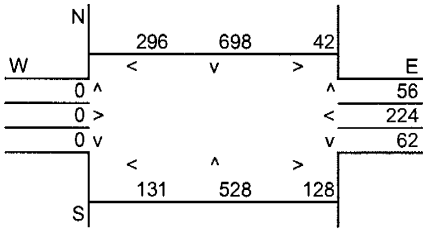
Intersection: Alhambra/L
Analysis Condition: Future/No Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	L Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,335	N-S Road:	1,620
E-W Road:	610	E-W Road:	651

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,335	1.54	0.14	0.11	0.08
East-West Road	2.7	2.2	1.7	610	1.54	0.03	0.02	0.02
P.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,620	1.54	0.17	0.13	0.09
East-West Road	2.7	2.2	1.7	651	1.54	0.03	0.02	0.02

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.8	4.8	4.5
50 Feet from Roadway Edge	4.7	4.7	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

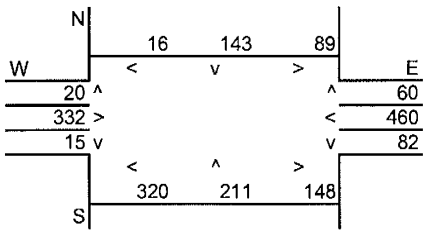
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

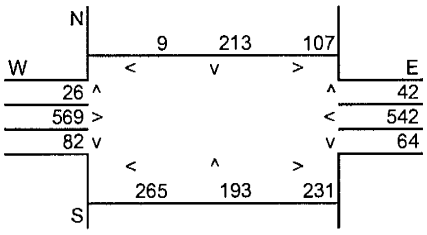
Intersection: 28th/Capital
Analysis Condition: Future/Sutter Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	28th	At Grade	4	15	15
East-West Roadway:	Capital	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	919	N-S Road:	1,048
E-W Road:	1,171	E-W Road:	1,555

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	919	1.54	0.04	0.03	0.02
East-West Road	7.6	5.7	4.0	1,171	1.54	0.14	0.10	0.07
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,048	1.54	0.04	0.04	0.03
East-West Road	7.6	5.7	4.0	1,555	1.54	0.18	0.14	0.10

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.8	4.8	4.5
50 Feet from Roadway Edge	4.7	4.8	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

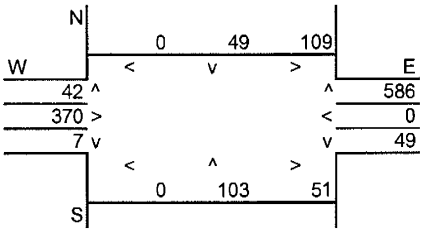
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

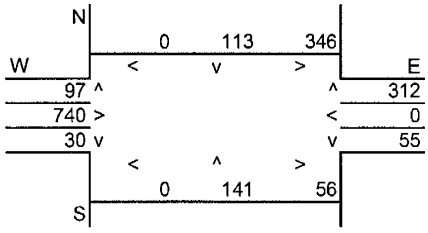
Intersection: 28th/N
Analysis Condition: Future/Sutter Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	28th	At Grade	4	15	15
East-West Roadway:	N	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	889	N-S Road:	1,009
E-W Road:	1,165	E-W Road:	1,509

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	889	1.54	0.04	0.03	0.02
East-West Road	7.6	5.7	4.0	1,165	1.54	0.14	0.10	0.07
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,009	1.54	0.04	0.03	0.03
East-West Road	7.6	5.7	4.0	1,509	1.54	0.18	0.13	0.09

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.8	4.8	4.5
50 Feet from Roadway Edge	4.7	4.8	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

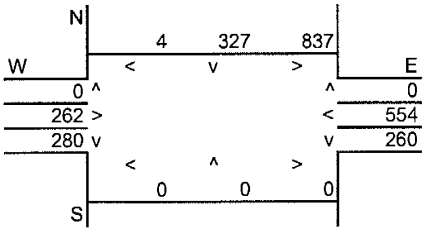
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

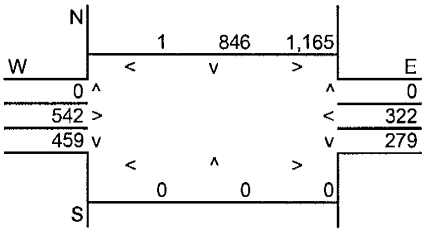
Intersection: 29th/N Street
Analysis Condition: Future/Sutter Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	29th	At Grade	4	15	15
East-West Roadway:	N Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,168	N-S Road:	2,012
E-W Road:	1,913	E-W Road:	2,308

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,168	1.54	0.05	0.04	0.03
East-West Road	7.6	5.7	4.0	1,913	1.54	0.22	0.17	0.12
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	2,012	1.54	0.08	0.07	0.05
East-West Road	7.6	5.7	4.0	2,308	1.54	0.27	0.20	0.14

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.9	4.9	4.6
50 Feet from Roadway Edge	4.8	4.9	4.5
100 Feet from Roadway Edge	4.7	4.8	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

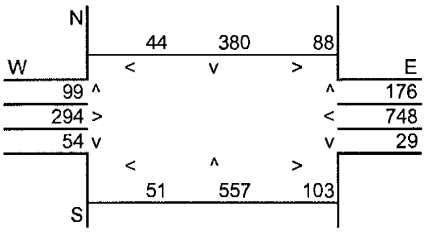
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

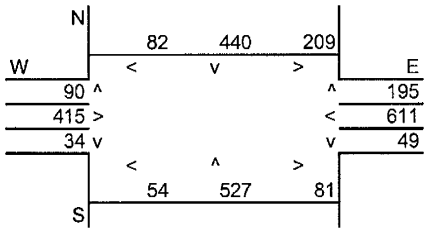
Intersection: Alhambra/Capital
Analysis Condition: Future/Sutter Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	Capital	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,344	N-S Road:	1,543
E-W Road:	1,438	E-W Road:	1,560

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,344	1.54	0.05	0.05	0.04
East-West Road	7.6	5.7	4.0	1,438	1.54	0.17	0.13	0.09
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,543	1.54	0.06	0.05	0.04
East-West Road	7.6	5.7	4.0	1,560	1.54	0.18	0.14	0.10

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.8	4.8	4.5
50 Feet from Roadway Edge	4.8	4.8	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

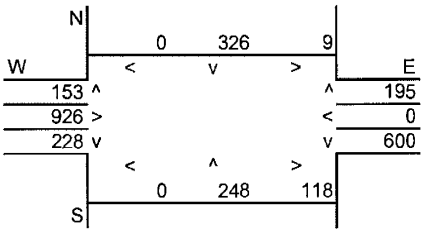
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

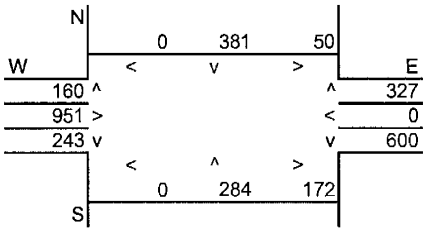
Intersection: Alhambra/J
Analysis Condition: Future/Sutter Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	J Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,520	N-S Road:	1,680
E-W Road:	1,848	E-W Road:	2,100

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference 25 Feet	A_2 CO Concentrations 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,520	1.54	0.06	0.05	0.04
East-West Road	7.6	5.7	4.0	1,848	1.54	0.22	0.16	0.11
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,680	1.54	0.07	0.06	0.04
East-West Road	7.6	5.7	4.0	2,100	1.54	0.25	0.18	0.13

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.9	4.9	4.5
50 Feet from Roadway Edge	4.8	4.8	4.5
100 Feet from Roadway Edge	4.7	4.8	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

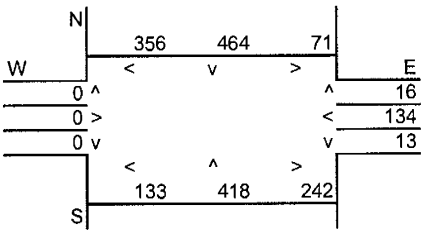
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

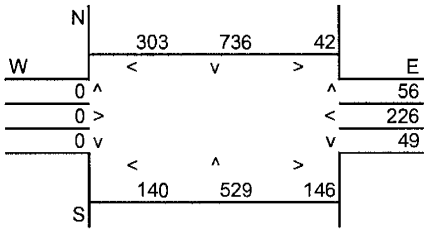
Intersection:	Alhambra/L
Analysis Condition:	Future/Sutter Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	L Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,325	N-S Road:	1,666
E-W Road:	623	E-W Road:	669

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,325	1.54	0.14	0.11	0.08
East-West Road	2.7	2.2	1.7	623	1.54	0.03	0.02	0.02
P.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,666	1.54	0.18	0.14	0.10
East-West Road	2.7	2.2	1.7	669	1.54	0.03	0.02	0.02

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.8	4.8	4.5
50 Feet from Roadway Edge	4.7	4.8	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

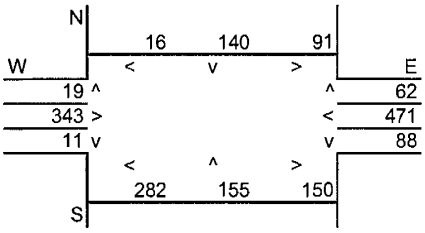
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

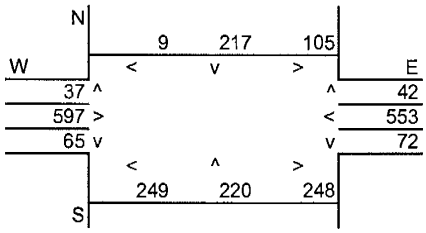
Intersection: 28th/Capital
Analysis Condition: Future/Sutter-Trinity

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	28th	At Grade	4	15	15
East-West Roadway:	Capital	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	826	N-S Road:	1,071
E-W Road:	1,205	E-W Road:	1,617

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	826	1.54	0.03	0.03	0.02
East-West Road	7.6	5.7	4.0	1,205	1.54	0.14	0.11	0.07
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,071	1.54	0.04	0.04	0.03
East-West Road	7.6	5.7	4.0	1,617	1.54	0.19	0.14	0.10

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.8	4.8	4.5
50 Feet from Roadway Edge	4.7	4.8	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

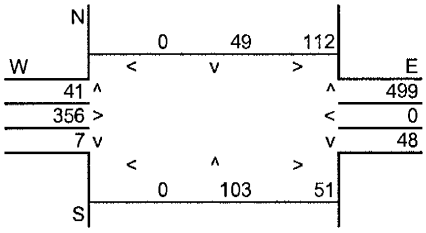
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

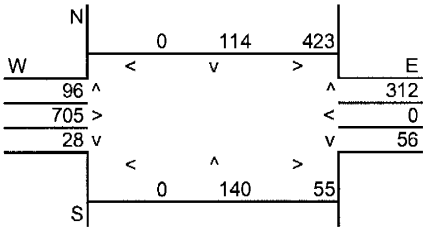
Intersection: 28th/N
Analysis Condition: Future/Sutter-Trinity

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	28th	At Grade	4	15	15
East-West Roadway:	N	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	804	N-S Road:	1,085
E-W Road:	1,066	E-W Road:	1,551

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	804	1.54	0.03	0.03	0.02
East-West Road	7.6	5.7	4.0	1,066	1.54	0.12	0.09	0.07
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,085	1.54	0.04	0.04	0.03
East-West Road	7.6	5.7	4.0	1,551	1.54	0.18	0.14	0.10

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.7	4.8	4.5
50 Feet from Roadway Edge	4.7	4.8	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

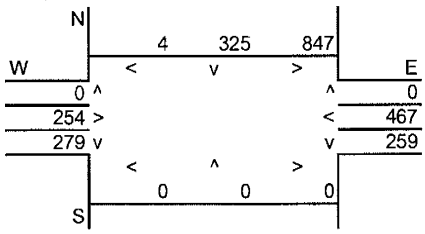
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

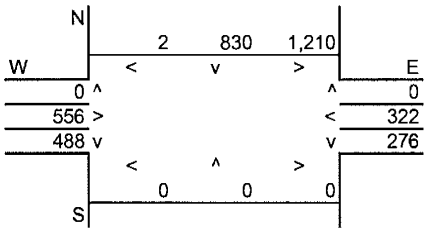
Intersection: 29th/N Street
Analysis Condition: Future/Sutter-Trinity

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	29th	At Grade	4	15	15
East-West Roadway:	N Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,176	N-S Road:	2,042
E-W Road:	1,827	E-W Road:	2,364

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,176	1.54	0.05	0.04	0.03
East-West Road	7.6	5.7	4.0	1,827	1.54	0.21	0.16	0.11
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	2,042	1.54	0.08	0.07	0.05
East-West Road	7.6	5.7	4.0	2,364	1.54	0.28	0.21	0.15

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.9	4.9	4.6
50 Feet from Roadway Edge	4.8	4.9	4.5
100 Feet from Roadway Edge	4.7	4.8	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

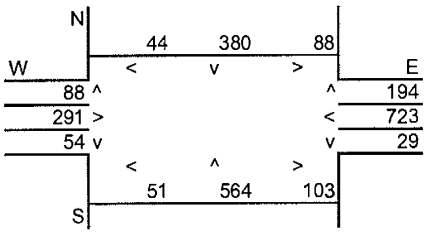
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

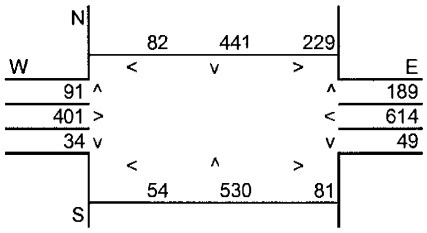
Intersection: Alhambra/Capital
Analysis Condition: Future/Sutter-Trinity

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	Capital	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,358	N-S Road:	1,562
E-W Road:	1,428	E-W Road:	1,563

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,358	1.54	0.05	0.05	0.04
East-West Road	7.6	5.7	4.0	1,428	1.54	0.17	0.13	0.09
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,562	1.54	0.06	0.05	0.04
East-West Road	7.6	5.7	4.0	1,563	1.54	0.18	0.14	0.10

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.8	4.8	4.5
50 Feet from Roadway Edge	4.8	4.8	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

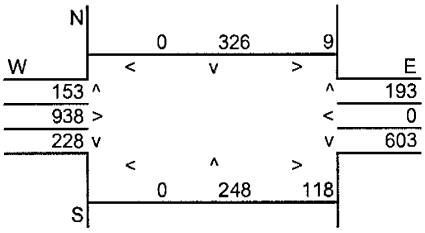
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

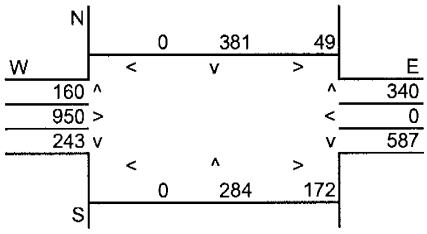
Intersection: Alhambra/J
Analysis Condition: Future/Sutter-Trinity

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	J Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,523	N-S Road:	1,667
E-W Road:	1,861	E-W Road:	2,098

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,523	1.54	0.06	0.05	0.04
East-West Road	7.6	5.7	4.0	1,861	1.54	0.22	0.16	0.11
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,667	1.54	0.07	0.06	0.04
East-West Road	7.6	5.7	4.0	2,098	1.54	0.25	0.18	0.13

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.9	4.9	4.5
50 Feet from Roadway Edge	4.8	4.8	4.5
100 Feet from Roadway Edge	4.7	4.8	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

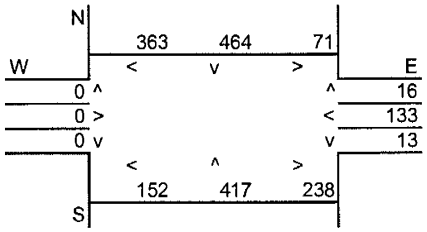
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

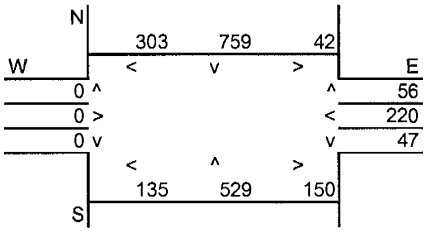
Intersection:	Alhambra/L
Analysis Condition:	Future/Sutter-Trinity

			No. of	Average Speed	
		Roadway Type	Lanes	A.M.	P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	L Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,331	N-S Road:	1,689
E-W Road:	648	E-W Road:	658

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

	A_1	A_2	A_3	B	C			
	Reference CO Concentrations			Traffic	Emission	Estimated CO Concentrations		
Roadway	25 Feet	50 Feet	100 Feet	Volume	Factors[2]	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,331	1.54	0.14	0.11	0.08
East-West Road	2.7	2.2	1.7	648	1.54	0.03	0.02	0.02
P.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,689	1.54	0.18	0.14	0.10
East-West Road	2.7	2.2	1.7	658	1.54	0.03	0.02	0.02

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.8	4.8	4.5
50 Feet from Roadway Edge	4.7	4.8	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

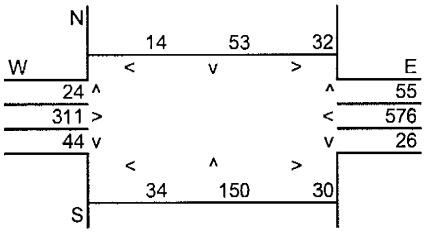
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

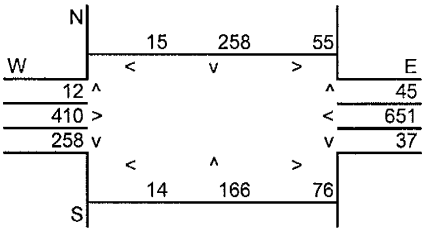
Intersection: 28th/Capital
Analysis Condition: Two-Way/No Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	28th	At Grade	4	15	15
East-West Roadway:	Capital	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	337	N-S Road:	809
E-W Road:	1,030	E-W Road:	1,360

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	337	1.54	0.01	0.01	0.01
East-West Road	7.6	5.7	4.0	1,030	1.54	0.12	0.09	0.06
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	809	1.54	0.03	0.03	0.02
East-West Road	7.6	5.7	4.0	1,360	1.54	0.16	0.12	0.08

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.7	4.8	4.4
50 Feet from Roadway Edge	4.7	4.7	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

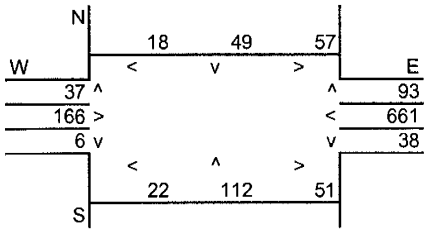
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

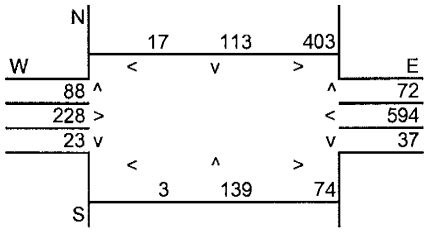
Intersection: 28th/N
Analysis Condition: Two-Way/No Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	28th	At Grade	4	15	15
East-West Roadway:	N	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	366	N-S Road:	832
E-W Road:	1,066	E-W Road:	1,408

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	366	1.54	0.01	0.01	0.01
East-West Road	7.6	5.7	4.0	1,066	1.54	0.12	0.09	0.07
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	832	1.54	0.03	0.03	0.02
East-West Road	7.6	5.7	4.0	1,408	1.54	0.17	0.12	0.09

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.7	4.8	4.4
50 Feet from Roadway Edge	4.7	4.7	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

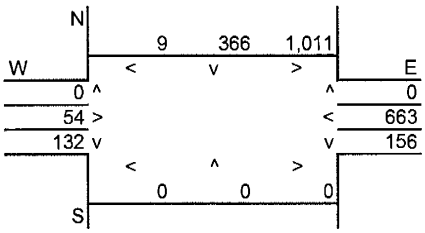
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

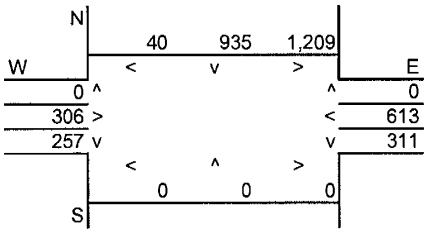
Intersection:	29th/N Street
Analysis Condition:	Two-Way/No Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	29th	At Grade	4	15	15
East-West Roadway:	N Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,386	N-S Road:	2,184
E-W Road:	1,884	E-W Road:	2,439

Roadway CO Contributions and Concentrations
Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,386	1.54	0.06	0.05	0.04
East-West Road	7.6	5.7	4.0	1,884	1.54	0.22	0.17	0.12
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	2,184	1.54	0.09	0.07	0.06
East-West Road	7.6	5.7	4.0	2,439	1.54	0.29	0.21	0.15

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations
Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.9	5.0	4.6
50 Feet from Roadway Edge	4.8	4.9	4.5
100 Feet from Roadway Edge	4.7	4.8	4.5

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

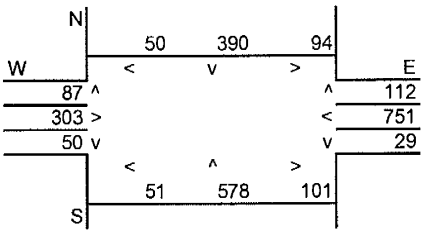
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

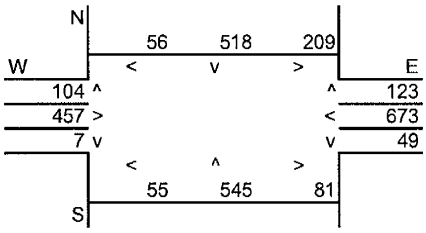
Intersection: Alhambra/Capital
Analysis Condition: Two-Way/No Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	Capital	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,311	N-S Road:	1,555
E-W Road:	1,390	E-W Road:	1,592

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,311	1.54	0.05	0.04	0.03
East-West Road	7.6	5.7	4.0	1,390	1.54	0.16	0.12	0.09
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,555	1.54	0.06	0.05	0.04
East-West Road	7.6	5.7	4.0	1,592	1.54	0.19	0.14	0.10

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.8	4.8	4.5
50 Feet from Roadway Edge	4.8	4.8	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

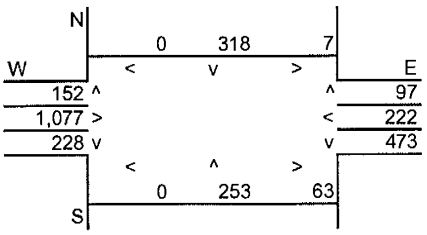
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

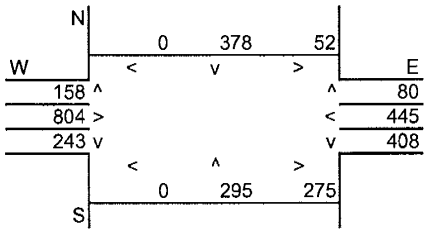
Intersection: Alhambra/J
Analysis Condition: Two-Way/No Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	J Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,335	N-S Road:	1,599
E-W Road:	1,939	E-W Road:	2,064

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,335	1.54	0.05	0.05	0.03
East-West Road	7.6	5.7	4.0	1,939	1.54	0.23	0.17	0.12
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,599	1.54	0.06	0.05	0.04
East-West Road	7.6	5.7	4.0	2,064	1.54	0.24	0.18	0.13

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.9	4.9	4.5
50 Feet from Roadway Edge	4.8	4.8	4.5
100 Feet from Roadway Edge	4.7	4.8	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

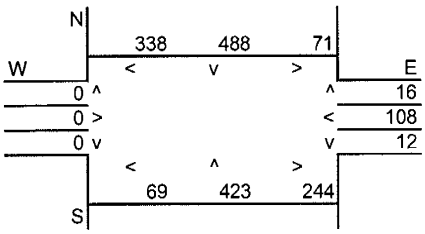
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

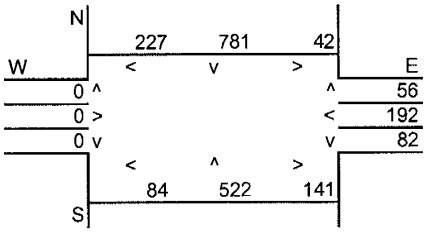
Intersection: Alhambra/L
Analysis Condition: Two-Way/No Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	L Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,336	N-S Road:	1,628
E-W Road:	515	E-W Road:	513

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,336	1.54	0.14	0.11	0.08
East-West Road	2.7	2.2	1.7	515	1.54	0.02	0.02	0.01
P.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,628	1.54	0.18	0.14	0.10
East-West Road	2.7	2.2	1.7	513	1.54	0.02	0.02	0.01

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.8	4.8	4.4
50 Feet from Roadway Edge	4.7	4.7	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

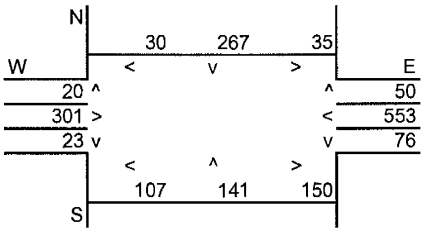
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

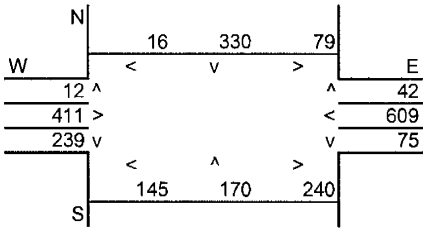
Intersection: 28th/Capital
Analysis Condition: Two-Way/Sutter Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	28th	At Grade	4	15	15
East-West Roadway:	Capital	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	764	N-S Road:	1,199
E-W Road:	1,165	E-W Road:	1,456

Roadway CO Contributions and Concentrations
Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	764	1.54	0.03	0.03	0.02
East-West Road	7.6	5.7	4.0	1,165	1.54	0.14	0.10	0.07
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,199	1.54	0.05	0.04	0.03
East-West Road	7.6	5.7	4.0	1,456	1.54	0.17	0.13	0.09

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations
Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.8	4.8	4.5
50 Feet from Roadway Edge	4.7	4.8	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

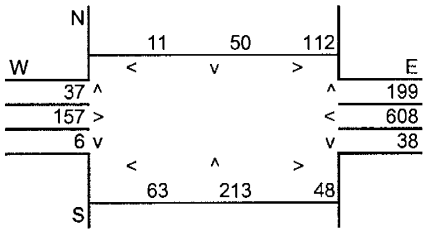
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

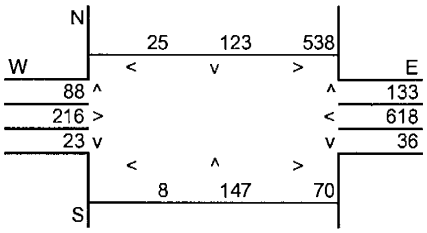
Intersection: 28th/N
Analysis Condition: Future/Sutter Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	28th	At Grade	4	15	15
East-West Roadway:	N	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	622	N-S Road:	1,054
E-W Road:	1,162	E-W Road:	1,611

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	622	1.54	0.02	0.02	0.02
East-West Road	7.6	5.7	4.0	1,162	1.54	0.14	0.10	0.07
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,054	1.54	0.04	0.04	0.03
East-West Road	7.6	5.7	4.0	1,611	1.54	0.19	0.14	0.10

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.8	4.8	4.5
50 Feet from Roadway Edge	4.7	4.8	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

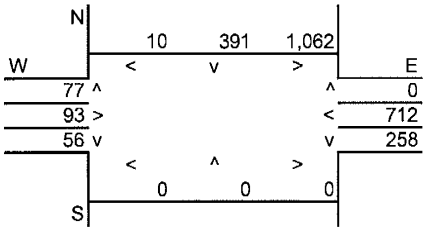
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

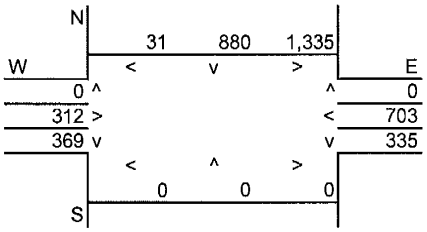
Intersection: 29th/N Street
Analysis Condition: Two-Way/Sutter Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	29th	At Grade	4	15	15
East-West Roadway:	N Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,540	N-S Road:	2,246
E-W Road:	2,125	E-W Road:	2,685

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,540	1.54	0.06	0.05	0.04
East-West Road	7.6	5.7	4.0	2,125	1.54	0.25	0.19	0.13
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	2,246	1.54	0.09	0.08	0.06
East-West Road	7.6	5.7	4.0	2,685	1.54	0.31	0.24	0.17

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.9	5.0	4.6
50 Feet from Roadway Edge	4.8	4.9	4.5
100 Feet from Roadway Edge	4.8	4.8	4.5

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

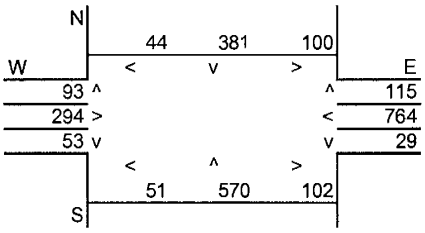
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

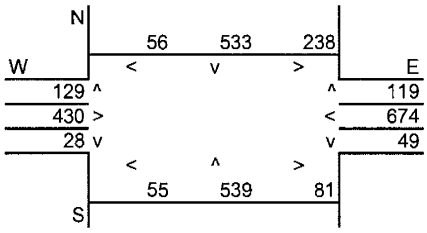
Intersection: Alhambra/Capital
Analysis Condition: Two-Way/Sutter Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	Capital	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,303	N-S Road:	1,614
E-W Road:	1,404	E-W Road:	1,591

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,303	1.54	0.05	0.04	0.03
East-West Road	7.6	5.7	4.0	1,404	1.54	0.16	0.12	0.09
P.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,614	1.54	0.17	0.13	0.09
East-West Road	2.7	2.2	1.7	1,591	1.54	0.07	0.05	0.04

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.8	4.8	4.5
50 Feet from Roadway Edge	4.8	4.8	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

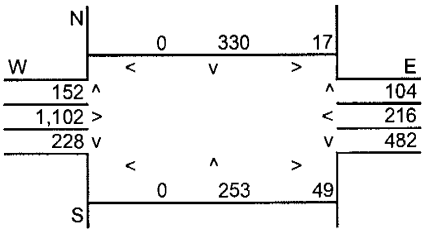
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

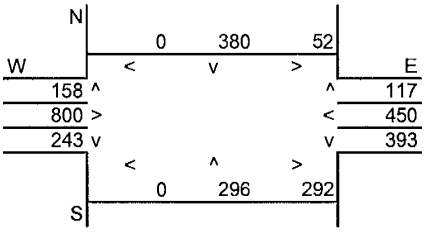
Intersection: Alhambra/J
Analysis Condition: Two-Way/Sutter Project

			No. of	Average Speed	
		Roadway Type	Lanes	A.M.	P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	J Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,342	N-S Road:	1,604
E-W Road:	1,970	E-W Road:	2,104

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

	A_1	A_2	A_3	B	C			
	Reference CO Concentrations			Traffic	Emission	Estimated CO Concentrations		
Roadway	25 Feet	50 Feet	100 Feet	Volume	Factors[2]	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,342	1.54	0.05	0.05	0.04
East-West Road	7.6	5.7	4.0	1,970	1.54	0.23	0.17	0.12
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,604	1.54	0.06	0.05	0.04
East-West Road	7.6	5.7	4.0	2,104	1.54	0.25	0.18	0.13

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.9	4.9	4.5
50 Feet from Roadway Edge	4.8	4.8	4.5
100 Feet from Roadway Edge	4.7	4.8	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

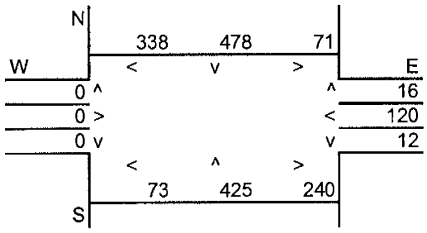
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

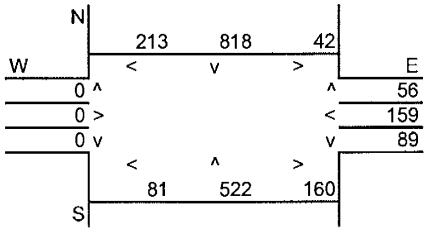
Intersection: Alhambra/L
Analysis Condition: Two-Way/Sutter Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	L Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,328	N-S Road:	1,670
E-W Road:	531	E-W Road:	506

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,328	1.54	0.14	0.11	0.08
East-West Road	2.7	2.2	1.7	531	1.54	0.02	0.02	0.01
P.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,670	1.54	0.18	0.14	0.10
East-West Road	2.7	2.2	1.7	506	1.54	0.02	0.02	0.01

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.8	4.8	4.5
50 Feet from Roadway Edge	4.7	4.7	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

CO MODELING OUTPUTS
TRINITY CATHEDRAL PROJECT

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

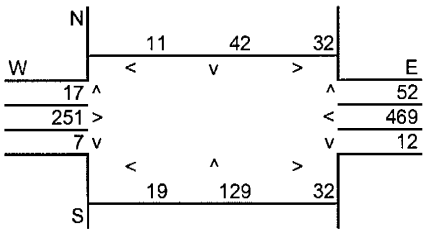
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2005

Roadway Data

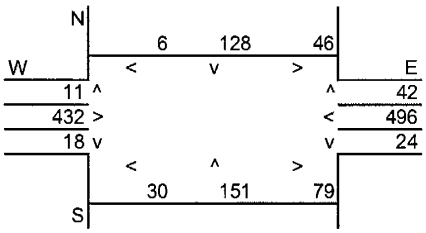
Intersection:	28th/Capital
Analysis Condition:	Existing/Trinity Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	28th	At Grade	4	15	15
East-West Roadway:	Capital	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	283	N-S Road:	430
E-W Road:	848	E-W Road:	1,119

Roadway CO Contributions and Concentrations
Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	283	8.10	0.06	0.05	0.04
East-West Road	7.6	5.7	4.0	848	8.10	0.52	0.39	0.27
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	430	8.10	0.09	0.08	0.06
East-West Road	7.6	5.7	4.0	1,119	8.10	0.69	0.52	0.36

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations
Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentrat

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	5.2	5.4	4.9
50 Feet from Roadway Edge	5.0	5.2	4.7
100 Feet from Roadway Edge	4.9	5.0	4.6

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

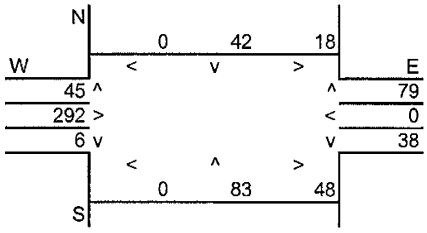
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2005

Roadway Data

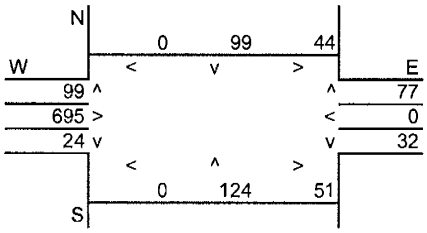
Intersection: 28th/N
Analysis Condition: Existing/Trinity Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	28th	At Grade	4	15	15
East-West Roadway:	N	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	267	N-S Road:	443
E-W Road:	475	E-W Road:	899

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	267	8.10	0.06	0.05	0.04
East-West Road	7.6	5.7	4.0	475	8.10	0.29	0.22	0.15
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	443	8.10	0.09	0.08	0.06
East-West Road	7.6	5.7	4.0	899	8.10	0.55	0.42	0.29

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.9	5.2	4.8
50 Feet from Roadway Edge	4.9	5.1	4.7
100 Feet from Roadway Edge	4.8	4.9	4.6

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

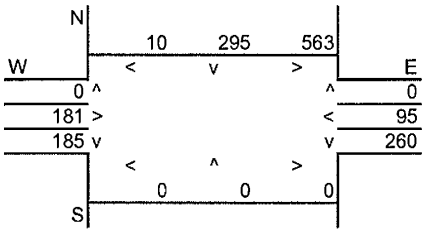
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2005

Roadway Data

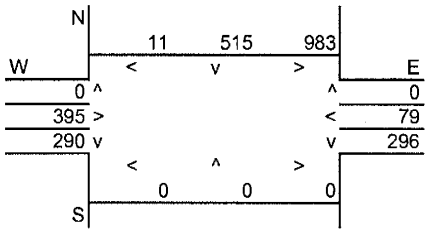
Intersection: 29th/N Street
Analysis Condition: Existing/Trinity Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	29th	At Grade	4	15	15
East-West Roadway:	N Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	868	N-S Road:	1,509
E-W Road:	1,099	E-W Road:	1,753

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	868	8.10	0.18	0.15	0.12
East-West Road	7.6	5.7	4.0	1,099	8.10	0.68	0.51	0.36
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,509	8.10	0.32	0.27	0.21
East-West Road	7.6	5.7	4.0	1,753	8.10	1.08	0.81	0.57

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	5.4	6.0	5.3
50 Feet from Roadway Edge	5.3	5.7	5.1
100 Feet from Roadway Edge	5.1	5.4	4.9

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

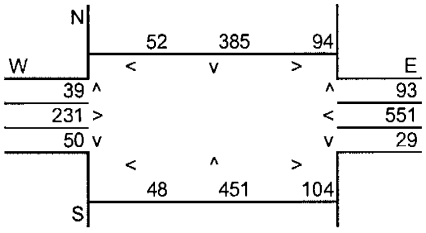
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2005

Roadway Data

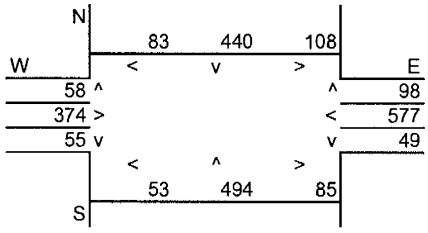
Intersection: Alhambra/Capital
Analysis Condition: Existing/Trinity Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	Capital	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,114	N-S Road:	1,281
E-W Road:	1,102	E-W Road:	1,291

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,114	8.10	0.63	0.49	0.34
East-West Road	2.7	2.2	1.7	1,102	8.10	0.24	0.20	0.15
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,281	8.10	0.27	0.23	0.18
East-West Road	7.6	5.7	4.0	1,291	8.10	0.79	0.60	0.42

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	5.5	5.7	5.1
50 Feet from Roadway Edge	5.3	5.4	4.9
100 Feet from Roadway Edge	5.1	5.2	4.7

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

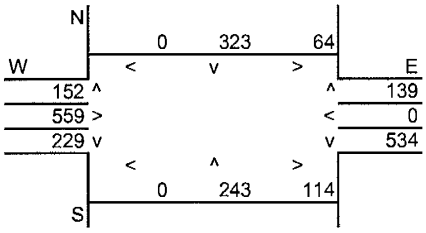
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2005

Roadway Data

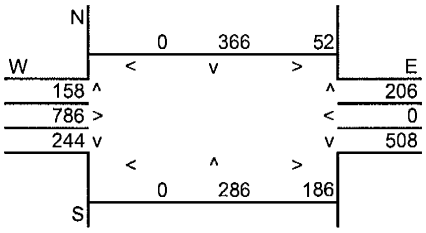
Intersection: Alhambra/J
Analysis Condition: Existing/Trinity Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	J Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,443	N-S Road:	1,590
E-W Road:	1,410	E-W Road:	1,738

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,443	8.10	0.82	0.63	0.44
East-West Road	2.7	2.2	1.7	1,410	8.10	0.31	0.25	0.19
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,590	8.10	0.33	0.28	0.22
East-West Road	7.6	5.7	4.0	1,738	8.10	1.07	0.80	0.56

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	5.7	6.0	5.3
50 Feet from Roadway Edge	5.5	5.7	5.1
100 Feet from Roadway Edge	5.2	5.4	4.9

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

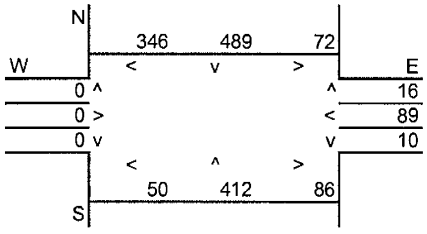
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2005

Roadway Data

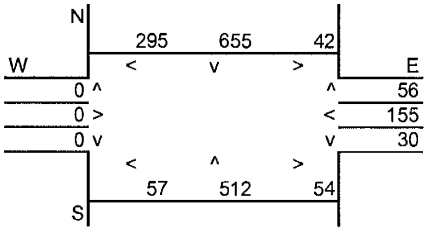
Intersection: Alhambra/L
Analysis Condition: Existing/Trinity Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	L Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,335	N-S Road:	1,560
E-W Road:	485	E-W Road:	507

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,335	8.10	0.76	0.58	0.41
East-West Road	2.7	2.2	1.7	485	8.10	0.11	0.09	0.07
P.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,560	8.10	0.88	0.68	0.48
East-West Road	2.7	2.2	1.7	507	8.10	0.11	0.09	0.07

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	5.5	5.6	5.0
50 Feet from Roadway Edge	5.3	5.4	4.9
100 Feet from Roadway Edge	5.1	5.1	4.7

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

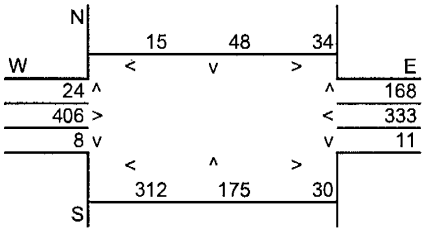
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

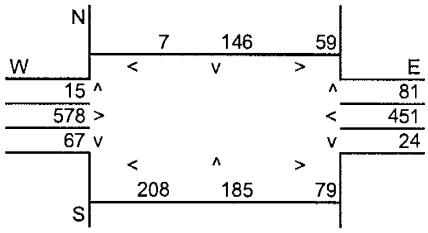
Intersection: 28th/Capital
Analysis Condition: Future/Trinity Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	28th	At Grade	4	15	15
East-West Roadway:	Capital	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	584	N-S Road:	709
E-W Road:	1,098	E-W Road:	1,326

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	584	1.54	0.02	0.02	0.02
East-West Road	7.6	5.7	4.0	1,098	1.54	0.13	0.10	0.07
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	709	1.54	0.03	0.02	0.02
East-West Road	7.6	5.7	4.0	1,326	1.54	0.16	0.12	0.08

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.7	4.8	4.4
50 Feet from Roadway Edge	4.7	4.7	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

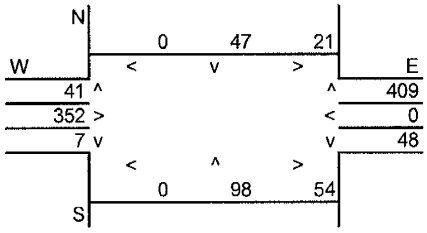
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

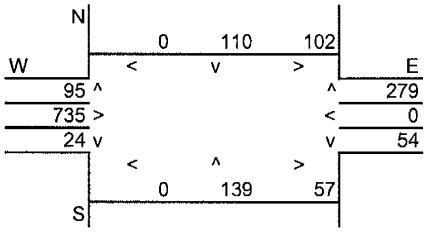
Intersection: 28th/N
Analysis Condition: Future/Trinity Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	28th	At Grade	4	15	15
East-West Roadway:	N	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	616	N-S Road:	725
E-W Road:	884	E-W Road:	1,227

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	616	1.54	0.02	0.02	0.02
East-West Road	7.6	5.7	4.0	884	1.54	0.10	0.08	0.05
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	725	1.54	0.03	0.02	0.02
East-West Road	7.6	5.7	4.0	1,227	1.54	0.14	0.11	0.08

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.7	4.8	4.4
50 Feet from Roadway Edge	4.7	4.7	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

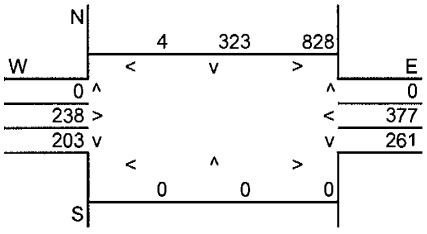
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

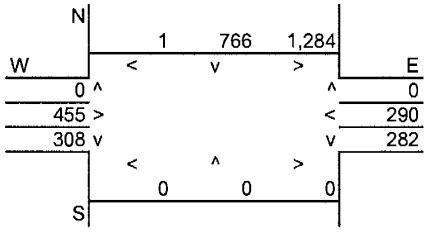
Intersection: 29th/N Street
Analysis Condition: Future/Trinity Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	29th	At Grade	4	15	15
East-West Roadway:	N Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,155	N-S Road:	2,051
E-W Road:	1,704	E-W Road:	2,311

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,155	1.54	0.05	0.04	0.03
East-West Road	7.6	5.7	4.0	1,704	1.54	0.20	0.15	0.11
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	2,051	1.54	0.08	0.07	0.05
East-West Road	7.6	5.7	4.0	2,311	1.54	0.27	0.20	0.14

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.8	4.9	4.6
50 Feet from Roadway Edge	4.8	4.9	4.5
100 Feet from Roadway Edge	4.7	4.8	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

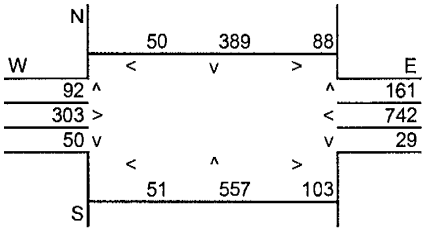
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

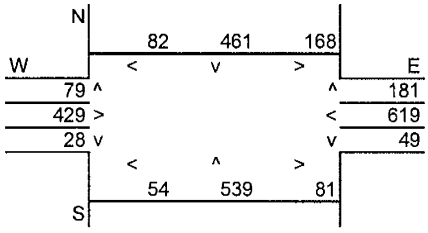
Intersection: Alhambra/Capital
Analysis Condition: Future/Trinity Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	Capital	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,337	N-S Road:	1,510
E-W Road:	1,426	E-W Road:	1,527

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,337	1.54	0.05	0.05	0.04
East-West Road	7.6	5.7	4.0	1,426	1.54	0.17	0.13	0.09
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,510	1.54	0.06	0.05	0.04
East-West Road	7.6	5.7	4.0	1,527	1.54	0.18	0.13	0.09

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.8	4.8	4.5
50 Feet from Roadway Edge	4.8	4.8	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

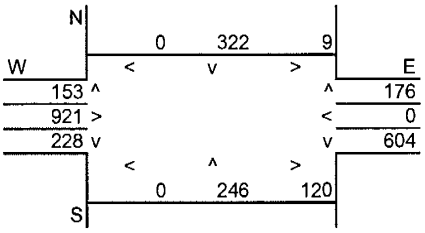
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

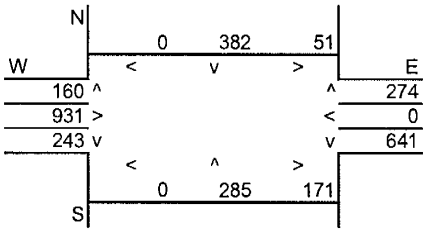
Intersection: Alhambra/J
Analysis Condition: Future/Trinity Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	J Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,520	N-S Road:	1,722
E-W Road:	1,830	E-W Road:	2,068

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,520	1.54	0.06	0.05	0.04
East-West Road	7.6	5.7	4.0	1,830	1.54	0.21	0.16	0.11
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,722	1.54	0.07	0.06	0.05
East-West Road	7.6	5.7	4.0	2,068	1.54	0.24	0.18	0.13

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.9	4.9	4.5
50 Feet from Roadway Edge	4.8	4.8	4.5
100 Feet from Roadway Edge	4.7	4.8	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

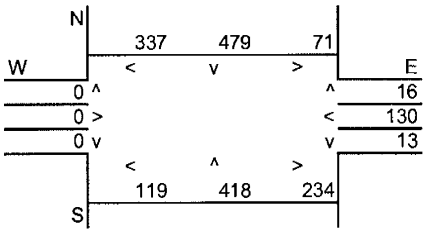
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

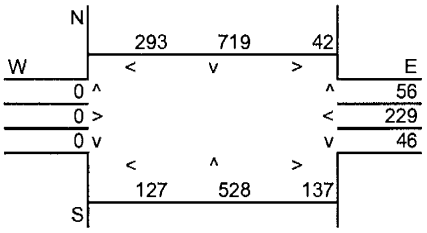
Intersection: Alhambra/L
Analysis Condition: Future/Trinity Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	L Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,321	N-S Road:	1,638
E-W Road:	586	E-W Road:	649

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,321	1.54	0.14	0.11	0.08
East-West Road	2.7	2.2	1.7	586	1.54	0.02	0.02	0.02
P.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,638	1.54	0.18	0.14	0.10
East-West Road	2.7	2.2	1.7	649	1.54	0.03	0.02	0.02

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.8	4.8	4.5
50 Feet from Roadway Edge	4.7	4.7	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

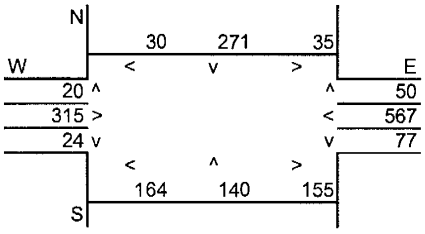
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

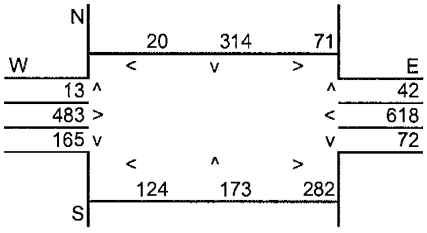
Intersection: 28th/Capital
Analysis Condition: Two-Way/Sutter-Trinity

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	28th	At Grade	4	15	15
East-West Roadway:	Capital	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	831	N-S Road:	1,130
E-W Road:	1,199	E-W Road:	1,568

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	831	1.54	0.03	0.03	0.02
East-West Road	7.6	5.7	4.0	1,199	1.54	0.14	0.11	0.07
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,130	1.54	0.05	0.04	0.03
East-West Road	7.6	5.7	4.0	1,568	1.54	0.18	0.14	0.10

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.8	4.8	4.5
50 Feet from Roadway Edge	4.7	4.8	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

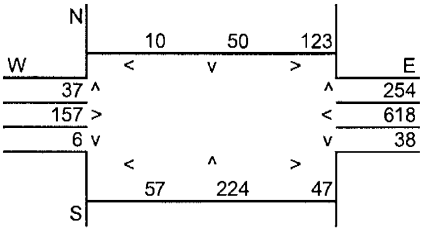
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

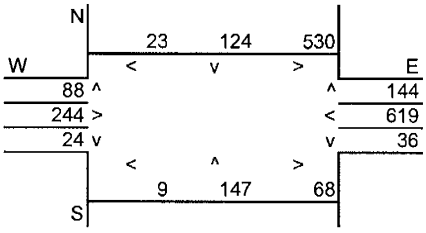
Intersection: 28th/N
Analysis Condition: Two-Way/Sutter-Trinity

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	28th	At Grade	4	15	15
East-West Roadway:	N	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	698	N-S Road:	1,056
E-W Road:	1,237	E-W Road:	1,641

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	698	1.54	0.03	0.02	0.02
East-West Road	7.6	5.7	4.0	1,237	1.54	0.14	0.11	0.08
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,056	1.54	0.04	0.04	0.03
East-West Road	7.6	5.7	4.0	1,641	1.54	0.19	0.14	0.10

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.8	4.8	4.5
50 Feet from Roadway Edge	4.7	4.8	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

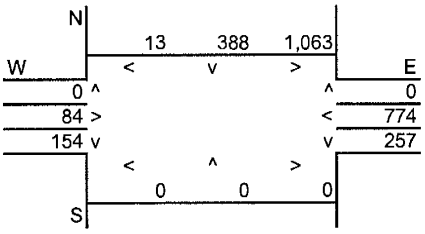
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

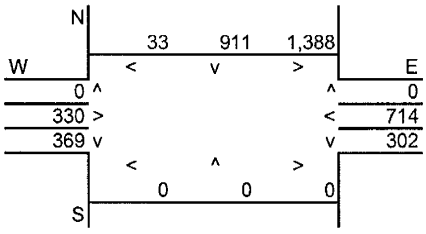
Intersection: 29th/N Street
Analysis Condition: Two-Way/Sutter-Trinity

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	29th	At Grade	4	15	15
East-West Roadway:	N Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,464	N-S Road:	2,332
E-W Road:	2,178	E-W Road:	2,734

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,464	1.54	0.06	0.05	0.04
East-West Road	7.6	5.7	4.0	2,178	1.54	0.26	0.19	0.13
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	2,332	1.54	0.09	0.08	0.06
East-West Road	7.6	5.7	4.0	2,734	1.54	0.32	0.24	0.17

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.9	5.0	4.6
50 Feet from Roadway Edge	4.8	4.9	4.5
100 Feet from Roadway Edge	4.8	4.8	4.5

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

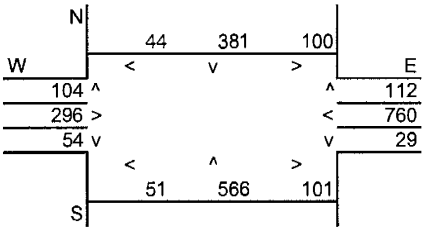
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

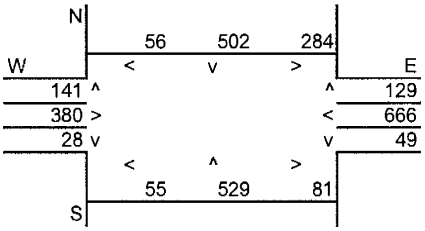
Intersection: Alhambra/Capital
Analysis Condition: Two-Way/Sutter-Trinity

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	Capital	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,307	N-S Road:	1,641
E-W Road:	1,398	E-W Road:	1,589

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,307	1.54	0.05	0.04	0.03
East-West Road	7.6	5.7	4.0	1,398	1.54	0.16	0.12	0.09
P.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,641	1.54	0.18	0.14	0.10
East-West Road	2.7	2.2	1.7	1,589	1.54	0.07	0.05	0.04

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.8	4.8	4.5
50 Feet from Roadway Edge	4.8	4.8	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

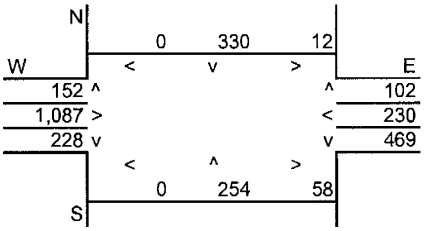
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

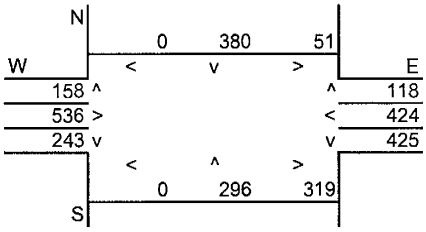
Intersection: Alhambra/J
Analysis Condition: Two-Way/Sutter-Trinity

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	J Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,339	N-S Road:	1,663
E-W Road:	1,958	E-W Road:	1,873

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,339	1.54	0.05	0.05	0.04
East-West Road	7.6	5.7	4.0	1,958	1.54	0.23	0.17	0.12
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,663	1.54	0.07	0.06	0.04
East-West Road	7.6	5.7	4.0	1,873	1.54	0.22	0.16	0.12

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.9	4.9	4.5
50 Feet from Roadway Edge	4.8	4.8	4.5
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10828-02
Project Title: Sutter Health EIR

Background Information

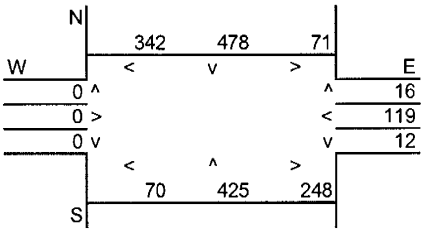
Nearest Air Monitoring Station measuring CO:	T Street
Background 1-hour CO Concentration (ppm):	4.6
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

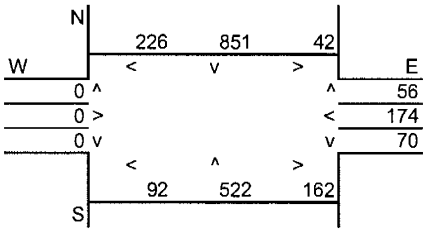
Intersection: Alhambra/L
Analysis Condition: Two-Way/Sutter/Trinity

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Alhambra	At Grade	4	15	15
East-West Roadway:	L Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,332	N-S Road:	1,697
E-W Road:	531	E-W Road:	504

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,332	1.54	0.14	0.11	0.08
East-West Road	2.7	2.2	1.7	531	1.54	0.02	0.02	0.01
P.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,697	1.54	0.18	0.14	0.10
East-West Road	2.7	2.2	1.7	504	1.54	0.02	0.02	0.01

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	4.8	4.8	4.5
50 Feet from Roadway Edge	4.7	4.7	4.4
100 Feet from Roadway Edge	4.7	4.7	4.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

Appendix G Cultural Resources Report

CULTURAL RESOURCES REPORT

SUTTER MEDICAL CENTER, SACRAMENTO, MASTERPLAN PROJECTS AND THE TRINITY CATHEDRAL PROJECT

PREPARED FOR:
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ACKNOWLEDGEMENTS

Special thanks is due to Mike Thompson, Curator, Museum Archives, Department of Parks and Recreation who opened the department's research files and photograph collections thus significantly enriching this study. Likewise, Pat Johnson, Archivist, Sacramento County Museum and Archives Collections, was very helpful in locating and making available materials relevant to the PROJECT area and Sutter's Fort.

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INTRODUCTION

This report provides a focused study to identify historic resources within the vicinity of the Sutter Medical Center Master Plan PROJECTs and Trinity Cathedral PROJECT. The SMCS and TCP, hereafter referred to as the PROJECT, is located in the Midtown Sacramento neighborhood, within a seven-block area adjacent to Sutter General Hospital at 28th and L Streets (Figure 1). The City of Sacramento Planning and Building Department is the lead agency for the preparation of an Environmental Impact Report (EIR).

Roland-Nawi Associates retained TREMAINE & ASSOCIATES, INC. to conduct archival research, consult with Native Americans, prepare a context statement for prehistoric and historical archaeological resources, identify sensitive areas for cultural resources, provide plans for pre-construction investigations in sensitive areas, monitoring construction in sensitive areas, and unanticipated discoveries for the Draft Environmental Impact Report. The study presents the results of this focused study to identify (predict) the types and locations of prehistoric and historic archaeological resources that may survive within the PROJECT area. It also outlines a plan to resolve adverse impacts to cultural resources as a result of these PROJECTs.

EIP Associates, Inc. retained ROLAND-NAWI ASSOCIATES to conduct archival research, prepare a context statement for historical resources, identify significant historical resources, consult with the City Preservation Office, and provide recommendations for the protection of historic buildings and resources. The study provides information regarding the previously identified and unidentified historical properties within and adjacent to the PROJECT area and outline measures to preclude or minimize adverse effects.

Roland-Nawi Associates retained CAREY & CO., historical architects, to address several technical issues, including vibration, excavation, and other possible impacts related to building demolition and construction in close proximity to significant historical buildings. Carey & Co. reviewed historical archival research related to the PROJECT, toured and inspected historic properties in and adjacent to the PROJECT area and reviewed architectural and engineering information for the PROJECT. Their analysis is incorporated into the discussion of potential impacts and recommendations to lessen effects.

PROJECT LOCATION AND DESCRIPTION

The PROJECT area includes seven blocks bounded by 26th Street to the west, N Street to the South, K Street to the north, and 30th Street to the east (Figure 2). With the exception of the empty lot where the recently demolished Tuesday Club stood, lots within the PROJECT boundaries are developed. The area retains the street grid of the original city layout, with central alleyways running east-west through the middle of blocks. Between 26th and 27th Street there are a number of residential structures located on Capitol, L and K Streets. Several of these residences are historical and are included within the boundaries of the city's Capitol Mansions Historic District. The blocks between

27th and 29th Streets are mixed in use and include a number of commercial, associational, medical and religious structures. With the exception of the modern medical buildings, Sutter Hospital, 2800 K Street, and the Buhler Building, the area is characterized by buildings of two and three stories in height, set on single, or in a few cases, double lots. Parking strips and sidewalks provide a separation between the street and private lot lines. Streets are generally lined with mature shade trees which provide a dense canopy in the spring and summer months In close proximity to Sutter's Fort Historic Park, the area is rich in historical resource , both in the built environment and in its potential yield prehistoric and historic archeological data.

The proposed PROJECT includes demolition of several existing buildings and construction of new buildings and structures (e.g., an eight-story new hospital building, a four-story ambulatory services/medical office building, a seven-story parking structure, 52-90 residential units, etc.) plus utility infrastructure improvements to meet City code requirements.

Thirteen of the proposed construction elements have a subsurface excavation component and therefore have the potential to impact prehistoric and historical resources (Table 1; refer to Figure 2). As noted in the table, the proximity of the PROJECT to Sutter's Fort is of primary concern due to the potential for encountering cultural resources associated with the fort and earlier Native American occupations in the area.

No historic buildings will be demolished or destroyed as a result of the proposed PROJECT. However, demolition and excavation for new construction will occur in close proximity to significant properties listed on city, state and national historical registers.

METHODOLOGY

A records search was conducted by the North Central Information Center (NCIC) of the California Historical Resources Information System to identify any known or previously recorded cultural resources (NCIC File No. SAC-04-13). The NCIC record search included a review of topographic maps showing known sites, isolates, and surveys within a one-mile radius to the PROJECT area. Also reviewed were the following sources: National Register of Historic Places; California Register of Historical Resources; *California Inventory of Historic Resources* (1976); *California Historical Landmarks* (1996); *California Points of Interest* listing (May 1992 and updates); Historic Property Data file (Office of Historic Preservation current computer list); GLO Plats, and other pertinent historic data available at the NCIC.

The NCIC search identified one prehistoric site, CA-SAC-34, and nine historic sites within a one-mile radius to the PROJECT area; all of the historic sites are at a distance of one-mile, while the prehistoric site is directly adjacent to the PROJECT area. SAC-34 was first recorded in 1936. The updated record in1958 indicates the prehistoric component was located within Sutter's Fort at a depth "below Sutter occupation level identified by skeletal and artifactual remains in midden matrix." (Curtice 1958). Subsequent excavations at the fort recovered additional human remains (see discussion below). Sutter's Fort is listed in the National Register of Historic Places and is both a

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fig 1

fig 2

National Historical Landmark and a California State Historical Landmark (SHL-525), and a City of Sacramento Landmark.

Archaeological investigations conducted directly adjacent to or within the PROJECT footprint include those carried out at Sutter's Fort (Gebhardt 1960; Olsen 1961; Payen 1961), east of Sutter's Fort at Block KL/28-29 (Brienes and St. Louis-Howse 1983; Peak 1983), and to the south, Block LM/28-29 (Costello 1994; Praetzellis et al 1993). The latter block studies were conducted for Sutter Hospital.

Historic and archeological research was conducted at the Sacramento Archives and Museum Collection Center (SAMCC), the Sacramento History Room at the Sacramento Public Library, the California State Library, City of Sacramento Planning Department, the California Department of Parks and Recreation (DPR) Museum Archives and Sutter's Fort archives. Historic maps (e.g., Sanborn Fire Insurance Maps, Soils maps, Kunzel 1848 map) were scanned and georeferenced to existing plans in an effort to evaluate subsurface resource-sensitivity within the bounds of the PROJECT. The large photographic collections of SAMCC and the Department of Parks and Recreation were reviewed for the information they provided about the history, deterioration, and reconstruction of Sutter's Fort, as well as the development of the neighborhood and its built environment. The County Assessor records were a valuable resource for analyzing settlement and land use patterns over several decades. Several histories of Sacramento were consulted, particularly the invaluable historical survey prepared by Steven Avella.

A walking survey was conducted to verify city data regarding historical buildings and to review the relation of the historic districts to the proposed PROJECT. On May 11, 2004, Department of Parks and Recreation staff led representatives from Roland-Nawi Associates, Carey & Co., and EIP on a preliminary conditions inspection of Sutter's Fort to identify areas of concern regarding the building's condition. Other historic buildings in the area also were visually inspected.

REGULATORY CONTEXT

Standards of Significance

The Public Resources Code defines an historical resource to include, but is not limited to, any object, building, structure, site, area, place, record or manuscript which is historically or archaeologically significant or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California (PRC § 5010.1(j)). An archeological resource may be an historical resource for purposes of CEQA. It is the obligation of a lead agency to first determine if an archeological resource meets the criteria for listing in the California Register of Historical Resources. If so, it must be treated as any other historical resource and the provisions of PRC 21083.2 do not apply (CEQA Guidelines § 15064.25 (c)(2).

In California the standard of historical (including archeological) significance is listing in, or eligibility for listing in, the California Register of Historical Resources. The California Register is the authoritative guide to be used by state and local agencies to identify the

state' historical resources (PRC § 5024.1(a)). It includes properties nominated to and placed on the register by the State Historic Resources Commission, properties listed in or formally determined eligible (under § 106 of the National Historic Preservation Act) for listing in the National Register of Historic Places (PRC § 5024.1(b) and (d)(1)). Both individual properties and historic districts may be listed in the California Register (PRC § 5024.1(e)(1)(2)).

In addition to properties listed, or formally determined eligible for listing, historical resources or districts designated or listed as city or county landmark or locally listed pursuant to any city or county ordinance are presumed to be eligible for listing in the register unless a preponderance of evidence in the record indicates that it is not historically or culturally significant (PRC § 21084.1). Historical resources identified as significant in historical resource surveys conducted by local governments also may be eligible for listing (PRC § 5024.1(e)(3)) if the survey meets one or more of the criteria for eligibility set forth in PRC § 5024.1(g). Further, if a historical resource is not listed in the California Register, is not designated by a local agency, and is not identified as significant in an historical survey, a lead agency may determine that the resource may be an historical resource as defined in the Public Resources Code § 5020.1(j) or §5024.1 (CEQA Guidelines, §15064.5(a)(4)).

The criteria for listing in the California Register are defined in statute (PRC § 5024.1 (C)(1-4)), in the CEQA Guidelines (California Code of Regulations Title 14 Ch 3 § 15064.5 (3)(A-D) and in the Guidelines for the California Register of Historical Resources (CCR Title 14, Ch. 11.5 § 4852(b)(1-4)). These criteria are very similar to the federal criteria for listing in the National Register of Historic Places. The criteria include:

1) It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
2) It is associated with the lives of persons important to local, California, or national history;
3) It embodies the distinctive characteristic of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values;
4) It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

One or more of these criteria may apply to a single property or a district.

In addition to meeting the above criteria, a property or district must possess integrity. Integrity is defined as the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. A property must retain enough of its historic character or appearance to be recognizable as an historical resource and to convey the reasons for its significance (CCR Title 14, Ch 11.5 § 4852(C)).

The City of Sacramento Planning and Building Department will be the Lead Agency for the preparation of an Environmental Impact Report (EIR) for the PROJECT. As the designated CEQA lead agency for the PROJECT, the City of Sacramento is responsible for complying with CEQA's requirements regarding the identification and treatment of

historic and prehistoric cultural resources (CEQA Guidelines, Section 15064.5). Under CEQA, cultural resources must be evaluated to determine their eligibility for listing in the California Register of Historic Resources (CRHR). Negative impacts to eligible resources must be mitigated.

The City of Sacramento is a Certified Local Government (CLG) certified by the National Park Service and the State Office of Historic Preservation under the National Historic Preservation Act. As a CLG the city has agreed to apply the standards of the National Register of Historic Places in the survey, evaluation, and designation of historic properties. The Sacramento City Preservation Ordinance (Sacramento City Code Title 15, Chapter 15.124) specifies the same criteria for local designation as the National and California Registers. Sacramento City surveys adopted by the Design Review and Preservation Board (DRPB) and adopted by the City Council are reviewed by the State Office of Historic Preservation and are entered in the State Historic Resources Inventory maintained by the State Office.

Standards of Significant Impact to Historical Resources

A resource listed in or eligible for listing in the California Register of Historical Resources is a resource that is subject to CEQA review. The Public Resources Code mandates that resources listed or eligible for listing in the California Register be protected, to the extent prudent and feasible, from substantial adverse change. A PROJECT that may cause a substantial adverse change in the significance of an historical resource is a PROJECT that may have a significant effect on the environment (PRC § 21084.1).

Substantial adverse change is defined as demolition, destruction, relocation, or alternation such that the significance of an historical resource would be impaired (PRC § 5020.1(q) and CEQA Guidelines § 15064.5 (b)(1)). Impairment is generally considered a change that demolishes or materially alters, in an adverse manner, the physical characteristics of a resource that convey its reasons for significance or that destroys its information potential. Demolition or loss of a significant historical resource generally cannot be mitigated below a level of significance by documentation, plaques or the salvage and reuse of historic architectural elements (CEQA Guidelines § 15126.4(b)(2)). If a resource is significant principally for the information it may yield, significant impact may be avoided through the systematic excavation of the site in accord with a prepared research design. However, it should be noted that preservation of archeological sites in situ is a preferable treatment (PRC §15126.4(b)(3)(B)).

If a PROJECT conforms with the Secretary of Interior's Standards for the Treatment of Historical Properties, it will generally not cause a substantial adverse change or impair the significance of the resource (CEQA Guidelines § 15064.5 (b)(2)(A-C)).

In accordance with CEQA if the potential for the existence of human remains within a PROJECT is identified, the lead agency shall work with the most likely descendant as designated by the Native American Heritage Commission (CEQA Guidelines, § 15064.5(d)). In addition, the California Health and Safety Code § 7050.5 mandates the treatment and disposition when human remains are encountered at archaeological sites.

These together with guidelines provided by California's Native American Heritage Commission gives Native Americans a voice in respectful treatment of the remains of their ancient ancestors.

PREHISTORIC CONTEXT AND OVERVIEW

ENVIRONMENTAL SETTING

Modern and Historic Environment

The modern setting of the PROJECT area is a dynamic urban landscape that leaves few clues to its past environment. Most of it is built (e.g., hospital, office buildings, restaurants and church) or paved (asphalt parking lots, alleys and streets) with few open spaces with natural landscaping (e.g., grass, trees and shrubs). The limited flora and fauna are species typically found in Sacramento urban settings. A concrete-lined pond on the north side of Sutter's Fort, a remnant of Burns Slough, is the only reminder of what was likely a series of braided sloughs and drainages that crossed the American River flood plain. In addition to Burn's Slough, there was another creek adjacent to, and within the PROJECT area (running east/west, south of the fort) (Stephen Beck, Park Interpretive Specialist, Sutter's Fort State Historic Park, personal communication). Prior to levee building in the late 1800s, these low-lying creeks and sloughs became natural outlets for rising floodwaters that regularly overflowed the banks and spread across the immediate area during the rainy season. The only refuge during flood events would have been the knoll on which Sutter's Fort stood and a few other high spots such as Poverty Ridge and the City Plaza at I and 10th Streets.

Historically, grassland was the dominant vegetation in Sacramento, except along rivers, creeks, and sloughs, where oak (*Quercus* spp.), cottonwood (*Populus* spp.) and willow (*Salix* spp) reside. Two cottonwood trees, which are prominently featured in several Sutter-era drawings of the fort, remain today (Figures 5 and 11). Fish species that inhabit the American River include rainbow trout (*Oncorhynchus mykiss*), speckled dace (*Rhynichthys osculus*), Sacramento pike-minnow (*Ptychocheilus grandis*), suckers (Catostomidae), thicktailed chub (*Gila crassicauda*), and anadromous fishes such as Chinook salmon (*Oncorhynchus tshawytscha*), and sturgeon (*Acipenser* sp.). The wetlands are also home to a variety of ducks and geese (Anatidae). Large game animals are currently limited; however, in aboriginal times, native deer (*Odocoileus hemionus*), tule elk (*Cervus nannodes*), and pronghorn (*Antelocapra americana*) grazed in the area.

Annual average rainfall in Sacramento is 44.4 cm (17.5 inches), most precipitation occurring from October to March. The record for the most rainfall in a single day was 18.4 cm (7.24 inches) on April 20th in 1880.[1] Boasting a Mediterranean climate, the daily average temperature in Sacramento ranges from 8° C (46°F) in December and January to 34°C (93°F) in July. However, temperatures reaching below 32°F in winter and over 100°F in summer are not unusual. Snow in Sacramento is rare but 9 cm (3.5 inches) of snowfall was recorded on January 4th in 1888.

[1] Climate data from http://en.wikipedia.org/wiki/Sacramento,_California. Wikipedia-Sacramento, California, 3/31/04.

Geology and Soils

The PROJECT vicinity is located within the lower Sacramento Valley, bounded on the east by the Sierra Nevada, the west by the Coast Ranges, with the Siskiyou Ranges to the north, and the Sacramento-San Joaquin Delta to the south. Further, it is set south of the current American River channel among natural levee and channel deposits dating to the Holocene (Wagner et al. 1981; Helley and Harwood 1985), at the base of the older (late Pleistocene) Riverbank Formation just east of Business 80, historically referenced as Oak Hill. Based on geotechnical bores for an earlier Sutter PROJECT study, the area is generally underlain with semi-consolidated gravel, sand, and silt (Lowry/Krazan 1993). The topography of this Holocene alluvium and is generally flat with some variable relief (e.g., the knoll on which Sutter's Fort sits).

The soil series mapped in the vicinity of the PROJECT is referred to as Rossmoor Fine Sandy Loam and Cosumnes Silty Loam[2] (Figure 3). Rossmoor soils are associated with the high floodplains along the American River in the Sacramento Valley. This fine sandy loam soil is formed in alluvium, derived from mixed rock sources. Cosumnes series soils are formed from mixed sources (e.g., granitic, metasedimentary and metamorphosed igneous rocks) and occur on low flood plains. Both soil types support irrigated crops, grasses and oaks.

As noted previously, creeks in the vicinity were filled or diverted in the late 19th century. Historically, during Sutter's Era, however, Burn's Slough passed the fort on the north side, flowing southwest. Another small creek or slough may have passed on the south side of the fort according to Stephen Beck (personal communication, 2004), being of interest as it would have crossed the study area.

PREHISTORIC OCCUPATION

Background

The Sacramento Valley was likely occupied and used by humans during the late Pleistocene and early Holocene (14,000 to 8,000 B.P.), however, the archaeological record of such use is sparse. This lack of archaeological evidence is understandable given that such evidence likely is deeply buried under accumulated gravels and silts and few sites have been excavated beyond a couple of meters in depth (Moratto 1984; Meyer and Rosenthal 1997). Thus chronology building in the Central Valley has focused on the latter half of the Holocene (i.e., the last 5000 years) for which the archaeological record is more clearly understood.

Through the efforts of a number of researchers (e.g., Beardsley 1948, 1954; Heizer 1941, 1949; Heizer and Fenega 1939; Lillard et al. 1939; Lillard and Purves 1936; Schenck and Dawson 1929), a tripartite sequence was developed for Central California.

[2] Soils information derived from USDA Natural Resources Conservation Service Official Soil Series Descriptions http://ortho.ftw.nrcs.usda.gov/cgi-bin/osd/osdname.cgi, 3/31/04.

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fig 3

Early, Middle, and Late "horizons" were identified on the basis of temporally diagnostic artifact types and mortuary customs (e.g., Bennyhoff 1950; Gifford 1940, 1947). Following the advent of radiocarbon dating in the early 1950s, attempts were made to correlate this relative sequence with absolute chronometric dates (Fredrickson 1973, 1974; Heizer 1958; Ragir 1972). A series of generalized "periods" associated with regionally based "patterns" and component "aspects" was proposed for the Delta, San Francisco Bay Area, and North Coast Ranges (Bennyhoff and Fredrickson 1969; Fredrickson 1973, 1974). Revisions of this widely accepted scheme, referred to as the Central California Taxonomic System (CCTS), are found in Hughes' edited volume (1994) and White et al. (2002). More recently derived chronological data obtained during the Los Vaqueros PROJECT in Contra Costa County expands upon this three-part sequence to include earlier human occupation in the region (Meyer and Rosenthal 1997). Central Valley prehistory is addressed below within a framework of five temporal periods (Paleo-Indian, Lower Archaic, Middle Archaic, Upper Archaic and Emergent periods) used throughout California.

Paleo-Indian

As mentioned above, little is known about prehistoric occupations in the Central Valley during this early period (12,000-8000 B.P.); however, we have no reason to believe that Paleo-Indian populations did not occupy this area. As is typically noted in cultural resource assessments for Sacramento, "older villages might have existed on extinct land forms, however due to the silting effects of these major rivers [*American and Sacramento*] through time, these landforms would be so deeply buried that they have not been detected as yet" (Gross 2000:20). Flaked stone tools associated with the early part of this period (i.e., 12,000-10,000 B.P.) found elsewhere in northern California include Clovis-like large fluted points that were likely hafted and used as darts on spears propelled by an atlatl. The large fluted points found in Northern California tend to be isolated finds, however elsewhere in western North America they have been found in associated with large bison. This association has led archaeologists to suggest that these early populations were focused on the pursuit of large game. Inferring further, that these folks traveled in relatively small groups, were highly mobile and settled around wetlands (e.g., lakes and rivers) where large game was also likely to congregate.

The latter part of this period (10,000-8000 B.P.) saw a general warming trend (i.e., the Anathermal) resulting in the drying of Pleistocene lakes and an overall shift in flora and fauna distributions. Sites dating to this time identified in northern California are recognized by the presence of large (i.e., dart-sized) stemmed points, collectively referred to as Great Basin Stemmed series (McGuire and Nelson 2002:13). Bifaces, scrapers, cores and items termed eccentrics (better known as crescents) are also characteristic of this time period. Obsidian sourcing conducted on tools from northern California sites indicate that toolstone was acquired from a variety of quarries, some at distances up to 200 km (McGuire and Nelson 2002; cf. West and Welch 2001). Most of these sites are found near ancient lakeshores or within marshlands, leading some to associate the settlement/subsistence pattern with Bedwell's (1970) Western Pluvial Lakes Tradition.

Although crescents are found in southern and northern California and the Great Basin, they are a rare occurrence in the Central Valley. Recent excavations undertaken by

TREMAINE for the Sacramento City Hall PROJECT (I and 10th streets) recovered four flaked stone crescents in deeply buried contexts (i.e., on extinct landforms). Analysis of the artifacts from the PROJECT is in progress. Of the dates obtained so far, the primary occupation of the site appears to be between 3,000 and 8,000 years B.P., however obsidian hydration results indicate the site was in use 10,000 or more years ago. Additionally the presence of crescents, that typically date from 7500 to 8500 B.P. (Garret Fenenga, personal communication 2004), provide credible evidence that the Sacramento area was occupied at a very early time.

Lower Archaic

Like the previous period, the Lower Archaic (8000-5000 B.P.) is poorly understood in the Central Valley. Few sites in the region have been found owing to the fact that evidence from this time period is largely buried, given the depositional environment. Meyer and Rosenthal (1996) discovered a buried component in the Kellogg Creek drainage at about four meters deep (370-420 cm below surface). It yielded a sparse but diverse assemblage, including traces of freshwater mussel, low to moderate densities of faunal material (primarily artiodactyls and small mammals), handstones, millingslabs, large cobble-core tools, and large PROJECTile points and biface fragments (including large wide-stem of Napa obsidian). This assemblage reflects long-term, periodic use of the valley. Macrofloral remains (acorn and cucumber) indicate only short-term seasonal use, probably associated with a highly mobile adaptation. Another Lower Archaic component was recently discovered in downtown Sacramento by TREMAINE, buried 3.5 to 6.5 meters deep. Those studies are ongoing.

Middle Archaic

The Middle Archaic Period (5,000-2,200 B.P.) identified as the Early Horizon under the CCTS is distinguished as one that emphasized hunting, as evidenced by the relative proportions of tools representative of hunting, fishing, and gathering activities. Artifacts characteristic of this period include distinctive shell ornaments and charmstones, large PROJECTile points with concave bases and stemmed points, baked clay balls (used for cooking) and milling tools. Net weights, bone fish hooks, and bone spear tips provide evidence for fishing (Bennyhoff 1950; Ragir 1972). Burials of this period tend to be extended, oriented towards the west, and often contain grave goods such as baked clay balls, charmstones, shell beads, and exotic minerals.

Upper Archaic

Sites associated with the Upper Archaic Period (2200-1000 B.P.) contain substantial midden deposits with shell, mammal and fish bone, charcoal, milling tools, and other artifacts. The number of mortars and pestles increases during this time, indicating a greater reliance on acorn and nuts. The increase in obsidian, shell, and bead assemblages observed at sites of this time period is thought to indicate a greater complexity of exchange networks and social stratification. Burials were more often flexed, as opposed to extended, with varied orientations and notable fewer grave offerings are found, generally involving limited numbers of utilitarian items or ornamental objects (Frederickson 1974). This period is well represented at several large mound sites situated along the Sacramento and American rivers.

Emergent

The Emergent Period dates between 1,000 B.P. and the arrival of the Spanish in central California (i.e., 1800s) and is identified as the Late Horizon under the CCTS (Fredrickson 1973). This period involves a dramatic change in general economy, characterized by large village sites situated on high ground, increased evidence of acorn and nut processing, introduction and use of the bow and arrow (indicated by small projectile points), and use of clamshell disc beads as the primary medium of exchange. Sites from this time period often include items of Euro-American manufacture, such as glass trade beads or worked bottle glass. During the latter part of the period (i.e., within the last 500 years), cremation became a common mortuary practice; grave goods were often burned as well. Like the Upper Archaic Period, several sites along the Sacramento and American rivers have components dating to this time.

ETHNOGRAPHIC CONTEXT

The Nisenan

The PROJECT falls within land occupied ethnographically by the Nisenan (Figure 4). The Nisenan occupied a territory bounded by the crest of the Sierra to the east, the west bank of the Sacramento River to the west, between the Yuba and Feather rivers to the north, and the Cosumnes River to the south (Matson 1972:39; Wilson and Towne 1978:387). The neighboring Miwok, whose main territory is south of the Cosumnes River, occupied a portion of the southern Nisenan territory, from a few miles south of the confluence of the American River to the Cosumnes River (Wilson and Towne 1982:3; *cf.* Bennyhoff 1977). This is thought to have been a recent movement northward by the Miwok as a result of efforts by the Spanish to remove the Miwok to the Missions (Wilson and Towne 1982).

Most Nisenan were unaffected by the missions established elsewhere in California in the 1700s and occupied their native territory until 1826, when Hudson's Bay fur trappers entered the Sacramento Valley. By the late 1840s, Euro-American intrusion and settlement in the valley had significantly impacted the aboriginal way of life. Those who had survived outbreaks of disease (e.g., 1833 malaria epidemic) and hostilities became laborers on Euro-American farms and ranches or were subjugated to reservations established by the government (Johnson 1978:351). By the time ethnographers began to collect information about the Nisenan, only a handful of people were left who knew but few details about life before 1840. As such, ethnographic knowledge of the Nisenan is limited. The early works of Kroeber (1925, 1929), Beals (1933), Merriam (1966) and later studies of Nisenan environment and subsistence by Ritter and Schulz (1972), and the summary treatments by Wilson and Towne (1978, 1982) provide the ethnographic data on the Nisenan from which the following summary is drawn.

The Nisenan, who with the Maidu and Konkow, form a subgroup of the California Penutian linguistic family, are often referred to in the literature as Southern Maidu (Wilson and Towne 1978:387). The basic unit of political organization for the Nisenan was the autonomous triblet, a territory-holding group of one or more associated villages and smaller temporary encampments. The triblet fell under the jurisdiction of a headman,

whose leadership role was limited to times of major decision-making, group hunts, and ceremonies. The village or community group ranged from small extended families of one to two dozen people to large villages comprised of several families numbering over 500 (Kroeber 1925:831). Village houses were commonly semi-subterrranean, dome-shaped structures covered with earth, tule, or grasses. Most villages had an acorn granary and a sweathouse; dance houses (*kum*) were located in major villages (Wilson and Towne 1982:6). Cemeteries were often situated adjacent to villages. According to Bennyhoff, Nisenan burial practices were different from the neighboring Miwok. He noted, "in the Sutter district the semi-flexed position was more popular, and complete secondary cremation was more frequent than primary cremation" (Bennyhoff 1977:49).

The Nisenan exploited the abundant riverine resources, in particular, Chinook salmon, trout, perch, and sturgeon. The acorn, by far the most important resource, was supplemented with seeds, nuts, berries, roots, and game. Tule was an important source of raw material used to construct dwellings, canoes, and other domestic accoutrements. Major villages were located on natural rises, or knolls, ridges, or terraces along the American River and other stream courses, with temporary seasonal occupation sites located near important resources (Kroeber 1925:395; Wilson and Towne 1978).

A variety of stone tools were used, including knives, arrow and spear points, club heads, arrow shaft straighteners, scrapers, pestles, mortars, pipes, and charms. Toolstone used for these items included basalt, steatite, cryptocrystalline, and obsidian (Wilson and Towne 1978:391). Many perishable items were made from wood (e.g., bows, digging sticks, and mortars), tule (e.g., mats, canoes), and plant fibers (e.g., cordage, netting, and baskets). Bedrock mortars, as well as portable variants, were important components of acorn processing technology. However, Nisenan informants claim the highly valued bowl mortars were not manufactured by them or their ancestors (Wilson's field notes referenced in Wilson and Towne 1978:391). Bead necklaces of steatite, clamshell, and whole *olivella* shells, in addition to abalone pendants were traded from neighboring Maidu and Patwin (Wilson and Towne 1978:391). Other items such as salt, feathers, fish and roots were traded with other Nisenan groups.

Nisenan Villages

The Nisenan situated their larger, permanent settlements on high ground along the Sacramento and American Rivers and in the foothills; the valley floor was typically used as temporary hunting and gathering ground (Bennyhoff 1977; Kroeber 1925, 1932; Levy 1978; Wilson and Towne 1978). As described in early explorer and immigrant's journals, Native American villages in the area were fairly large settlements consisting of a series of dome-shaped houses and wicker cribs (granaries) for storing acorn (Grimshaw 1964; Hoover et al. 2002; Leinhard 1941; Moratto 1984).

Several ethnographic Nisenan villages have been identified near the confluence of the Sacramento and American Rivers, *Pusune, Momol, Sekumni,* and *Sama* (refer to Figure 4;cf. Bennyhoff 1977:165, Map 3 and Wilson and Towne 1978:388, Fig.1.). *Sama* was considered the southern-most Nisenan village along the Sacramento River. *Pusune* was an important village, perhaps serving as a regional center for the other smaller villages located along the American River. The archaeological counterpart for *Pusune* has been

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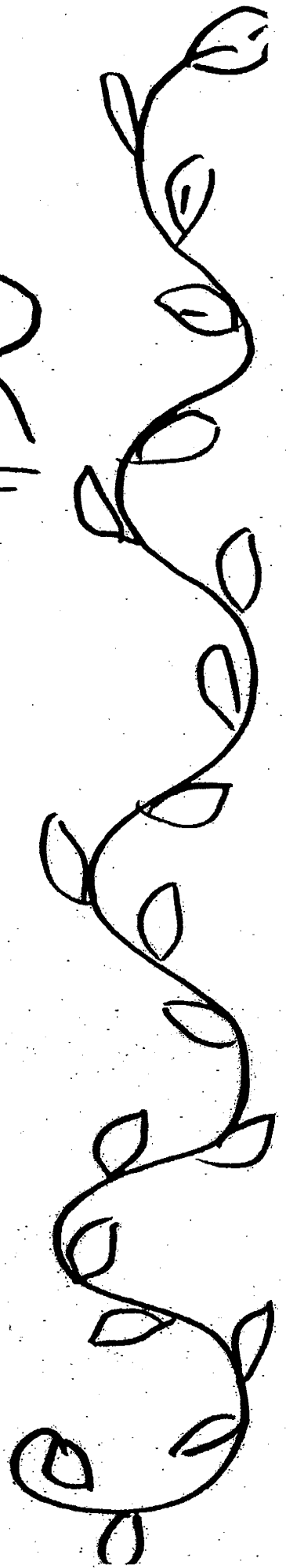

recorded as SAC-26. A second site, located one-quarter of a mile upstream from SAC-26, designated SAC-31 is considered part of the *Pusune* complex or as having had close ties with SAC-26 (Peak and Associates 1978:10). A third site, recorded as SAC-32, is located one-eighth of a mile upstream from SAC-31. A small village identified in an historic drawing (circa 1852) as the Indian village of *Sa'cum* was located in downtown Sacramento, within what is today Cesar Chavez Park, bounded by I, J, 9th, and 10th streets. Although not identified by ethnographers, this village is now documented as a prehistoric site (SAC-38), most recently occupied by Native Americans during the Emergent Period. *Kadema* and *Yusumne* are located just a little further upstream along the American River. Both Nisenan and Kanakas (Hawaiian natives who came with Sutter) occupied the village of *Kadema* during the Sutter Period (Wilson and Towne 1982:21).

Native Americans at Sutter's Fort

John Sutter arrived at the confluence of the Sacramento and American Rivers in 1839, settling in what was at the time Nisenan territory. The knoll on which Sutter placed his fort was an abandoned Indian mound. Sutter is reported to have initially had some problems with the local Nisenan, but largely through persuasion and force he was able to get them to work for him and other settlers (Wilson and Towne 1982:21). Over the years Sutter employed a large number of Indian laborers; his diary lists over 30 Indian tribal names (Sutter 1939). However, the majority of Sutter's Indian employees were neighboring Miwok (*Cosumne*). In fact Sutter moved some of the Miwok workers from their villages along the Cosumnes River closer to the fort; the exact location is unknown (Sutter 1939; Wilson and Towne 1982:21).

Grimshaw (1964), Lienhard (1941) and others who visited Sutter's Fort noted that the Indian workers returned to their rancherias at the end of day; only Indian soldiers stayed at the fort. This suggests that Indian laborers had a long commute to work (refer to Figure 4). As noted earlier, some Miwok escaping from the missions may have resettled within the southern boundaries of Nisenan territory that were closer to the fort; thus their rancherias were not so distant (i.e., along the Cosumnes River). King (1978:65) suggests that some Indians began moving from their permanent villages from 1834 to 1849 "in order to take better advantage of new opportunities" or perhaps because they were displaced by intrusive ranchers. Lienhard (1941:191), who spent time at Sutter's Fort from 1846 to 1850, noted that there was a feud between two groups of Indians who lived only a few miles apart, one referred to as the "Bushumne" and the other "Sacramento" Indians. The former were most likely the inhabitants of *Pusune*, whom were referred to in Sutter's Diary as "Bushuney" (Sutter 1939); the Sacramento Indians may well have been Miwok. It is interesting to note that all the recorded villages sites in Sacramento are ascribed to the Nisenan, therefore it is unknown where Sutter's Miwok laborers camped.

HISTORIC SETTLEMENT

Initial Exploration

Spanish intrusion into the Sacramento Valley occurred in the early 1800s with the initial intent of scouting new mission sites and searching for runaway Native American neophytes, but mostly to investigate rumors of Russian encroachment (Beck and Haase

1974). Moraga and his soldiers from Mission San Jose are credited with being the first to enter the valley (circa 1808) and discover the Sacramento and American rivers, which they named the "Sacramento" and "Jesus Maria." In 1821, another small expedition followed the Sacramento River seeking out Euro-American intruders. Moraga and subsequent Spanish explorers established no settlements; however their exploration created opportunities for others to follow.

Trappers and mountain men explored the Sacramento Valley as early as 1826, leading the way for Euro-American settlement along the Sacramento River. In 1827 Jedediah Smith and his party of fur trappers opened a northern route through California that followed the Sacramento River. The Hudson Bay Company's exploration party, led by John Work, traveled the Sacramento River in 1832. In 1833 an epidemic of malaria (thought to be spread by members of Work's party) killed approximately 20,000 Central Valley Indians. Entire Nisenan villages were decimated as survivors retreated to the foothills (Wilson and Towne 1982:21). Many of the Nisenan villages along the Sacramento River were still deserted in the latter part of the 1830s, as noted by explorers.

While the Spanish missions did not directly impact the Nisenan, things were very different just south of Sacramento. In 1813, near the mouth of the Cosumnes River, a major battle was fought between the Spanish and Miwok (Wilson and Towne 1982:21). A large number of Miwok were captured and taken to one of the missions. Others escaped capture and moved their territory northward (into Nisenan territory) out of reach.

Beginning in 1824, under Mexican rule, land in California was divided into large parcels or Mexican land grants, referred to as ranchos. Land grants were awarded in the Central Valley to create stability in the interior lands of California. By 1846, eight land grants were claimed in Sacramento County, including New Helvitia, granted to John Sutter in 1839.

Sutter Occupation

Named New Helvitia, the first settlement in the Sacramento area (i.e., near the confluence of the Sacramento and American Rivers) was established through a Mexican Land grant in 1839 to John A. Sutter. The site for his settlement was chosen because it was on high ground and near a safe landing place. Sutter brought with him some European settlers and several Native Hawaiians (Kanakas). By 1841, Sutter had built an adobe fort on the knoll, relying heavily on local Native American labor (Figure 5). At the time of Sutter's arrival, some of the Mission Indians (presumed to be Miwok) had returned to or had retreated to the interior valley. Thus Sutter was able to communicate in Spanish with a few of the Indians he encountered along the Sacramento River, including those occupying the spot where he landed.

Sutter's endeavors included planting wheat, building a flourmill, diverting water from the river for irrigation, grazing stock, and running a boat that handled freight and passengers between the fort and San Francisco. Again, much of the work relied on Native American labor.

Figure 5. Historic Drawing of Sutter's Fort (Revere, 1847).

Throughout the 1840s, Sutter's Fort was a destination for immigrants traveling to northern California from Oregon and points east, serving as a trading post and a place of refuge (Hoover et al. 2002:302). Sutter sought to capitalize on the steadily growing emigrant traffic by supplying flour and lumber, commodities necessary to establishing new farms and homesteads (Avella 2003:24). With the help of a group of Mormons, Sutter built a grist mill on the American River in 1848, and shortly thereafter, he set out to construct a sawmill near Coloma. He also laid out a town to be known as "Sutterville." Located on high ground along the Sacramento River near the present-day Sutterville Road, the town site was about a mile southwest of the fort. Surveyed by John Bidwell and Lansford Hastings, it was to contain 200 lots (Avella 2003: 26).

Sutter's plans were interrupted by the discovery of gold near his sawmill in Colusa. Although Sutter sought to keep the discovery secret, the news quickly leaked out. Merchant Sam Brannon, who had set up a store at the Fort in 1847, quickly stocked up on with mining goods and then proceeded to announce to the world that gold had been discovered in California (Avella 2003: 28-29). While Brannon became rich, Sutter profited little from the gold discovered on his land. Already engaged in numerous ownership disputes as a result of inaccurate surveys of his Mexican land grant, and deeply in debt to creditors, his holdings were soon overrun by gold seekers. He lost his claim to the Sutterville townsite to Lansford Hastings, to whom he owed money, and soon after he retreated to his hock farm on the Yuba River. Sutter left his son, John Sutter, Jr. to deal with his complex web of financial troubles and contentious land claims.

Establishment of the City of Sacramento

Although the City of Sacramento is situated on land granted to John Sutter, Sr., the city's owes its origins to Sam Brannon and to Sutter's son, John Sutter, Jr. Brannon, wanted to move his store from the Fort to a location along the river front where miners coming from San Francisco landed (Avella 2003: 32-33). He first approached Hastings for free land at Sutterville. But when Hastings would not meet his terms, Brannon set up instead near Sutter's Embarcadero at the foot of K Street. Brannon's selection of a site was the first step in establishing the City of Sacramento. Along with another merchant, Samuel Hensley, Brannon persuaded John Sutter, Jr. to survey and plat his father's holdings, with the promise that the sale of lots could be used to retire the elder Sutter's debts. A fourth partner, Peter Burnett garnered one-fourth of the proceeds of all lot sales in return for his legal services.

In 1848, Sutter, Jr. hired William Warner to conduct a survey which imposed a grid pattern on the land east of the embarcadero with east-west streets designated by numbers and north-south streets by letters of the alphabet. Sutter dedicated streets and alleys and ten public parks to the city. [Avella 2003: 31). The original grid extended east from the Sacramento River (Front Street) to just beyond the Fort and south from Sutter's Slough (at approximately 6th and I Street) to where Broadway is today. City blocks were laid out with twelve lots to a block, divided by a central alley (Sacramento County Assessor 1850). Lot sales commenced in January1849. Sutter insisted on a maximum lot cost of $250.00, however, this restriction no longer applied once a lot was sold and land costs quickly escalated to huge sums. The large lots of the original survey were readily divisible into smaller, more urban parcels, a fact that led many land speculators to buy multiple lots in anticipation of future sales.

As the "gateway" to the gold fields, mining and the business of supplying miners served as a basis for the city's early economy. Sacramento quickly became a mercantile center in which several dealers in groceries and dry goods could become wealthy over night. It was by this means that merchants, Charles Crocker, Leland Stanford, Collis Huntington, and Mark Hopkins to amass the capital to secure the franchise to built the western portion of the Transcontinental Railroad in 1862 (Eifler 2002: 59). Although all four of these entrepreneurs eventually deserted the city for the greater sophistication of San Francisco, the railroad remained centered in Sacramento. A major terminus and shop yard were established in the downtown (Thompson 1886: 40) The railroad employed large numbers of unskilled labor as well as a substantial white-collar management class which swelled the city's population. By the 1880s, Southern Pacific was the city's largest employer (Avella 2003:58). Besides stimulating the economy of the region, the railroad's demand for labor played a major role in diversifying the population of the city, attracting recent immigrants from Germany, Italy, Portugal and southern China.

The railroad also played a role in making Sacramento the principal agricultural processing and transportation center for the Central Valley. Wheat was important in the early years, with "luxury" fruit and vegetable crops becoming more dominant as time passed, particularly after the invention of the refrigerator car in the 1880s. Canneries were present in large numbers and seasonally employed a large, frequently female labor force.

In 1854 the state capitol was moved to Sacramento with the capitol building completed in 1869 (Avella2003: 43). However, government did not loom large in the city's economic life in the 19th- century. The legislature met only periodically, and the number of government agencies and offices remained small until the middle of the 20th Century.

Growing population created a demand for housing at all income levels (U.S Census 1860; 1890; 1910). With the rivers forming natural barriers to expansion on the north and west, the city expanded east and south. By the 1890s urban residential development began to etended east beyond 17th Street. This was no doubt assisted by the development of an urban transportation system beginning in the late 1850s. By the 1890s there were twelve lines running from downtown to outlying neighborhoods, including two, the J Street and the M Street lines, that ran through what is now the PROJECT area (Rodda 1987). In an era before the automobile, development often followed street car lines and this appears to have been the case with the Sutter's Fort area.

Project Area History

The PROJECT area between 26th and 30th and K and N lies within the original Sutter grid. Like much of the land within the city boundaries, it sold rapidly with approximately one-third of the lots sold by 1850 and over two-thirds by 1860 (Sacramento County Assessor Map Books 1850-1915). By 1870 all of the platted lots had been sold (Sacramento County Assessor Map 1870-71). Although the land was rapidly purchased, it development progressed slowly. Between 1859-1900 lots sold briskly with an observable trend to the consolidation of ownership within blocks (Assessor Maps 1860-1900). A good example of this is Phillip Scheld, owner of the Sacramento Brewery who

first acquired the entire block in which the brewery was located and then consolidated ownership of the two blocks between 28th and 26th, immediately west of the brewery. The two blocks of Sutter's Fort were entirely owned by Benjamin Merrill, a Chicago businessman by 1870. The block where the Sutter Hospital now stands was divided among three owners (Sacramento County Assessor Map 1890).

In the 1860s there were only two buildings within the PROJECT area – Sutter's Fort and the Sacramento Brewery. While the brewery appears to have been thriving in this period, the fort was suffering from progressive deterioration (See section below). The Brewery was constructed in the 1840's as a warehouse and distillery for Sutter's Fort and purchased by Scheld in 1852. Located in the southwest corner of the block between 28th and 29th, L and M the brewery underwent a number of alterations and expansions during its lifetime (National Register Nomination 1982). In 1880 Scheld acquired the entire block in which the brewery was located (Sacramento County Assessor Map Book 1880). The brewery itself was never expanded beyond the lower one-third of the block, with the remaining land around it used for stables, storage, shipping and other activities related to the brewery business (Sanborn Fire Insurance Maps 1895,1915). It should be noted that the adjacent block, between M and N, was developed in the 1890s to house the Central Electric trolley cars and power house (Sanborn Fire Insurance Map, 1915). These two blocks, near the perimeter of the original Sutter grid, gave the area a distinctly industrial flavor in the 19th century. By the 1890s a commercial bakery located on the corner of Capitol and 27th had joined these businesses.

Even by 1895 the area remained sparsely populated, with three dwellings noted in the lower half of the current hospital block. The only other houses were located along the south side of Capitol Avenue in the block between 27th and 28th (Sanborn Fire Insurance Map 1895). The area was predominantly agricultural even though many of the blocks had been re-subdivided into sixteen parcels per block. The few existing houses had small barns and agricultural outbuildings. Photographs of Sutter's Fort in the 1880s and '90s show open fields, grazing livestock and barns.

All of this changed between 1895 and 1915. With the extension of the street car line, the neighborhood became quite fashionable and a number of palatial houses were located along Capitol Avenue. These houses, many of which are now within the boundaries of the city's Capitol Mansions Historic District (see below), were built in a variety of styles popular in the period. These include late Victorian Queen Anne, Arts and Crafts and Prairie Style. Less prepossessing houses were also constructed along L Street, K Street and 26th. By 1915 the ambiance of the neighborhood had shifted from rural to urban.

In addition, a number of associational and religious buildings were constructed between 1900 and 1930. In 1901 the Episcopal Diocese constructed a simple, clapboard church and, shortly thereafter, they also built a masonry neo-gothic building known as "Greystone." Adjacent to each other on a multi-parcel lot on Capitol Avenue between 26th and 27th, they presented a somewhat incongruous picture with the masonry building overwhelming the simple colonial style church. The church property was flanked at both ends of the block by dwellings. This original church and administration complex was replaced in the mid-1950s by the current cathedral and the west end of the block was sold for the construction of a medical building (St. Lukes) (Interview Rev.Jim Richardson, personal communication). In 1915 the prestigious Tuesday Club, a women's social

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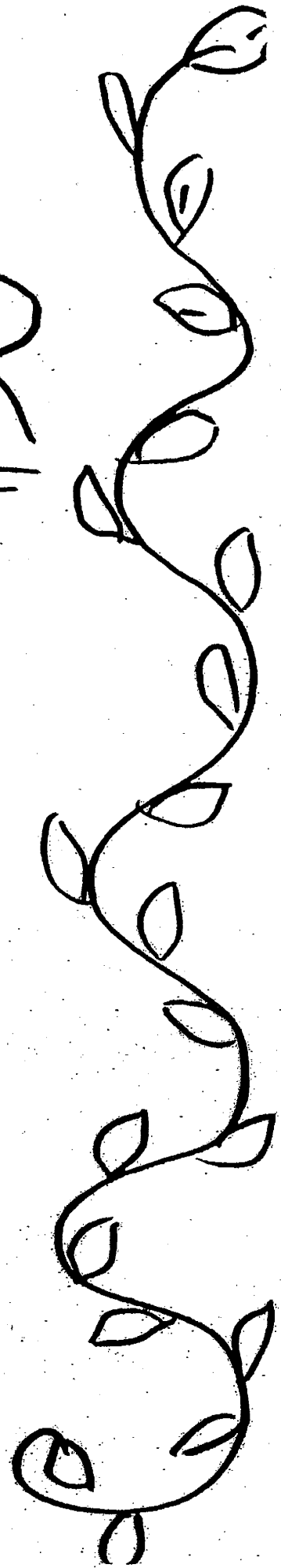

organization, constructed a building to house their activities in the 2700 block of L Street across from Sutter's Fort (Sanborn Fire Insurance Map 1915). In 1926 they were followed by the Pioneer Congregational Church which constructed an impressive Gothic Revival church and administrative center next door. A year earlier, the Eastern Star built a hall on the opposite side of the Fort near the corner of K and 28th Street)City of Sacramento Survey forms 1996). Sometime later, the Masons built a Scottish Rite temple adjacent to the Tuesday Club (Sanborn Fire Insurance Map 1915-52).

In the 1920s a consortium of local physicians erected a new hospital on the half block behind the old brewery (Avella 2003: 92) The brewery itself was transformed into a restaurant, and after the end of prohibition, a popular tavern. In this same period, the building was extensively remodeled to its present appearance (National Register Nomination 1982). A commercial building was located on Capitol at the corner of 29th Street in 1926. Along with the restored Fort Building (see below) the eastern-most blocks of the neighborhood had, by the 1920s, taken on a heavily institutional composition while the blocks below 27th Street were predominantly residential.

This pattern of land use has remained essentially the same until today. In the 1930s, businesses replaced housing at the northwest corner of 28th and K Street to the east of the Eastern Star Hall. A service station was built on the northeast corner of K. (Sanbron Fire Insurance Map 1915-52). In the 1960s, a new and larger Sutter Hospital was constructed in the blocks between K and L Streets. More recently a cancer center has been built on the lot occupied by the original hospital.

PREVIOUS PREHISTORIC AND HISTORIC RESEARCH WITHIN PROJECT AREA

PREVIOUS ARCHAEOLOGICAL RESEARCH

The only archaeological investigations within or adjacent to the PROJECT area were undertaken at Sutter's Fort and blocks KL/28-29 and LM/28-29. The primary focus of these studies was historical, however some prehistoric components were encountered within the bounds of Sutter's Fort. The first excavations at Sutter's Fort were undertaken in 1889 (prior to its reconstruction in 1892) to determine the location of the fort walls and buildings (Davis 1892; Lortie 1980). This attempt at historic archaeology was considered "primitive" at best and resulted in the discovery of a coal pile indicating the location of the southwest corner of the fort, where the blacksmith shop stood. Subsequent excavations of a more technical (and professional) nature were conducted between 1955 and 1961 (Gephardt 1960; Olsen 1961; Payen 1961). .

Sutter's Fort Investigations

The first formal excavation at Sutter's Fort took place from March 1955 to May 1955. This excavation was conducted as part of an archaeological field school in a cooperative effort between Sacramento State College and the California State Division of Beaches and Parks. A brief report on file at the DPR museum archives lists personnel

who worked on the PROJECT, a summary on the location of excavation units and a list of artifacts recovered from Pit 1 (a pocket knife, 1899 dimes and broken glass).

Later, controlled, archaeological investigations were undertaken at Sutter's Fort by Charles Gephardt and the California Division of Beaches and Parks in 1957-58 to determine the location and dimensions of the original fort (Gephardt 1960). One of the goals of Gephardt's research was to test the historic research by Hero Rensch, a state park historian who claimed that the Grunsky Plan (on which the restored fort was modeled) inaccurately portrayed a fort smaller than Sutter's original construction. While Gephardt was conducting his excavation, the Kunzel map (Figure 6) was discovered. As predicted by Rensch, the Kunzel map (now widely accepted as the most accurate depiction of the fort as it stood in 1848) shows a footprint much larger than that of the reconstructed fort. Gephardt was able to establish the original location of several walls, the shoemaker's shop, and two wells (Gephardt 1960).

During Gephardt's archaeological investigation at Sutter's Fort two Native American burials were encountered. The skeletal remains along with an obsidian projectile point, a basalt projectile point, a clam-shell disc bead, and a white glass trade bead were found at a depth of 27" (Gephardt 1960:21). The burials were located within excavation trench C, which ran parallel to the east wall of the central building. Although the presence of the glass trade bead is indicative of post-contact occupation, Gephardt stated that this research gave "direct evidence that Sutter's knoll was an Indian habitation and burial site before Captain Sutter elected to build there." (Gebhardt 1960:8). Results of the 1955-57 investigations indicate that SAC-34 was a village site occupied during the Middle to Upper Archaic periods (4500-1500 B.P). A later component, dating from about 1500-200 B.P., appears to have been occupied on a temporary basis. Gephardt suggests that the site had been abandoned at the time of Sutter's arrival in 1839.

According to Gephardt (1960:21,22) additional burials were encountered earlier during installation of a fireplace in "the northeast corner of the ground floor of the Kyburz Annex, immediately north of the central building" and later in 1959 while State Division of Architecture employees were renovating the central building. The latter remains were found at the northwest corner of the central building.

Excavations at the fort continued through 1960, most through the efforts of the California Division of Beaches and Parks. Findings are reported in two volumes (Olsen 1961 and Payen 1960) much of it adding to what Gephardt had already reported. Olsen's (1961) volume included additional information on the prehistoric cemetery complex, which is represented by 23 burials. Over two-thirds of the burials contained associated grave goods that included *Haliotis* ornaments, *Olivella* shell beads, bone whistles and tubes (see Appendix A, Site Records for CA-SAC-34). The full extent of the cemetery associated with the SAC-34 village site has not been determined.

KL/28-29 Investigations

Brienes and St. Louis-Howse (1983) conducted an historic study of the KL/28-29 block prior to construction of the Sutter Hospital facility. By PROJECTing the Kunzel map onto a street map of Sacramento, they found that the east adobe falls within Lot 1 of the KL/28-29 block. Based on their archival research, Brienes and St. Louis-Howse

suggested the possibility that archaeological excavations on Lot 1 of the block may reveal remnants of the east adobe associated with Sutter's fort. Test excavations conducted by Peak & Associates in the area proposed by Brienes and St. Louis-Howse as the location of the adobe (refer to Peak & Associates 1983:13, Figure 2) did not recover any traces of the structure; however, they suggested additional historic research before coming to any conclusions regarding the potential for encountering the adobe remains during future excavations (Peak & Associates 1983:23). Subsequent research revealed that after abandonment in the early 1850s, the building had been obliterated by a series of floods, in particular those occurring between December of 1861 and February of 1862 (Peak & Associates 1984:42). Evidence of these flood events is apparent in the silt lenses encountered during excavations (Peak & Associates 1984:42). Although no structural remains of the adobe were found, a number of artifacts dating to the period of occupation (i.e., 1845 to 1853) at the east adobe were recovered during excavation and construction monitoring (Peak & Associates 1984:43).

LM/28-30 Investigations

Archaeological investigations at the LM/28-29 block conducted for the proposed Sutter Oncology Center anticipated a wide range of archaeological deposits including a possible prehistoric component with burials, Sutter-era walls and features (e.g., the corral complex), and turn of the twentieth century features (Costello 1994:5; cf. Praetzellis et al. 1993:ii). Testing undertaken in 1994 by Costello in the northeast quarter of the LM/28-29 block included excavation of five trenches and eight excavation exposures (to a maximum depth of four feet) for a total of 319m^3 (refer to Costello 1994:12, Map 7). One deposit, identified as Phase II/Stratum 2, yielded nineteenth century artifacts, whose vertical placement within the matrix appeared to be the result of local flood events rather than "*in situ* occupation debris" (Costello 1994:23). The artifacts recovered are those typically associated with early Sacramento material culture dating from 1850-1875 (e.g., black and green bottle glass, white improved earthenware, brick fragments), "and are representative of the debris carried by local flooding." (Costello 1994:24). Costello concluded, "it is very unlikely that any significant cultural features are present in the remaining undisturbed portions of the PROJECT area" and monitoring for the construction phase was considered unnecessary (Costello 1994:24).

HISTORIC ARCHEOLOGICAL RESOURCES: POST-SUTTER OCCUPATION BLOCK STUDIES

Studies of block occupation and use over time are invaluable tools for determining an area's potential to contain important cultural deposits. These studies take into consideration the activities that occurred on the block, the likelihood that such activities would have formed a cultural deposit, and whether or not the deposit continues to exist (Schulz 1979). Block summaries have been reported elsewhere for KL/28-29 (Brienes and St. Louise Howse 1983; Peak & Associates 1983) and LM/28-30 (Costello 1994; Praetzellis et al. 1993). Brief summaries for the other PROJECT blocks are provided in Roland's (2004) report. Therefore, this report aims only to provide a context for the types of artifacts and features that may be encountered during subsurface construction activities.

The earliest historic occupation and use of the area was in association with Sutter's Fort (i.e., pre-Gold Rush era). As shown in the overlay of the 1848 Kunzel map (refer to Figure 6), the fort corrals extended onto L Street overlapping onto the L-M/27-28 and LM/28-29 blocks. The row of buildings (southwest adobe) delineated in the southwest corner of the Kunzel map appears to be located within the northern half of the MN/27-28 block.

Although the city of Sacramento was booming in the 1850s and 1860s, most of the growth occurred to the west of the PROJECT area. Few people living near Sutter's Fort were listed in the city directories during those early decades. It appears that there was little to draw people to the area (i.e., no businesses located nearby and too distant to commute to jobs downtown). Things improved a little after reconstruction of the fort in the 1890s. As Figure 9 demonstrates, in 1895 the area was still sparsely developed; the two blocks directly to the south of the fort were empty, with the LM/26-27 block labeled "vacant field." The brewery (now the "Old Tavern" at the corner of 28th and M Streets) appears to have provided the main means of economic support.

The later Sanborn map (Figure 10) shows L Street reconfigured to accommodate the state park. As pictured in Figure 10, the blocks south of Sutter's Fort (circa 1915) were a mix of residential, religious, commercial, and associational structures (e.g., Pioneer Church, Trinity Church, a bakery, and the Tuesday Club). When comparing Figure 9 with Figure 10, it becomes apparent that between 1895 and 1915 some smaller residences had been demolished and were replaced by larger, mostly religious (e.g., church) buildings. Remnants of these earlier structures (e.g., foundations) may have survived as well as privie pits and other backyard structures associated with them. Although water closets were in use by the 1870s in Sacramento, many backyard privies were still being used at the turn of the century (Praetzellis and Praetzellis 1993:75). Privies, in addition to wells and cisterns, became receptacles for everyday refuse such as food remains (e.g., bones, cans and glass containers), broken dinnerware (e.g., porcelain and ceramics), and personal items (e.g., toothbrushes, perfume bottles, buttons, etc.) and thus can be significant finds. Debris from commercial occupations (e.g., Tavern refuse) is likely to have survived as well.

PREVIOUS HISTORICAL RESOURCE SURVEY AND DOCUMENTATION

The City of Sacramento has undertaken several historic building surveys in the area of Sutter's Fort and the proposed Sutter Medical Center PROJECTs. In the 1980s a survey was conducted and a large " Sutter's Fort Preservation Area" was identified.. The district's boundaries extended from 21st Street on the west, to 29th Street on the east, and from the center alley between K and L Streets on the north to R Street on the south. Contributing buildings were identified, and survey forms were completed by Historic Environmental Consultants. Unfortunately only a portion of these forms are still available in the City files. In 1996 the City undertook a survey update in which several of the buildings in the District were recorded.

National Register nominations and City Landmark designations also provide additional documentation of historic properties in or adjacent to the PROJECT area. The most complete and useful is the report and architectural drawings prepared by Bob McCabe, historical architect in 1982 for the Old Tavern Building. Thomas Winter, historic

architect, prepared a National Register Nomination for the Eastern Star Hall in the late 1990s. Historic Environmental Consultants also provided historic and architectural information regarding Pioneer Congregational Church as a part of a City Landmark Nomination.

DESCRIPTION OF RESOURCES

SUTTER'S FORT AND SUTTER' FORT HISTORIC DISTRICT

The most significant historical resource in the vicinity of the PROJECT is Sutter's Fort. It is a nationally significant historic site associated with John Sutter, the gold rush, American emigration to California, the Mexican period of California history, the founding of the City of Sacramento and it is a unique example of a fortified private settlement in the West. It is a National Historic Landmark, is listed on the National Register of Historic Places, is a City of Sacramento Landmark, and part of the two-block City of Sacramento, Sutter's Fort Historic District, as well as a State Historic Park. It is both an historic building complex and an archeological site with both surface and subsurface manifestations.

In addition to the Fort, the District includes two buildings, outside the Fort walls, the California Indian Museum and a comfort station.

Physical Description

The Fort consists of four adobe brick walls 18 feet tall and 2 ½ feet thick, enclosing an area of approximately three acres (2 city blocks). Square, hip roofed defensive towers intersect the wall at the southeast and northwest corners. Large wooden gates are found on the south, east and north walls, with the principal entry on the South facing L Street. The inner courtyard is occupied by a two-story central adobe building and a number of smaller buildings and structures arranged around the interior of the walls. The central building is the only original building to survive from the 1840 fort constructed by John Sutter. It was first restored by the Native Sons of the Golden West beginning in 1891. It has subsequently been restored in the 1950's by the California Department of Parks and Recreation to more closely accord with documentary and archeological information regarding the original fort. The central building is a restoration, while the walls and other interior structures are historic reconstructions.

The Sutter Historic District is bounded by 28th Street on the east, 26th Street on the west, K Street on the north, and L Street on the south. Its boundaries are coextensive with those of the Sutter's Fort State Historic Park and with the National Landmark District.

Buildings and Structures within the district include:

- Fort
- California Indian Museum
- Comfort Station
- Grounds

Grounds:
The building grounds, originally unlandscaped, were converted in 1904 into a designed urban park under the supervision of John McLaren, one of the principal architects of Golden Gate Park and its long-time superintendent. The grounds have not been evaluated for historic significance.

California Indian Museum:
The museum is an adobe building constructed in 1941. The building lies within the boundaries of the National Historic Landmark and the City Sutter Historic District. The museum building may be eligible for listing in the California Register of Historical Resources in its own right and it contributes to the Sutter's Fort Historic District.

Comfort Station:
This is a circa 1940s restroom with later additions to the rear. It does not appear to contribute to the Fort's significance.

History and Background

Sutter chose as the site for his fort, "the highest ground possible" (Gwinn 1931:6). The first buildings were simple wood frame structures covered with tule thatching. When enough adobe bricks were made, at the hands of Indian laborers, a 40-foot long adobe and wood beam building was constructed. This building contained a blacksmith shop, kitchen and Sutter's private residence. After a fire demolished the building, a second building was constructed in the early part of 1840, this time incorporating it as part of the overall fort configuration (Gwinn 1931:7). The fort was built over a period of four years, from local timber and adobe and lumber purchased from Sunol. It was also supplemented with structures and accoutrements removed from Fort Ross and Bodega which Sutter purchased from the Russians (Gwinn 1931:10). By 1944, the Fort "consisted of an outer wall, 3 feet thick, 18 feet high, enclosing a rectangular space of about 500 by 150 feet." (Gwinn 1931:14). Bastians were constructed at the corners. The north side of the fort was bordered by a creek (later known as Burns Slough), which derived from the American River. The interior was divided into several rooms and shops. Over the years, the interior underwent a number of changes, reflecting the need for additional shops storerooms, etc.

In addition to the buildings constructed within the walls of the fort, two additional outbuildings were erected, one to the southwest of the fort and another larger structure, to the east (Figure 8). Built in 1845 and constructed of adobe, the eastern building was originally used as immigrant barracks and later a granary. The building to the southwest was a small adobe house occupied for a period by Dr. Bates (Leinhard 1941:71). The C.C. Smith & Company (the "& Company" being Samuel Brannan) was first established in the old southwest adobe building in 1847 and later moved to the east adobe after the gold rush. Brannon later became sole proprietor of the store. Grimshaw, who visited the fort in 1848-1850, provided a detailed description of the east adobe and mentions "The only other building outside the Fort was a small adobe house not far from the South gate. It bore the legend *Retail Store S. Norris* and had formerly been used as a shelter for Sutter's Vaqueros." (Grimshaw 1964:23). Both the east and west adobes are pictured in Revere's 1947 drawing of Sutter's Fort (Figure 5).

During the gold rush period, the east adobe building became a general merchandise store and in its latter years, a hospital. Other merchants had established stores within the wall of the Fort at the same time and include Hensley & Reading (who in 1849 built the first frame building at the corner of I and Front streets in Sacramento), Murray & Lappeas, Pickett & Company, Priest, Lee & Company (who also established a store in Sacramento), and Sadgett & company (Morse 1854:1). The *Placer Times* was published from the Fort in 1849, with E.C. Kemble as its editor.

In the early part of the summer of 1850, Dr. Craigan, of Washington, D.C. established a hospital (asylum of Esculapius) at the Fort in the "old adobe building" (east adobe) formerly used as Brannan's store (Morse 1854:9). Soon after, Drs. Deal and Martin established a second hospital, located in one of the bastions of the old Fort, to treat the growing number of invalids. By this time, however, the adobe walls of the corrals to the south and east of the fort had been removed and used as fill for the streets and nearby creeks.

By 1854 the fort was in a state of disrepair, as noted by Dr. John Morse when speaking of the fort in his *History of Sacramento* included in the Sacramento Directory for the year 1853-54:

> "It had become identified with every sketch of exploration that was made of California, was the very center and birthplace of that enterprise which superinduced the great gold discovery of January, 1848, and achieved a general reputation in the history of the world, which will make it an eternal disgrace to the government that has allowed it to fall into rapid and disgusting dilapidation. A dilapidation not alone resulting from the mutations of time, but from the most degrading uses to which it could have been appropriated---that of hen-roosts and hog-pens." (Morse in Colville 1854:1).

As a part of the survey and platting of the city the land on which the Fort sat was divided into sixteen lots. From 1849 to 1875 these parcels were sold and resold to a number of different owners. The central building, the only remaining building of the original fort by 1858, was variously used as a hotel and residence during this period until it was abandoned completely (Photographs 1870-90 SAMCC collection). In the 1870s John C Garland consolidated ownership of the two Fort blocks, selling the entire property to Benjamin Merrill in 1880 (County Assessor Map 1880). Photographs of the Fort between 1870-90 show a derelict building with spauling and cracking walls devoid of windows and door. The high defensive wall that had once surrounded the Fort were entirely gone, used for fill in the nearby lowlands.

The 1890s was a period of active historic interest in California's pre-Anglo history. Stimulated by such writers as Charles Loomis and Helen Hunt Jackson, many civic and private organizations became interested in preserving the surviving remnants of Spanish-Mexican California. The Native Sons of the Golden West were the champions of saving and reconstructing Sutter's Fort. Led by civil engineer, Carl Grunsky, they researched the Fort's history and conducted interviews with individuals old enough to remember it during Sutter's tenure. In 1889, with funds raised through a public effort, the Native

Sons purchased the two block property from Benjamin Merrill and in 1891 deeded the property to the State of California.

The initial reconstruction was carried out in 1892 based on plans drawn by civil engineer Carl Grunsky, published in *Themis* (Davis1889-1892). At the time Grunsky drew his plans, only the central building remained; all other structures were removed, their materials (adobe and wood) used elsewhere as building materials (Figure 7). As noted in *The Evening Bee* (November 19, 1898) "…everybody who wanted to fill up a low lot, or to make a foundation for a building came along and hauled off a portion of the wall; and it was not many years before not a vestige of it remained." It is likely that the occupants of the low-lying lots to the south of Sutter's Fort used remnants from the fort for fill.

According to the *Themis* article, Grunsky's drawings were as accurate as possible, given the circumstances. The corrals, said to be enclosed by adobe walls the same height and thickness as the fort walls, were directly south of the fort, however nothing remained to mark their exact location. No attempts were made to document or reconstruct the corrals or other outbuildings. The major goal of 1892 reconstruction was to erect a monument that would educate and attract tourists to the area. To provide easier access for visitors, the slope of the knoll was reduced in accordance with plans drawn by Grunsky (Figure 8). Thus fill was brought in to level the grounds of the fort and reduce the slope on the knoll; presumably filling in some of the low-lying blocks to the south. The Native Sons also were anxious to create a "permanent" structure that would weather well. To this end substituted brick for adobe and roofed the buildings with historically inaccurate mission tiles (Grunsky 1926; photographs State Parks Museum Archives collection).

It wasn't until 1958 that the Kunzel Map, printed in an 1848 German pamphlet, *Ober Californien* published by Kunzel, was discovered in the Bancroft Library and the inaccuracies of the Grunsky plan were exposed (refer to Figure 6). After its discovery, the Kunzel Map (Kunzel 1848) was used to guide future archaeology of the fort and its environs (cf. Brienes and St. Louis-Howse 1983; Costello 1994; Gebhardt 1960; Peak & Associates 1993; Praetzellis et al 1993).

The area around the Fort remained undeveloped grassland into the 1890s, principally used for grazing. As a part of the turn-of-the-century restoration, the grounds around the fort were transformed into an urban park, complete with a pond, willow trees and a rustic arched bridge. Lawn and trees were planted and clearly delineated paths laid out. The design for the park was developed by John McLaren, the Superintendent of Golden Gate Park in San Francisco. The basic outline of McLaren's 1904 plan remains in place, although there have been a large number of changes to both plantings and structures. In the 1950's, formal rose beds were added to the grounds both outside and inside the walls. These have since been removed (Photographs State Parks Museum Archives collection).

In the 1920s the Native Sons brought political pressure to bear to have a Pioneer Museum completed at the Fort. As a result of these efforts the first professional curator was hired. Harry Peterson, who served in this position from 1927-1940, made many

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fig 8

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changes and additions in the fort structures and in the collections associated with them. In the 1940's the Indian Museum was added to the grounds. Beginning in 1955 the Figures 8 Kunzel Map; figure 9 Photo of fort prior to restoration; figure 10. Grunsky's plan for restoration

Department of Parks and Recreation sought to create a more historically accurate appearance. They replaced the tile roofs, conducted a series of archeological excavations, and performed structural work on the central building.

The restoration of the Fort took place in an urbanizing context. By the time that the Native Sons began their work, residential development of the adjacent streets was already underway. The park-like setting of the post-restoration fort may even have encouraged the siting of public buildings along the streets adjacent to the Fort. Until the construction of the current Sutter Hospital, the parcels directly east of the Fort remained largely undeveloped. A number of mature trees protected the Fort viewshed on that side. However, increased urban intrusion on all sides has erased any vestige of the original Fort setting.

SIGNIFICANT HISTORIC BUILDINGS

In addition to Sutter's Fort there are several historically significant buildings which have been recognized by listing in the National Register of Historic Places, the California Register of Historical Resources, and/or have been designated under the city preservation ordinance as City Landmarks. One of these individually listed buildings, Pioneer Memorial Congregational Church, also lies within the boundaries of an historic district and is a contributor to the district.

The following individually significant resources are within the PROJECT area:

- 2801 Capitol Avenue Old Tavern Building: Listed in National Register of Historic Place; California Register of Historical Resources, City Landmark.

- 2700 L Street Pioneer Memorial Congregational Church: City of Sacramento Landmark; Contributor Capitol Mansions Historic District

The following individually significant resources are directly adjacent to the PROJECT area:

- 2719 K Street Eastern Star Hall: Listed in the National Register of Historic Places; California Register of Historical Resources, City of Sacramento Landmark

- 2627 Capitol Avenue The Nusbaum House

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1- COLOR

Fig 10

2801 Capitol Avenue:
The Old Tavern Building is listed in the National Register of Historical Resources and is a City Landmark. It is listed in the California Register of Historical Resources

Originally a hipped roof, brick brewery building, the "Tavern" was extensively remodeled in the 1920's in the Arts and Crafts style with Tudor Revival details. Over three stories in height, the complex plan building presents prominent decorative facades to both 28th Figure 11 Individually Significant Historic Buildings

The first/lower story is visually separated from the upper stories by a widely projecting canopy which supports a continuous railing with slatted balusters. Arched openings and display cases punctuate the street-level walls. At the south end of the building, the second and third floor have slanted two-story bays with faux timbering and windows with decorative muntins. On the west façade there are two banks of wood trimmed windows beneath a projecting gable end. The gabled roof is punctuated by bracketed dormers and chimneys.

It is the only large commercial building of its style in Sacramento. The building is one of the oldest surviving buildings in the city and one of its most significant.

2700 L Street:
The Pioneer Memorial Congregational Church building is a City Landmark and a contributor to the Capitol Mansions Historic District. It is eligible for listing in the California Register of Historical Resources.

The Pioneer Memorial Church is a reinforced concrete building comprised of several elements and rising two to three-and-one-half stories in height. Vernacular Gothic Revival in style, the building is U-shape in plan. The three principal wings of the building are surmounted by intersecting-gable roofs. The east wing of the building houses the sanctuary with numerous fine stained glass windows on the front and side facades. The primary (north) façade of the chapel has a crenelated gable, a large arched central window and double entry portals with arched openings. A tall, bell tower is located to the rear of the chapel and was derived from the design of an earlier bell tower on the 1850s, 6th Street, Congregational church building, which this building replaced. The tower is joined on its west side with the central wing of the building. The tower has a crenelated parapet with gothic arched openings on all four facades and houses a bell brought around the horn in 1849. The central and west wings are lower in height and less extensively detailed than the chapel wing, but exhibit a pattern of gothic fenestration and arched entries. The building was originally unpainted.

2719 K Street:
The Eastern Star Hall building is listed in the National Register of Historical Resources and is a City Landmark. It is listed in the California Register of Historical Resources.

This brick structure is over three stories in height and the façade is divided into three asymmetrical bays by a projecting central bay. The roof is tiled and gabled with

projecting chimneys of both gable ends. The terra cotta faced entrance bay contains a banding of corbelled arches beneath the eave line. Three large entry arches contain double doors with glass panes and are supported by modified Corinthian columns with capitals. Above the repeated arch forms is a wide band with decorated panels in relief and capital-banding above the entry. A series of columns support a terra cotta arched banding above the entry. Terra cotta frames two pairs of windows with keystones, corbelled arches and paneled spandrels. Bands of terra cotta of varying width surface the ground floor façade interrupted by pairs of slender windows. The structure is an outstanding design and a fine representative of its style. The dramatic use of contrasting terra cotta and brick create a skillful, bold and imaginative composition. It was designed by the Sacramento architectural firm of Coffman, Sahlberg and Stafford.

2621 Capitol Avenue
The house is a contributor to the City Capitol Mansions Historic District. The district and its contributing elements are eligible for listing in the California Register of Historical Resources.

This two-story, four square is an example of a generic house type that was built throughout the country between the 1870s and 1930s. Also known as a "hipped cottage," it is characterized by a classic box shape and compact massing. It lent itself to a variety of period embellishments, but in this case is presented in its most straight forward form. The house is surmounted by a low hipped roof with overhanging eaves and exposed rafters. The most prominent architectural feature of the house is the extended, single story porch with a hipped roof supported on Tuscan columns. Fenestration is symmetrical and consists of one-over-one double hung windows, with a hip roofed, and canted bay on the west façade. The house relies to a large extent on its massing and form, rather than on embellishment, to convey a quiet impression of middle class prosperity. It retains a high degree of integrity.

CITY OF SACRAMENTO HISTORIC DISTRICTS

There are no city historic districts within the immediate PROJECT area of the Sutter Medical Center Master Plan PROJECTs or the Trinity Cathedral PROJECT. There, however, are three locally designated historic districts within the vicinity of the proposed PROJECT. These include: 1) the Sutter Historic District which encompasses the two block area of Sutter's Fort; 2) the Capitol Mansions Historic District, a cohesive group of large, stately single-family residences concentrated along Capitol Avenue; and 3) the Winn Park Historic District which contains a variety of architectural styles that reflect the residential evolution of Sacramento from the late nineteenth century through the 1940s. A fourth historic district, Bungalow Row Historic District, lies well to the south, outside of the PROJECT area and its immediate vicinity.

These historic districts replace an earlier and more encompassing single district known as the Sutter's Fort Preservation Area. In 2003-2004 the City Preservation Office and the Design Review and Preservation Board (DRPB) re-evaluated this single district and divided it into the more cohesive and historically related areas described above. The DRPB recommended the adoption of these districts and the City Council approved their designation in 2004.

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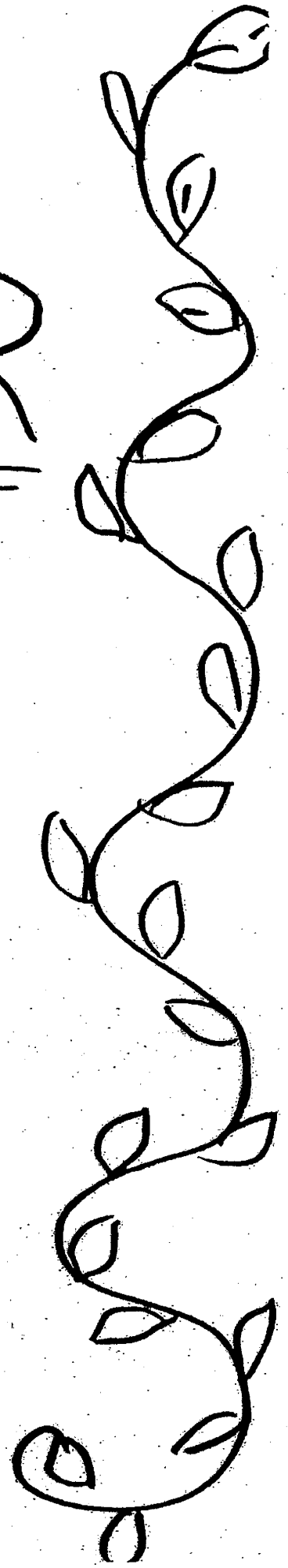
fig 11



Capitol Mansions Historic District has meandering boundaries that extend from 27th Street in the north to 21st Street in the South, from the L and K Street alleys on the north to the N Street alley on the south (Figure 12). While much of the district is well outside the proposed PROJECT area, the eastern district boundary abuts the proposed Sutter Medical Foundation Building, and the Trinity PROJECT lies directly across the street from the 2600 block of Capitol Avenue which includes five residences that contribute to the historic district. The St Luke's rehabilitation PROJECT is across 26th Street from two contributory buildings.

Buildings and structures that contribute to the district and are immediately adjacent to the PROJECT area include:

- 2530 Capitol Avenue
- 2631 Capitol Avenue
- 2627 Capitol Avenue – City Landmark (see above)
- 2621 Capitol Avenue
- 2615 Capitol Avenue
- 2609 Capitol Avenue

- 1322 27th Street
- 2700 L Street –City Landmark

2530 Capitol Avenue:
This residence is a contributor to the Capitol Mansions Historic District. The house contributes to a locally designated historic district and is eligible for listing in the California Register of Historical Resources.

The house is a two-story Queen Anne style which is set on an elevated foundation. The house exemplifies all of the major characteristics of its period and style including a steeply pitched, prominent front gable roof, variegated siding (novelty lap siding and decorative shingles), cutaway bay windows, an asymmetrical façade and a partial, extended porch. Elaborate mill-work brackets support a frieze with a dentil course over the bayed windows. A similarly designed frieze also spans the partial porch below the decorated gable end. The porch roof is supported on simple, classicized columns. Wooden balustrades flank the entry stair and an open wooden rail encloses the porch. Fenestration consists of one-over-one, double hung windows.

2631 Capitol Avenue:
This classic example of a California Bungalow is a contributor to the City Capitol Mansions Historic District. It is eligible for listing in the California Register of Historical Resources.

A rectangular plan bungalow set on an elevated foundation, this residence was constructed circa 1910. A side gable roof extends to cover a full-length porch that extends across the front façade. A low shed roof dormer is centered on the front roof slope. Gables and eaves have substantial overhangs, with exposed bird's beak rafters along the eaves. The porch overhang is supported on battered posts set on square piers. A low, decorative open rail encloses the porch. Fenestration consists of double

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Fig 12

hung, one-over-one windows. The building is clad with channel rustic siding. It retains a high degree of integrity.

2621 Capitol Avenue
The house is a contributor to the City Capitol Mansions Historic District. The district and its contributing elements are eligible for listing in the California Register of Historical Resources.

This two-story, four square is an example of a generic house type that was built throughout the country between the 1870s and 1930s. Also known as a "hipped cottage," it is characterized by a classic box shape and compact massing. It lent itself to a variety of period embellishments, but in this case is presented in its most straight forward form. The house is surmounted by a low hipped roof with overhanging eaves and exposed rafters. The most prominent architectural feature of the house is the extended, single story porch with a hipped roof supported on Tuscan columns. Fenestration is symmetrical and consists of one-over-one double hung windows, with a hip roofed, and canted bay on the west façade. The house relies to a large extent on its massing and form, rather than on embellishment, to convey a quiet impression of middle class prosperity. It retains a high degree of integrity.

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This two-story, four square is an example of a generic house type that was built throughout the country between the 1870s and 1930s. Also known as a "hipped cottage," it is characterized by a classic box shape and compact massing. It lent itself to a variety of period embellishments, but in this case is presented in its most straight forward form. The house is surmounted by a low hipped roof with overhanging eaves and exposed rafters. The most prominent architectural feature of the house is the extended, single story porch with a hipped roof supported on Tuscan columns. Fenestration is symmetrical and consists of one-over-one double hung windows, with a hip roofed, and canted bay on the west façade. The house relies to a large extent on its massing and form, rather than on embellishment, to convey a quiet impression of middle class prosperity. It retains a high degree of integrity.

2615 Capitol Avenue:
The house is a contributor to the City Capitol Mansions Historic District. The district and its contributing elements are eligible for listing in the California Register of Historical Resources.

This is a large residential style building that exhibits elements of the four square, particularly in its massing, form, hipped roof with a central dormer and upper story fenestration. In its L-shape ground plan, side -porch treatment, horizontally emphasized window openings , it borrows elements from the Prairie Style. Based on the 1915-51 Sanborn Map it appears that the front facade may have been altered to enclose a previous porch and the semi-circular bay with a ribbon of casement windows may be a later addition. It became a rooming house by the 1950s.

2609 Capitol Avenue
The house is a contributor to the City Capitol Mansions Historic District. The district and its contributing elements are eligible for listing in the California Register of Historical Resources.

This large two-story house has a shallow pitched hipped roof with a central, hipped dormer. The partially inset porch, located on the east side of the front façade and continued along the east elevation, extends beyond the principal façade with a flat porch roof supported on broad pillars with bracketed capitals. Fenestration consists of double hung windows occurring singly and in bays with a central window on the front façade that is flanked by sidelights. The main, dormer and porch roofs have overhanging eaves and the roof and porch exhibit wide friezes with egg and dart moldings. Simple in conception and with minimal ornamentation, the house conveys its status as a prestige residence through its form and massing

1322 27th Street:
This building is a contributor to the Capitol Mansions Historic District and is eligible for listing in the California Register of Historical Resources.

This two-story apartment building is designed in the Prairie Style. It has a flat, parapet roof with a projecting cornice. It is clad with stucco. Windows are double sashed, and are arranged on the front facades with a wide central window flanked by sidelights. Decorative, vertical muntins occur in the tops portion of the upper sash. The building has multiple cut-in entries with narrow porches. Porch roofs are supported on plain posts.

Winn Park Historic District eastern boundary commences at 28th and O Street, its northern boundary runs along N Street and the Capitol/N Street alley. Its western boundary is at 21st Street and the district extends south to Q Street and the Q/R Street Alley. Only a small portion of the district, between 26th and 27th Street, is within a one block radius of the PROJECT.

There are no historically significant, contributory buildings to the Winn Park District in close proximity to the PROJECT.

OTHER HISTORICAL RESOURCES ELIGIBLE FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES

In addition to the recognized and designated historical resources listed above, there are buildings in the PROJECT area, and adjacent to it, that are older than fifty years of age, but have not been formally evaluated for historical significance. If a building is not designated under a local ordinance and/or, not identified in a local survey a lead agency may be considered an historical resource provided that the lead agency's determination is supported by substantial evidence in the record. One of the 50 year old, unevaluated buildings adjacent to the PROJECT area appears eligible for listing in the California Register of Historical Resources:

- 2730 Capitol Avenue

2730 Capitol Avenue:
The building was surveyed in 1996 as a part of the downtown survey, but it was not evaluated. In subsequent evaluation by a survey review committee appointed by the City Design Review and Preservation Board, the building was deemed eligible for local listing. It is a good example of a small scale, early 20th century commercial building and is potentially eligible for listing in the California Register of Historical Resources.

This brick faced, stucco commercial building was constructed in 1926. It is a late example of the "Brick Front" store type, one of the most common and longest lasting styles of vernacular commercial building in the U.S. Often located in larger cities in residential or semi-residential neighborhoods, buildings like this one, shared the residential scale of adjacent dwellings. In its two-story version, the lower story, with large display windows was devoted to retail business while the second story was occupied by office or apartment units. This building has a typical flat roof with overhanging eaves and brick veneer. Upper story fenestration consists of alternating tri-partite center windows with sidelights and single one-over-one double hung windows. On the lower story the commercial units are divided into three slightly asymmetrical bays, each with an entry door, flanked by three-quarter length display windows. On the eastern most bay the entry door is angled on the corner of the building. A centrally located arch with a recessed entry door provides access to the upper story apartments. The building is a good example of its vernacular commercial type, of which there are few remaining examples in Sacramento. Although the building has been adaptively reused, it retains it major characteristic features and is clearly recognizable as to its style, period and former use. It retains its integrity.

RESOURCES NOT ELIGIBLE FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES

Five previously unevaluated buildings were surveyed and evaluated as ineligible for listing in the California Register. They are as follows:

- 2727 Capitol Avenue
- 2721 Capitol Avenue
- 2700 Capitol Avenue
- 1318 27th Street
- 2620 Capitol Avenue

2727 Capitol Avenue:
The building was surveyed, but not evaluated in 1996 by a committee of the Design Review and Preservation Board (DRPB). The building is not within the boundaries of the recently designated Capitol Mansions Historic District. Alternations to the earlier building and the incomplete nature of the later addition appears to destroy the integrity of both entities and renders the property ineligible for listing in the California Register of Historical Resources.

This building was originally a Craftsman Bungalow residence constructed circa 1900-1915. Like most craftsman buildings, it is of frame construction with lap siding. In 1941, the house was converted to a commercial property with the addition of single-story, art deco/moderne faux façade. This partial facade addition removed or cut into the porch of the original building, occupied the front yard, and extended the building to the sidewalk edge. The resulting building is a hodgepodge of architectural styles, building types, and materials which were minimally structurally integrated with no apparent concern for architectural or stylistic coherence. The second story of the original residence, with its bracketed side gables and intersecting front gable are clearly visible above the parapet of the deco/modern addition creating an odd juxtaposition of elements from widely divergent styles. The one-story addition is constructed of brick, glass brick and stucco. The front façade has a rounded corner with a class brick upper wall, its principal modernist reference. A flat roof extends beyond the outer walls and follows the curve of the building. The roof is surmounted by a stucco parapet which bears the shop signage. A large plate glass display window with a built-in planter box occupies most of the east wall of the front façade with an attached recessed single car garage to the east. The entry door is metal framed glass and may or may not date from the period of the remodel. A canvas awning projects out into the side walk from the entry.

The conversion of a residential building to a store front by the addition of partial single story structure appended to the front of the building is not uncommon in Sacramento. Similar partial conversions are identifiable along J Street and on K Street, as well as in other areas of mid-town. In most cases, the front façade of the original building has been partially demolished to attach the store front and provide internal access from one building into the other. Usually, as in the case of House of Furs, the front porch has been removed. The setting and residential setback of the original building is destroyed by the new store front construction. In some cases the former residence is wholly converted to commercial use. The addition of a false façade and side walls to the front of an existing building provided a cheap means of converting an existing structure to a new use without constructing a new building, or having to accomplish a full remodel.

The building is neither a good example of a craftsman bungalow, nor of an art deco/modern commercial building. Neither of the buildings originating in either period retains integrity. While a building that was remodeled more than fifty years ago can be eligible for listing, in this case, the remodel is incomplete and appears to have been merely an incongruent façade replacement. It should be noted that no other example of this type of a partial store front addition has been found to contribute to a district or to be individually eligible.

2721 Capitol Avenue:
The building and setting appear to lack sufficient integrity to qualify the property for listing under criterion C/3, nor does their appear to be sufficient evidence that the building is associated with a person important in the history of Sacramento or California.

A small, Norman Revival style building, originally constructed as a "clinic," it has served as medical offices to the present time. The rectangular plan, one-story building has a steeply pitched hip roof with clipped eaves, now covered with composition shingle. Symmetrically arranged, the building has a central entry door deeply recessed within an unadorned arch. Windows with transoms flank the entry. The corners of the building are

embellished with quoins. Almost all the buildings original materials have been replaced including its cladding, roofing material, and door. The metal fame casement windows appear to date from the period of construction, but the window treatment is very atypical of the revival style.

According to local sources, the building served as the office of Dr. Kasch, the first woman dentist in Sacramento, circa 1941.

There are hundreds of examples of small, Norman Revival cottages throughout Sacramento's mid-town and in areas immediately to the east, many of which retain excellent integrity. Now surrounded by a substantially altered building to the east, wide expanses of parking lot to the north and west, and a circa 1960s multiple story assisted living facility to the west, the building also has been deprived of its immediate residential context.

There is no evidence that Dr. Kasch is an individual of importance in her profession or of notable importance in the civic life of Sacramento. Although the number of women in the medical professions was still limited in 1941, the barriers to women entering these fields had long since been broken and there is no evidence that Dr. Kasch pioneered women's entry into the dental profession in California or the U.S.

2620 Capitol Avenue:
Although several city surveys have been conducted in the immediate area of Trinity Cathedral, the building has never been evaluated by the City of Sacramento. In reviewing and restructuring the former Sutter Preservation Area, the City did not include the Cathedral and it adjacent buildings in either the Capitol Mansions Historic District or the Winn Park Historic District.

The Cathedral building is forty-nine years old and therefore technically does not meet the 50 year old cut-off for historical consideration under either the California Register of Historical Resources or the City of Sacramento Historic Preservation Ordinance. It also does not appear to meet the exceptional significance criteria required to list a building less than fifty years old on either the National or California Register. The other church buildings in the complex, 1968 and 1991. are too recent to be considered historical. However, because the Cathedral is so close to fifty years of age, it is evaluated for the purposes of the Sutter Medical Center Master PROJECTs and Trinity Cathedral PROJECT EIR. Based on the information below, the Cathedral does not appear to be eligible for listing in the California Register of Historical Resources.

The Trinity Episcopal Church consists of three interconnected buildings: the Cathedral (1955), the office/bookshop (1960s/remodelled1989) and the auditorium (1989-91). The Cathedral and the book shop are visually connected by an exterior pergola which extends across the courtyard between the two buildings, while the bookstore and auditorium wing are structurally integrated. All three buildings are frame construction with varied hue brick veneer. The Cathedral is a Romanesque Revival style ecclesiastical building. It is cruciform in plan, with a cross-gable, steeply pitched roof. A sculptural, metal steeple rises from the middle of the roof ridge. The front gable end wall has an, recessed double portico surmounted by a gold and multi-color mosaic executed in a neo-Byzantine style. The gable end is punctuated by a rosette stained

glass window which was moved from an earlier, 1901, Episcopal Church which previously occupied the site. The side walls have vertically emphasized, arched openings with stained glass windows of varying vintage. The book store/office wing is a horizontally emphasized, rectangular plan, two-story building. It has a flat roof and is fenestrated with large plate glass windows with aluminum casings, and a metal frame, double glass, commercial style entry door.

The building was designed by Charles Dean, a prominent Sacramento architect, of the 1920s and 30s who continued to practice until the mid-1950s. Typical of Dean's earlier works in its use of a revival style, this building reduces the Romanesque Revival style to its simplest elements. It is executed with little embellishment or sculptural detail. This may reflect the influence of 1950s modernism with its preference for the stripped down surfaces, as well as a limited PROJECT budget. The Dean successor firm of Satterlee and Thomich produced a number of modernist buildings devoid of historicist references.

On the interior, the Romanesque style is principally reflected in the side wall stained glass windows. Otherwise, a modernist aesthetic predominates in the wall treatment, ceiling, furnishings and the design of the sanctuary. While the Cathedral conveys a simple charm, it is not entirely successful in its blending of a traditional historicist style and modernism. The outspoken modernism of the adjacent office and bookstore building further weaken the architectural integration of the building complex. The Cathedral lacks the complexity, craftsmanship and careful detailing that characterize much of Dean's earlier work, such as Westminster Presbyterian located on N Street. In the early 1950s Dean also designed a small community church in the Delta town of Walnut Grove. Executed in rustic wooden materials, this church is far more successful in its integration of modernism and traditional craftsman elements and provides a better example of his late work and as an example of small scale ecclesiastical architecture.

1318 27th Street:

The Bishop's residence, located immediately behind Trinity Cathedral on 27th Street and Trinity alley, has never been surveyed and evaluated by the City of Sacramento. The building is not included in either the Capitol Mansions Historic District and the Winn Park Historic Districts. The building is not notable for its design, craftsmanship or as an example of a well-known architectural style. It does not appear to be eligible for listing in the California Register of Historical Resources.

This brick and stucco building was originally constructed as a residence for the Bishop; it is now used for office and administrative purposes by the church. Two-story and rectangular in plan, the building is surmounted by a flat roof with a wide overhang and boxed eaves. The front façade of the house faces toward the alley, with only a narrow, side façade presented to the street. This orientation allowed for a rather large residence to be located on a narrow lot and emphasizes the horizontal orientation of the house. Canted bays are located on both the east (street) façade and on the front of the building. Fenestration consists of ribbons of metal frame casements. The entry door is recessed and a low brick wall separates it from the alley. Cladding is brick veneer, with stucco panels attached to the façade on the supper story. Both bays are clad with stucco as well. While the house appears to strive toward modernism in its massing, form and

horizontality, it is a pastiche of elements which leave the overall stylistic intent ambiguous.

2700 Capitol:
The Trinity Apartment, located on the corner of Capitol and 27th, has not been surveyed and evaluated by the City of Sacramento. In reviewing and restructuring the former Sutter Preservation Area, the City did not include the Cathedral and it adjacent buildings in either the Capitol Mansions Historic District or the Winn Park Historic District. The building is not notable for its design, craftsmanship or as an example of a well-known architectural style. It has been isolated from its residential context and is surrounded by parking lots and vacant sites. It does not appear to be eligible for listing in the California Register of Historical Resources.

A circa 1940s two-story apartment building with a rectangular plan, stucco cladding, the building has a low pitched, hipped roof with overhanging, boxed eaves. The building has two primary entries, one oriented toward Capitol Avenue on the north façade and one oriented toward 27th Street on the west façade. On the north façade the entry is located under a slight second story overhang. A rounded, tripartite bay window occupies the east side of this façade. On the 27th street side of the building, the central entry door is flanked by side lights. It is accessed via a curved cement stair with a small landing covered by a stock curved metal canopy which is intended to suggest a Chinoise element. Fenestration consists of fixed single windows of large dimension divided by muntins, and double hung windows occur singly and in pairs. Over the front entry, a fixed window exhibits an asymmetrical geometric motif, which, along with the moon entry gate to the back yard, offers a further suggestion of Chinoiserie. The apartment is similar in design to a number of three to four unit buildings constructed in Sacramento in this period. Transitional between period revival and modernist designs, this building, like several others, appears to be somewhat eclectic in adding superficial decorative details to an otherwise simple rectangular form.

POTENTIAL IMPACTS AND RECOMMENDATIONS

ARCHEOLOGICAL AND NATIVE AMERICAN RESOURCES

NATIVE AMERICAN CONSULTATION

On March 10, 2004 TREMAINE sent a letter to the Native American Heritage Commission (NAHC) to inform them of the PROJECT and request that they review their Sacred Lands file for any cultural resources within the PROJECT area A list of names of local Native American individuals and organizations that may have knowledge of cultural resources in the PROJECT area was requested in order to provide them with the opportunity to express any concerns they might have about the PROJECT. In a letter dated April 7, 2004, Debbie Pilas-Treadway, Environmental Specialist III, from the NAHC reported that a review of their Sacred Lands file found a sacred site within the PROJECT area, a burial site recorded with the California Historical Resources Information System (CHRIS). She also included a list of individuals to contact regarding the PROJECT. TREMAINE sent letters to Joe Marine, Rose, Enos, Martha Noel (Maidu Elders Organization), Jeff Murray

(Cultural Resources Manager, Shingle Springs Band of Miwok Indians), Jessica Tavares (Chairperson, United Auburn Indian Community), and John Suehead (Auburn Indian Community) informing them of the PROJECT and proposed plans for limited archaeological testing. Copies of Native American correspondence are included in Appendix B. Consultation with Native Americans is continuing with the goal of drafting an Unanticipated Discovery Plan that will establish procedures for the treatment of Native American burials and associated grave goods, and ensure coordination between the City of Sacramento, Sutter Hospital, TREMAINE (or other archaeological consultant), and the Most Likely Descendant, if human remains are discovered. A Draft Unanticipated Discovery Plan is included in this report in Appendix C.

RESULTS OF FOCUSED STUDY AND EXPECTATIONS FOR SUBSURFACE RESOURCES

The proposed construction for the PROJECT includes several subsurface components, in some areas down to 35 feet below the surface (e.g., the New Women's and Children's Hospital). Subsurface construction activities have the potential to impact undocumented buried prehistoric and historical archaeological resources (refer to Table 1). The findings presented in the previous section provide a context for predicting where significant archaeological deposits may have survived and are thus considered sensitive for cultural resources. Sensitivity issues are outlined below.

SENSITIVE AREAS FOR PREHISTORIC RESOURCES

The proximity of the PROJECT to a known prehistoric site (SAC-34) indicates that the area is sensitive to cultural resources (i.e., prehistoric artifacts and intact cultural deposits). The fact that SAC-34 contains a prehistoric cemetery increases the sensitivity by suggesting the possibility that additional human remains could be found within the PROJECT area. Studies reveal that due to alluvial deposition, there are few near-surface prehistoric sites in the Sacramento Valley; most sites are encountered during construction PROJECTs with subsurface components greater than 12 feet in depth. Table 1 lists PROJECT elements with the potential to impact cultural resources. All of these elements have a subsurface component to them. Those with underground structures (e.g., parking) include the New Women's and Children's Hospital, Sutter Medical Facility, and the Community Parking Structure. The depths of subsurface excavation ranges from 12 to 35 feet, clearly within the span of depths where prehistoric sites have been known to exist.

The two lots that will house the new Sutter Medical Facility have been previously excavated for construction of a parking lot (northeast corner of LM/27-28 block) and the adjacent Tuesday Club, which had a basement. The Tuesday Club has been demolished leaving a hole approximately 12-feet deep. Although both of these lots may have already been dug to the proposed construction depth, additional excavations for structural footings seem likely.

SENSITIVE AREAS FOR SUTTER AND POST-SUTTER ERA RESOURCES

Although there are no historic records documenting the location of Native American encampments in close proximity to Sutter's Fort, it is not unreasonable to suggest that

some of the Indian laborers remained close by the fort and set up temporary camps. Thus, we anticipate that construction in the area south and to the east of the fort has the

Table 1. Project Elements with Potential Impacts

	Project Element	Location*	Impacts	Sensitivity Issues
1	New Women's and Children's Hospital	East half of the block: LM/28-29	One level below grade	Within the historic footprint of Sutter's Fort; brewery-related debris; privy pits; prehistoric resources
2	Sutter Medical Facility	East half of the block: LM/27-28	One level below grade	Within the historic footprint of Sutter's Fort; post-Gold Rush encampments; prehistoric resources
3	Community Parking Structure	South half of the block: MN/27-28	One level below grade	Residential and outbuilding foundations; privy pits; prehistoric resources
4	St. Luke's Medical Office	NW corner of the block: MN/26-27	Footings	Old church and outbuilding foundations; privy pits
5	Trinity Cathedral (Phase 1)	SW corner of the block: MN/26-27	Footings	Old church and outbuilding foundations; privy pits
6	New Multi-purpose building (Phase 2)	Central lot North half of the block: MN/26-27	Footings	Residential and outbuilding foundations; privy pits
7	Children's Theater Complex	Northwest corner of the block: MN/27-28	No plans – assume footings	Sutter's southwest adobe; historic foundations; privy pits
8	Install a new 12-inch lateral for sewer and storm drain	From the alley (behind the Buhler Building and the Old Tavern Building) south along 28th Street to N Street	Subsurface	May be within the historic footprint of Sutter's Fort
9	Water Utilities Improvements	27th Street (from L Street to N Street), 28th Street (from L to M) and 29th Street (from N Street to north of M)	Subsurface	May be within the historic footprint of Sutter's Fort
10	Dry Utilities Improvements	Utilities currently overhead would be relocated underground in the frontage streets	Subsurface	Unknown
11	New tunnel connection	Between the Buhler Building and Sutter General Hospital under L Street	Subsurface	Unknown
12	New tunnel connection	Between the Buhler Building and the Sutter Medical Facility under 28th Street	Subsurface	May be within the historic footprint of Sutter's Fort
13	Enhancements (e.g., landscaping)	Various locations	Subsurface	Unknown

potential to impact undocumented cultural resources in the form of Sutter-era Native American encampments (e.g., house structures, tools, and debris).

According to Brienes and St. Louis-Howse (1983:7) the fort had room to shelter no more than a dozen families, which over time likely became more of a problem (e.g., 250 immigrants arrived in 1845 alone). The adobe built to the east of the fort in 1845 was used as immigrant barracks, but by 1847 was turned into a granary (Brienes and St. Louis-Howse 1983:9). As noted in an historic drawing, many visitors and immigrants also set up canvas tents outside the fort (Figure 11). The number of immigrants during the gold rush increased greatly and so did the need for temporary housing. Many spent time near the fort as they geared up for mining. The remains of these temporary "tent cities" (e.g., structural remains and refuse dumps) likely lie buried beneath the structures and houses that followed.

An examination of the Kunzel map superimposed on a modern map of the PROJECT area (Figure 6) indicates that the original adobe walled corrals extended in a southeasterly direction across L Street overlapping onto the LM/27-28 (site of the proposed Sutter Medical Facility) and LM/28-29 blocks. The row of buildings (southwest adobe) delineated in the southwest corner of the Kunzel map appears to be located within the northern half of the MN/27-28 block (site of the proposed Children's Theater Complex). No investigations to date have been undertaken to locate the walls of the corral or the southwest adobe. Even if attempts are made, there is some doubt that any remains have survived. Historic accounts indicate that much of the adobe walls were removed and the bricks used elsewhere, for building or simply fill. Construction techniques of the Sutter-era were necessarily economical and quite simple with little or no prepared foundations; leaving few traces once the bricks were removed. Further complicating the matter is that the adobe bricks were made from local clays making it difficult to distinguish them from the soil matrix in which they might be found. One of the goals of archaeological investigations of the K-L/28-29 block (to the east of Sutter's Fort) was to locate the east adobe; no remains were encountered (Peak & Associates 1984).

As noted by Peak & Associates (1983) the credibility of the Kunzel Map remains in question, but appears to be more reliable than the Grunsky plan. The location of the east adobe on Lot 1 of the K-L/28-29 block is based on Breines and St. Louis-Howse (1983, Plate H) overlay of the Kunzel Map onto a street map. Their street map has no citation and provides no reference point for placing the Kunzel drawing in that particular position. TREMAINE georeferenced the Kunzel map onto the 1895 Sanborn map, using the central building (the only surviving structure) as a datum point. TREMAINE'S overlay of the Kunzel Map positions the fort at a slightly different angle from that of Brienes and St. Louis-Howse, but one that is close to the fort's placement on earlier 1850s maps. TREMAINE'S positioning of the Kunzel Map places the east adobe slightly northwest of the location identified by Brienes and St. Louis-Howse (1983, Plate H) and might help explain why Peak & Associates did not find remains of the adobe during their 1983 test excavations.

Little is known about the occupation history of the southwest adobe making it difficult to predict the kinds of artifacts that may survive and can be associated with activities taking place there. Establishing a period of significance is difficult as well. The use of the building for Sutter's vaqueros is poorly documented (cf. Grimshaw 1964). If Doctor

Bates occupied the building for any length of time perhaps we might find discarded medicine bottles or other medical accoutrements. We might assume some sort of privie was located nearby and was used as repository for a variety of debris. The building's use as a store appears to have been short-lived and the proprietors likely moved everything to the new location since it was only a short distance away. As noted above, scavenging from the fort occurred soon after its abandonment. If anything remained it might be the adobe brick foundation. Bricks used for construction of the Fort's exterior walls measured twelve by eighteen by four inches, while interior structures were made with smaller bricks, measuring eight and one-half by four by two and one-half inches (Peak & Associates 1983:6). Historic references note that the corral was constructed in the same manner as the fort wall, therefore it can be assumed that bricks made for the corral walls would be the same (i.e., 12 x 18 x 4 inches).

Although Peak & Associates provide a rather convincing argument for why remains of the adobe structures may not have survived on the KL/28-29 block, due to differing land uses and topography, there is a possibility that some remnants of the adobe structures south of the fort remain intact and buried under fill. The discovery of surviving remnants of Sutter's Fort or other Sutter-era occupations could be a significant find.

Demolition and subsequent construction of newer buildings may have obliterated cultural resources associated with the early establishment of Sacramento (i.e., post-Sutter era). However, quite often the remains of privie pits and refuse dumps are encountered during construction projects elsewhere in Sacramento. In certain cases the remains have been associated with early occupants and commercial buildings and provide important and previously unknown details of life in early Sacramento (Praetzellis and Praetzellis 1993). Other remains associated with historic buildings, such as the "Old Tavern" might also survive and might be encountered during construction in adjacent areas.

PRECONSTRUCTION INVESTIGATIONS IN SENSITIVE AREAS

TESTING IN SENSITIVE AREAS

Testing, as envisioned, would be implemented in three phases. The first phase would consist of geophysical mapping of the near-surface (i.e., just below pavement to greatest depth of anticipated disturbance) in areas of impact to target buried features and/or deposits. Geophysical results, together with known historic maps, and planned impacts would serve as the basis for determining where testing occurs. The second phase of testing would consist of ground-truthing through the excavation of a series of backhoe trenches in strategic places, identifying presence/absence of buried cultural deposits or features. The third phase of testing would consist of evaluating discovered resources for eligibility to the California Register of Historic Resources (CHRR). This would be accomplished through investigations ranging in scope from rapid in-field assessments and documentation (profiling, photographs, etc.) to formal and more time-consuming evaluations based on hand excavation.

Following testing, those resources found eligible for the CRHR should be assessed to determine whether they will be subject to any substantial adverse affects. If substantial

adverse impacts are likely to occur, appropriate mitigation measures will need to be developed and implemented. Mitigation could entail data recovery and/or creation of exhibits for public education.

CONSTRUCTION MONITORING IN SENSITIVE AREAS

Archaeological monitoring by a professional archaeologist is recommended during ground-disturbing construction activities for the duration of the PROJECT. This would ensure that cultural resources are not inadvertently damaged. Actions that would materially impair the significance of a historic resource are any actions that would demolish or adversely alter those physical characteristics of an historical resource that convey its historical significance and qualify it for inclusion in the California Register of Historic Resources. When multiple pieces of construction equipment (e.g., excavators) will be working at one time, additional monitors are recommended. In the event that prehistoric artifacts are encountered, a Native American monitor might also be retained.

SUMMARY AND RECOMMENDATIONS

The goal of this study was to identify sources of impacts to cultural resources, establish baseline information on known and potential cultural resources within the PROJECT vicinity, identify sensitive areas for future testing and/or construction monitoring, establish a plan for inadvertent discoveries of cultural resources, and provide recommendations to resolve adverse impacts to cultural resources.

The PROJECT area, as discussed above, is considered sensitive for subsurface prehistoric deposits; historic resources sensitivity is even greater. We conclude, due to the extensive historical use of the PROJECT area, that there is strong potential for encountering historic subsurface features (e.g., privy pits, refuse dumps, and architectural foundations) associated with the earliest pre-Gold Rush and Gold Rush-era settlers as well as material remains of later era residents. The findings presented in the previous section provide a context for predicting where significant archaeological deposits may have survived. We recommend that a formal research design and testing strategy is prepared and testing is conducted prior to initiation of construction for the PROJECT.

TREMAINE has submitted a proposal to Sutter Hospital to conduct archaeological testing in several of the proposed Sutter Hospital construction impact zones (i.e., the proposal does not include non-Sutter Hospital PROJECTs such as the Trinity Cathedral and Children's Theater PROJECTs). Based on the results of testing TREMAINE will provide recommendations for additional testing, possible data recovery, and future construction monitoring. To date, no testing for this PROJECT has begun.

HISTORICAL RESOURCES/ BUILT ENVIRONMENT

No designated building, or building which has been evaluated as eligible for listing on the California Register of Historical Resources, or any contributor to a historic district, will be demolished as a result of the Sutter or Trinity PROJECTs.

The proposed PROJECT would involve the construction of new medical facilities immediately adjacent to two designated historical resources:

- Old Tavern
- Congregational Church

The proposed PROJECT would involve construction of new medical facilities in the vicinity of the following historical resources:

- Sutter's Fort
- Trinity Episcopal Church
- Eastern Star Temple
- 2730 Capitol Commercial Building
- 2600 Block of the Capitol Mansions Historic District

IMPACTS FROM DEMOLITION AND DRILLING

The proposed PROJECT would require removal of existing non-historic structures that are adjacent to the Old Tavern to clear the proposed hospital site. This may result in potentially significant adverse effects from construction activities associated with the demolition.

The proposed PROJECT would require new foundations that would be constructed using drilling equipment for new piles. This may result in potentially significant adverse effects from vibrations associated with drilling activities to historic resources adjacent to and in the vicinity of the PROJECT.

Currently, a parking garage is located immediately east of the Old Tavern. Based on the Old Tavern Rehabilitation drawings prepared by Bob McCabe, Architect, (1982), there appears to be a small separation between the eastern wall of the Old Tavern and the west wall of the garage (Sheet 12, Building Section, East-West at Elevators). This section also shows additional construction work at the roof for a two-hour separation between buildings and an elevator pit that appears to partially extend under the existing eastern wall of the Old tavern. A note pointing to this condition states "corbeled footings, unknown (E)."

The structural system for the new medical facilities will require that new pilings be constructed to support the structural system above. The proposed construction methodology is drilling and insertion of piles at specific locations. Drilling, as opposed to pile driving, would probably cause less ground vibration, but some study will be required specific to the conditions at this PROJECT site.

Vibration is low energy mechanical energy transmission through air, soil, rock, or water. The energy transmission occurs because vibrating particles cause neighboring particles to move in a similar manner. Because energy is lost during the transfer of energy from one particle to another, vibration that is distant from a source is usually less perceptible than vibration closer to the source. Typically, evaluations of building damage potential

are based on a measurement termed the peak particle velocity (PPV) expected at the site of a given structure. The original cause of the vibration, geological conditions, soil types, distance and construction features of a building's foundation, structure and walls determine the response to ground vibration. (Pg. 3.3-1 to 3.3-5. Draft Environmental Impact Report, EBMUD Claremont Corridor Seismic Improvement PROJECT, SCH No. 2003022140, June 2003)

The potential for significant adverse effects from vibration would be considered to be exacerbated by adobe brick construction of Sutter's Fort, the physical proximity of the Old Tavern to the vibration's source, the fragile nature of stained glass windows in the Congregational Church and Trinity Church, the foundation of the Eastern Star Temple, which is presumed to be unreinforced brick, and wood frame construction of residences.

Vibrations from construction activities associated with the proposed PROJECT could have significant adverse effects on existing stained glass windows in the Congregational Church and Trinity Church.

Stained glass windows in these two churches could be vulnerable to damage from vibrations from drilling or demolition activities associated with the proposed PROJECT.

Recommendation: A qualified geologist or other professional with expertise in ground vibration and their effect on existing structures would prepare a study of the potential of vibrations caused by drilling and demolition activities associated with the proposed PROJECT. Based on the results of the study, incorporate into contract specifications restrictions on, and monitoring of drilling and demolition. Initial borings would be monitored and if vibrations are above threshold levels, modifications made to reduce vibrations to below established levels. A copy of the study, contract specifications, and monitoring reports would be provided to the City of Sacramento's Historic Preservation Director.

Recommendation : A registered structural engineer, with a minimum of five years of experience in the rehabilitation and restoration of historic buildings, would investigate the existing relationship of the Old Tavern's foundation along the eastern elevation, including at the location of the elevator pit, to the western foundation of the garage. Any required test excavations would be performed only in the presence of the structural engineer. The structural engineer would prepare a report of findings, recommendations and any related design modifications necessary to retain the structural integrity of the Old Tavern. The structural engineer (in consultation with a historic preservation architect, with a minimum of five years of experience in the rehabilitation and restoration of historic buildings, as well as meeting the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, Professional Qualifications Standards, if necessary) would prepare designs and specifications for protective barriers required to protect the exposed Old Tavern wall from potential damage caused by construction activities. All documents prepared in accordance with this Measure would be reviewed and approved by the City of Sacramento's Historic Preservation Director.

Recommendation : Prior to demolition, a historic preservation architect and a structural engineer would undertake an existing condition study of the identified historic resources. The purpose of the study would be to establish the baseline condition of the buildings

prior to construction. The documentation would take the form of written descriptions and visual illustrations, including those physical characteristics of the resources that convey their historic significance and that justify their inclusion on, or eligibility for inclusion on, the California Register of Historical Resources and local register. The documentation would be reviewed and approved by the City of Sacramento's Historic Preservation Director.

The structural engineer would make periodic site visits to monitor the condition of the properties, including monitoring of any instruments such as crack gauges. The structural engineer would consult with the historic preservation architect, especially if any problems with character defining features of a historic resource are discovered. If in the opinion of the structural engineer, in consultation with the historic preservation architect, substantial adverse impacts to historic resources related to construction activities are found during construction, the monitoring team shall so inform the PROJECT sponsor or sponsor's designated representative responsible for construction activities. The PROJECT sponsor shall adhere to the monitoring team's recommendations for corrective measures, including halting construction in situations where construction activities would imminently endanger historic resources. The monitoring team would prepare site visit reports.

The PROJECT sponsor would respond to any claims of damage by inspecting the affected property promptly, but in no case more than five working days after the claim was filed and received by the PROJECT sponsor's designated representative. Any new cracks or other changes in the structures will be compared to pre-construction conditions and a determination made as to whether the proposed PROJECT could have caused such damage. In the event that the PROJECT is demonstrated to have caused any damage, such damage would be repaired to the pre-existing condition.

Site visit reports and documents associated with claims processing would be provided to the City of Sacramento's Historic Preservation Director.

Recommendation: The historic preservation architect and structural engineer would specifically include the stained glass windows in their survey and monitoring of historic resources (see Mitigation Measure 1b.). Included in the team's evaluation of the windows would be consideration of whether it would be necessary to remove any of the windows. If such a recommendation is made, it should address methods for removal, transportation, storage and reinstallation.

With implementation of Measures 1a through 1d, the potential for impacts to identified historic resources would be reduced to less-than-significant levels.

IMPACTS FROM EXCAVATION

The proposed PROJECT would require excavation adjacent to the Old Tavern. This may result in potentially significant adverse effects from soil movement related to the excavation.

Excavation may result in soil movement under or adjacent to existing foundations of the Old Tavern and Congregational Church.

Recommendation: A registered civil or structural engineer (with geotechnical consultation as necessary) would determine whether, due to the nature of the excavations, soils, and method of soil removal, and given the existing foundation of each building, the potential for settlement would require underpinning and/or shoring. If underpinning and/or shoring is determined to be necessary, appropriate designs would be prepared and submitted to the City of Sacramento's Historic Preservation Director for approval.

With the implementation of this recommendation the potential for impacts to the Old Tavern and Congregational Church would be reduced to less-than-significant-levels.

RESTORATION/REHABILITATION EAST WALL OF OLD TAVERN

The exposed eastern wall of the Old Tavern will require rehabilitation. Although the extent of treatment is unknown, it is likely that stabilization, repointing, or other work will be necessary. The potential also exists for new openings for doors and windows. If any treatment is carried out that is not in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties, a potential exists for a significant adverse effect to the historic resource.

From historic photographs, it appears as though at least the lower portion of this elevation had another building built right up to it. This elevation can be considered to be secondary in importance as the two street elevations are the more architecturally elaborate and significant. This will allow for some flexibility in how the elevation is treated as part of the proposed PROJECT.

Recommendation: A historic preservation architect with a minimum of five years of experience in the rehabilitation and restoration of historic buildings as well as meeting the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, Professional Qualifications Standards, would prepare proposed treatments of the wall for conservation purposes and designs for new openings. Such treatments and designs would be reviewed and approved by the City of Sacramento's Historic Preservation Director.

With the implementation of this recommendation the potential for impacts to the Old Tavern would be reduced to less-than-significant levels.

CHANGES TO THE SETTING OF THE OLD TAVERN

The construction of a 16 story hospital building to the east and a 4 story, 140,000 square foot building to the west across 28th Street from the Old Tavern Building will alter the setting of the historic building and separate it from the historic streetscape and adjacent neighborhood. The design plans for the hospital establish a wide separation between the new construction and the historic Tavern. This is further enhanced by the planned transparency of the first/lobby elevation.

Recommendation: A historic preservation architect and landscape architect would prepare landscape plans to maximize the visual separation of the historic building and the new construction. Such landscape and design would maximize continuity with the historic

streetscape and would be reviewed and approved by the city of Sacramento Historic Preservation Director.

With the implementation of this recommendation the potential for impacts to the setting of the Old Tavern would be reduced to a less-than-significant-level.

CONSTRUCTION RELATED DAMAGE TO HISTORICAL RESOURCES

Damage to historic properties could result from carelessness in the operation of equipment, excess vibration levels or lack of knowledge regarding proper safeguards for protecting and monitoring historic properties.

Recommendation: Incorporate into the contract with the PROJECT construction manager or contractor a provision for establishing a training program for construction workers emphasizing the importance of protecting historic resources. Included would be directions on being careful when working around and operating equipment near the Old Tavern, taking means to reduce vibrations from demolition and drilling, watching, being aware of and reporting any potential problems that could affect the historic resources in the area. The contract provisions would be reviewed and approved by the City of Sacramento's Historic Preservation Director.

Implementation of this recommendation would reduce the potential impact to a less-than-significant- level.

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Maps

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Photographs

The Department of Parks and Recreation has an extensive collection of photographs and illustrations related to the history of Sutter's Fort. Mike Thompson, Curator, was extremely helpful in making this collection available and in answering questions.

The Sacramento County Museums and Archives Collections also has extensive photographic resources related to Sutter's Fort and the project vicinity. Collections of special interest included those of Eugene Hepting, the Crocker Collection and the Sacramento Bee Collection.

Unpublished Records

SAMCC has an extensive collection of Assessor Map Books and tax records which were used extensively in reconstructing the history of the neighborhood and property development in the area.

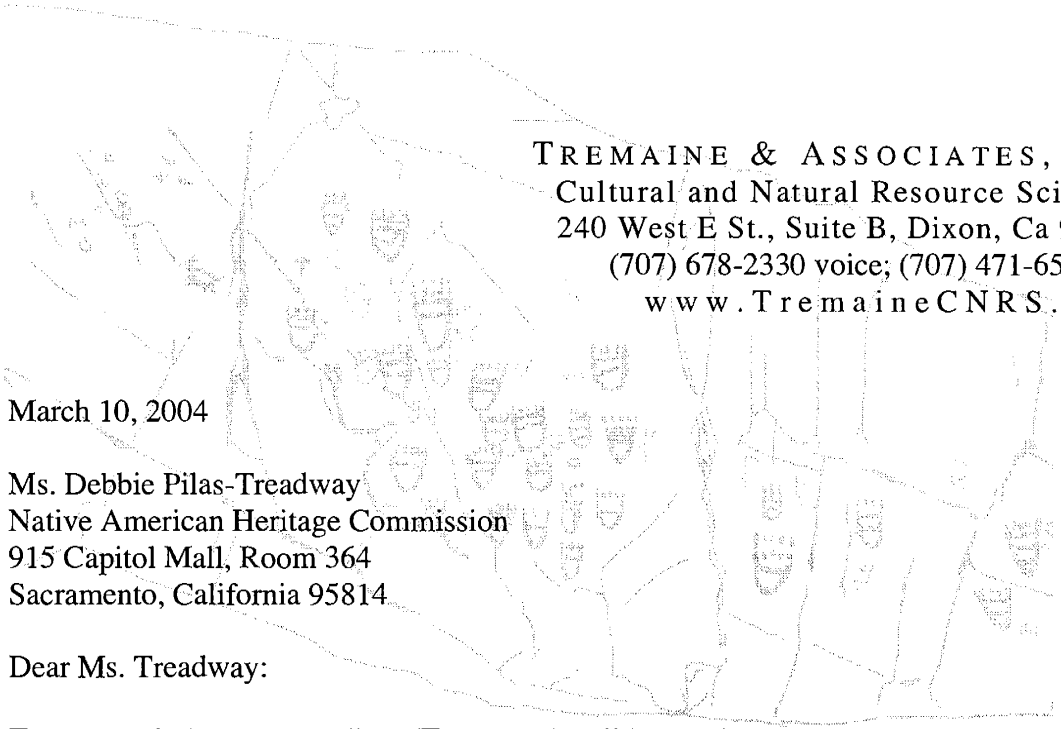
City of Sacramento, Office of Historic Preservation, Planning Department mad available the context statements and previous surveys of the project area as well as miscellaneous materials related to the city's Landmarks and historic districts nd

APPENDIX A

NATIVE AMERICAN CORRESPONDENCE

TREMAINE & ASSOCIATES, INC

TREMAINE & ASSOCIATES, INC
Cultural and Natural Resource Sciences
240 West E St., Suite B, Dixon, Ca 95620
(707) 678-2330 voice; (707) 471-6502 fax
www.TremaineCNRS.com



March 10, 2004

Ms. Debbie Pilas-Treadway
Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, California 95814

Dear Ms. Treadway:

TREMAINE & ASSOCIATES, INC. (TREMAINE) will be conducting a cultural resources study as part of the Environmental Impact Report for the Sutter Medical Center, Sacramento, Master Plan Projects and the Trinity Cathedral Project (the PROJECT). The PROJECT includes a seven-block area that is bounded by 26th Street to the west, N Street to the South, K Street to the north, and 30th Street to the east (Figure 1). Sutter's Fort (situated on the block bounded by K and L streets and 27th and 28th streets) is adjacent to the PROJECT. As part of this study, TREMAINE will identify sensitive areas for cultural resources and provide plans for pre-construction investigations (i.e., test excavations) in sensitive areas as well as monitoring construction in sensitive areas.

We are requesting that you review your Sacred Lands file for any cultural resources within the project area. In addition, please send a list of names of Native American individuals/organizations who may have knowledge of cultural resources in the project area. We would also like to provide them with the opportunity to express any concerns they might have about the project.

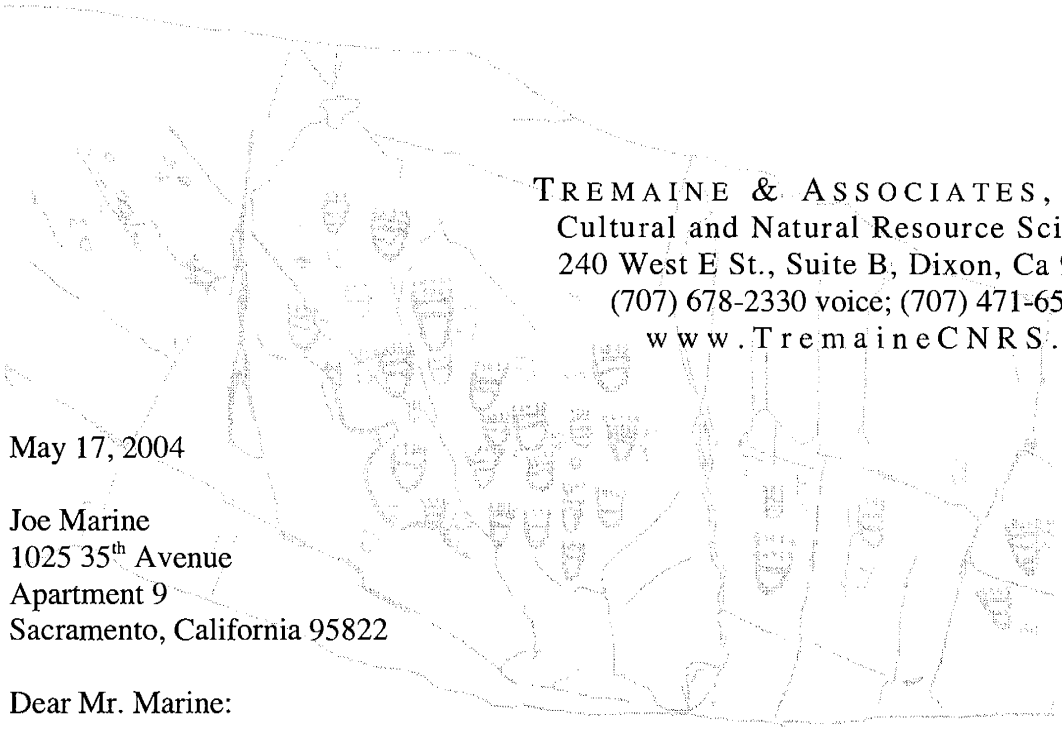
TREMAINE would like to engage in a dialog with Native Americans with the goal of drafting an unanticipated discovery plan that will establish procedures for the treatment of Native American burials and associated grave goods, ensure coordination between the city of Sacramento, Sutter Hospital, TREMAINE and the Most Likely Descendant, if human remains are discovered.

If you have any questions, please do not hesitate to call me at 707-678-2330.

Sincerely,

Wendy J. Nelson, Ph.D.
Project Manager

TREMAINE & ASSOCIATES, INC



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www.TremaineCNRS.com

May 17, 2004

Joe Marine
1025 35th Avenue
Apartment 9
Sacramento, California 95822

Dear Mr. Marine:

TREMAINE & ASSOCIATES, INC. (TREMAINE) is conducting a cultural resources study as part of the Environmental Impact Report for the Sutter Medical Center, Sacramento, Master Plan Projects and the Trinity Cathedral Project (the PROJECT). The PROJECT includes a seven-block area that is bounded by 26th Street to the west, N Street to the South, K Street to the north, and 30th Street to the east (Figure 1). Sutter's Fort (situated on the block bounded by K and L streets and 27th and 28th streets) is adjacent to the PROJECT. As part of this study, TREMAINE will identify sensitive areas for cultural resources and provide plans for pre-construction investigations (i.e., test excavations) in sensitive areas as well as monitoring construction in sensitive areas.

The intent of this letter is ask if you have any information on cultural resources within the project area and to provide you with the opportunity to express any concerns you might have about the project.

TREMAINE would like to engage in a dialog with Native Americans with the goal of drafting an unanticipated discovery plan that will establish procedures for the treatment of Native American burials and associated grave goods, ensure coordination between the city of Sacramento, Sutter Hospital, TREMAINE and the Most Likely Descendant, if human remains are discovered. Please let us know as soon as possible if you would like to be included in these discussions.

If you have any questions, please do not hesitate to call me at 707-678-2330.

Sincerely,

Wendy J. Nelson, Ph.D.
Project Manager

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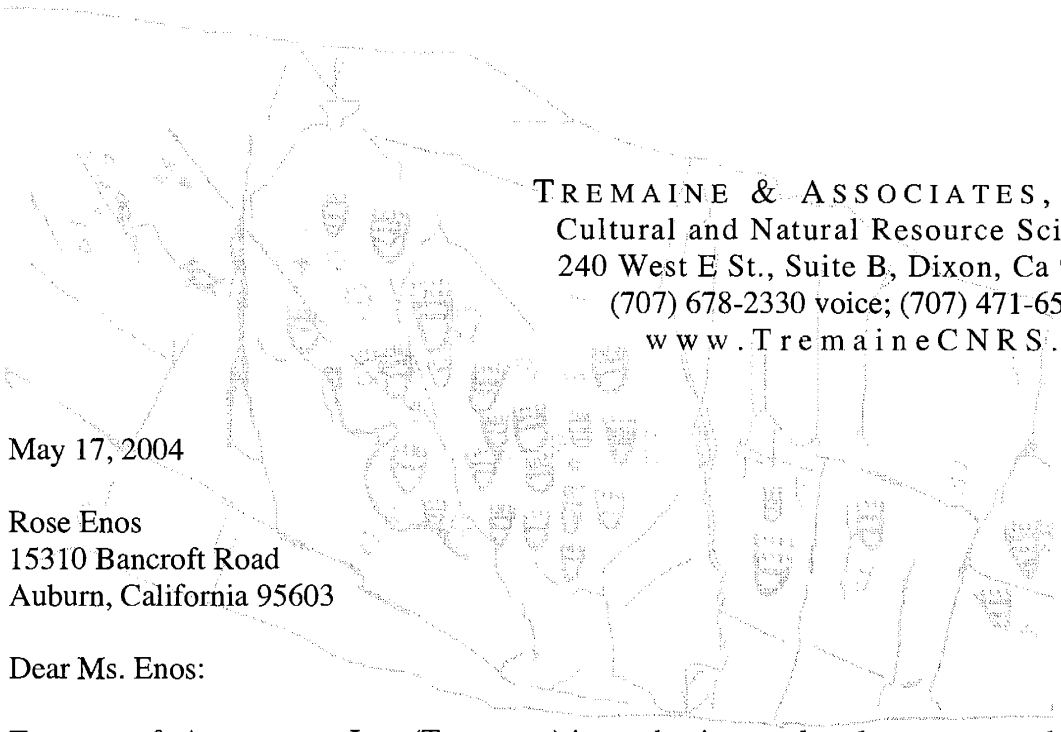


May 17, 2004

Rose Enos
15310 Bancroft Road
Auburn, California 95603

Dear Ms. Enos:

TREMAINE & ASSOCIATES, INC. (TREMAINE) is conducting a cultural resources study as part of the Environmental Impact Report for the Sutter Medical Center, Sacramento, Master Plan Projects and the Trinity Cathedral Project (the PROJECT). The PROJECT includes a seven-block area that is bounded by 26th Street to the west, N Street to the South, K Street to the north, and 30th Street to the east (Figure 1). Sutter's Fort (situated on the block bounded by K and L streets and 27th and 28th streets) is adjacent to the PROJECT. As part of this study, TREMAINE will identify sensitive areas for cultural resources and provide plans for pre-construction investigations (i.e., test excavations) in sensitive areas as well as monitoring construction in sensitive areas.

The intent of this letter is ask if you have any information on cultural resources within the project area and to provide you with the opportunity to express any concerns you might have about the project.

TREMAINE would like to engage in a dialog with Native Americans with the goal of drafting an unanticipated discovery plan that will establish procedures for the treatment of Native American burials and associated grave goods, ensure coordination between the city of Sacramento, Sutter Hospital, TREMAINE and the Most Likely Descendant, if human remains are discovered. Please let us know as soon as possible if you would like to be included in these discussions.

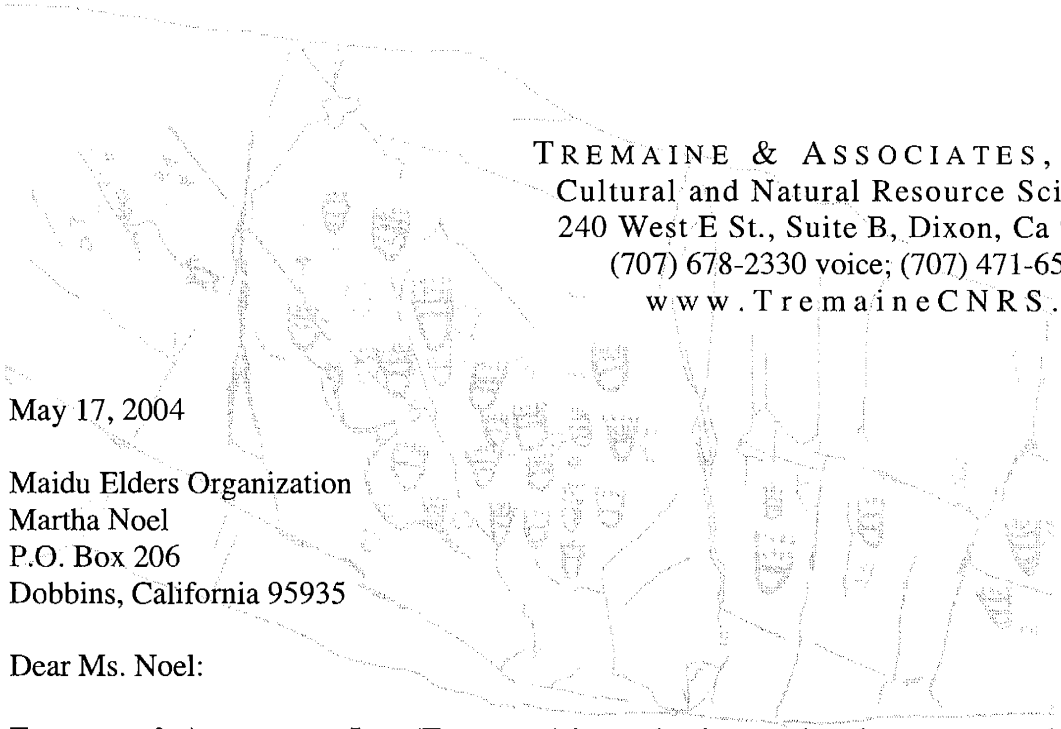
If you have any questions, please do not hesitate to call me at 707-678-2330.

Sincerely,

Wendy J. Nelson, Ph.D.
Project Manager

TREMAINE & ASSOCIATES, INC

TREMAINE & ASSOCIATES, INC
Cultural and Natural Resource Sciences
240 West E St., Suite B, Dixon, Ca 95620
(707) 678-2330 voice; (707) 471-6502 fax
www.TremaineCNRS.com



May 17, 2004

Maidu Elders Organization
Martha Noel
P.O. Box 206
Dobbins, California 95935

Dear Ms. Noel:

TREMAINE & ASSOCIATES, INC. (TREMAINE) is conducting a cultural resources study as part of the Environmental Impact Report for the Sutter Medical Center, Sacramento, Master Plan Projects and the Trinity Cathedral Project (the PROJECT). The PROJECT includes a seven-block area that is bounded by 26th Street to the west, N Street to the South, K Street to the north, and 30th Street to the east (Figure 1). Sutter's Fort (situated on the block bounded by K and L streets and 27th and 28th streets) is adjacent to the PROJECT. As part of this study, TREMAINE will identify sensitive areas for cultural resources and provide plans for pre-construction investigations (i.e., test excavations) in sensitive areas as well as monitoring construction in sensitive areas.

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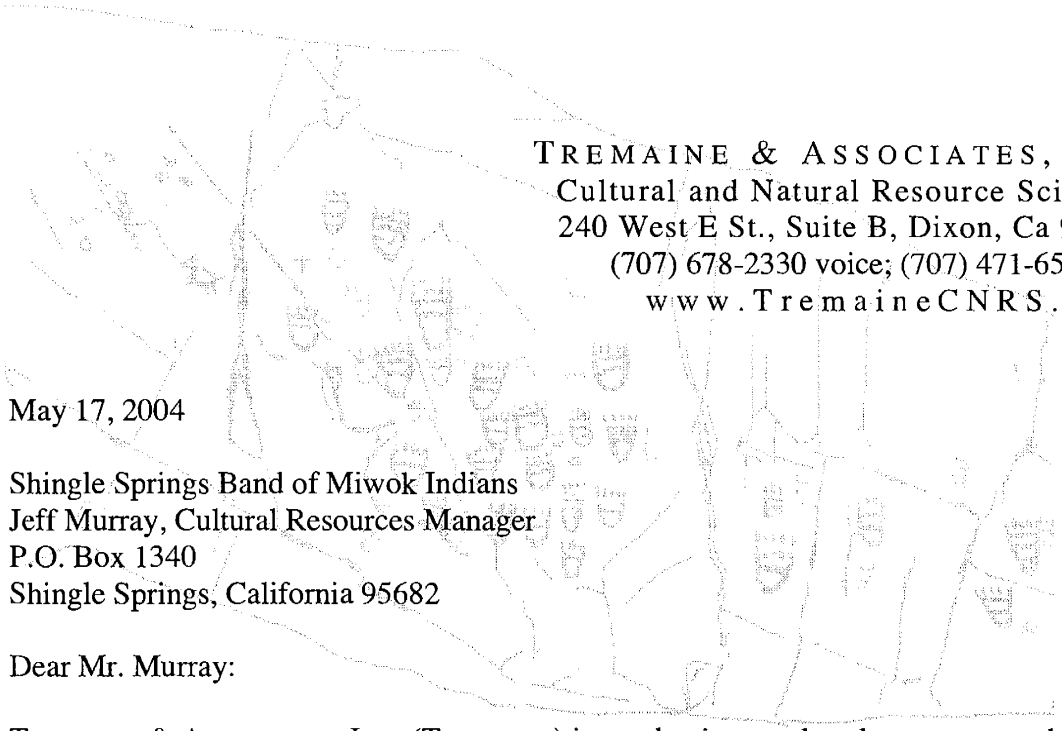
Sincerely,

Wendy J. Nelson, Ph.D.
Project Manager

TREMAINE & ASSOCIATES, INC



TREMAINE & ASSOCIATES, INC
Cultural and Natural Resource Sciences
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(707) 678-2330 voice; (707) 471-6502 fax
www.TremaineCNRS.com

May 17, 2004

Shingle Springs Band of Miwok Indians
Jeff Murray, Cultural Resources Manager
P.O. Box 1340
Shingle Springs, California 95682

Dear Mr. Murray:

TREMAINE & ASSOCIATES, INC. (TREMAINE) is conducting a cultural resources study as part of the Environmental Impact Report for the Sutter Medical Center, Sacramento, Master Plan Projects and the Trinity Cathedral Project (the PROJECT). The PROJECT includes a seven-block area that is bounded by 26th Street to the west, N Street to the South, K Street to the north, and 30th Street to the east (Figure 1). Sutter's Fort (situated on the block bounded by K and L streets and 27th and 28th streets) is adjacent to the PROJECT. As part of this study, TREMAINE will identify sensitive areas for cultural resources and provide plans for pre-construction investigations (i.e., test excavations) in sensitive areas as well as monitoring construction in sensitive areas.

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Sincerely,

Wendy J. Nelson, Ph.D.
Project Manager

TREMAINE & ASSOCIATES, INC

TREMAINE & ASSOCIATES, INC
Cultural and Natural Resource Sciences
240 West E St., Suite B, Dixon, Ca 95620
(707) 678-2330 voice; (707) 471-6502 fax
www.TremaineCNRS.com

May 17, 2004

United Auburn Indian Community
Jessica Tavares, Chairperson
575 Menlo Drive, Suite 2
Rocklin, California 95765

Dear Ms. Tavares:

TREMAINE & ASSOCIATES, INC. (TREMAINE) is conducting a cultural resources study as part of the Environmental Impact Report for the Sutter Medical Center, Sacramento, Master Plan Projects and the Trinity Cathedral Project (the PROJECT). The PROJECT includes a seven-block area that is bounded by 26th Street to the west, N Street to the South, K Street to the north, and 30th Street to the east (Figure 1). Sutter's Fort (situated on the block bounded by K and L streets and 27th and 28th streets) is adjacent to the PROJECT. As part of this study, TREMAINE will identify sensitive areas for cultural resources and provide plans for pre-construction investigations (i.e., test excavations) in sensitive areas as well as monitoring construction in sensitive areas.

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Sincerely,

Wendy J. Nelson, Ph.D.
Project Manager

TREMAINE & ASSOCIATES, INC

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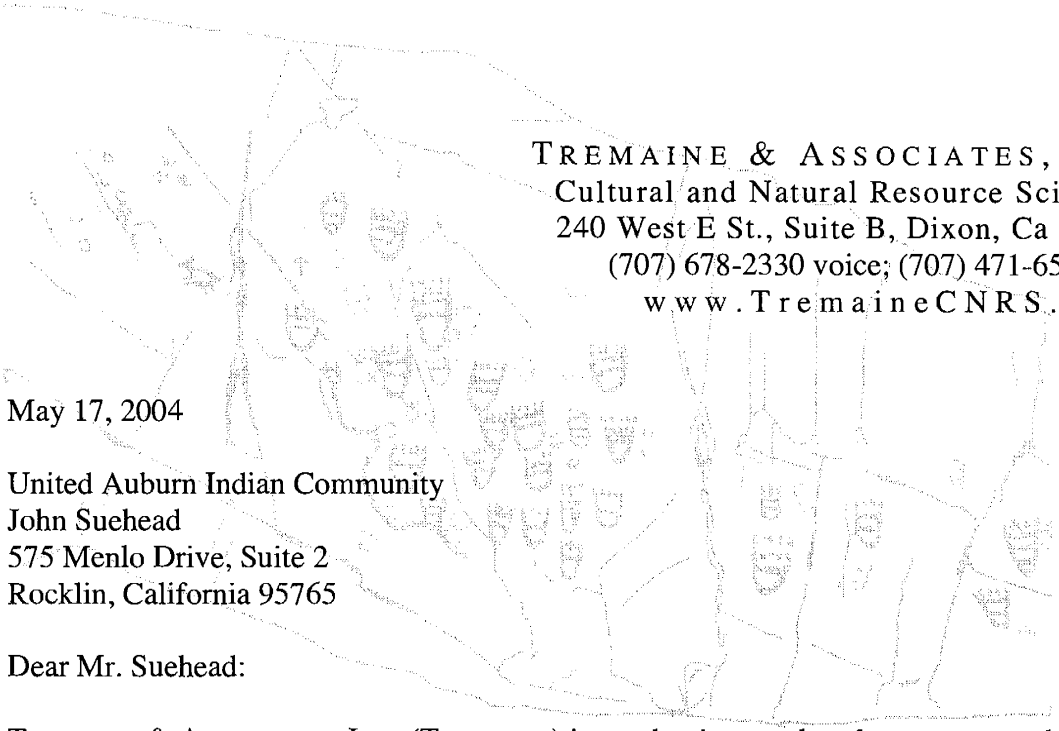

May 17, 2004

United Auburn Indian Community
John Suehead
575 Menlo Drive, Suite 2
Rocklin, California 95765

Dear Mr. Suehead:

TREMAINE & ASSOCIATES, INC. (TREMAINE) is conducting a cultural resources study as part of the Environmental Impact Report for the Sutter Medical Center, Sacramento, Master Plan Projects and the Trinity Cathedral Project (the PROJECT). The PROJECT includes a seven-block area that is bounded by 26th Street to the west, N Street to the South, K Street to the north, and 30th Street to the east (Figure 1). Sutter's Fort (situated on the block bounded by K and L streets and 27th and 28th streets) is adjacent to the PROJECT. As part of this study, TREMAINE will identify sensitive areas for cultural resources and provide plans for pre-construction investigations (i.e., test excavations) in sensitive areas as well as monitoring construction in sensitive areas.

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If you have any questions, please do not hesitate to call me at 707-678-2330.

Sincerely,

Wendy J. Nelson, Ph.D.
Project Manager

APPENDIX B

DRAFT UNANTICIPATED DISCOVERY PLAN

APPENDIX B: DRAFT UNANTICIPATED DISCOVERY PLAN

DRAFT UNANTICIPATED DISCOVERY PLAN

In the event that any cultural resources (e.g., artifacts, features, etc.) are discovered during monitoring of project construction, potentially destructive construction work (e.g., clearing, grading, trenching, etc.) within 25 feet of the find will cease until the find has been evaluated and a course of action decided upon. The archaeological monitor will take action to see that a physical marker (e.g., exclusionary flagging) is erected to prohibit further potentially destructive activities. The monitor will give notice to the TREMAINE (i.e., the archaeological consultant for the project) project director who will make a preliminary assessment of the discovered resource. The TREMAINE archaeologist will notify the City of Sacramento to alert them to the situation and in coordination with the City, the archaeologist will evaluate the potential significance of the find, and determine what treatment measures (e.g., excavation), if any, are appropriate. If the resources are prehistoric, Native American monitoring might be recommended.

In the event that any human remains and associated funerary objects are discovered during implementation of the project, potentially damaging activities in the vicinity of the remains will be stopped immediately and a physical marker (e.g. exclusionary flagging) will be erected to prohibit potentially damaging activities from occurring within 25 feet of the find. In accordance with CEQA Guidelines (Section 15064.5) and the California Health and Safety Code (Section 7050.5), the Sacramento County coroner and the City of Sacramento will be contacted immediately. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, who will notify the Most Likely Descendant (MLD). As provided in Public Resources Code (Section 5097.98) the MLD will work with the City and the TREMAINE archaeologist to develop a program for proper treatment and re-interment of the human remains and any associated grave goods. Construction activities will resume in the area of the identified human remains only after proper treatment of the materials has been achieved and a notice to proceed is received (from the city).

Errata

Cultural Resources Report: Sutter Medical Center, Sacramento Master Plan Projects and Trinity Cathedral Project

Page	For	Read
5, line 8	potential yield	potential to yield
10, line 32	alternation	alteration
15, line 36	PROJECTile	projectile
17, last line	Figure 4 Ethnographic Territories	~~Figure 4 Ethnographic Territories~~
22, line 16	on with	~~with~~
22, line 30	city's	city
23, line 5	to amass	~~to~~ amassed
23, line 32	etended	extended
27, line 5	)	(
32, line 31	1944	1844
32, last line	1947	1847
33, line 41	Fort were	Fort was
37, line 3	Figure 8…plan for restoration	(Figure 8...restoration)
37, last line	Nusbaum House:_____	Nusbaum House: City Landmark
39, line 2	Historical Resources	Historic Places
39, line 7	28th	28th and 29th
39, line 8	Figure 11…Buildings	(Figure 11…Buildings)
45, line 50	may be considered	may consider it
48, line 48	has an	has a
49, line 12	PROJECT	project
50, line 21	windows occur	windows that occur

Errata
Appendix C: DPR 523 Forms

Form/Page	For	Read
Old Tavern Building p.1, P6	c. 1970	c.1870
Old Tavern Building p.2, B6	see attached … Nomination	~~see attached…Nomination~~
2730 Capitol Avenue p.2, B10	(1994-96)as	(1994-96) as
1st Congregational Church p.1, P3a	U-shape in plane	U-shape in plan
1st Congregational Church p.1, P6	58 years	78 years
1st Congregational Church p.2, NRPH	5S1	~~5S1~~
Trinity Episcopal Church p.1, P3a		
Line 2	1960?	c. 1960
Line 2	exterior _____,	exterior pergola,
Trinity Episcopal Church, p.1 P6	1955/196	1955/c.1960
Trinity Episcopal Church, continuation sheet, B.		
Line 12	designed a large_____.	designed a large church.
2721 Capitol Avenue p.1, P6	c. 1935	c. 1941
2721 Capitol Avenue p.2, B6	circa 1935	circa 1941
2727 Capitol Avenue p.2, B10		
Line 4	toa	to a
2530 Capitol Avenue p.1, P6	1895	1898

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #: _____
HRI # _____
Trinomial _____
NRHP Status Code: _____
Other Listings _____
Review Code ____ Reviewer _____ Date __ ____

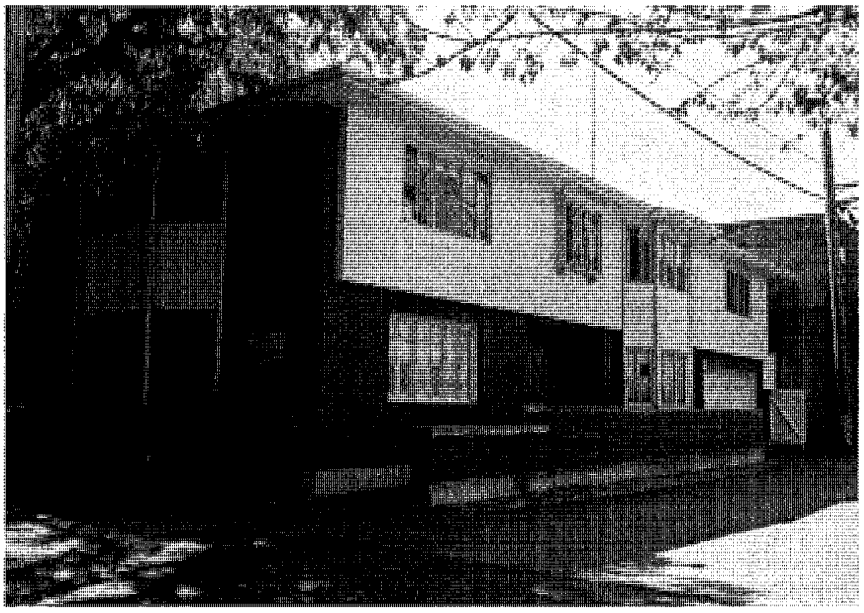
***Resource Name or #:** Bishop's House
P1. Other Identifier: none
***P2. .Location: *a. County** Sacramento
b. Address 27th Street
***c. City** Sacramento **Zip** 95816
d. UTM: N/A
e. USGS Quad:
***f. Other Locational Data (APN #):**
***P3a. Description:**

This brick and stucco building fronts on Trinity Alley, directly behind (south) Trinity Cathedral. Originally constructed as a residence for the Bishop, it is now used for office and administrative purposes by the church. Two-story and rectangular in plan, the building is surmounted by a flat roof with a wide overhang and boxed eaves. The front façade of the house faces toward the alley, with only a narrow, side façade presented to the street. This orientation allowed for a rather large residence to be located on a narrow lot and emphasizes the horizontal orientation of the house. Canted bays are located on both the east (street) façade and on the front of the building. Fenestration consists of ribbons of metal frame casements. The entry door is recessed and a low brick wall separates this entry from the alley. Cladding is brick veneer, with stucco panels attached to the façade on the supper story. Both bays are clad with stucco as well. While the house appears to strive toward modernism in its massing, form and horizontality, it is a pastiche of elements which leave the overall stylistic intent ambiguous.

***P3b. Resource Attributes:** HP 2/HP 6
***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ■ Element of District
P5b. Description of Photo:

East and north facades/view southwest

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



☐ Artifact Record ☐ Photograph Record ☐ Other (List):

***P6. Date Constructed/Age:**
circa 1955 estimated
☐ Prehistoric ■Historic ☐ Both

***P7. Owner and Address:**
Trinity Episcopal Church
.2620 Capitol Avenue
Sacramento, CA 95816

***P8. Recorded by:**
Carol Roland
Roland-Nawi Associates
4829 Crestwood Way
Sacramento, CA 95822

***P9. Date Recorded:** March 17, 2004

***P10. Type of Survey:** ■ Intensive ☐ Reconnaissance ☐ Other
Describe : Update of exiting survey data

***P11. Report Citation:** Sutter Medical Center Master Projects and Trinity Cathedral Project Environmental Impact Report

***Attachments:** ☐ NONE ☐ Map Sheet ☐ Continuation Sheet ■ Building, Structure, and Object Record ☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record

***Resource Identifier:** Bishop's House . ***NRHP Status Code:** 6Z

B1. Historic Name: same

B2. Common Name: same

B3. Original Use: Residential **B4. Present Use:** Offices

***B5. Architectural Style:** Modified Modernist

***B6. Construction History:**

The building was constructed circa mid-1950s. It does not appear on the 1952 Sanborn Map. It has since been converted to office uses, but without any major exterior alterations.

***B7. Moved?** ■ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** same

***B8. Related Features:** none

B9a. Architect: unknown **B9b. Builder:** unknown

***B10. Significance: Theme:** **Area:** Local/Sacramento

Period of Significance: - **Property Type:** Single family residence **Applicable Criteria:** A/1 and C/3

The building may not be fifty years of age, but is within a few years of reaching that threshold. It has not previously been surveyed by the City and is not included in either the Winn Park or Capitol Mansions Historic Districts.

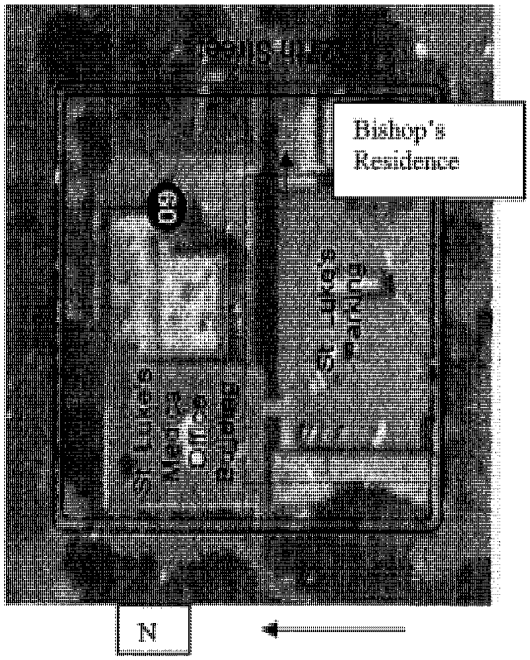
The building is not connected to an event or pattern of events important in the history of Sacramento or the region. Architecturally it is ambiguous, employing elements from different styles popular in the1940s and 50s. There are a large number of examples of buildings from this period in the immediately adjacent area. It does not appear to be eligible for listing on the California Register of Historical Resources under either criteria 1 or 2.

B11. Additional Resource Attributes: N/A

B12. References: County Assessor Maps and Roll Books, Sanborn Fire Insurance Maps, City Building Permits, City Directories, interview with Rev. Jim Richardson, Trinity Episcopal Cathedral.

BUILDING, STRUCTURE, AND OBJECT RECORD

(Sketch Map with north arrow required.)



Remarks: N/A

B14. Evaluator: Carol Roland, Ph.D.

Roland-Nawi Associates: Preservation Consultants
4829 Crestwood Way
Sacramento, CA 95822

B 15. Date of Evaluation: March 17, 2004

(This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #:
HRI #
Trinomial
NRHP Status Code:
Other Listings
Review Code ____ Reviewer _____ Date __ ____

***Resource Name or #:** 1322 27th Street
P1. Other Identifier: none
***P2. .Location: *a. County** Sacramento
b. Address 1322 27th Street
***c. City** Sacramento **Zip** 95816
d. UTM: N/A
e. USGS Quad:
***f. Other Locational Data (APN #):** 007-0036-010
***P3a. Description:**
This two-story apartment building is designed in the Prairie Style. It has a flat, parapetted roof with a projecting cornice. It is clad with stucco. Windows are double hung, and are arranged on the front facade with a wide central window flanked by sidelights. Decorative, vertical muntins occur in the tops portion of the upper sash. The building has multiple cut-in entries with narrow porches. Porch roofs are supported on plain posts.
***P3b. Resource Attributes:** HP 3
***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ■ Element of District
P5b. Description of Photo:
East façade/view west
***P6. Date Constructed/Age:**
1915 89 years old estimated
☐ Prehistoric ■Historic ☐ Both
***P7. Owner and Address:**
Protestant Episcopal Diocese
PO Box 161268.
Sacramento, CA 95816

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

***P8. Recorded by: [Updated]**
Carol Roland
Roland-Nawi Associates
4829 Crestwood Way
Sacramento, CA 95822
***P9. Date Recorded:** March 17, 2004
***P10. Type of Survey:** ■ Intensive ☐ Reconnaissance ☐ Other
Describe : Update of exiting survey data
***P11. Report Citation:** Sutter Medical Center Master Projects and Trinity Cathedral Project Environmental Impact Report
***Attachments:** ☐ NONE ☐ Map Sheet ☐ Continuation Sheet ■ Building, Structure, and Object Record ☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Identifier:** 1322 27th Street . ***NRHP Status Code:** 3D

B1. Historic Name: N/A
B2. Common Name: same
B3. Original Use: Multiple unit residential **B4. Present Use:** same
***B5. Architectural Style:** Prairie Style
***B6. Construction History:**
Constructed circa 1915, it appears to be unaltered.

***B7. Moved?** ■ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** same
***B8. Related Features:** none

B9a. Architect: unknown **B9b. Builder:** unknown
***B10. Significance: Theme:** **Area:** Local/Sacramento
Period of Significance: - **Property Type:** Multiple family **Applicable Criteria:** A/1 and C/3
This building was surveyed by the City of Sacramento in 1996. It contributes to the Capitol Mansions Historic District.

B11. Additional Resource Attributes: N/A
B12. References: County Assessor Maps and Roll Books, Sanborn Fire Insurance Maps, City Building Permits, City Directories, Sacramento City Historic Properties Survey, 1996.

BUILDING, STRUCTURE, AND OBJECT RECORD

(Sketch Map with north arrow required.)

Remarks: N/A

B14. Evaluator: Carol Roland, Ph.D.

Roland-Nawi Associates: Preservation Consultants
4829 Crestwood Way
Sacramento, CA 95822

B 15. Date of Evaluation: March 17, 2004

(This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

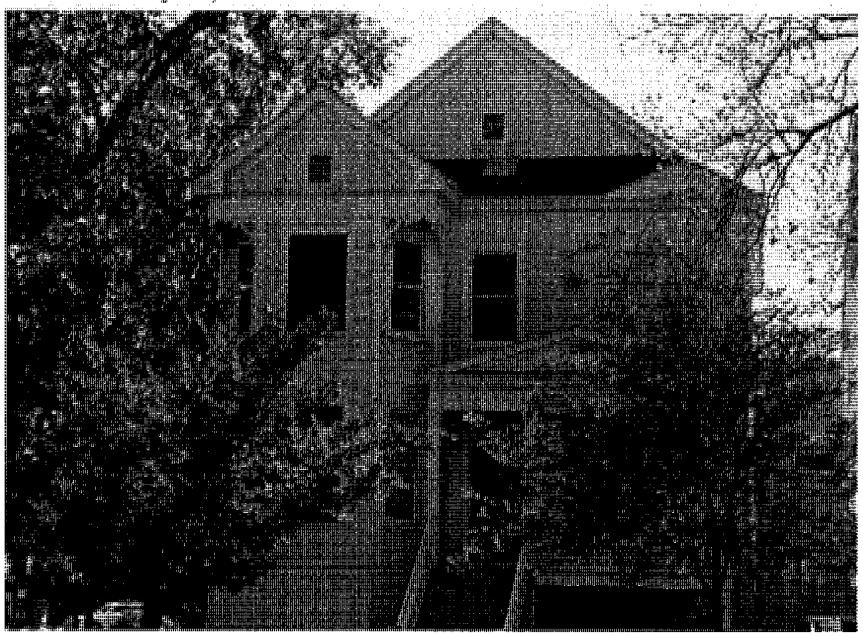
Primary #: _____
HRI # _____
Trinomial _____
NRHP Status Code: _____
Other Listings _____
Review Code ____ Reviewer _____ Date ____

***Resource Name or #:** 2530 Capitol Avenue
P1. Other Identifier: none
***P2. .Location: *a. County** Sacramento
b. Address: 2530 Capitol Avenue
***c. City** Sacramento **Zip** 95816
d. UTM: N/A
e. USGS Quad
***f. Other Locational Data (APN #):** 007-0164-010
***P3a. Description:**

This residence is a contributor to the Capitol Mansions Historic District.
It is a two-story Queen Anne style house which is set on an elevated foundation giving the house a verticality that is unusual for its type. However, in other aspects, the house exemplifies all of the major characteristics of its period and style, including a steeply pitched, prominent front gable roof, variegated siding (novelty lap siding and decorative shingles), cutaway bay windows, an asymmetrical façade and a partial, extended porch. Multiple gable ends are finished with wide facia exhibiting a dentil course and cornice returns. Decorative vents punctuate the center of the gables which are clad with modified sawtooth shingles. Elaborate mill-work brackets support a frieze with a dentil course over the bayed windows. A similarly designed frieze also spans the partial porch below the decorated gable end. The porch roof is supported on simple, classicized columns. Wooden balustrades flank the entry stair and an open wooden rail encloses the porch. Fenestration consists of one-over-one, double hung windows.

***P3b. Resource Attributes:** HP2
***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ■ Element of District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo: North façade /view south
***P6. Date Constructed/Age:** 1895 109 years old documented
☐ Prehistoric ■ Historic ☐ Both
***P7. Owner and Address:**
Mildred B Seawell de Back
1229 46th Street.
Sacramento, CA 95816
***P8. Recorded by: [Updated]**
Carol Roland
Roland-Nawi Associates
4829 Crestwood Way
Sacramento, CA 95822
***P9. Date Recorded:** March 17, 2004
***P10. Type of Survey:** ■ Intensive ☐ Reconnaissance ☐ Other
Describe : Update of exiting survey data
***P11. Report Citation:** Sutter Medical Center Master Projects and Trinity Cathedral Project Environmental Impact Report
***Attachments:** ☐ NONE ☐ Map Sheet ☐ Continuation Sheet ■ Building, Structure, and Object Record ☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Identifier:** 2530 Capitol Avenue * **NRHP Status Code:** 3D

B1. Historic Name: N/A

B2. Common Name: N/A

B3. Original Use: Residential **B4. Present Use:** Residential

***B5. Architectural Style:** Queen Anne

***B6. Construction History:**

Constructed in 1898 for Anna James, an employee of the State Printing Office. The house appears to have been minimally altered.

***B7. Moved?** ■ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** same

***B8. Related Features:** none

B9a. Architect: unknown **B9b. Builder:** unknown

***B10. Significance: Theme:** Capitol Mansions **Area:** Local/Sacramento

Period of Significance: - **Property Type:** Single family residence **Applicable Criteria:** A/1 and C/3

The house contributes to the Capitol Mansions Historic District and is eligible for listing in the California Register of Historical Resources.

B11. Additional Resource Attributes: N/A

B12. References: County Assessor Maps and Roll Books, Sanborn Fire Insurance Maps, City Building Permits, City Directories, City Survey 1996

BUILDING, STRUCTURE, AND OBJECT RECORD

(Sketch Map with north arrow required.)

Remarks: N/A

B14. Evaluator: Carol Roland, Ph.D.

Roland-Nawi Associates: Preservation Consultants
4829 Crestwood Way
Sacramento, CA 95822

B 15. Date of Evaluation: March 17, 2004

(This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #: _____
HRI # _____
Trinomial _____
NRHP Status Code: _____
Other Listings _____
Review Code ____ Reviewer _____ Date ____

***Resource Name or #:** 2609 Capitol Avenue]

P1. Other Identifier: Dwight Miller House

***P2. .Location: *a. County** Sacramento

b. Address: 2609 Capitol Avenue

***c. City** Sacramento **Zip** 95816

d. UTM: N/A

e. USGS Quad:

***f. Other Locational Data (APN #):** 007-165-020

***P3a. Description:**

This large two-story house has a shallow pitched hipped roof with a central, hipped dormer. The partially inset porch, located on the east side of the front façade and continued along the east elevation, extends beyond the principal façade with a flat porch roof supported on broad pillars with bracketed capitals. Fenestration consists of double hung windows occurring singly and in bays with a central window flanked by sidelights. The main, dormer and porch roofs have overhanging eaves and the roof and porch exhibit wide friezes with egg and dart moldings. Simple in conception and with minimal ornamentation, the house conveys its status as a prestige residence through its form and massing.

***P3b. Resource Attributes:** HP2

***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ■ Element of District

P5b. Description of Photo:
South façade/ view north

***P6. Date Constructed/Age:**
1911 93 yrs old estimated
☐ Prehistoric ■Historic ☐ Both

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

***P7. Owner and Address:**
Tim Zeff
2609 Capitol.
Sacramento, CA 95816

***P8. Recorded by: [Updated]**
Carol Roland
Roland-Nawi Associates
4829 Crestwood Way
Sacramento, CA 95822

***P9. Date Recorded:** March 17, 2004

***P10. Type of Survey:** ■ Intensive ☐ Reconnaissance ☐ Other
Describe : Update of exiting survey data

***P11. Report Citation:** Sutter Medical Center Master Projects and Trinity Cathedral Project Environmental Impact Report

***Attachments:** ☐ NONE ☐ Map Sheet ☐ Continuation Sheet ■ Building, Structure, and Object Record ☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List):

***Resource Identifier:** 2609 Capitol Avenue
***NRHP Status Code:** 3D

B1. Historic Name: Dwight Miller House
B2. Common Name: none
B3. Original Use: residential
B4. Present Use: offices
***B5. Architectural Style:** Prairie School
***B6. Construction History:**

Constructed in 1911 it was built by the secretary-treasurer of a local plumbing supply firm. From 1941-1980 it served as a rooming house. However, alterations from a single to multiple occupancy dwelling, and later to offices, has had little effect on the exterior appearance of the building.

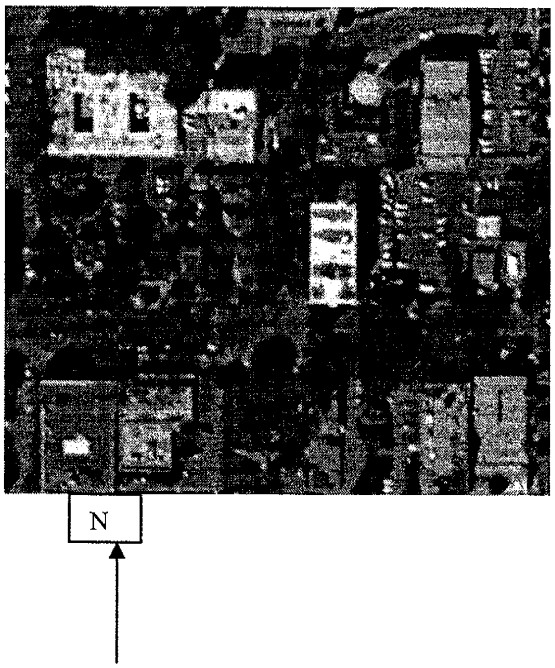
***B7. Moved?** ■ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** same
***B8. Related Features:** none

B9a. Architect: unknown
B9b. Builder: unknown
***B10. Significance: Theme:** Capitol Mansions
Area: Local/Sacramento
Period of Significance: - **Property Type:** Single family home **Applicable Criteria:** A/1 and C/3

The building is a contributor to the Capitol Mansions Historic District. It is eligible for listing on the California Register of Historical Resources.

B11. Additional Resource Attributes: N/A
B12. References: County Assessor Maps and Roll Books, Sanborn Fire Insurance Maps, City Building Permits, City Directories

(Sketch Map with north arrow required.)



Remarks: N/A

B14. Evaluator: Carol Roland, Ph.D.

Roland-Nawi Associates: Preservation Consultants
4829 Crestwood Way
Sacramento, CA 95822

B 15. Date of Evaluation: March 17, 2004

(This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

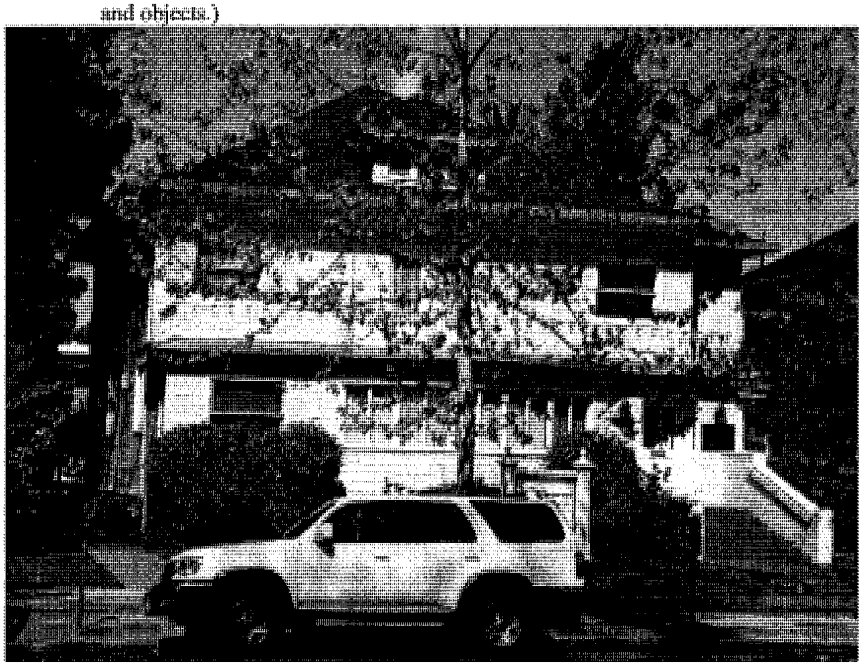
PRIMARY RECORD

Primary #: _____
HRI # _____
Trinomial _____
NRHP Status Code: _____
Other Listings _____
Review Code ____ Reviewer _____ Date __ ____

***Resource Name or #:** 2615 Capitol Ave.
P1. Other Identifier: none
***P2. .Location: *a. County** Sacramento
b. Address
***c. City** Sacramento **Zip** 95816
d. UTM: N/A
e. USGS Quad
***f. Other Locational Data (APN #):**
***P3a. Description:**
This is a large residential style building that exhibits elements of the four square, particularly in its massing, form, hipped roof with a central dormer and upper story fenestration. In its L-shape ground plan, side -porch treatment, horizontally emphasized window openings , it borrows elements from the Prairie Style. Based on the 1915-51 Sanborn Map it appears that the front facade may have been altered to enclose a previous porch and the semi-circular bay with a ribbon of casement windows may be a later addition. It became a rooming house by the 1950s.

***P3b. Resource Attributes:** HP
***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ■ Element of District
P5b. Description of Photo:
South façade, view north
***P6. Date Constructed/Age:**
circa 1920 estimated
☐ Prehistoric ■Historic ☐ Both

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



***P7. Owner and Address:**

Sacramento, CA 95816
***P8. Recorded by: [Updated]**
Carol Roland
Roland-Nawi Associates
4829 Crestwood Way
Sacramento, CA 95822
***P9. Date Recorded:** March 17, 2004
***P10. Type of Survey:** ■ Intensive ☐ Reconnaissance ☐ Other
Describe : Update of exiting survey data
***P11. Report Citation:** Sutter Medical Center Master Projects and Trinity Cathedral Project Environmental Impact Report
***Attachments:** ☐ NONE ☐ Map Sheet ☐ Continuation Sheet ■ Building, Structure, and Object Record ☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List):

***Resource Identifier:** 2615 Capitol Avenue . ***NRHP Status Code:** 3D

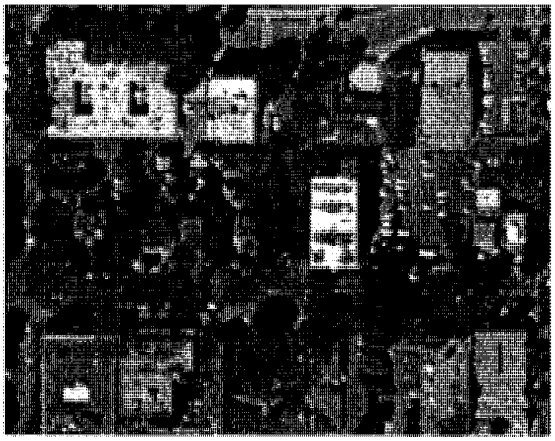
B1. Historic Name: N/A
B2. Common Name: none
B3. Original Use: **B4. Present Use:** Doctor's Offices
***B5. Architectural Style:** Four Square with Prairie influences
***B6. Construction History:**
The building was constructed sometime after 1915.

***B7. Moved?** ■ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** same
***B8. Related Features:** none

B9a. Architect: **B9b. Builder:**
***B10. Significance: Theme:** **Area:** Local/Sacramento
Period of Significance: - **Property Type:** **Applicable Criteria:**
The building contributes to the Capitol Mansions Historic District. It is eligible for the California Register of Historical Resources.

B11. Additional Resource Attributes: N/A
B12. References: County Assessor Maps and Roll Books, Sanborn Fire Insurance Maps, City Building Permits, City Directories

(Sketch Map with north arrow required.)



Remarks: N/A

B14. Evaluator: Carol Roland, Ph.D.

Roland-Nawi Associates: Preservation Consultants
4829 Crestwood Way
Sacramento, CA 95822

B 15. Date of Evaluation: March 17, 2004

(This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

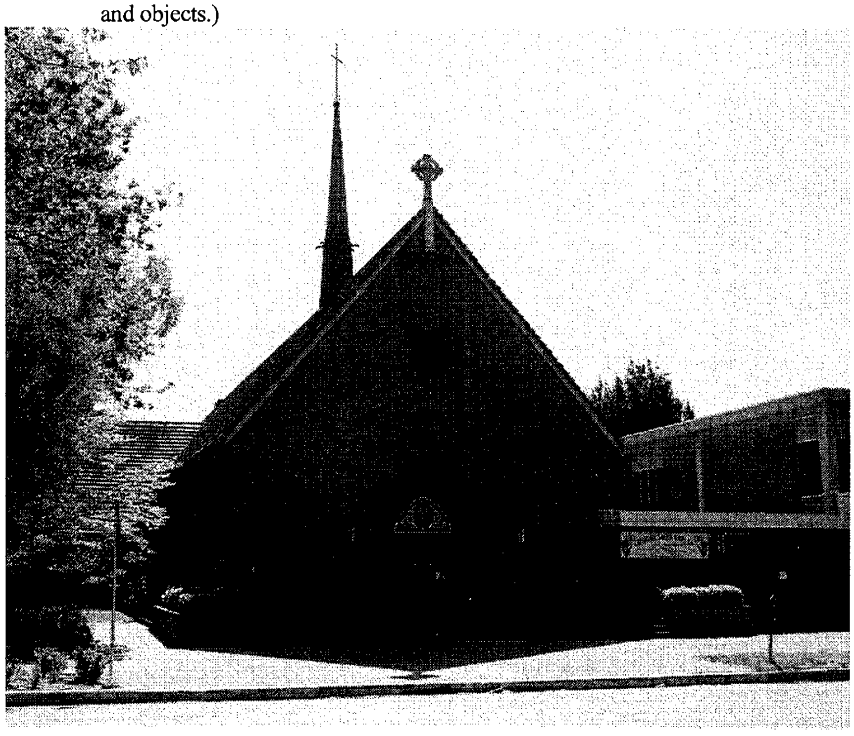
PRIMARY RECORD

Primary #: _____
HRI # _____
Trinomial _____
NRHP Status Code: _____
Other Listings _____
Review Code ____ Reviewer _____ Date __ ____

***Resource Name or #:** Trinity Episcopal Cathedral
P1. Other Identifier: none
***P2. .Location: *a. County** Sacramento
b. Address 2620 Capitol Avenue
***c. City** Sacramento **Zip** 95816
d. UTM: N/A
e. USGS Quad: Sacramento T R
***f. Other Locational Data (APN #):**
***P3a. Description:**

The Trinity Episcopal Church consists of three interconnected buildings: the Cathedral (1955), the office/bookshop (1960?/remodelled1989) and the auditorium (1989-91). The Cathedral and the book shop are connected by an exterior , while the bookstore and auditorium wing are structurally integrated. All three buildings are frame construction with varied hue brick veneer. The Cathedral is a Romanesque Revival style ecclesiastical building. It is cruciform in plan, with a cross-gable, steeply pitched roof. A sculptural, metal steeple rises from the middle of the roof ridge. The front gable end wall has an arched, recessed double entry surmounted by a gold and multi-color mosaic executed in a neo-Byzantine style. The gable end is punctuated by a rosette stained glass window which was moved from an earlier, 1901, Episcopal church which previously occupied the site. The side walls have vertically emphasized, arched openings with stained glass windows of varying vintage. The book store/office wing is a horizontally emphasized, rectangular plan, two-story building. It has a flat roof and is fenestrated with large plate glass windows with aluminum casings, and a metal frame, double glass, commercial style entry door. A covered pergola runs along the front of the building at the first-story level. It extends across the courtyard between the Cathedral and the book store, visually connecting the two separate buildings. The office/bookstore building was constructed circa 1968 and was expanded in a 1989 remodel which pushed the front wall north, closer to the sidewalk.

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



***P3b. Resource Attributes:** HP16
***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ■ Element of District
P5b. Description of Photo: Front (north) façade/view south
***P6. Date Constructed/Age:** 1955/196 /1991 documented ☐ Prehistoric ■Historic ☐ Both
***P7. Owner and Address:** Trinity Episcopal Church 2620 Capitol Avenue Sacramento, CA 95816
***P8. Recorded by: [Updated]** Carol Roland Roland-Nawi Associates 4829 Crestwood Way Sacramento, CA 95822
***P9. Date Recorded:** March 17, 2004
***P10. Type of Survey:** ■ Intensive ☐ Reconnaissance ☐ Other
Describe : Update of exiting survey data
***P11. Report Citation:** Sutter Medical Center Master Projects and Trinity Cathedral Project Environmental Impact Report
***Attachments:** ☐ NONE ☐ Map Sheet ☐ Continuation Sheet ■ Building, Structure, and Object Record ☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Identifier:** Trinity Epsicopal Cathedral ***NRHP Status Code:** 6Z

B1. Historic Name: same

B2. Common Name: same

B3. Original Use: Church and religious center **B4. Present Use:** same

***B5. Architectural Style:** Romanesque Revival and 1950's commercial

***B6. Construction History:**

The Cathedral was constructed in 1955. The office/bookstore building to the west of the sanctuary was constructed in 196 and substantially enlarged by a front and rear addition 1989-91.

***B7. Moved?** ■ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** same

***B8. Related Features:** none

B9a. Architect: 1955 Charles Dean/1968 unknown **B9b. Builder:** unknown

***B10. Significance: Theme:** **Area:** Local/Sacramento

Period of Significance: - **Property Type:** Religious **Applicable Criteria:**

Although several city surveys have been conducted in the immediate area of Trinity Cathedral, the building has never been surveyed and evaluated by the City of Sacramento. In restructuring the old Sutter Preservation Area, the City excluded the Cathedral and it adjacent buildings from either the Capitol Mansions Historic District or the Winn Park Historic District. The Cathedral building is forty-nine years old and therefore technically does not meet the 50 year old cut-off for historical consideration under either the California Register of Historical Resources or the City of Sacramento Historic Preservation Ordinance. It also does not appear to meet the exceptional significance criteria required to list a building less than fifty years old on either the National or California Register. The other church buildings in the complex, 1968 and 1991. are too recent to be considered historical. However, because the Cathedral is so close to fifty years of age, it is evaluated for the purposes of the Sutter Medical Center Master Projects EIR.

The Cathedral building was constructed in 1955. It was designed by the architectural firm of Dean, Satterlee and Thomich. Charles Dean, the senior member of the firm is a well-known Sacramento Architect responsible for the design of a number of outstanding civic and religious buildings, as well as a number of notable residences, primarily dating from the 1920s and 1930s. While Dean's work of this earlier period is better known, he remained in business throughout the 1940s and into the early 1950s. (see continuation sheet)

B11. Additional Resource Attributes: N/A

B12. References: County Assessor Maps and Roll Books, Sanborn Fire Insurance Maps, City Building Permits, City Directories, Miscellaneous files on Sacramento Churches at SAMCC, interview with Rev. Jim Richardson, Trinity Episcopal Cathedral.

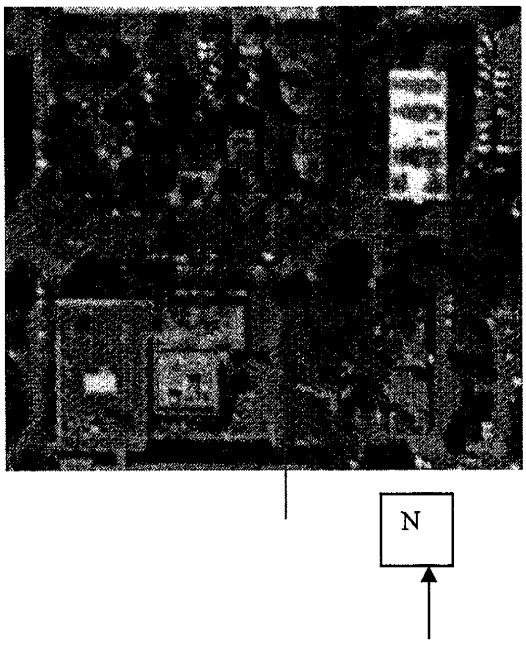
Remarks: N/A

B14. Evaluator: Carol Roland, Ph.D.

Roland-Nawi Associates: Preservation Consultants
4829 Crestwood Way
Sacramento, CA 95822

B 15. Date of Evaluation: March 17, 2004

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

Resource Identifier: 2620 Capitol Ave
Trinity Cathedral

X **Continuation** o **Update**

P3a con't: At the rear, the building was expanded by the construction of a two-story rectangular addition which houses a large gymnasium/meeting hall on the lower floor and offices and classrooms on the second. This addition, constructed 1989-91 more than doubled the size of the 1968 bookstore/office space.

B con't.: Circa 1950, the aging Dean took in partners, retiring in 1956. The successor firm was known as Satterlee and Thomich.

The Cathedral building * replaced an earlier, clapboard Cathedral building constructed in 1901 within the same block, but not on the same site. In addition to the steepled, clapboard church building, there was a masonry, Elizabethan or Neo-Gothic, office and classroom building, known as "Greystone." This auxillary building tended to overpower the simple New England colonial church in both form and materials. Although architecturally and visually incongruous, these two buildings made up the first Trinity complex located in the 2600 block of Capitol.

In the early 1950s the Trinity congregation began a campaign to replace the 1901 Cathedral building. Dean designed a large, . However, the congregation was unable to raise sufficient funds to execute this design and the Dean firm produced a smaller, less elaborate and lower-cost proposal. Ground was broken for the building in 1954 and it was completed in 1955.

Relatively small in scale, the Cathedral depends heavily on its steeply pitched gable end, decorated portal, and variegated brick work to convey a sense of monumentality and presence to the street. On the exterior the narrow steeple is more sculptural than architectural, and seems slightly out of proportion with the massing of the building. In style the building is an example of Romanesque Revival, a church style popular in Sacramento throughout the 1920s and 1930s. In this case the style has been reduced to its simplest elements and executed with little embellishment or sculptural detail. This may reflect the influence of 1950s modernism with its preference for the stripped down surfaces, as well as a limited project budget. The Dean successor firm of Satterlee and Thomich produced a number of modernist buildings devoid of historicist references. On the interior, the Romanesque style is principally reflected in the side wall stained glass windows. Otherwise, a modernist aesthetic predominates in the wall treatment, ceiling, furnishings and the design of the alter.

While the Cathedral conveys a simple charm, it is not entirely successful in its blending of a traditional historicist style and modernism. The outspoken modernism of the adjacent office and bookstore building further weaken the architectural integration of the building complex. The Cathedral lacks the complexity, craftsmanship and careful detailing that characterize much of Dean's earlier work, such as Westminster Presbyterian located on N Street. In the early 1950s Dean also designed a small community church in the Delta town of Walnut Grove. Executed in rustic wooden materials, this church is far more successful in its integration of modernism and traditional craftsman elements and provides a better example of his late work and as an example of small scale ecclesiastical architecture.

* The term "Cathedral" in the Episcopal denomination denotes church building which houses the seat of the Archbishop of the diocese. It does not necessarily connotate a large, or architecturally impressive building, or imply any particular architectural style.

Resource Identifier: 2620 Capitol Ave.
Trinity Episcopal Cathedral

■ Continuation ☐ Update\

Trinity Episcopal church Offices and Recreation Hall

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

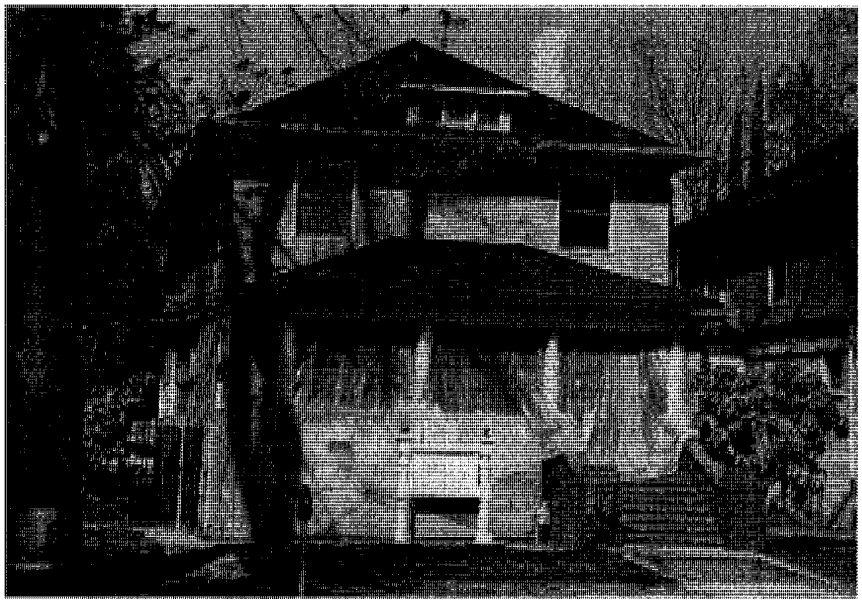
Primary #: _____
HRI # _____
Trinomial _____
NRHP Status Code: _____
Other Listings _____
Review Code ____ Reviewer _____ Date __ ____

***Resource Name or #:** 2621 Capitol Avenue
P1. Other Identifier: none
***P2. .Location: *a. County** Sacramento
b. Address 2621 Capitol Avenue
***c. City** Sacramento **Zip** 95816
d. UTM: N/A
e. USGS Quad: Sacramento T R
***f. Other Locational Data (APN #):** 007-165-012
***P3a. Description:**

This two-story four square is an example of a generic house type that was built throughout the country between the 1870s and 1930s. Also known as a "hipped cottage," it is characterized by compact massing and a classic box shape. It lent itself to a variety of period embellishments, but in this case is presented in its most straight-forward form. The house is surmounted by a low hipped roof with a small front facing dormer and overhanging eaves. Rafters are exposed. The most prominent architectural feature of the house is the extended, single story porch with a hipped roof supported on Tuscan columns. The house is set on a raised foundation and has a long entry stair of brick with a brick balustrade. An enclosed rail surrounds the porch. Fenestration is symmetrical and consists of one-over-one double hung windows, with a hip roofed, canted bay on the west façade. The house is clad with narrow wooden novelty siding. The house relies to a large extent on its massing and form, rather than on embellishment, to convey a quiet impression of middle class prosperity.

***P3b. Resource Attributes:** HP2
***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ■ Element of District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo: South façade/view north
***P6. Date Constructed/Age:** circa 1905 99 years old estimated
☐ Prehistoric ■Historic ☐ Both
***P7. Owner and Address:**

Sacramento, CA 95816
***P8. Recorded by: [Updated]**
Carol Roland
Roland-Nawi Associates
4829 Crestwood Way
Sacramento, CA 95822
***P9. Date Recorded:** March 17, 2004
***P10. Type of Survey:** ■ Intensive ☐ Reconnaissance ☐ Other
Describe : Update of exiting survey data
***P11. Report Citation:** Sutter Medical Center Master Projects and Trinity Cathedral Project Environmental Impact Report
***Attachments:** ☐ NONE ☐ Map Sheet ☐ Continuation Sheet ■ Building, Structure, and Object Record ☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Identifier:** 2621 Capitol Avenue. ***NRHP Status Code:** 3D

B1. Historic Name: N/A
B2. Common Name: none
B3. Original Use: residential **B4. Present Use:** offices
***B5. Architectural Style:** Four Square
***B6. Construction History:**
The house was built circa 1905 and is similar to a number of houses of this type constructed about the same time in both the Capitol Avenue area and in the adjacent Boulevard Park. It appears to have undergone few changes.

***B7. Moved?** ■ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** same
***B8. Related Features:** none

B9a. Architect: unknown **B9b. Builder:** unknown
***B10. Significance: Theme:** Capitol Mansions **Area:** Local/Sacramento
Period of Significance: - **Property Type:** Single family residence **Applicable Criteria:** a/1 and C/3

The house is a contributor to the City Capitol Mansions Historic District and is eligible for listing in the California Register of Historical Resources.

It is representative of the large, prosperous residences built along Capitol Avenue by the city's successful businessmen and socially prominent families. It is a good example it style type and retains a high degree of integrity.

B11. Additional Resource Attributes: N/A
B12. References: County Assessor Maps and Roll Books, Sanborn Fire Insurance Maps, City Building Permits, City Directories

(Sketch Map with north arrow required.)

N

Remarks: N/A

B14. Evaluator: Carol Roland, Ph.D.

Roland-Nawi Associates: Preservation Consultants
4829 Crestwood Way
Sacramento, CA 95822

B 15. Date of Evaluation: March 17, 2004

(This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #: _____
HRI # _____
Trinomial _____
NRHP Status Code: _____
Other Listings _____
Review Code ____ Reviewer _____ Date ____

***Resource Name or #:** 2627-29 Capitol Avenue
P1. Other Identifier: Joseph Nusbaum House
***P2. .Location: *a. County** Sacramento
b. Address 2627-29 Capitol Avenue.
***c. City** Sacramento **Zip** 95816
d. UTM: N/A
e. USGS Quad: N/A
***f. Other Locational Data (APN #):** 007-0165-011
***P3a. Description:**

This is an imposing four-square residence with craftsman details. The building is wood frame with narrow novelty siding on the lower story and rustic shingle on the upper. A wide, molded cornice visually marks the separation of the two floors. The roof is hipped with a prominently gabled front dormer. Overhanging eaves exhibit exposed rafters with decorative ends. The dormer overhang and gable end are closed with returns. An elevated half-porch occupies the west side of the front façade. The second story extends over the porch forming a covering. This second story L is supported on clinker brick pillars. The porch is enclosed with an open rail. Fenestration consists of tri-partite arrangements of double hung windows. On the upper story, bracketed flower boxes emphasize the lower sill. There are bays on the east side of the front façade on both stories. These windows are decoratively glazed with patterned muntins. The lower bay is supported on large, molded brackets. The glazed and paneled entry door is flanked by partial side lights.

The house was built by Joseph Nusbaum, a cashier for Ennis-Brown Company. The house is a well detailed example of its architectural style and is representative of the stately, prosperous homes that were built along Capitol Avenue above 16th Street in the teens and 1920s. It's integrity is excellent. It was evaluated by the City of Sacramento 1975 and 1994. It is a contributing building within the Capitol Mansions Historic District, designated by the city in 2004. The district and its contributing elements is eligible for listing in the California Register of Historical Resources.

P5. Photograph er Drawing (Photograph required for buildings, structures, and objects.)

***P3b. Resource Attributes:** HP2
***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ■ Element of District
P5b. Description of Photo: South Façade view northwest
***P6. Date Constructed/Age:** 1907 97years old documented ☐ Prehistoric ■Historic ☐ Both
***P7. Owner and Address:**
David L Cottle
PO Box 161468
Sacramento, CA 95816
***P8. Recorded by:**
Carol Roland
Roland-Nawi Associates
4829 Crestwood Way
Sacramento, CA 95822
***P9. Date Recorded:** March 20,2004
P10. Type of Survey: ■ Intensive ☐ Reconnaissance ☐ Other

***P11. Report Citation:** Sutter Medical Center Master Projects and Trinity Cathedral Project Environmental Impact Report
***Attachments:** ☐ NONE ☐ Map Sheet ☐ Continuation Sheet ■ Building, Structure, and Object Record ☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Identifier:** 2627-29 Capitol Ave. ***NRHP Status Code:** 3D

B1. Historic Name: N/A

B2. Common Name: Nusbaum House

B3. Original Use: residential **B4. Present Use:** residence

***B5. Architectural Style:** Arts and Crafts

***B6. Construction History:**

Building was constructed in 1907 by Nusbaum. It appears relatively unaltered and retains its important character defining features, although it is in deteriorated condition.

***B7. Moved?** ■ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** same

***B8. Related Features:** none

B9a. Architect: unknown **B9b. Builder:** unknown

***B10. Significance: Theme:** Capitol Mansions **Area:** Local/Sacramento

Period of Significance: - **Property Type:** Single family residence **Applicable Criteria:** A/1 and 3/C

The building is a City Landmark and also is a contributor to the City Capitol Mansions Historic District. It is eligible for listing in the California Register of Historical Resources.

The building reflects the development of mansions by the city's successful businessmen and socially elite families along Capitol Avenue during the early decades of the 20th century. The house is one of several examples of palatial residence constructed in the Arts and Crafts and Queen Anne style located within the 2600 and 2500 blocks of the street. It also is an exceptionally well detailed example of its style type and retains its character defining feature.

B11. Additional Resource Attributes: N/A

B12. References: County Assessor Maps and Roll Books, Sanborn Fire Insurance Maps, City Building Permits, City Directories. Historical Building Surveys City of Sacramento, 1976, 1996.

BUILDING, STRUCTURE, AND OBJECT RECORD

(Sketch Map with north arrow required.)

N

Remarks: N/A

B14. Evaluator: Carol Roland, Ph.D.

Roland-Nawi Associates: Preservation Consultants
4829 Crestwood Way
Sacramento, CA 95822

B 15. Date of Evaluation: March 17, 2004

(This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

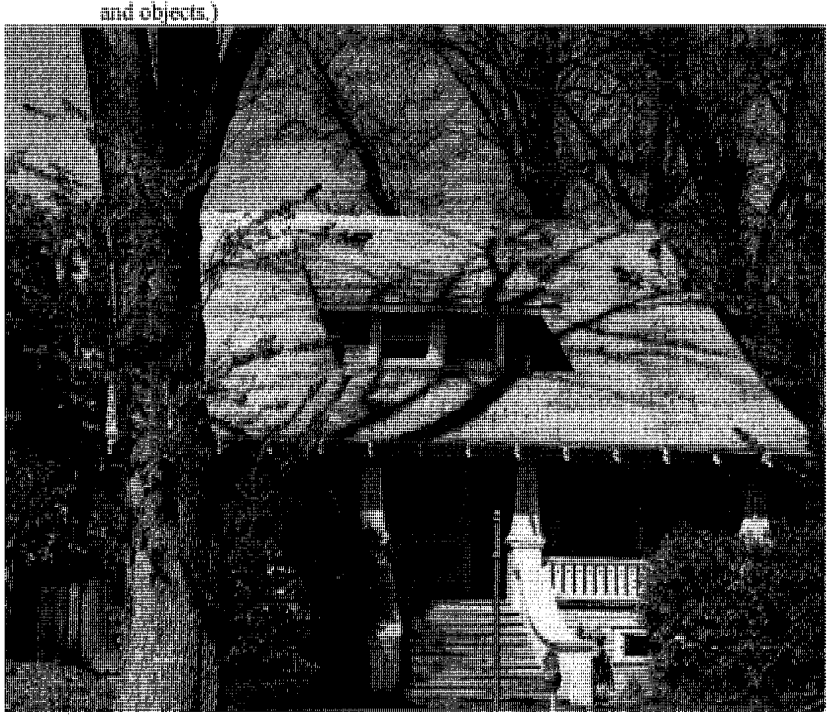
Primary #: _____
HRI # _____
Trinomial _____
NRHP Status Code: _____
Other Listings _____
Review Code ____ Reviewer _____ Date __ ____

***Resource Name or #:** 2631 Capitol Avenue
P1. Other Identifier: none
***P2. .Location: *a. County** Sacramento
b. Address 2631 Capitola Ave
***c. City** Sacramento **Zip** 95816
d. UTM: N/A
e. USGS Quad:
***f. Other Locational Data (APN #):** 007-165-010
***P3a. Description:**

A rectangular plan bungalow set on an elevated foundation, this residence was constructed circa 1910. A side gable roof extends to cover a full-length porch that extends across the front façade. A low shed roof dormer is centered on the front roof slope. Gables and eaves have substantial overhangs, with exposed bird's beak rafters along the eaves. The porch overhang is supported on battered posts set on square piers. A low, decorative open rail encloses the porch. Terrazzo stairs, flanked by sweeping balustrades, provide access to a central entry door. Large double hung windows are arranged symmetrically on either side of the entry. Additional fenestration consists of double hung, one-over one windows. The building is clad with channel rustic siding.

***P3b. Resource Attributes:** HP2
***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ■ Element of District
P5b. Description of Photo:
South façade/view north
***P6. Date Constructed/Age:**
circa 1910 94 years old estimated
☐ Prehistoric ■ Historic ☐ Both

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



***P7. Owner and Address:**

Sacramento, CA 95816

***P8. Recorded by:**
Carol Roland
Roland-Nawi Associates
4829 Crestwood Way
Sacramento, CA 95822

***P9. Date Recorded:** March 17, 2004
***P10. Type of Survey:** ■ Intensive ☐ Reconnaissance ☐ Other
Describe : Update of exiting survey data
***P11. Report Citation:** Sutter Medical Center Master Projects and Trinity Cathedral Project Environmental Impact Report

***Attachments:** ☐ NONE ☐ Map Sheet ☐ Continuation Sheet ■ Building, Structure, and Object Record ☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Identifier:** 2631 Capitol Avenue . ***NRHP Status Code:** 3D

B1. Historic Name: N/A

B2. Common Name: none

B3. Original Use: residentail **B4. Present Use:** residential

***B5. Architectural Style:** California Bungalow

***B6. Construction History:**

The house was constructed circa 1910. A composition shingle roof has replaced the original roofing material.

***B7. Moved?** ■ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** same

***B8. Related Features:** none

B9a. Architect: unknown **B9b. Builder:** unknown

***B10. Significance: Theme:** Capitol Mansions **Area:** Local/Sacramento

Period of Significance: - **Property Type:** Single family residence **Applicable Criteria:** A/1 and C/3

This classic example of a California Bungalow is a contributor to the City Capitol Mansions Historic District. It is eligible for listing in the California Register of Historical Resources.

It exhibits all the characteristics of its style including moderately gabled roof with overhanging eaves and bracketed gables, extensive, covered porch, battered posts and double hung windows and rustic siding. It retains a high degree of integrity.

B11. Additional Resource Attributes: N/A

B12. References: County Assessor Maps and Roll Books, Sanborn Fire Insurance Maps, City Building Permits, City Directories

BUILDING, STRUCTURE, AND OBJECT RECORD

(Sketch Map with north arrow required.)

N

Remarks: N/A

B14. Evaluator: Carol Roland, Ph.D.

Roland-Nawi Associates: Preservation Consultants
4829 Crestwood Way
Sacramento, CA 95822

B 15. Date of Evaluation: March 17, 2004

(This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

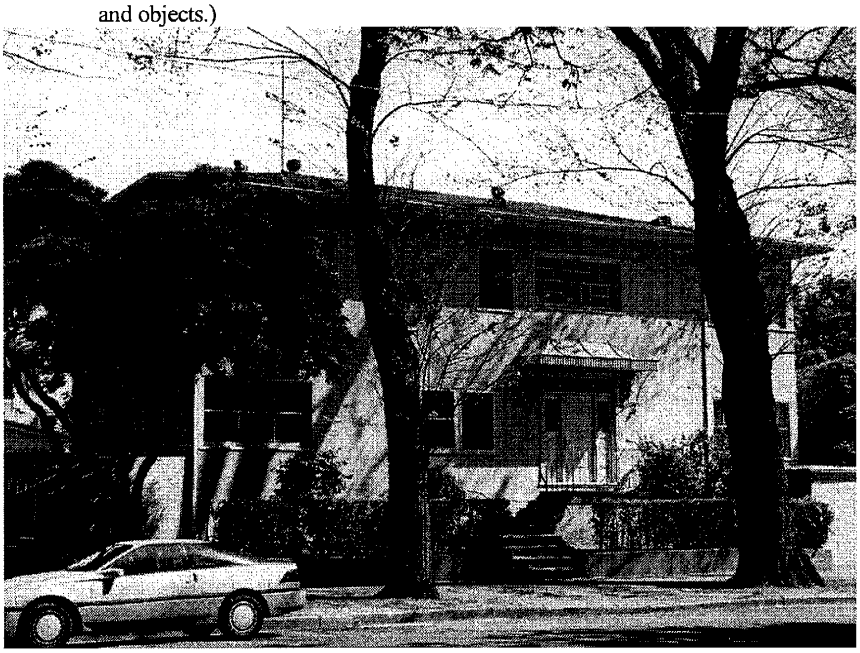
Primary #: _____
HRI # _____
Trinomial _____
NRHP Status Code: _____
Other Listings _____
Review Code ____ Reviewer _____ Date __ ____

***Resource Name or #:** Trinity Apartments
P1. Other Identifier: none
***P2. .Location: *a. County** Sacramento
b. Address 2700 Capitol Avenue
***c. City** Sacramento **Zip** 95816
d. UTM: N/A
e. USGS Quad:
***f. Other Locational Data (APN #):**
***P3a. Description:**

A circa 1940s two-story apartment building with a rectangular plan, stucco cladding and a low pitched hipped roof with overhanging, boxed eaves. The building has two primary entries, one oriented toward Capitol Avenue on the north façade and one oriented toward 27th Street on the west façade. On the north façade the entry is located on the west side under a slight second story overhang. A rounded, tripartite bay window occupies the east side of the façade. On the 27th street side of the building, the central entry door is flanked by side lights. It is accessed via a curved cement stair with a small landing covered by a stock curved metal canopy. Fenestration consists of fixed single windows of large dimension divided by muntins, and double hung windows which occur singly and in pairs. Over the front entry, a fixed window exhibits an asymmetrical geometric motif, which, along with the moon entry gate to the back yard, and the metal canopy over the 27th Street entrance introduce an orientalist motif to the building. The apartment is similar in design to a number of three to four unit buildings constructed in Sacramento in this period. Transitional between period revival and modernist designs, this building, like several others, appears to be somewhat eclectic, adding superficial decorative details to an otherwise simple rectangular form.

***P3b. Resource Attributes:** HP 3

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ■ Element of District

P5b. Description of Photo: West façade/view northeast

***P6. Date Constructed/Age:** circa 1940 64 years old estimated ☐ Prehistoric ■Historic ☐ Both

***P7. Owner and Address:** Protestant Episcopal Diocese PO Box 161268. Sacramento, CA 95816

***P8. Recorded by: [Updated]** Carol Roland Roland-Nawi Associates 4829 Crestwood Way Sacramento, CA 95822

***P9. Date Recorded:** March 17, 2004

***P10. Type of Survey:** ■ Intensive ☐ Reconnaissance ☐ Other
Describe : Update of exiting survey data

***P11. Report Citation:** Sutter Medical Center Master Projects and Trinity Cathedral Project Environmental Impact Report

***Attachments:** ☐ NONE ☐ Map Sheet ☐ Continuation Sheet ■ Building, Structure, and Object Record ☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Identifier:** Trinity Apartments . ***NRHP Status Code:** 6Z

B1. Historic Name: N/A

B2. Common Name:

B3. Original Use: multiple unit residential **B4. Present Use:** Same

***B5. Architectural Style:** Eclectic

***B6. Construction History:**

The building was constructed circa the 1940s and appears to be relatively unaltered.

***B7. Moved?** ■ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** same

***B8. Related Features:** none

A double garage with an additional apartment unit is located to the south of the main building.

B9a. Architect: Unknown **B9b. Builder:** Unknown

***B10. Significance: Theme:** **Area:** Local/Sacramento

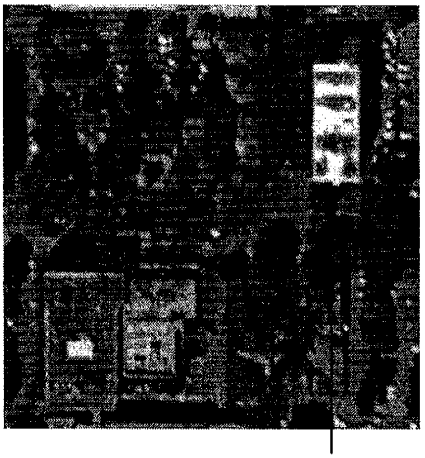
Period of Significance: - Property Type: **Applicable Criteria:**

This is a fairly typical small, multi-unit building designed and constructed just prior to WWII. Functional in design, its decorative elements are somewhat eclectic and unelaborated. The building, although more than fifty years old and a good example of a general multi-unit type, has been deprived of its context. It is now the only residential building in its block, with the Trinity Church located across 27th Street and a large, contemporary multi-unit assisted living complex across Capitol. If it had retained a residential context, it is possible that it might be a contributing element to a larger historic district, but isolated as it is, it is an unremarkable example of a common type and is not eligible for individual listing in the California Register of Historical Resources.

B11. Additional Resource Attributes: N/A

B12. References: County Assessor Maps and Roll Books, Sanborn Fire Insurance Maps, City Building Permits, City Directories

(Sketch Map with north arrow required.)



N

Remarks: N/A

B14. Evaluator: Carol Roland, Ph.D.

Roland-Nawi Associates: Preservation Consultants
4829 Crestwood Way
Sacramento, CA 95822

B 15. Date of Evaluation: March 17, 2004

(This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

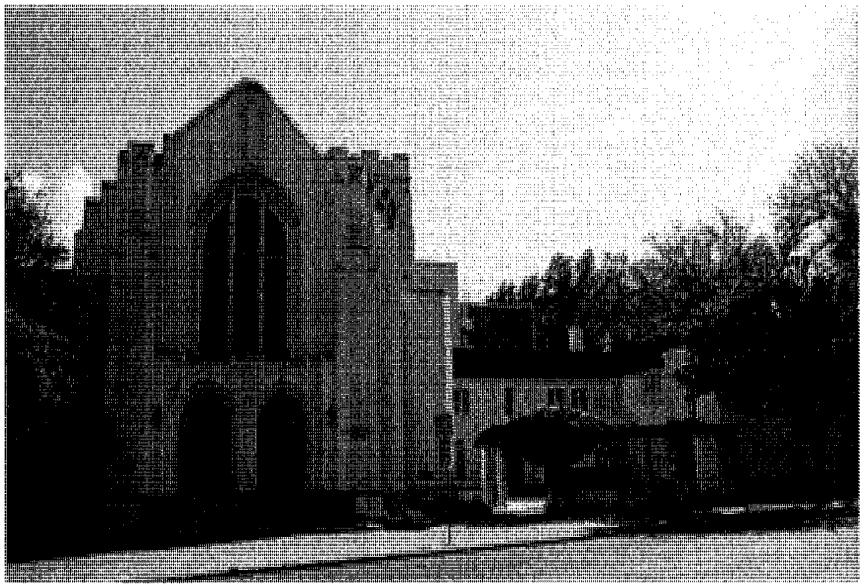
Primary #: _____
HRI # _____
Trinomial _____
NRHP Status Code: _____
Other Listings _____
Review Code ____ Reviewer _____ Date __ ____

***Resource Name or #:** First Congregational Church]
P1. Other Identifier: Pioneer Memorial Congregational Church
***P2. .Location: *a. County** Sacramento
b. Address 2700 L Street
***c. City** Sacramento **Zip** 95816
d. UTM: N/A
e. USGS Quad: Sacramento T R
***f. Other Locational Data (APN #):** 007-0171-001
***P3a. Description:**

The Pioneer Memorial church is a reinforced concrete church building comprised of several elements and rising two to three and one-half stories in height. Vernacular Gothic Revival in style, the building is U-shape in plane. The three principal wings of the building are surmounted by intersecting-gable roofs. The east wing of the building houses the sanctuary with numerous fine stained glass windows on the front and side facades. . The primary (north) façade of the Chapel has a crenelated gable, a large arched central window and double entry portals with arched openings. A tall bell tower is located to the rear of the chapel and is joined on its west side with the central wing of the building. The tower has a crenelated parapet with gothic arched openings on all four facades. The central and west wings are lower in height and less extensively detailed than the Chapel wing, but exhibit pattern of gothic fenestration and arched entries. The building is constructed of reinforced concrete and was originally unpainted.

***P3b. Resource Attributes:** HP
***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ■ Element of District
P5b. Description of Photo: North facades view southeast

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



***P6. Date Constructed/Age:**
1926 58 years old documented
☐ Prehistoric ■Historic ☐ Both

***P7. Owner and Address:**
First Congregational Church
.2700 L Street
Sacramento, CA 95816

***P8. Recorded by: [Updated]**
Carol Roland
Roland-Nawi Associates
4829 Crestwood Way
Sacramento, CA 95822

***P9. Date Recorded:** March 17, 2004

***P10. Type of Survey:** ■ Intensive ☐ Reconnaissance ☐ Other
Describe : Update of exiting survey data

***P11. Report Citation:** Sutter Medical Center Master Projects and Trinity Cathedral Project Environmental Impact Report Expansion

***Attachments:** ☐ NONE ☐ Map Sheet ☐ Continuation Sheet ■ Building, Structure, and Object Record ☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Identifier:** First Congregational Church ***NRHP Status Code:** 5S1/3S

B1. Historic Name: Pioneer memorial Congregational Church

B2. Common Name: same as above

B3. Original Use: Church **B4. Present Use:** Church

***B5. Architectural Style:** Gothic Revival

***B6. Construction History:**

The building was constructed in 1926 and was designed by the well known Sacramento architectural firm of Hemmings and Stark. It replaced the first church in Sacramento which was located on 6th Street.

***B7. Moved?** ■ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** same

***B8. Related Features:** none

B9a. Architect: Hemmings and Stark **B9b. Builder:** McGillivray Construction Co.

***B10. Significance:** **Theme:** **Area:** Local/Sacramento

Period of Significance: - **Property Type:** Religious HP16 **Applicable Criteria:** A/1 and 3/C

The First Congregational Church has been surveyed and evaluated in 1981 and 1996 by Historic Environmental Consultants and Napoli Todd Consultants respectively, for the direction of the City of Sacramento. The building is designated by the City as a City Landmark and is eligible of listing in the California Register of Historical Resources

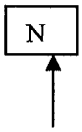
The First Church of Christ was established in Sacramento in 1849. Its first building was erected on 6th Street and contained a bell cast in New York in 1854 and shipped around the horn. In the 1920's the original church building was torn down and the congregation relocated to the 2700 L Street site across from Sutter's Fort. The churches move in the 1920s reflects the increasing residential settlement in the area above 24th Street within the old city grid and the changing demography of the city's west end. By the time the church was constructed the area around the historic fort had become a socially prominent area of substantial upper and middle class dwellings, while the west end of the city had become an area of immigrant settlement commercial/industrial waterfront activities. In its original setting it was one of three buildings on this block, the other two including the Masonic Lodge and the Tuesday Club, which exemplified the growth of associational institutions in Sacramento during this period. It also is one of several institutional buildings that located in this area in the 1920s, creating a mixed use area at the eastern end of the city grid. The blocks between 28th and 29th Street included not only single family dwellings, but by the 1920s, the Eastern Star Temple on the north side of the fort, the Old Tavern (the former Sacramento Brewery remodeled in this period), 2730 Capitol Ave, the PG&E Car Barns on the corner of 29th and Capitol, and four unit and larger apartments.

The church building was designed by Hemmings and Stark, a prominent Sacramento architectural firm responsible for many of Sacramento's significant buildings of the 1920s and 1930s. In addition to the sanctuary (east wing), the building was designed to incorporate church office and additional meeting space. The bells of the original 1849 building were removed to the present structure and are housed in the tall bell tower. The building is an excellent example of the Gothic Revival style, often employed in this period in religious buildings. The 1920s was an active period for ecclesiastical architecture in Sacramento and saw the construction of a number of fine examples of this style genre, of which the First Congregational is one of the largest and most carefully detailed.

B11. Additional Resource Attributes: N/A

B12. References: County Assessor Maps and Roll Books, Sanborn Fire Insurance Maps, City Building Permits, City Directories. City of Sacramento Historic Survey forms (DPR 523) 1996/1981, Paul Frey, *A History of the First Congregational Church*,1949.

(Sketch Map with north arrow required.)



Remarks: N/A

B14. Evaluator: Carol Roland, Ph.D.

Roland-Nawi Associates: Preservation Consultants
4829 Crestwood Way
Sacramento, CA 95822

B 15. Date of Evaluation: March 17, 2004

(This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

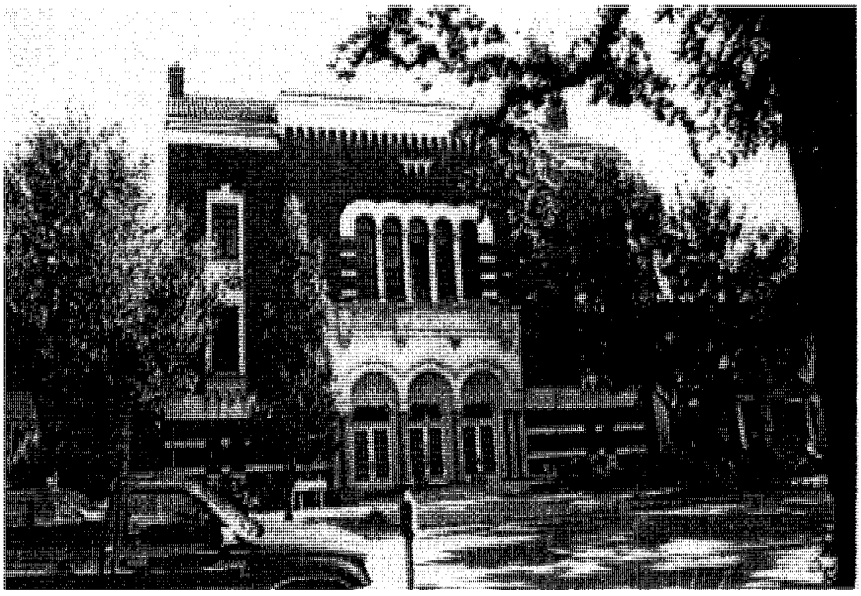
Primary #: _____
HRI # _____
Trinomial _____
NRHP Status Code: _____
Other Listings _____
Review Code ____ Reviewer _____ Date ____

***Resource Name or #:** Eastern Star Hall
P1. Other Identifier: none
***P2. .Location: *a. County** Sacramento
b. Address 2719 K Street
***c. City** Sacramento **Zip** 95816
d. UTM: N/A
e. USGS Quad: Sacramento T R
***f. Other Locational Data (APN #):** 007-111-15
***P3a. Description:**

This brick structure is over three stories in height and the façade is divided into three asymmetrical bays by a projecting central bay. The roof is tiled and gabled with projecting chimneys of both gable ends. The terra cotta faced entrance bay contains a banding of corbelled arches beneath the eave line. Three large entry arches contain double doors with glass panes and are supported by modified Corinthian columns with capitals. Above the repeated arch forms is a wide band with decorated panels in relief and capital-banding above the entry. A series of columns support a terra cotta arched banding above the entry. Terra cotta enframes two pairs of windows with keystones, corbelled arches and paneled spandrels. Bands of terra cotta of varying width surface the ground floor façade interrupted by pairs of slender windows.

***P3b. Resource Attributes:** HP 13
***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ■ Element of District
P5b. Description of Photo:
South (front) façade/view northeast
***P6. Date Constructed/Age:**
1925 79 years old documented
☐ Prehistoric ■Historic ☐ Both

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



***P7. Owner and Address:**
Eastern Star Hall Association
2719 K Street
Sacramento, CA 95816

***P8. Recorded by: [Updated]**
Carol Roland
Roland-Nawi Associates
4829 Crestwood Way
Sacramento, CA 95822

***P9. Date Recorded:** March 17, 2004
***P10. Type of Survey:** ■ Intensive ☐ Reconnaissance ☐ Other
Describe : Update of exiting survey data
***P11. Report Citation:** Sutter Medical Center Master Projects and Trinity Cathedral Project Environmental Impact Report
***Attachments:** ☐ NONE ☐ Map Sheet ☐ Continuation Sheet ■ Building, Structure, and Object Record ☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Identifier:** Eastern Star Hall . ***NRHP Status Code:** 1S

B1. Historic Name: same

B2. Common Name: same

B3. Original Use: Fraternal Hall **B4. Present Use:** Same

***B5. Architectural Style:** Romanesque Revival

***B6. Construction History:**

The building was constructed in 1925 and has had no major alterations.

***B7. Moved?** ■ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** same

***B8. Related Features:** none

B9a. Architect: Coffman, Sahlberg and Stafford **B9b. Builder:** unknown

***B10. Significance: Theme:** **Area:** Local/Sacramento

Period of Significance: - 1925 **Property Type:** Social **Applicable Criteria:** A/1 and C/3

The structure is an outstanding design and a fine representative of its style. The dramatic use of contrasting terra cotta and brick create a skillful, bold and imaginative composition. It was designed by the Sacramento architectural firm of Coffman, Sahlberg and Stafford. This building has been surveyed by the City of Sacramento in 1980 and 1991. It is a City of Sacramento Landmark. It is listed on the National Register of Historic Places and on the California Register of Historical Resources.

B11. Additional Resource Attributes: N/A

B12. References: County Assessor Maps and Roll Books, Sanborn Fire Insurance Maps, City Building Permits, City Directories, City of Sacramento Historic Building Survey 1980, 1991.

(Sketch Map with north arrow required.)

Remarks: N/A

B14. Evaluator: Carol Roland, Ph.D.

Roland-Nawi Associates: Preservation Consultants
4829 Crestwood Way
Sacramento, CA 95822

B 15. Date of Evaluation: March 17, 2004

(This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

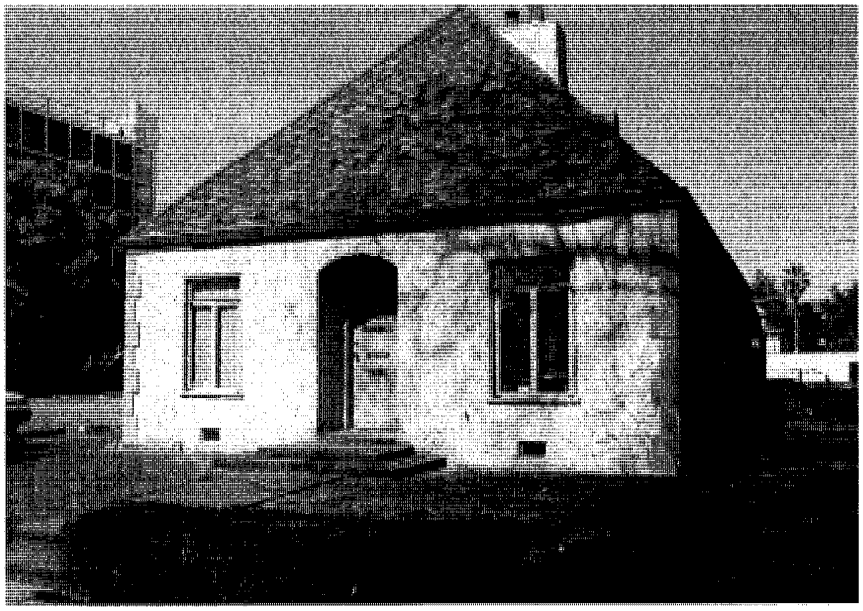
Primary #:
HRI #
Trinomial
NRHP Status Code:
Other Listings
Review Code ____ Reviewer ____ Date ____

***Resource Name or #:** 2721 Capitol Avenue
P1. Other Identifier: none
***P2. .Location: *a. County** Sacramento
b. Address 2712 Capitol Avenue
***c. City** Sacramento **Zip** 95816
d. UTM: N/A
e. USGS Quad: Sacramento T R
***f. Other Locational Data (APN #):**
***P3a. Description:**

A small, Norman Revival style building, originally constructed as a "clinic," it has served as medical offices to the present time. The rectangular plan, one-story building has a steeply pitched hip roof with clipped eaves, now covered with composition shingle. Symmetrically arranged, the building has a central entry door deeply recessed within an unadorned arch. Fenestration consists of metal frame casements with transoms. The corners of the building are embellished with quoins. The building is clad in replacement stucco. According to local sources, the building served as the office of Dr. Kasch, the first woman dentist in Sacramento, circa 1941.

***P3b. Resource Attributes:** HP 6
***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ■ Element of District
P5b. Description of Photo:
South and east facades/ view northwest
***P6. Date Constructed/Age:**
circa 1935 69 years old estimated
☐ Prehistoric ■Historic ☐ Both

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



***P7. Owner and Address:**
Sutter Community Hospitals
2801 Capitol Ave
Sacramento, CA 95816
***P8. Recorded by: [Updated]**
Carol Roland
Roland-Nawi Associates
4829 Crestwood Way
Sacramento, CA 95822
***P9. Date Recorded:** March 17, 2004
***P10. Type of Survey:** ■ Intensive ☐ Reconnaissance ☐ Other
Describe : Update of exiting survey data
***P11. Report Citation:** Sutter Medical Center Master Projects and Trinity Cathedral Project Environmental Impact Report
***Attachments:** ☐ NONE ☐ Map Sheet ☐ Continuation Sheet ■ Building, Structure, and Object Record ☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Identifier:** 2721 Capitol Avenue ***NRHP Status Code:** 6Z

B1. Historic Name: N/A

B2. Common Name: N/A

B3. Original Use: Medical Clinic **B4. Present Use:** Doctor's Offices

***B5. Architectural Style:** Originally Norman Revival

***B6. Construction History:**

The building was constructed circa 1935 in the Norman Revival style which was very popular at the time. Although the building retains its original form and massing, recessed entry way, and pitched hip roof shape, almost all its original materials have been replaced including its cladding, roofing material, and door. Although the metal fame casement windows appear to date from the period of construction, the window treatment is very atypical of the revival style and is either an incongruous original element, or has been altered.

***B7. Moved?** ■ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** same

***B8. Related Features:** none

B9a. Architect: unknown **B9b. Builder:** unknown

***B10. Significance: Theme:** **Area:** Local/Sacramento

Period of Significance: - **Property Type:** Medical offices **Applicable Criteria:** A/1 and C/3

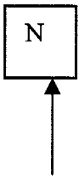
Originally a Norman revival cottage, apparently built to house medical offices, this simple rectangular plan building has suffered a substantial loss of integrity. Particularly damaging on such a simple building is the loss of original siding which has been replaced with a clearly discernable contemporary form of plaster covering. There are hundreds of examples of small, Norman Revival cottages throughout Sacramento's mid-town and in areas immediately to the east, many of which retain excellent integrity. Now surrounded by a substantially altered building to the east, wide expanses of parking lot to the north and west, and a circa 1960s multiple story assisted living facility to the west, the building also has been deprived of its immediate residential context. The building does not meet the criterion of eligibility under C/1 and is not eligible for listing in the California Register of Historical Resources as a good example of its style and type which retains integrity.

There is no evidence that Dr. Kasch is an individual of importance in her profession or of notable importance in the civic life of Sacramento. Although the number of women in the medical professions was still limited in 1941, the barriers to women entering these fields had long since been broken and there is no evidence that Dr. Kasch pioneered women's entry into the dental profession in California or the U.S. The building would not be eligible for listing due to its association with an important event or an important individual in the history of Sacramento (Criteria A/1 and B/2).

B11. Additional Resource Attributes: N/A

B12. References: County Assessor Maps and Roll Books, Sanborn Fire Insurance Maps, City Building Permits, City Directories

(Sketch Map with north arrow required.)



Remarks: N/A

B14. Evaluator: Carol Roland, Ph.D.

Roland-Nawi Associates: Preservation Consultants
4829 Crestwood Way
Sacramento, CA 95822

B 15. Date of Evaluation: March 17, 2004

(This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

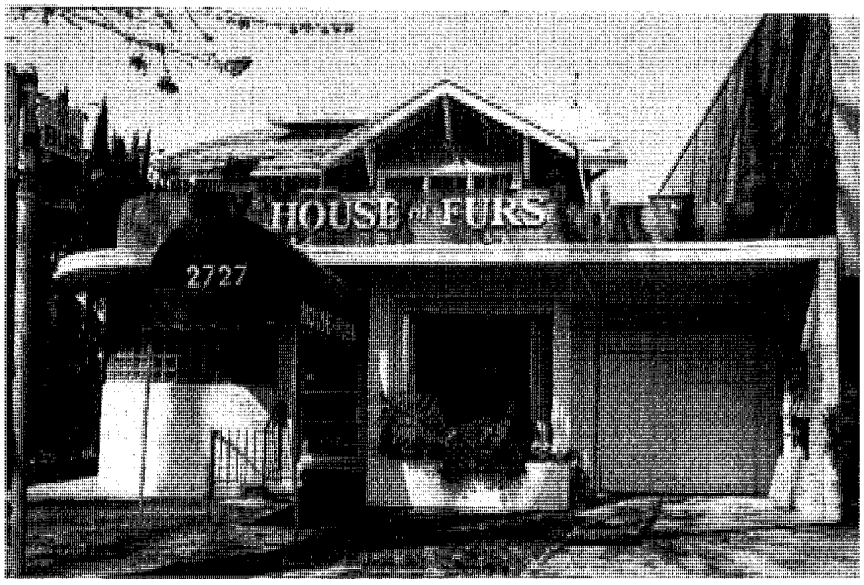
PRIMARY RECORD

Primary #:
HRI #
Trinomial
NRHP Status Code:
Other Listings
Review Code ____ Reviewer _____ Date ____

***Resource Name or #:** House of Furs
P1. Other Identifier: none
***P2. .Location: *a. County** Sacramento
b. Address 2727 Capitol Avenue
***c. City** Sacramento **Zip** 95816
d. UTM: N/A
e. USGS Quad: Sacramento T R
***f. Other Locational Data (APN #):** 007-0171-007
***P3a. Description:**

This building was originally a Craftsman Bungalow residence constructed circa 1900-1915. Like most craftsman buildings it is of frame construction with lap siding. In 1941, the house was converted to a commercial property with the addition of single-story, art deco/moderne faux façade. This partial facade addition removed or cut into the porch of the original building, covering the area previously occupied by the front yard. The 1941 addition directly abuts the sidewalk. The resulting building is a hodgepodge of architectural styles, building types, and materials which were neither structurally nor architecturally integrated. The second story of the original residence, with its bracketed side gables and intersecting front gable are clearly visible above the parapet of the deco/modern addition. The one-story addition is constructed of brick, glass brick and stucco. The front façade has a rounded corner with a class brick upper wall, its principal modernist reference. A flat roof extends beyond the outer walls and follows the curve of the building. The roof is surmounted by a stucco parapet which bears the shop signage. A large plate glass display window with a built-in planter box occupies most of the east wall of the front façade. The entry door is metal framed glass and may or may not date from the period of the remodel. A canvas awning projects out into the side walk from the entry. A recessed single car attached garage occupies the east side of the addition.

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



This means of converting a residential building to a store front by the addition of partial single story structure appended (See continuation sheet).

***P3b. Resource Attributes:** HP 2/HP6
***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ■ Element of District
P5b. Description of Photo: South façade/view north
***P6. Date Constructed/Age:** circa 1915/1941 estimated ☐ Prehistoric ■Historic ☐ Both
***P7. Owner and Address:** Marjorie E Sogn Living Trust 2727 Capitol Avenue. Sacramento, CA 95816
***P8. Recorded by:** Carol Roland Roland-Nawi Associates 4829 Crestwood Way Sacramento, CA 95822
***P9. Date Recorded:** March 17, 2004
***P10. Type of Survey:** ■ Intensive ☐ Reconnaissance ☐ Other

Describe : Update of exiting survey data
***P11. Report Citation:** Sutter Medical Center Master Projects and Trinity Cathedral Project Environmental Impact Report
***Attachments:** ☐ NONE ☐ Map Sheet ☐ Continuation Sheet ■ Building, Structure, and Object Record ☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Identifier:** House of Furs ***NRHP Status Code:** 6Z

B1. Historic Name: N/A

B2. Common Name:

B3. Original Use: Residence **B4. Present Use:** Commercial

***B5. Architectural Style:** Original – Craftsman Bungalow/ 1941 addition – Art Deco Moderne

***B6. Construction History:**

The building was originally constructed as a cross gable, two-story Craftsman Bungalow residence. In 1941 it was extensively altered by the addition of a partial Art Deco façade and side walls.

***B7. Moved?** ■ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** same

***B8. Related Features:** none

B9a. Architect: Unknown **B9b. Builder:** Unknown

***B10. Significance: Theme:** **Area:** Local/Sacramento

Period of Significance: - **Property Type:** **Applicable Criteria:**

The building was surveyed, but not evaluated in 1996 by a committee of the Design Review and Preservation Board (DRPB) convened to review the 1991 City Survey. The building is not within the boundaries of the recently designated Capitol Mansions Historic District. It should be noted, that no other partial building conversions of this type have been deemed contributory toa city preservation districts or as individual landmarks.

While the House of Furs commercial addition makes more of an attempt than most such storefront conversions to convey an architectural style, the addition completely ignores the original building and makes no attempt to integrate the two buildings except through the attachment of the addition sidewalls to the entry of the former house. The addition assumes that to the average pedestrian, the larger, rear building will be indiscernible. Unfortunately this approach to altering the original building destroys its integrity by removing the porch and altering the façade. The addition structure, at the same time, is not a fully realized building, but a false front, also lacking the integrity of a fully realized Art Deco building. Even if it were a fully realized building, it is a highly simplified Art Deco/Moderne façade, which relies almost exclusively on the use of a rounded corner wall and glass brick to convey its stylistic intentions. It is not a carefully designed or well executed example of a style that manifested a high reliance upon well integrated design and ornate detail. The building does not appear to be eligible for listing in the California Register of Historical Resources since it is not a good example of either style (pre or post remodel) and because it lacks integrity.

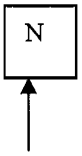
There is no information which indicates that the commercial fur business played a prominent or important role in the local economy.

B11. Additional Resource Attributes: N/A

B12. References: County Assessor Maps and Roll Books, Sanborn Fire Insurance Maps, City Building Permits, City Directories

BUILDING, STRUCTURE, AND OBJECT RECORD

(Sketch Map with north arrow required.)



Remarks: N/A

B14. Evaluator: Carol Roland, Ph.D.

Roland-Nawi Associates: Preservation Consultants
4829 Crestwood Way
Sacramento, CA 95822

B 15. Date of Evaluation: March 17, 2004

(This space reserved for official comments.)

Resource Identifier: House of Furs
2727 Capitol Avenue

X **Continuation** o **Update**

to the front of the building is not uncommon in Sacramento. Similar partial conversions are identifiable along J Street and on K Street, as well as in other areas of mid-town. In most cases, the front façade of the original building has been partially demolished to attach the store front and provide internal access from one building into the other. Usually, as in the case of House of Furs, the front porch appears to have been removed. The setting and residential setback of the original building is destroyed by the new store front construction. In some cases the former residence is wholly converted to commercial use, or alternatively it remains residential in use. In most cases the store front addition pays little or no deference to the original structure. The addition of a false façade and side walls to the front of an existing building provided a cheap means of converting an existing structure to a new use without constructing a new building, or having to accomplish a full remodel.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

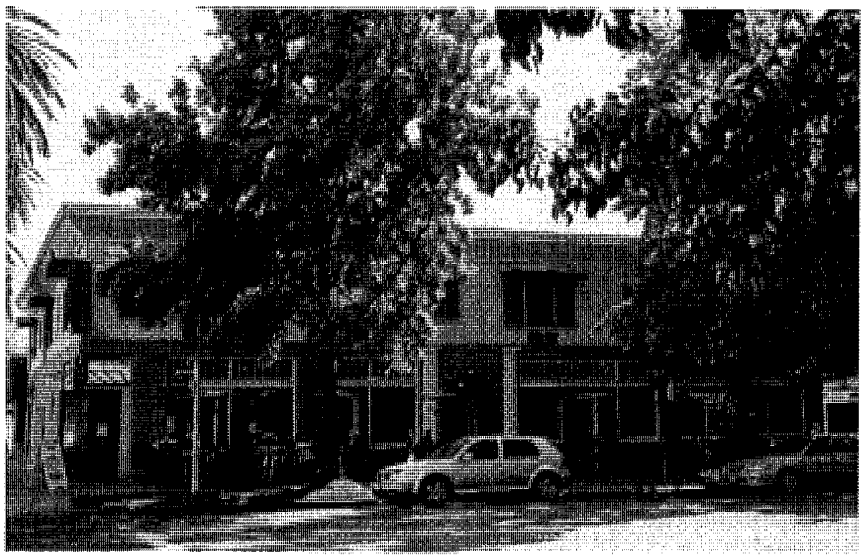
Primary #:
HRI #
Trinomial
NRHP Status Code:
Other Listings
Review Code ___ Reviewer _____ Date ____

***Resource Name or #:** 2730 Capitol Avenue
P1. Other Identifier: Café Bernardo
***P2. .Location: *a. County** Sacramento
b. Address 2730 Capitol Avenue
***c. City** Sacramento **Zip** 95816
d. UTM: N/A
e. USGS Quad: Sacramento T R
***f. Other Locational Data (APN #):** 007-172-020
***P3a. Description:**

The building was surveyed in 1996 as a part of the downtown survey, but it was not evaluated. In subsequent evaluation by a survey review committee appointed by the City Design Review and Preservation Board the building was deemed eligible for local listing. It is a good example of it vernacular commercial type, of which there are few remaining examples in Sacramento. Although the building has been adaptively reused, it retains it major characteristic features and is clearly recognizable as to its style, period and former use. It is potentially eligible for listing in the California Register of Historical Resources.

This brick faced, stucco commercial building was constructed in 1926. It is a late example of the "Brick Front" store type, one of the most common and longest lasting styles of vernacular commercial structures in the U.S. Often located in larger cities in residential or semi-residential neighborhoods, buildings, like this one, shared the residential scale of adjacent dwellings. In its two-story version, the lower story, with large display windows was devoted to retail business while the second story was occupied by office or apartment units. This building has a typical flat roof with overhanging eaves and brick veneer. Upper story fenestration consists of alternating tri-partite center windows with sidelights and single one-over-one double hung windows. On the lower story the commercial units are divided into three slightly asymmetrical bays, each with an entry door, flanked by three-quarter length display windows. On the eastern most bay the entry door is angled on the corner of the building. A centrally located arch with a recessed entry door provides access to the upper story apartments.

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



***P3b. Resource Attributes:** HP6
***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ■ Element of District
P5b. Description of Photo: North façade/view south
***P6. Date Constructed/Age:** 1926 78 years documented ☐ Prehistoric ■Historic ☐ Both
***P7. Owner and Address:**

Sacramento, CA 95816
***P8. Recorded by: [Updated]**
Carol Roland
Roland-Nawi Associates
4829 Crestwood Way
Sacramento, CA 95822
***P9. Date Recorded:** March 17, 2004
***P10. Type of Survey:** ■ Intensive ☐ Reconnaissance ☐ Other
Describe : Update of exiting survey data

***P11. Report Citation:** Sutter Medical Center Master Projects and Trinity Cathedral Project Environmental Impact Report
***Attachments:** ☐ NONE ☐ Map Sheet ☐ Continuation Sheet ■ Building, Structure, and Object Record ☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Identifier:** 2730 Capitol Avenue . ***NRHP Status Code:** 3D

B1. Historic Name: N/A

B2. Common Name: Café Bernardo

B3. Original Use: Retail Store w/ upper residential **B4. Present Use:** Bar and Restaurant w/ upper residential

***B5. Architectural Style:** Vernacular brick front store

***B6. Construction History:**

Built in 1926. Tuscan columns which flank the centrally located second floor entry were added at a later date.

***B7. Moved?** ■ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** same

***B8. Related Features:** none

B9a. Architect: unknown **B9b. Builder:** unknown

***B10. Significance: Theme:** Downtown/Commercial **Area:** Local/Sacramento

Period of Significance: - **Property Type:** Neighborhood commercial **Applicable Criteria:** A1/C/3

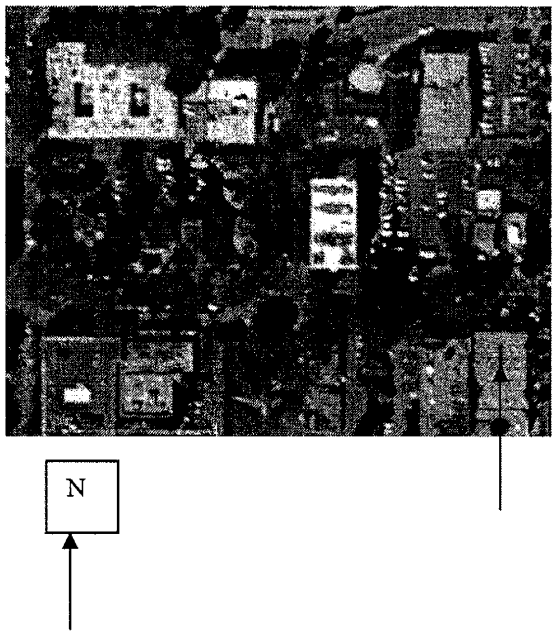
The building was identified in the city's official downtown survey (1994-96)as eligible for local listing and is potentially eligible for listing in the California Register of Historical Resources.

B11. Additional Resource Attributes: N/A

B12. References: County Assessor Maps and Roll Books, Sanborn Fire Insurance Maps, City Building Permits, City Directories, Sacramento City Survey 1994

BUILDING, STRUCTURE, AND OBJECT RECORD

(Sketch Map with north arrow required.)



Remarks: N/A

B14. Evaluator: Carol Roland, Ph.D.

Roland-Nawi Associates: Preservation Consultants
4829 Crestwood Way
Sacramento, CA 95822

B 15. Date of Evaluation: March 17, 2004

(This space reserved for official comments.)

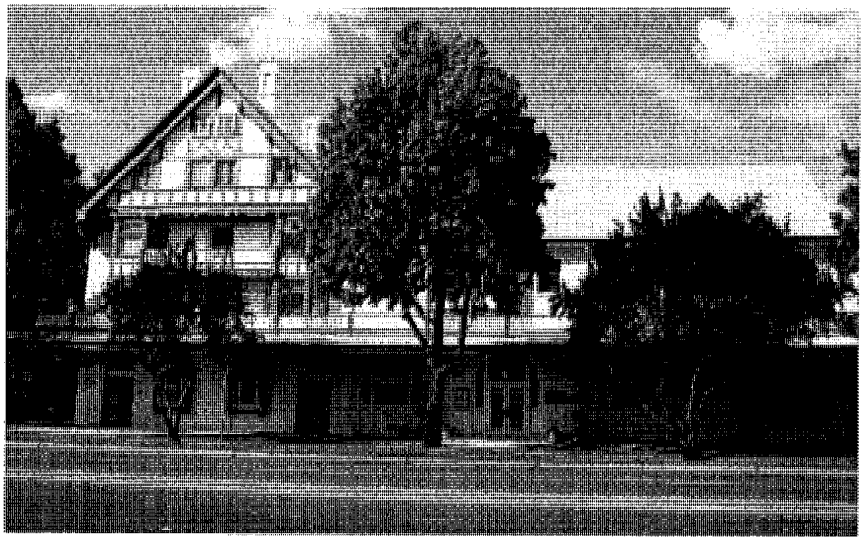
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #:
HRI #
Trinomial
NRHP Status Code:
Other Listings
Review Code ____ Reviewer _____ Date __ ____

***Resource Name or #:** The Old Tavern
P1. Other Identifier: none
***P2. .Location: *a. County** Sacramento
b. Address 2801 Capitol Avenue
***c. City** Sacramento **Zip** 95816
d. UTM: N/A
e. USGS Quad: Sacramento T R
***f. Other Locational Data (APN #):** 007-173-004
***P3a. Description:**
Originally a hipped roof, brick brewery building, the "Tavern" was extensively remodeled in the 1920's in the Arts and Crafts style with Tudor Revival details. The imposing building, which occupies one quarter of a block, was surveyed by the City of Sacramento in 1981, and 1996, and nominated to, and listed in, the National Register of Historic Places in 1983. It is a City of Sacramento Landmark and is listed in the California Register of Historical Resources. It is one of the most significant historic buildings in the city.
***P3b. Resource Attributes:** HP8/HP6
***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ■ Element of District
P5b. Description of Photo:
West and South facades/ view northeast
***P6. Date Constructed/Age:**
c.1970/c.1920
☐ Prehistoric ■Historic ☐ Both
***P7. Owner and Address:**
Sutter Community Hospitals

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



2801 Capitol Avenue
Sacramento, CA 95816
***P8. Recorded by: [Updated]**
Carol Roland
Roland-Nawi Associates
4829 Crestwood Way
Sacramento, CA 95822
***P9. Date Recorded:** March 17, 2004
***P10. Type of Survey:** ■ Intensive ☐ Reconnaissance ☐ Other
Describe : Update of exiting survey data
***P11. Report Citation:** Sutter Medical Center Master Projects and Trinity Cathedral Project Environmental Impact Report
***Attachments:** ☐ NONE ☐ Map Sheet ☐ Continuation Sheet ■ Building, Structure, and Object Record ☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Identifier:** Old Tavern Building ***NRHP Status Code:** 1S

B1. Historic Name: Sacramento Brewery

B2. Common Name: Old Tavern Building

B3. Original Use: Brewery/ after 1920 commercial and residential **B4. Present Use:** commercial

***B5. Architectural Style:** Arts and Crafts with Tudor detailing

***B6. Construction History:**
See Attached National Register Nomination.

***B7. Moved?** ■ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** same

***B8. Related Features:** none

B9a. Architect: unknown **B9b. Builder:** 1870 – M.Madden/ 1922 unknown

***B10. Significance: Theme:** **Area:** Local/Sacramento

Period of Significance: - **Property Type:** Industrial/Commercial **Applicable Criteria:** A1and C/3

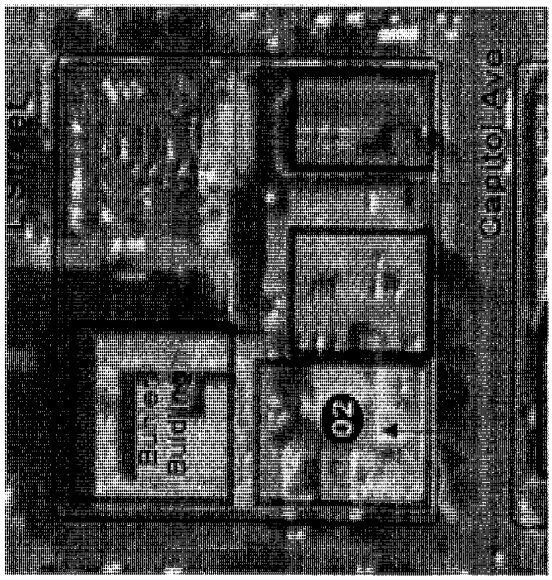
The building is listed on the National Register of Historic Places, and the California Register of Historical Resources. It is a City Landmark and one of the oldest surviving buildings in Sacramento.

B11. Additional Resource Attributes: N/A

B12. References: County Assessor Maps and Roll Books, Sanborn Fire Insurance Maps, City Building Permits, City Directories, City Historic Survey 1981, 1996, Nomination, National Register of Historical Places 1983.

BUILDING, STRUCTURE, AND OBJECT RECORD

(Sketch Map with north arrow required.)
02 Old Tavern Building



N

Remarks: N/A

B14. Evaluator: Carol Roland, Ph.D.

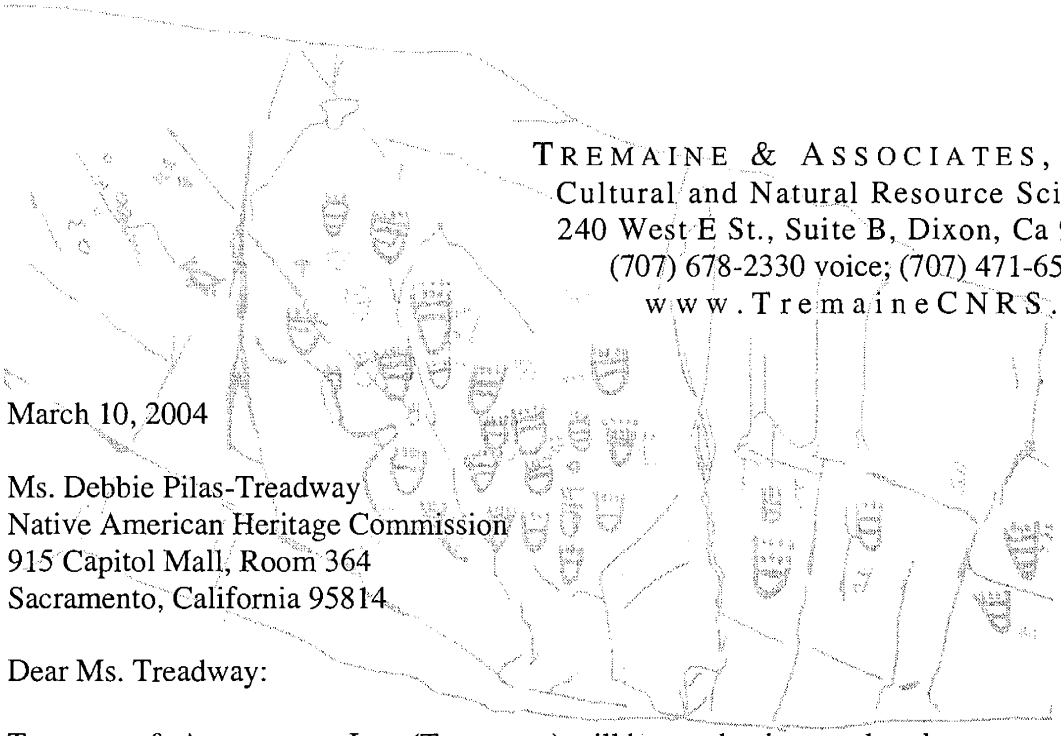
Roland-Nawi Associates: Preservation Consultants
4829 Crestwood Way
Sacramento, CA 95822

B 15. Date of Evaluation: March 17, 2004

(This space reserved for official comments.)

Appendix H Native American Consultation

TREMAINE & ASSOCIATES, INC



TREMAINE & ASSOCIATES, INC
Cultural and Natural Resource Sciences
240 West E St., Suite B, Dixon, Ca 95620
(707) 678-2330 voice; (707) 471-6502 fax
www.TremaineCNRS.com

March 10, 2004

Ms. Debbie Pilas-Treadway
Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, California 95814

Dear Ms. Treadway:

TREMAINE & ASSOCIATES, INC. (TREMAINE) will be conducting a cultural resources study as part of the Environmental Impact Report for the Sutter Medical Center, Sacramento, Master Plan Projects and the Trinity Cathedral Project (the PROJECT). The PROJECT includes a seven-block area that is bounded by 26th Street to the west, N Street to the South, K Street to the north, and 30th Street to the east (Figure 1). Sutter's Fort (situated on the block bounded by K and L streets and 27th and 28th streets) is adjacent to the PROJECT. As part of this study, TREMAINE will identify sensitive areas for cultural resources and provide plans for pre-construction investigations (i.e., test excavations) in sensitive areas as well as monitoring construction in sensitive areas.

We are requesting that you review your Sacred Lands file for any cultural resources within the project area. In addition, please send a list of names of Native American individuals/organizations who may have knowledge of cultural resources in the project area. We would also like to provide them with the opportunity to express any concerns they might have about the project.

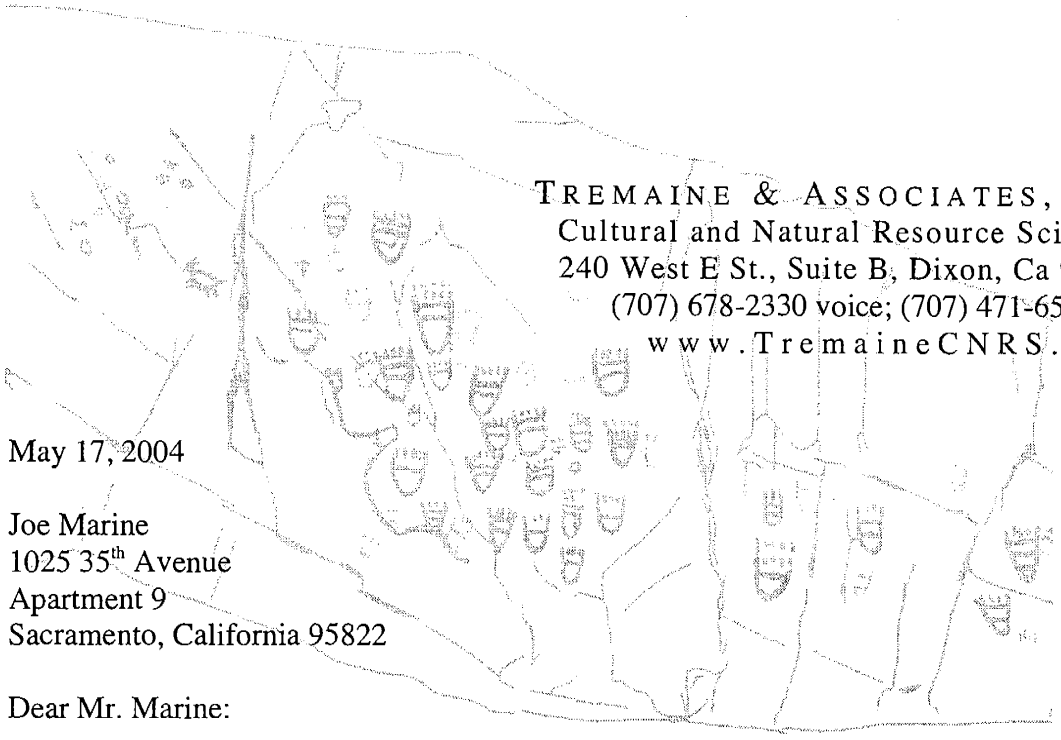
TREMAINE would like to engage in a dialog with Native Americans with the goal of drafting an unanticipated discovery plan that will establish procedures for the treatment of Native American burials and associated grave goods, ensure coordination between the city of Sacramento, Sutter Hospital, TREMAINE and the Most Likely Descendant, if human remains are discovered.

If you have any questions, please do not hesitate to call me at 707-678-2330.

Sincerely,

Wendy J. Nelson, Ph.D.
Project Manager

TREMAINE & ASSOCIATES, INC



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May 17, 2004

Joe Marine
1025 35th Avenue
Apartment 9
Sacramento, California 95822

Dear Mr. Marine:

TREMAINE & ASSOCIATES, INC. (TREMAINE) is conducting a cultural resources study as part of the Environmental Impact Report for the Sutter Medical Center, Sacramento, Master Plan Projects and the Trinity Cathedral Project (the PROJECT). The PROJECT includes a seven-block area that is bounded by 26th Street to the west, N Street to the South, K Street to the north, and 30th Street to the east (Figure 1). Sutter's Fort (situated on the block bounded by K and L streets and 27th and 28th streets) is adjacent to the PROJECT. As part of this study, TREMAINE will identify sensitive areas for cultural resources and provide plans for pre-construction investigations (i.e., test excavations) in sensitive areas as well as monitoring construction in sensitive areas.

The intent of this letter is ask if you have any information on cultural resources within the project area and to provide you with the opportunity to express any concerns you might have about the project.

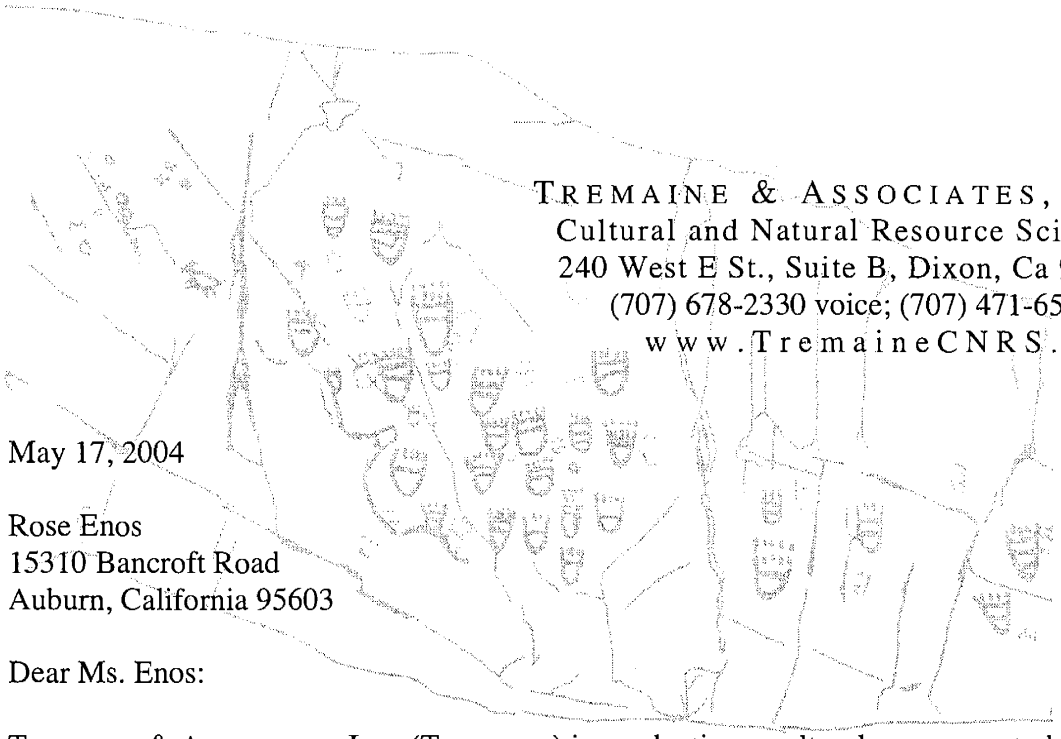
TREMAINE would like to engage in a dialog with Native Americans with the goal of drafting an unanticipated discovery plan that will establish procedures for the treatment of Native American burials and associated grave goods, ensure coordination between the city of Sacramento, Sutter Hospital, TREMAINE and the Most Likely Descendant, if human remains are discovered. Please let us know as soon as possible if you would like to be included in these discussions.

If you have any questions, please do not hesitate to call me at 707-678-2330.

Sincerely,

Wendy J. Nelson, Ph.D.
Project Manager

TREMAINE & ASSOCIATES, INC



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www.TremaineCNRS.com

May 17, 2004

Rose Enos
15310 Bancroft Road
Auburn, California 95603

Dear Ms. Enos:

TREMAINE & ASSOCIATES, INC. (TREMAINE) is conducting a cultural resources study as part of the Environmental Impact Report for the Sutter Medical Center, Sacramento, Master Plan Projects and the Trinity Cathedral Project (the PROJECT). The PROJECT includes a seven-block area that is bounded by 26th Street to the west, N Street to the South, K Street to the north, and 30th Street to the east (Figure 1). Sutter's Fort (situated on the block bounded by K and L streets and 27th and 28th streets) is adjacent to the PROJECT. As part of this study, TREMAINE will identify sensitive areas for cultural resources and provide plans for pre-construction investigations (i.e., test excavations) in sensitive areas as well as monitoring construction in sensitive areas.

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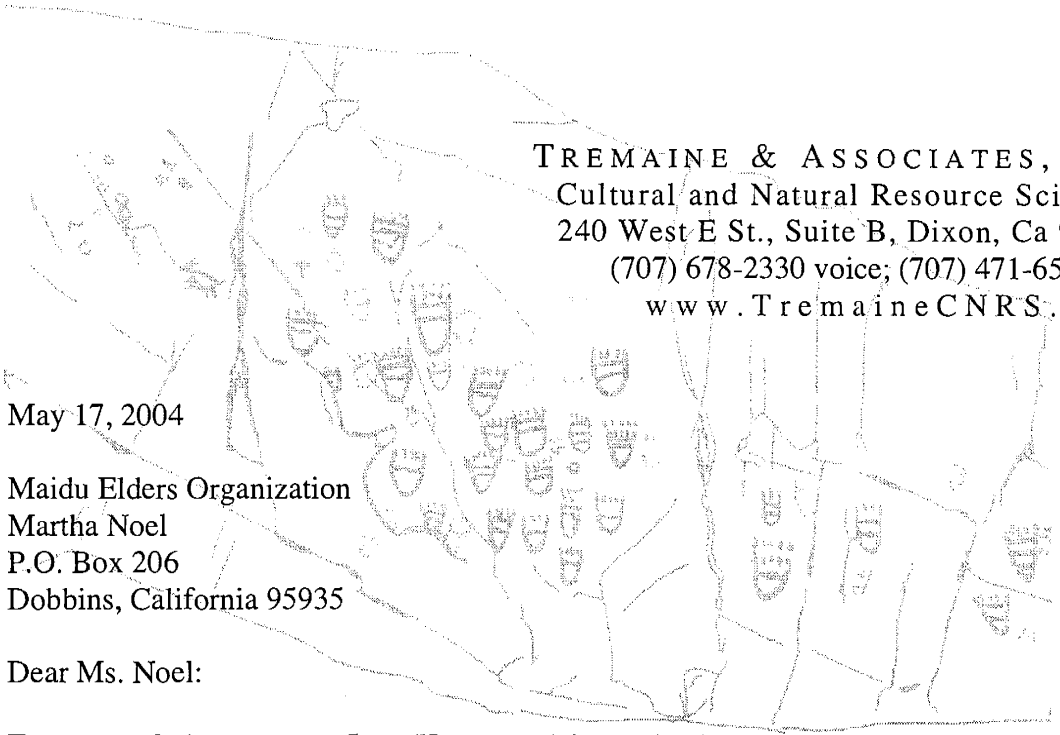
Sincerely,

Wendy J. Nelson, Ph.D.
Project Manager

TREMAINE & ASSOCIATES, INC



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www.TremaineCNRS.com

May 17, 2004

Maidu Elders Organization
Martha Noel
P.O. Box 206
Dobbins, California 95935

Dear Ms. Noel:

TREMAINE & ASSOCIATES, INC. (TREMAINE) is conducting a cultural resources study as part of the Environmental Impact Report for the Sutter Medical Center, Sacramento, Master Plan Projects and the Trinity Cathedral Project (the PROJECT). The PROJECT includes a seven-block area that is bounded by 26th Street to the west, N Street to the South, K Street to the north, and 30th Street to the east (Figure 1). Sutter's Fort (situated on the block bounded by K and L streets and 27th and 28th streets) is adjacent to the PROJECT. As part of this study, TREMAINE will identify sensitive areas for cultural resources and provide plans for pre-construction investigations (i.e., test excavations) in sensitive areas as well as monitoring construction in sensitive areas.

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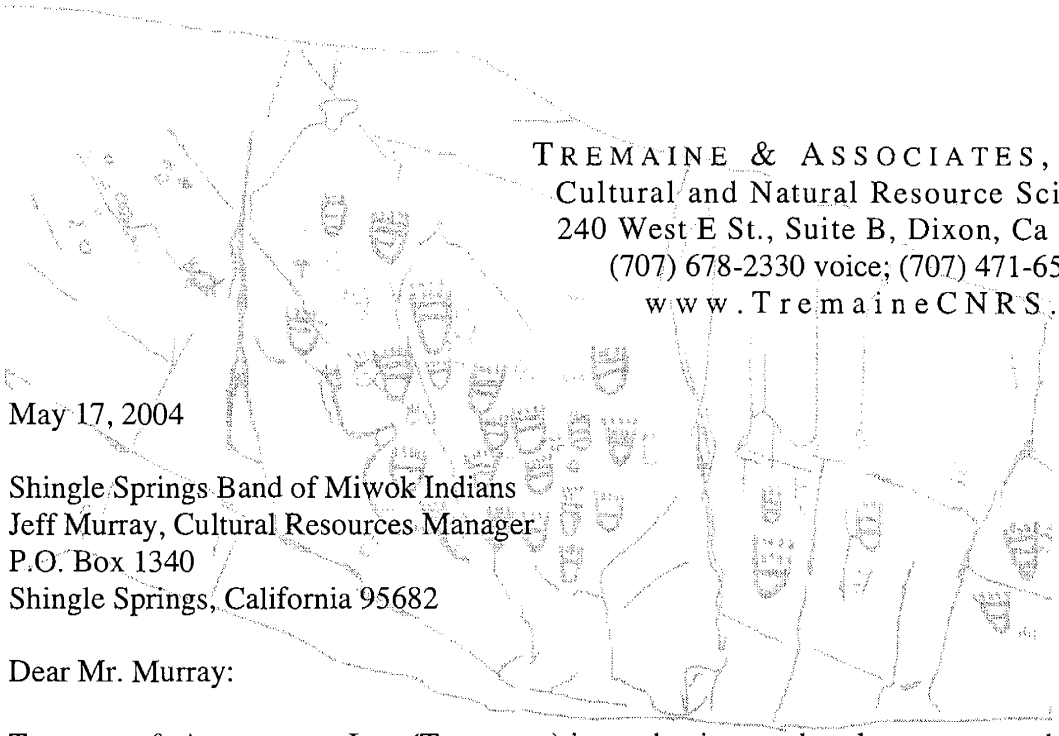
If you have any questions, please do not hesitate to call me at 707-678-2330.

Sincerely,

Wendy J. Nelson, Ph.D.
Project Manager

TREMAINE & ASSOCIATES, INC



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www.TremaineCNRS.com

May 17, 2004

Shingle Springs Band of Miwok Indians
Jeff Murray, Cultural Resources Manager
P.O. Box 1340
Shingle Springs, California 95682

Dear Mr. Murray:

TREMAINE & ASSOCIATES, INC. (TREMAINE) is conducting a cultural resources study as part of the Environmental Impact Report for the Sutter Medical Center, Sacramento, Master Plan Projects and the Trinity Cathedral Project (the PROJECT). The PROJECT includes a seven-block area that is bounded by 26th Street to the west, N Street to the South, K Street to the north, and 30th Street to the east (Figure 1). Sutter's Fort (situated on the block bounded by K and L streets and 27th and 28th streets) is adjacent to the PROJECT. As part of this study, TREMAINE will identify sensitive areas for cultural resources and provide plans for pre-construction investigations (i.e., test excavations) in sensitive areas as well as monitoring construction in sensitive areas.

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If you have any questions, please do not hesitate to call me at 707-678-2330.

Sincerely,

Wendy J. Nelson, Ph.D.
Project Manager

TREMAINE & ASSOCIATES, INC

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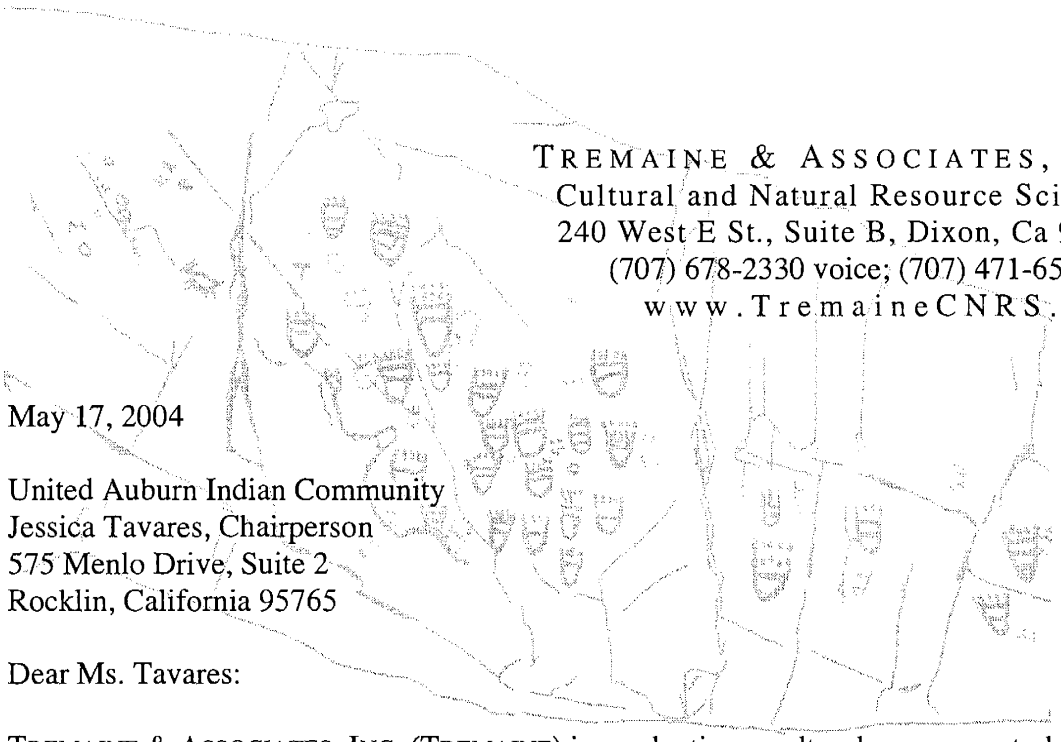

May 17, 2004

United Auburn Indian Community
Jessica Tavares, Chairperson
575 Menlo Drive, Suite 2
Rocklin, California 95765

Dear Ms. Tavares:

TREMAINE & ASSOCIATES, INC. (TREMAINE) is conducting a cultural resources study as part of the Environmental Impact Report for the Sutter Medical Center, Sacramento, Master Plan Projects and the Trinity Cathedral Project (the PROJECT). The PROJECT includes a seven-block area that is bounded by 26th Street to the west, N Street to the South, K Street to the north, and 30th Street to the east (Figure 1). Sutter's Fort (situated on the block bounded by K and L streets and 27th and 28th streets) is adjacent to the PROJECT. As part of this study, TREMAINE will identify sensitive areas for cultural resources and provide plans for pre-construction investigations (i.e., test excavations) in sensitive areas as well as monitoring construction in sensitive areas.

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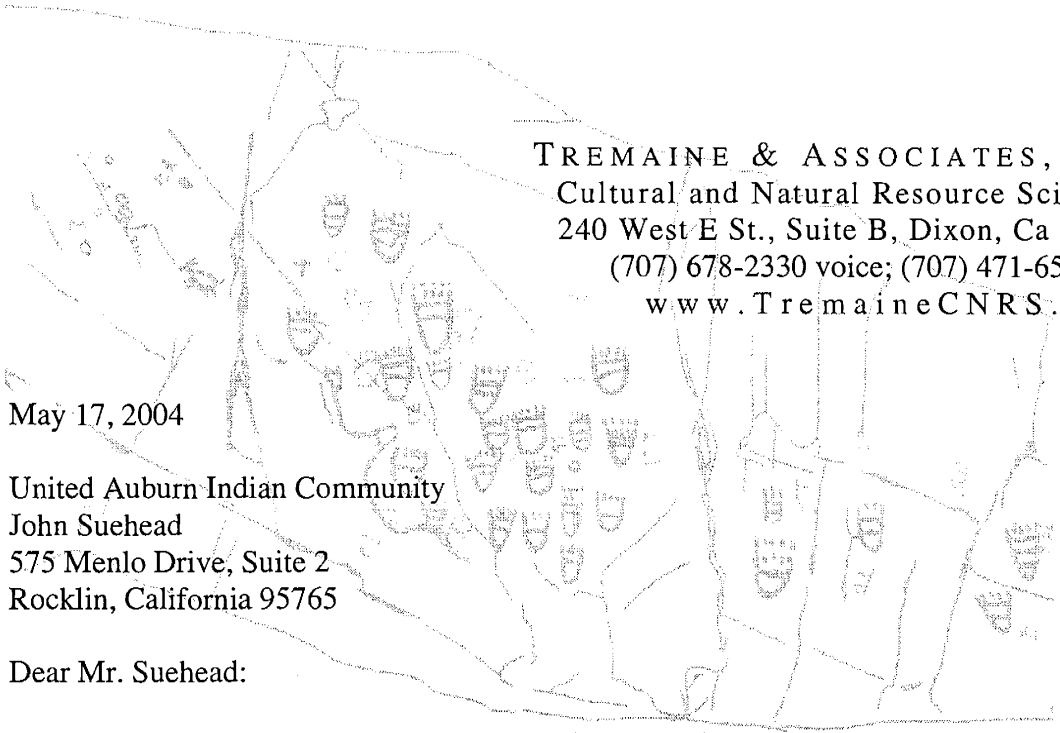
If you have any questions, please do not hesitate to call me at 707-678-2330.

Sincerely,

Wendy J. Nelson, Ph.D.
Project Manager

TREMAINE & ASSOCIATES, INC



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www.TremaineCNRS.com

May 17, 2004

United Auburn Indian Community
John Suehead
575 Menlo Drive, Suite 2
Rocklin, California 95765

Dear Mr. Suehead:

TREMAINE & ASSOCIATES, INC. (TREMAINE) is conducting a cultural resources study as part of the Environmental Impact Report for the Sutter Medical Center, Sacramento, Master Plan Projects and the Trinity Cathedral Project (the PROJECT). The PROJECT includes a seven-block area that is bounded by 26th Street to the west, N Street to the South, K Street to the north, and 30th Street to the east (Figure 1). Sutter's Fort (situated on the block bounded by K and L streets and 27th and 28th streets) is adjacent to the PROJECT. As part of this study, TREMAINE will identify sensitive areas for cultural resources and provide plans for pre-construction investigations (i.e., test excavations) in sensitive areas as well as monitoring construction in sensitive areas.

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If you have any questions, please do not hesitate to call me at 707-678-2330.

Sincerely,

Wendy J. Nelson, Ph.D.
Project Manager

Appendix I FHWA Model Input Data

NOISE MODELING OUTPUTS
SMCS/THEATER PROJECT

TRAFFIC NOISE LEVELS

Project Number: 10828-02
Project Name: Sutter Health MP EIR

Background Information

Model Description:	FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s):	Existing Conditions
Source of Traffic Volumes:	DKS Associates Traffic Study
Community Noise Descriptor:	L_{dn}: X CNEL:

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Peak Hou dB(A) L_{eq}	24-Hour dB(A) Ldn
Analysis Condition													
J Street, 27th/28th	Residential	3	0	1,534	15,340	30	35	0	0	1.8%	0.7%	67.9	66.8
J Street, 28th/29th	Residential	3	0	1,627	16,270	30	35	0	0	1.8%	0.7%	68.1	67.0
26th Street, K/L	Residential	2	0	175	1,750	25	35	0	0	1.8%	0.7%	56.5	55.4
26th Street, L/Capitol	Residential	2	0	173	1,730	25	35	0	0	1.8%	0.7%	56.5	55.4
26th Street, Capitol/N	Residential	2	0	150	1,500	25	35	0	0	1.8%	0.7%	55.9	54.7
K Street, 27th/28th	Residential	2	0	950	9,500	30	35	0	0	1.8%	0.7%	65.6	64.5
K Street, 28th/29th	Residential	2	0	1,078	10,780	30	35	0	0	1.8%	0.7%	66.2	65.0
L Street, 25th/26th	Residential	3	0	737	7,370	30	35	0	0	1.8%	0.7%	64.7	63.6
L Street, 26th/27th	Residential	3	0	721	7,210	30	35	0	0	1.8%	0.7%	64.6	63.5
28th Street, J/K	Residential	2	0	443	4,430	25	35	0	0	1.8%	0.7%	60.6	59.5
28th Street, N/O	Residential	2	0	330	3,300	25	35	0	0	1.8%	0.7%	59.3	58.2
29th Street, L/Capitol	Residential	3	0	1,376	13,760	30	35	0	0	1.8%	0.7%	67.4	66.3
Capitol, 25th/26th	Residential	2	0	830	8,300	30	35	0	0	1.8%	0.7%	65.0	63.9
Capitol, 26th/28th	Residential	2	0	881	8,810	30	35	0	0	1.8%	0.7%	65.3	64.1
Capitol, 28th/29th	Residential	2	0	1,028	10,280	30	35	0	0	1.8%	0.7%	65.9	64.8
N Street, 27th/28th	Residential	3	0	791	7,910	30	35	0	0	1.8%	0.7%	65.0	63.9

[1] Distance is from the centerline of the roadway segment to the receptor location.

TRAFFIC NOISE LEVELS

Project Number: 10828-02
Project Name: Sutter Health MP EIR

Background Information

Model Description:	FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s):	Existing Plus Sutter
Source of Traffic Volumes:	DKS Associates Traffic Study
Community Noise Descriptor:	L_{dn}: X CNEL:

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	Vehicle Mix Heavy Trucks	Peak Hou dB(A) L_{eq}	24-Hour dB(A) Ldn
Analysis Condition													
J Street, 27th/28th	Residential	3	0	1,556	15,560	30	35	0	0	1.8%	0.7%	68.0	66.8
J Street, 28th/29th	Residential	3	0	1,648	16,480	30	35	0	0	1.8%	0.7%	68.2	67.1
26th Street, K/L	Residential	2	0	253	2,530	25	35	0	0	1.8%	0.7%	58.1	57.0
26th Street, L/Capitol	Residential	2	0	177	1,770	25	35	0	0	1.8%	0.7%	56.6	55.5
26th Street, Capitol/N	Residential	2	0	173	1,730	25	35	0	0	1.8%	0.7%	56.5	55.4
K Street, 27th/28th	Residential	2	0	1,006	10,060	30	35	0	0	1.8%	0.7%	65.9	64.7
K Street, 28th/29th	Residential	2	0	1,179	11,790	30	35	0	0	1.8%	0.7%	66.5	65.4
L Street, 25th/26th	Residential	3	0	812	8,120	30	35	0	0	1.8%	0.7%	65.1	64.0
L Street, 26th/27th	Residential	3	0	790	7,900	30	35	0	0	1.8%	0.7%	65.0	63.9
28th Street, J/K	Residential	2	0	449	4,490	25	35	0	0	1.8%	0.7%	60.6	59.5
28th Street, N/O	Residential	2	0	332	3,320	25	35	0	0	1.8%	0.7%	59.3	58.2
29th Street, L/Capitol	Residential	3	0	1,459	14,590	30	35	0	0	1.8%	0.7%	67.7	66.5
Capitol, 25th/26th	Residential	2	0	825	8,250	30	35	0	0	1.8%	0.7%	65.0	63.9
Capitol, 26th/28th	Residential	2	0	857	8,570	30	35	0	0	1.8%	0.7%	65.2	64.0
Capitol, 28th/29th	Residential	2	0	1,406	14,060	30	35	0	0	1.8%	0.7%	67.3	66.2
N Street, 27th/28th	Residential	3	0	798	7,980	30	35	0	0	1.8%	0.7%	65.1	63.9

[1] Distance is from the centerline of the roadway segment to the receptor location.

TRAFFIC NOISE LEVELS

Project Number: 10828-02
Project Name: Sutter Health MP EIR

Background Information

Model Description:	FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s):	Future Cumulative Conditions
Source of Traffic Volumes:	DKS Associates Traffic Study
Community Noise Descriptor:	L_{dn}: X CNEL:

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Peak Hou dB(A) L_{eq}	24-Hour dB(A) Ldn
Analysis Condition													
J Street, 27th/28th	Residential	3	0	2,017	20,170	30	35	0	0	1.8%	0.7%	69.1	68.0
J Street, 28th/29th	Residential	3	0	2,177	21,770	30	35	0	0	1.8%	0.7%	69.4	68.3
26th Street, K/L	Residential	2	0	218	2,180	25	35	0	0	1.8%	0.7%	57.5	56.4
26th Street, L/Capitol	Residential	2	0	175	1,750	25	35	0	0	1.8%	0.7%	56.5	55.4
26th Street, Capitol/N	Residential	2	0	170	1,700	25	35	0	0	1.8%	0.7%	56.4	55.3
K Street, 27th/28th	Residential	2	0	1,211	12,110	30	35	0	0	1.8%	0.7%	66.7	65.5
K Street, 28th/29th	Residential	2	0	1,382	13,820	30	35	0	0	1.8%	0.7%	67.2	66.1
L Street, 25th/26th	Residential	3	0	976	9,760	30	35	0	0	1.8%	0.7%	65.9	64.8
L Street, 26th/27th	Residential	3	0	942	9,420	30	35	0	0	1.8%	0.7%	65.8	64.6
28th Street, J/K	Residential	2	0	549	5,490	25	35	0	0	1.8%	0.7%	61.5	60.4
28th Street, N/O	Residential	2	0	393	3,930	25	35	0	0	1.8%	0.7%	60.0	58.9
29th Street, L/Capitol	Residential	3	0	1,696	16,960	30	35	0	0	1.8%	0.7%	68.3	67.2
Capitol, 25th/26th	Residential	2	0	1,278	12,780	30	35	0	0	1.8%	0.7%	66.9	65.8
Capitol, 26th/28th	Residential	2	0	1,423	14,230	30	35	0	0	1.8%	0.7%	67.4	66.2
Capitol, 28th/29th	Residential	2	0	1,494	14,940	30	35	0	0	1.8%	0.7%	67.6	66.4
N Street, 27th/28th	Residential	3	0	829	8,290	30	35	0	0	1.8%	0.7%	65.2	64.1

[1] Distance is from the centerline of the roadway segment to the receptor location.

TRAFFIC NOISE LEVELS

Project Number: 10828-02
Project Name: Future No Project

Background Information

Model Description:	FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s):	Future No Project
Source of Traffic Volumes:	DKS Associates Traffic Study
Community Noise Descriptor:	L_{dn}: X CNEL:

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Peak Hou dB(A) L_{eq}	24-Hour dB(A) Ldn
Analysis Condition													
J Street, 27th/28th	Residential	3	0	2,003	20,030	30	35	0	0	1.8%	0.7%	69.1	67.9
J Street, 28th/29th	Residential	3	0	2,208	22,080	30	35	0	0	1.8%	0.7%	69.5	68.3
26th Street, K/L	Residential	2	0	170	1,700	25	35	0	0	1.8%	0.7%	56.4	55.3
26th Street, L/Capitol	Residential	2	0	179	1,790	25	35	0	0	1.8%	0.7%	56.6	55.5
26th Street, Capitol/N	Residential	2	0	148	1,480	25	35	0	0	1.8%	0.7%	55.8	54.7
K Street, 27th/28th	Residential	2	0	1,143	11,430	30	35	0	0	1.8%	0.7%	66.4	65.3
K Street, 28th/29th	Residential	2	0	1,276	12,760	30	35	0	0	1.8%	0.7%	66.9	65.8
L Street, 25th/26th	Residential	3	0	1,005	10,050	30	35	0	0	1.8%	0.7%	66.1	64.9
L Street, 26th/27th	Residential	3	0	1,065	10,650	30	35	0	0	1.8%	0.7%	66.3	65.2
28th Street, J/K	Residential	2	0	423	4,230	25	35	0	0	1.8%	0.7%	60.4	59.3
28th Street, N/O	Residential	2	0	384	3,840	25	35	0	0	1.8%	0.7%	59.9	58.8
29th Street, L/Capitol	Residential	2	0	1,659	16,590	30	35	0	0	1.8%	0.7%	68.0	66.9
Capitol, 25th/26th	Residential	2	0	1,304	13,040	30	35	0	0	1.8%	0.7%	67.0	65.8
Capitol, 26th/28th	Residential	2	0	1,365	13,650	30	35	0	0	1.8%	0.7%	67.2	66.0
Capitol, 28th/29th	Residential	2	0	1,190	11,900	30	35	0	0	1.8%	0.7%	66.6	65.5
N Street, 27th/28th	Residential	3	0	890	8,900	30	35	0	0	1.8%	0.7%	65.5	64.4

[1] Distance is from the centerline of the roadway segment to the receptor location.

TRAFFIC NOISE LEVELS

Project Number: 10828-02
Project Name: Sutter Health MP EIR

Background Information

Model Description:	FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s):	Future Plus Sutter
Source of Traffic Volumes:	DKs Associates Traffic Study
Community Noise Descriptor:	L_{dn}: X CNEL:

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Peak Hou dB(A) L_{eq}	24-Hour dB(A) Ldn
Analysis Condition													
J Street, 27th/28th	Residential	3	0	2,027	20,270	30	35	0	0	1.8%	0.7%	69.1	68.0
J Street, 28th/29th	Residential	3	0	2,173	21,730	30	35	0	0	1.8%	0.7%	69.4	68.3
26th Street, K/L	Residential	2	0	218	2,180	25	35	0	0	1.8%	0.7%	57.5	56.4
26th Street, L/Capitol	Residential	2	0	182	1,820	25	35	0	0	1.8%	0.7%	56.7	55.6
26th Street, Capitol/N	Residential	2	0	168	1,680	25	35	0	0	1.8%	0.7%	56.4	55.2
K Street, 27th/28th	Residential	2	0	1,205	12,050	30	35	0	0	1.8%	0.7%	66.6	65.5
K Street, 28th/29th	Residential	2	0	1,350	13,500	30	35	0	0	1.8%	0.7%	67.1	66.0
L Street, 25th/26th	Residential	3	0	947	9,470	30	35	0	0	1.8%	0.7%	65.8	64.7
L Street, 26th/27th	Residential	3	0	923	9,230	30	35	0	0	1.8%	0.7%	65.7	64.6
28th Street, J/K	Residential	2	0	537	5,370	25	35	0	0	1.8%	0.7%	61.4	60.3
28th Street, N/O	Residential	2	0	395	3,950	25	35	0	0	1.8%	0.7%	60.1	59.0
29th Street, L/Capitol	Residential	2	0	1,735	17,350	30	35	0	0	1.8%	0.7%	68.2	67.1
Capitol, 25th/26th	Residential	2	0	1,213	12,130	30	35	0	0	1.8%	0.7%	66.7	65.5
Capitol, 26th/28th	Residential	2	0	1,399	13,990	30	35	0	0	1.8%	0.7%	67.3	66.2
Capitol, 28th/29th	Residential	2	0	1,461	14,610	30	35	0	0	1.8%	0.7%	67.5	66.3
N Street, 27th/28th	Residential	3	0	867	8,670	30	35	0	0	1.8%	0.7%	65.4	64.3

[1] Distance is from the centerline of the roadway segment to the receptor location.

TRAFFIC NOISE LEVELS

Project Number: 10828-02
Project Name: Sutter Health MP EIR

Background Information

Model Description:	FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s):	Two-Way Cumulative Conditions
Source of Traffic Volumes:	DKS Associates Traffic Study
Community Noise Descriptor:	L_{dn}: X CNEL:

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Peak Hou dB(A) L_{eq}	24-Hour dB(A) Ldn
Analysis Condition													
J Street, 27th/28th	Residential	3	0	1,930	19,300	30	35	0	0	1.8%	0.7%	68.9	67.8
J Street, 28th/29th	Residential	3	0	2,076	20,760	30	35	0	0	1.8%	0.7%	69.2	68.1
26th Street, K/L	Residential	2	0	165	1,650	25	35	0	0	1.8%	0.7%	56.3	55.2
26th Street, L/Capitol	Residential	2	0	158	1,580	25	35	0	0	1.8%	0.7%	56.1	55.0
26th Street, Capitol/N	Residential	2	0	164	1,640	25	35	0	0	1.8%	0.7%	56.3	55.1
K Street, 27th/28th	Residential	2	0	1,185	11,850	30	35	0	0	1.8%	0.7%	66.6	65.4
K Street, 28th/29th	Residential	2	0	1,396	13,960	30	35	0	0	1.8%	0.7%	67.3	66.1
L Street, 25th/26th	Residential	3	0	771	7,710	30	35	0	0	1.8%	0.7%	64.9	63.8
L Street, 26th/27th	Residential	3	0	765	7,650	30	35	0	0	1.8%	0.7%	64.9	63.7
28th Street, J/K	Residential	2	0	501	5,010	25	35	0	0	1.8%	0.7%	61.1	60.0
28th Street, N/O	Residential	2	0	408	4,080	25	35	0	0	1.8%	0.7%	60.2	59.1
29th Street, L/Capitol	Residential	3	0	2,189	21,890	30	35	0	0	1.8%	0.7%	69.4	68.3
Capitol, 25th/26th	Residential	2	0	1,327	13,270	30	35	0	0	1.8%	0.7%	67.1	65.9
Capitol, 26th/28th	Residential	2	0	1,419	14,190	30	35	0	0	1.8%	0.7%	67.3	66.2
Capitol, 28th/29th	Residential	2	0	1,382	13,820	30	35	0	0	1.8%	0.7%	67.2	66.1
N Street, 27th/28th	Residential	3	0	1,007	10,070	30	35	0	0	1.8%	0.7%	66.1	64.9

[1] Distance is from the centerline of the roadway segment to the receptor location.

TRAFFIC NOISE LEVELS

Project Number: 10828-02
Project Name: Sutter Health MP EIR

Background Information

Model Description:	FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s):	Two-Way No-Project
Source of Traffic Volumes:	DKS Associates Traffic Study
Community Noise Descriptor:	L_{dn}: X CNEL:

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Peak Hou dB(A) L_{eq}	24-Hour dB(A) Ldn
Analysis Condition													
J Street, 27th/28th	Residential	3	0	1,950	19,500	30	35	0	0	1.8%	0.7%	68.9	67.8
J Street, 28th/29th	Residential	3	0	2,043	20,430	30	35	0	0	1.8%	0.7%	69.1	68.0
26th Street, K/L	Residential	2	0	153	1,530	25	35	0	0	1.8%	0.7%	56.0	54.8
26th Street, L/Capitol	Residential	2	0	154	1,540	25	35	0	0	1.8%	0.7%	56.0	54.9
26th Street, Capitol/N	Residential	2	0	142	1,420	25	35	0	0	1.8%	0.7%	55.6	54.5
K Street, 27th/28th	Residential	2	0	1,239	12,390	30	35	0	0	1.8%	0.7%	66.8	65.6
K Street, 28th/29th	Residential	2	0	1,386	13,860	30	35	0	0	1.8%	0.7%	67.2	66.1
L Street, 25th/26th	Residential	3	0	787	7,870	30	35	0	0	1.8%	0.7%	65.0	63.9
L Street, 26th/27th	Residential	3	0	647	6,470	30	35	0	0	1.8%	0.7%	64.1	63.0
28th Street, J/K	Residential	2	0	431	4,310	25	35	0	0	1.8%	0.7%	60.4	59.3
28th Street, N/O	Residential	2	0	389	3,890	25	35	0	0	1.8%	0.7%	60.0	58.9
29th Street, L/Capitol	Residential	3	0	2,070	20,700	25	35	0	0	1.8%	0.7%	67.5	66.4
Capitol, 25th/26th	Residential	2	0	1,315	13,150	30	35	0	0	1.8%	0.7%	67.0	65.9
Capitol, 26th/28th	Residential	2	0	1,349	13,490	30	35	0	0	1.8%	0.7%	67.1	66.0
Capitol, 28th/29th	Residential	2	0	1,017	10,170	30	35	0	0	1.8%	0.7%	65.9	64.8
N Street, 27th/28th	Residential	3	0	953	9,530	30	35	0	0	1.8%	0.7%	65.8	64.7

[1] Distance is from the centerline of the roadway segment to the receptor location.

TRAFFIC NOISE LEVELS

Project Number: 10828-02
Project Name: Sutter Health MP EIR

Background Information

Model Description:	FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s):	Two-Way Plus Sutter
Source of Traffic Volumes:	DKS Associates Traffic Study
Community Noise Descriptor:	L_{dn}: X CNEL:

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Peak Hou dB(A) L_{eq}	24-Hour dB(A) Ldn
Analysis Condition													
J Street, 27th/28th	Residential	3	0	1,981	19,810	30	35	0	0	1.8%	0.7%	69.0	67.9
J Street, 28th/29th	Residential	3	0	2,103	21,030	30	35	0	0	1.8%	0.7%	69.3	68.1
26th Street, K/L	Residential	2	0	163	1,630	25	35	0	0	1.8%	0.7%	56.2	55.1
26th Street, L/Capitol	Residential	2	0	157	1,570	25	35	0	0	1.8%	0.7%	56.1	54.9
26th Street, Capitol/N	Residential	2	0	164	1,640	25	35	0	0	1.8%	0.7%	56.3	55.1
K Street, 27th/28th	Residential	2	0	1,182	11,820	30	35	0	0	1.8%	0.7%	66.6	65.4
K Street, 28th/29th	Residential	2	0	1,410	14,100	30	35	0	0	1.8%	0.7%	67.3	66.2
L Street, 25th/26th	Residential	3	0	771	7,710	30	35	0	0	1.8%	0.7%	64.9	63.8
L Street, 26th/27th	Residential	3	0	765	7,650	30	35	0	0	1.8%	0.7%	64.9	63.7
28th Street, J/K	Residential	2	0	474	4,740	25	35	0	0	1.8%	0.7%	60.9	59.7
28th Street, N/O	Residential	2	0	407	4,070	25	35	0	0	1.8%	0.7%	60.2	59.1
29th Street, L/Capitol	Residential	3	0	2,266	22,660	30	35	0	0	1.8%	0.7%	69.6	68.5
Capitol, 25th/26th	Residential	2	0	1,309	13,090	30	35	0	0	1.8%	0.7%	67.0	65.9
Capitol, 26th/28th	Residential	2	0	1,437	14,370	30	35	0	0	1.8%	0.7%	67.4	66.3
Capitol, 28th/29th	Residential	2	0	1,283	12,830	30	35	0	0	1.8%	0.7%	66.9	65.8
N Street, 27th/28th	Residential	3	0	978	9,780	30	35	0	0	1.8%	0.7%	65.9	64.8

[1] Distance is from the centerline of the roadway segment to the receptor location.

NOISE MODELING OUTPUTS
TRINITY CATHEDRAL PROJECT

TRAFFIC NOISE LEVELS

Project Number: 10828-02
Project Name: Sutter Health MP EIR

Background Information

Model Description:	FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s):	Existing Plus Trinity
Source of Traffic Volumes:	DKS Associates Traffic Study
Community Noise Descriptor:	L_{dn}: X CNEL:

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Peak Hou dB(A) L_{eq}	24-Hour dB(A) Ldn
Analysis Condition													
J Street, 27th/28th	Residential	3	0	1,530	15,300	30	35	0	0	1.8%	0.7%	67.9	66.8
J Street, 28th/29th	Residential	3	0	1,624	16,240	30	35	0	0	1.8%	0.7%	68.1	67.0
26th Street, K/L	Residential	2	0	192	1,920	25	35	0	0	1.8%	0.7%	56.9	55.8
26th Street, L/Capitol	Residential	2	0	172	1,720	25	35	0	0	1.8%	0.7%	56.5	55.3
26th Street, Capitol/N	Residential	2	0	158	1,580	25	35	0	0	1.8%	0.7%	56.1	55.0
K Street, 27th/28th	Residential	2	0	946	9,460	30	35	0	0	1.8%	0.7%	65.6	64.5
K Street, 28th/29th	Residential	2	0	1,076	10,760	30	35	0	0	1.8%	0.7%	66.1	65.0
L Street, 25th/26th	Residential	3	0	776	7,760	30	35	0	0	1.8%	0.7%	64.9	63.8
L Street, 26th/27th	Residential	3	0	762	7,620	30	35	0	0	1.8%	0.7%	64.9	63.7
28th Street, J/K	Residential	2	0	447	4,470	25	35	0	0	1.8%	0.7%	60.6	59.5
28th Street, N/O	Residential	2	0	330	3,300	25	35	0	0	1.8%	0.7%	59.3	58.2
29th Street, L/Capitol	Residential	3	0	1,368	13,680	30	35	0	0	1.8%	0.7%	67.4	66.3
Capitol, 25th/26th	Residential	2	0	892	8,920	30	35	0	0	1.8%	0.7%	65.3	64.2
Capitol, 26th/28th	Residential	2	0	966	9,660	30	35	0	0	1.8%	0.7%	65.7	64.5
Capitol, 28th/29th	Residential	2	0	1,036	10,360	30	35	0	0	1.8%	0.7%	66.0	64.9
N Street, 27th/28th	Residential	3	0	818	8,180	30	35	0	0	1.8%	0.7%	65.2	64.0

[1] Distance is from the centerline of the roadway segment to the receptor location.

TRAFFIC NOISE LEVELS

Project Number: 10828-02
Project Name: Sutter Health MP EIR

Background Information

Model Description:	FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s):	Future Plus Trinity
Source of Traffic Volumes:	DKS Associates Traffic Study
Community Noise Descriptor:	L_{dn}: X CNEL:

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Peak Hou dB(A) L_{eq}	24-Hour dB(A) Ldn
Analysis Condition													
J Street, 27th/28th	Residential	3	0	2,061	20,610	30	35	0	0	1.8%	0.7%	69.2	68.0
J Street, 28th/29th	Residential	3	0	2,162	21,620	30	35	0	0	1.8%	0.7%	69.4	68.3
26th Street, K/L	Residential	2	0	168	1,680	25	35	0	0	1.8%	0.7%	56.4	55.2
26th Street, L/Capitol	Residential	2	0	178	1,780	25	35	0	0	1.8%	0.7%	56.6	55.5
26th Street, Capitol/N	Residential	2	0	152	1,520	25	35	0	0	1.8%	0.7%	55.9	54.8
K Street, 27th/28th	Residential	2	0	1,159	11,590	30	35	0	0	1.8%	0.7%	66.5	65.3
K Street, 28th/29th	Residential	2	0	1,290	12,900	30	35	0	0	1.8%	0.7%	66.9	65.8
L Street, 25th/26th	Residential	3	0	1,008	10,080	30	35	0	0	1.8%	0.7%	66.1	64.9
L Street, 26th/27th	Residential	3	0	1,000	10,000	30	35	0	0	1.8%	0.7%	66.0	64.9
28th Street, J/K	Residential	2	0	477	4,770	25	35	0	0	1.8%	0.7%	60.9	59.8
28th Street, N/O	Residential	2	0	384	3,840	25	35	0	0	1.8%	0.7%	59.9	58.8
29th Street, L/Capitol	Residential	3	0	1,368	13,680	30	35	0	0	1.8%	0.7%	67.4	66.3
Capitol, 25th/26th	Residential	2	0	125	1,250	30	35	0	0	1.8%	0.7%	56.8	55.7
Capitol, 26th/28th	Residential	2	0	1,313	13,130	30	35	0	0	1.8%	0.7%	67.0	65.9
Capitol, 28th/29th	Residential	2	0	1,166	11,660	30	35	0	0	1.8%	0.7%	66.5	65.4
N Street, 27th/28th	Residential	3	0	854	8,540	30	35	0	0	1.8%	0.7%	65.4	64.2

[1] Distance is from the centerline of the roadway segment to the receptor location.

Appendix J Traffic Appendix [TO COME]

Appendix J Water Supply Assessment

City of Sacramento

DRAFT

Water Supply Assessment

for the Proposed

Sutter Medical Center, Sacramento

JULY 2005

Prepared by:

EIP

WATER RESOURCES GROUP

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EXECUTIVE SUMMARY

The City of Sacramento (City) is the lead agency for the development of the proposed Sutter Medical Center, Sacramento project (proposed project); a commercial and residential development with elements on a total of seven blocks roughly bounded by 26th Street to the west, N Street to the south, K Street to the north, and 30th Street to the east

As the public water system that supplies water to the proposed project area, the City is preparing this water supply assessment (WSA), as per the requirements of Senate Bill 610 (passed in 2002), and the California Water Code (primarily Sections 10910 through 10913). There are three primary areas to be addressed in a water supply assessment: (1) all relevant water supply entitlements, water rights, and water contracts; (2) a description of the available water supplies; and (3) an analysis of the demand placed on those supplies, both by the project, and all existing and planned future uses in the area.

The water supply for the proposed project comes from the City's water rights and a 1957 contract with the United States Bureau of Reclamation (USBR). Under the contract, the City is entitled to 326,800 acre-ft per year (AFY). As a signatory of the Water Forum Agreement (WFA), the city has agreed to withdrawal limitations from the American River. During the driest year scenario, the WFA limits annual withdrawal from the American River to 50,000 AFY. The WFA does not limit withdrawal from the Sacramento River; therefore, entitled American River water may be diverted from the Sacramento River Water Treatment Plant (WTP) below the confluence of the American and Sacramento Rivers. The resulting annual limitation is a function of the annual treatment plant capacity, resulting in a total supply of 230,000 AFY. The total supply during the driest year scenario can meet the anticipated annual demand of 2025 and the anticipated annual demand at 2030 with existing groundwater infrastructure.

The withdrawal rate from the American River is also limited during low flow conditions. Based on modeling of historical climatic data, low flow conditions occur in 59 percent of the years during the peak demand months. The WFA limits the diversion rate from the American River to 155 cubic feet per second (cfs) during June through August when the peak demand occurs. Assuming treatment at the reduced diversion rate from the American River (and maximum treatment at the Sacramento River WTP) the total

surface water supply is 260 milion gallons per day (mgd), which is below the projected maximum day demand projected for 2010. The City is already undertaking studies to evaluate an additional Sacramento River diversion and treatment facility. With continued efforts to secure additional treatment capacity on the Sacramento River, the City has sufficient time to ensure reliable delivery of water for the proposed project and future demand past 2030. The additional 24 mgd available from the current groundwater sources would ensure peak day demand is met up to 2014. Additional demand from the proposed project will not significantly alter this timeline.

This WSA concludes that the City's annual entitlements will meet the proposed project and projected future demand over the next 20 years, but due to diversion limitations agreed to in the WFA and the current infrastructure capabilities, an additional diversion structure and treatment plant on the Sacramento River will be required to meet the peak demand.

1.0 INTRODUCTION

Sutter Medical Center, Sacramento (SMCS or proposed project) is a part of the Sutter Health Sacramento Sierra Region and is an affiliate of the Sutter Health System (Sutter Health), a not-for-profit community-based health care system that operates hospitals, specialized facilities, clinics and related facilities throughout Northern California. The goal in creating a new Sacramento Medical Center is to consolidate all acute care facilities run by Sutter Health, including Sutter General Hospital (SGH) and Sutter Memorial Hospital (SMH) into one medical complex contiguous to the existing SGH in Midtown Sacramento. Ultimately, this will better meet Sacramento's growing healthcare needs. SMCS is proposing to add five new buildings: an 8-story Women's and Children's Hospital Building (WCH Building); a 5-story Sutter Medical Foundation Building (SMF Building) which includes the below-grade Hospital Energy Center, commercial/retail space on the bottom floor of the Commercial Parking Structure, a small residential apartment building; and the St. Luke's Medical Office Building.

The City of Sacramento (City) is conducting an environmental review under the requirements of the California Environmental Quality Act (CEQA) for the proposed project. This water supply assessment (WSA) will provide information for use in the CEQA analysis for this project. The environmental review for the proposed project includes the need for an assessment of the available water supply to serve the project. The requirements for such a WSA are described in the sections of the California Water Code (Water Code) amended by the enactment of Senate Bill 610 (SB 610) in 2002. Approval of any tentative subdivision maps may also require a written verification of available water supplies under the sections of the Public Resources Code amended by the enactment of Senate Bill 221 (SB 221) in 2002

SB 610 and SB 221 provide a nexus between the regional land use planning process and the environmental review process. These laws also reflect the growing awareness of the need to incorporate water supply and demand analysis at the earliest possible stage in the land use planning process. The core of these laws is an assessment of whether available water supplies are sufficient to serve the demand generated by a project, as well as the reasonably foreseeable cumulative demand in the region over the next 20 years under a range of hydrologic conditions.

This WSA provides information on the available water supply to serve the proposed project, based on the sections of the Water Code amended by SB 610. In addition, this information can be used as part of the written verification of water supplies, as required under SB 221.

This document is divided into 4 sections: Introduction, Water Supply, Demand Analysis, and Conclusion. The Introduction describes the project and water supply planning under SB 610 and SB 221.

1.1. Project Description

The proposed project is an expansion of the existing Sutter General Hospital located in midtown Sacramento as shown in FIGURE 1-1. The Central City District includes the area bounded by the American River to the north, Broadway to the south, the Sacramento River to the west, and Alhambra Boulevard to the east. Capital City Freeway which runs parallel to and between 29th Street and 30th Street is elevated above the parking lots located along the eastern boundary of the project site. SMCS has a total of six components: (1) an 8-story, 385,400 ft^2 Women's and Children's Hospital Building (WCH Building); (2) a 5-story, 209,800 ft^2, Sutter Medical Foundation Building (SMF Building) which includes the below-grade Hospital Energy Center (24,412 ft^2); (3) Community Parking Structure, including 9000 ft^2 of first floor commercial/retail space; (4) 32 residential units approximately 800 ft^2 each (total 25,600 ft^2) with an associated parking garage; (5) St. Luke's Medical Office Building, approximately 35,000 ft^2 and (6) associated utility upgrades, and improvements to the existing SGH and Buhler Building. The project site, which includes all of the SMCS project components, as well as the Children's Theatre of California and the Trinity Cathedral project, is located in the Midtown area of the City of Sacramento within the Central City District and the Winn Park-Capitol Avenue Neighborhood. The site includes elements on a total of seven blocks roughly bounded by 26th Street to the west, N Street to the south, K Street to the north, and 30th Street to the east, as shown in FIGURE 1-2.

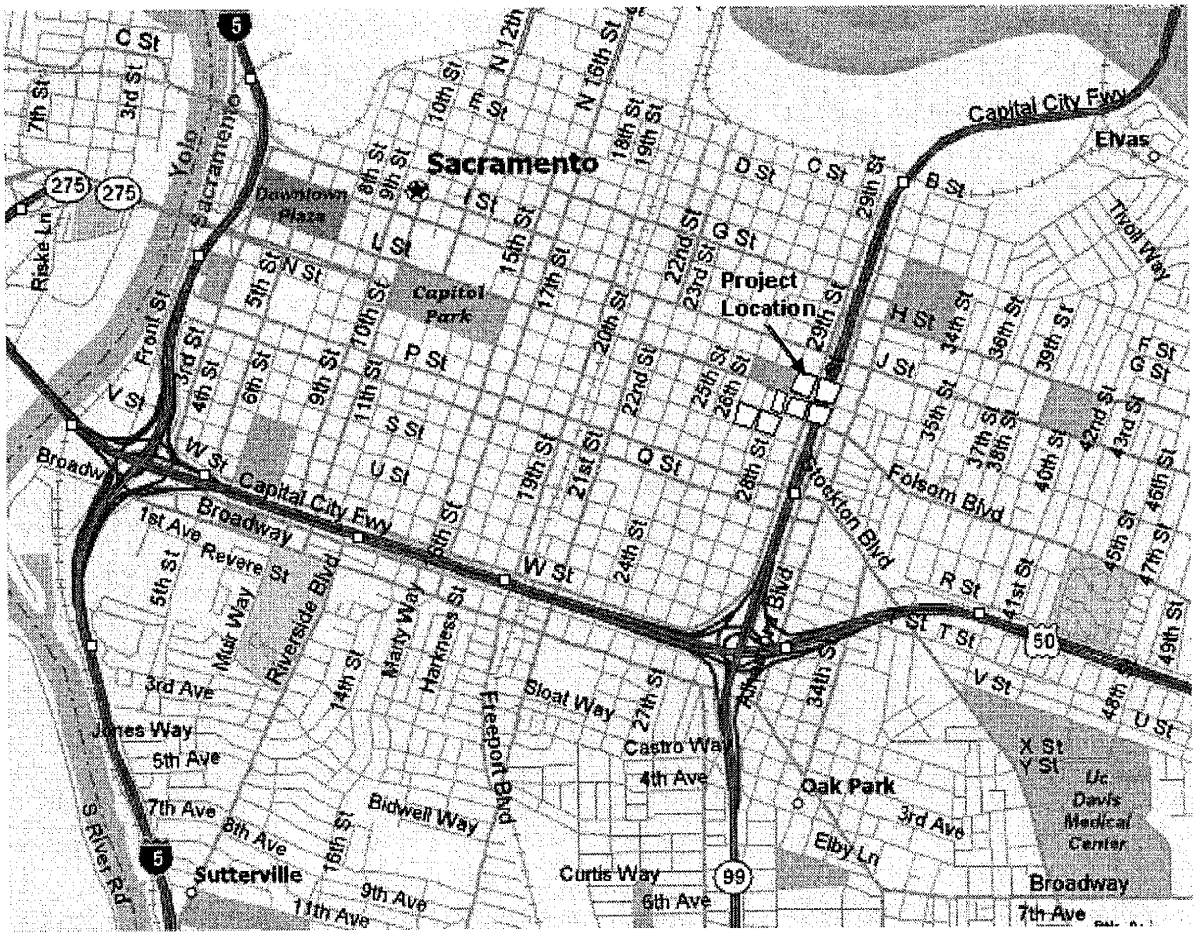

FIGURE 1-1. Project Vicinity Map – Sutter Medical Center, Sacramento

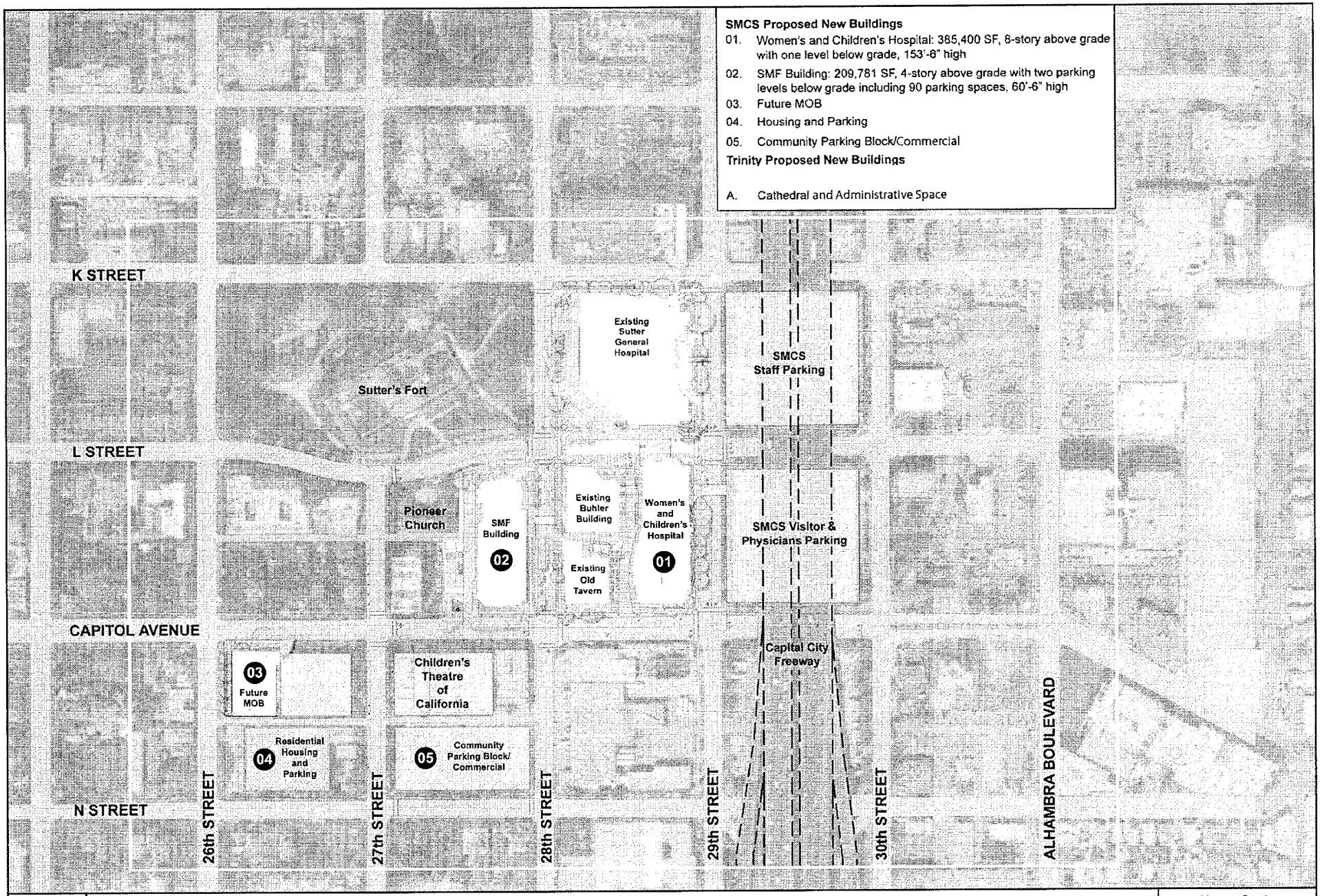

FIGURE **1-2**
SMCS Site Plan

Not to Scale

10828-02

Source: KMD Architects 2005

Sutter Medical Center, Sacramento

EIP ASSOCIATES

1.1.1. Climate

The City of Sacramento and the surrounding region has an arid Mediterranean climate; the weather consists of long, dry summers and cool, rainy winters. Summer trends extend from May to October. Average temperatures in July are 93°F with lows in the mid 60s. The rainy season is from late November to mid-April; average precipitation is 18.5 inches annually; snow is uncommon and rare. Winter daytime temperatures are generally in the mid-50s to low 40s, and overnight lows often dip below 30°F.

Sacramento has experienced two declared droughts in the last three decades. The drought of 1975 – 1977 accounted for only 7.5 inches of rain and the drought of 1987–1992 is considered the most severe drought in California's history[1] (Priest, et al., 1993). Conversely, in years following drought periods Sacramento was drenched with rainfall, for example in 1997 regional water levels rose to record highs which threatened levee breaks and flooded parts of the out-lying metropolitan area. This extreme climatic variability is common throughout California.

1.2. Water Supply Planning Under SB 610 and SB 221

Senate Bill 610 and SB 221 were passed into law on January 1, 2002. These laws reflect the need to incorporate water supply and demand analysis at the earliest possible stage in the planning process. SB 610 amended portions of the Water Code, including Section 10631, which contains the Urban Water Management Planning Act, as well as adding Sections 10910, 10911, 10912, 10913, and 10915, which describe the required elements of a WSA. SB 221 amended Section 65867.5 and added Sections 66455.3 and 66473.7 to the Government Code. Upon signing these bills, Governor Gray Davis stated, "Most notably, these bills will coordinate local water supply and land use decisions to help provide California's cities, farms and rural communities with adequate water supplies. Additionally, these bills increase requirements and incentives for urban water suppliers to prepare and adopt comprehensive management plans on a timely basis."[2]

Senate Bill 610 is designed to build on the information that is typically contained in an Urban Water Management Plan (UWMP). The amendments to Water Code Section 10631 were designed to make water supply assessments and UWMPs consistent. A key difference between the WSA's and UWMPs is that UWMPs are required to be revised every five years, in years ending with either zero or five, while WSAs are required as part of the environmental review process for each individually qualifying project.

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[1] Priest, D.F. et al. 1993. *California's 1987-92 Drought: A summary of six years of drought.* State of California Department of Water Resources.

[2] Department of Water Resources, *Guidebook for Implementation of SB 610 and SB 221* of 2001, 2003.

As a result, the 20-year planning horizons for each type of document may cover slightly different planning periods than other WSAs or the current UWMP. Additionally, not all water providers who must prepare a WSA under SB 610 are required to prepare an UWMP.

Under SB 221, approval by a city or county of certain residential subdivisions, as defined by California Government Code Section 66473.7(a) (1), requires an affirmative written verification of sufficient water supply. Senate Bill 221 is designed as a "fail-safe" mechanism to ensure that collaboration on finding the needed water supplies to serve a new large subdivision occurs early in the planning process. This verification must also include documentation of historical water deliveries for the previous 20 years, as well as a description of reasonably foreseeable impacts of the proposed subdivision on the availability of water resources of the region. As a result of the information contained in the written verification, the city or county may attach conditions to assure there is an adequate water supply available to serve the proposed project as part of the tentative map approval process.

1.2.1. SB 610 Water Supply Assessment

The SB 610 water supply assessment process involves answering the following questions:

- Is the project subject to CEQA?
- Is it a project under SB 610?
- Is there a public water system?
- Is there a current UWMP that accounts for the project demand?
- Is groundwater a component of the supplies for the project?
- Are there sufficient supplies available to serve the project over the next 20 years?

1.2.1.1. "Is the Project Subject to CEQA?"

The first step in the SB 610 process is determining whether the project is subject to CEQA. SB 610 amended Public Resources Code Section 21151.9 to read: "Whenever a city or county determines that a project, as defined in Section 10912 of the Water Code, is subject to this division [i.e., CEQA], it shall comply with part 2.10 (commencing with Section 10910) of Division 6 of the Water Code." The proposed project is currently under environmental review pursuant to the requirements of CEQA; therefore, the information contained in this assessment will be used to support the Environmental Impact Report (EIR) at the project-level analysis.

1.2.1.2. "Is It a Project Under SB 610?"

The second step in the SB 610 process is to determine if a project meets the definition of a "Project" under Water Code Section 10912 (a). Under this section, a "Project" is defined as meeting any of the following criteria:

1. A proposed residential development of more than 500 dwelling units;
2. A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet (ft^2) of floor space;
3. A commercial building employing more than 1,000 persons or having more than 250,000 ft^2 of floor space;
4. A hotel or motel with more than 500 rooms;
5. A proposed industrial, manufacturing, or processing plant, or industrial park, planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 ft^2 of floor area;
6. A mixed-use project that includes one or more of these elements; or
7. A project creating the equivalent demand of 500 residential units.

Alternately, if a public water system has less than 5,000 service connections, the definition of a "Project" also includes any proposed residential, business, commercial, hotel or motel, or industrial development that would account for an increase of 10 percent or more in the number of service connections for the public water system. Because the proposed project is a mixed-use facility that includes one or more of the elements from the list, it meets the requirements as a "Project" under the Water Code.

1.2.1.3. "Is There a Public Water System?"

The third step in the SB 610 process is determining if there is a "public water system" to serve the project. Section 10912 (c) of the California Water Code (Water Code) states: "[A] public water system means a system for the provision of piped water to the public for human consumption that has 3,000 or more service connections."

The proposed project site is served by the City's Utilities Department, which is a public water agency that served 131,745 connections in June 2004. The City operates two water treatment plants (WTP). The Sacramento River WTP is located on the east bank of the Sacramento River, about a half mile downstream of the confluence of the Sacramento and American Rivers. The E. A. Fairbairn WTP (formally American River WTP) is located adjacent to the American River between the H Street and Howe

Avenue bridges, approximately 7 miles upstream of the confluence. The City also has 32 municipal drinking water wells; of these 23 are currently active, and 9 are on standby[3].

1.2.1.4. "Is There a Current UWMP That Accounts for the Project Demand?"

Step four in the SB 610 process involves determining if there is a current UWMP that considers the projected water demand for the project area. The Water Code requires that all public water systems providing water for municipal purposes to more than 3,000 customers, or supplying more than 3,000 ac-ft per year (AFY), must prepare an UWMP, and this plan must be updated at least every five years on or before December 31, in years ending in five and zero.

Water Code Section 10910 (c)(2) states, "If the projected water demand associated with the proposed project was accounted for in the most recently adopted urban water management plan, the public water system may incorporate the requested information from the urban water management plan in preparing the elements of the assessment required to comply with subdivisions (d), (e), (f), and (g) [i.e., the WSA]." The City's most recent UWMP was released in 2000. Although the proposed project was not included in the City's 2000 UWMP, the existing facilities on the project site were considered. The proposed project is larger and water use is expected to be substantially greater. Presently, the City is working on an UWMP for release in 2005.

1.2.1.5. "Is Groundwater a Component of the Supplies for the Project?"

This section addresses the requirements of Water Code Section 10910 (f), paragraphs 1 through 5, which apply if groundwater is a source of supply for a proposed project. The City maintains 32 wells for potable and non-potable use, 23 wells are actively used to supply drinking water[4]. The current system can supply 24 mgd and produce up to 26,800 AFY.

The City is located in the 548-square mile North American (Subbasin) as described by the Department of Water Resources. The Subbasin's boundaries are the Feather and Sacramento Rivers on the west, the Bear River to the north, south to the American River and east to the Sierra Nevada. The underlying geology or hydrostratigraphy of the basin consists of a variety of geologic formations that make up the water bearing units. There are two aquifer systems: an upper unconfined system consisting of the Victor, Fair Oaks, and Laguna Formations, and a lower, semi-confined system in the Mehrten Formation. These

[3] Dan Sherry, City of Sacramento, Utilities Department, Comment on Towers WSA, June 23, 2005

[4] Dan Sherry, City of Sacramento, Utilities Department, Comment on Towers WSA, June 23, 2005

geologic formations are composed of lenses and layers of inter-bedded sand, silt and clay with coarse-grained stream channel deposits.[5] The groundwater contained in the upper aquifer system of the Victor, Fair Oaks and Laguna Formations is of superior quality compared to that in the lower semi-confined system, mainly because the water in the Mehrten Formation is higher in iron and manganese, and requires more treatment. The upper unconfined system only requires chlorination treatment to be potable.

The City is a member of the Sacramento Groundwater Authority. The Sacramento Groundwater Authority (SGA) is a joint powers authority created in 1998 by a coordinated effort between the Sacramento Metropolitan Water Authority and the Water Forum Agreement to manage the region's North Area Groundwater Basin, a sub-region of the North American Subbasin. The signatory participants are managing the basin in a cooperative fashion by allowing representatives from the local water purveyors, the agricultural community and other groundwater pumpers to serve on the Board of the SGA. The goal of the SGA is the responsible management of the groundwater basin through a commitment to not exceed the sustainable yield of the basin, which is approximately 131,000 AFY according to the WFA. The SGA developed a Groundwater Management Plan (GMP) to ensure a safe, reliable water supply for the rapidly growing northern Sacramento County area[6]. Within this program the SGA will continually assess the status of the groundwater basin and make appropriate management decisions to sustain the basin.

The City and other SGA members, in accordance with the WFA, have implemented a conjunctive use program to responsibly manage and use the groundwater systems. This conjunctive use program is part of the WFA thirty-year agenda. The program accounts for the annual climatic variability of the region, whereby in normal or wet years of precipitation the water providers will divert more surface water and reduce or eliminate groundwater use, allowing the system to recharge. In dry years when the Lower American River flows must be maintained, groundwater will again be pumped and used to supplement the reduced diversions from the river systems.

[5] Sacramento Groundwater Authority, *Groundwater Management Plan*, 2003, page 7. http://www.sgah2o.org/sga/programs/groundwater/.

[6] Sacramento Groundwater Authority, *Groundwater Management Plan*, 2003, page 1.

"In general, the intent of the WFA is to increase the use of groundwater in dry years and reduce surface water diversions. The decrease in available dry year diversions is a consequence of the WFA objective to provide instream flows in the lower American River for environmental purposes. In wet years, when more surface water is available, diversion will be increase and groundwater extraction will be reduced, thereby promoting recharge of the basin."[7]

1.2.1.6. "Are There Sufficient Supplies to Serve the Project Over the Next Twenty Years?"

The next step in the SB 610 process is to prepare the actual assessment of the available water supplies, including the availability of these supplies in all water-year conditions over a 20-year planning horizon, and an assessment of how these supplies relate to project-specific and cumulative demands over that same 20-year period. In this case, the period covers the years 2005 to 2025.

Water Code Section 10910 (c)(4) states: "If the city or county is required to comply with this part pursuant to subdivision (b), the water assessment for the project shall include a discussion with regard to whether the total projected water supplies, determined to be available by the city or county for the project during normal, single dry and multiple dry water years during a 20-year projection, will meet the projected water demand associated with the proposed project, in addition to existing and planned future uses, including agricultural and manufacturing uses."

There are three primary areas to be addressed in a water supply assessment:

- relevant water supply entitlements, water rights, and water contracts;
- a description of the available water supplies;
- analysis of the demand placed on those supplies, both by the project and on cumulative basis.

Water entitlements are addressed in Section 2 and the analysis of the demand is discussed in Section 3. Section 4 contains results and conclusions.

[7] Sacramento Groundwater Authority, *Groundwater Management Plan*, 2003, page 24.

2.0 WATER SUPPLY

This section reviews the City's water supply entitlements and water rights.

Water Code Section 10910 (d)(1) states: "The assessment required by this section shall include an identification of any existing water supply entitlements, water rights, or water service contracts relevant to the identified water supply for the proposed project, and a description of the quantities of water received in prior years by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), under the existing water supply entitlements, water rights or water service contracts."

2.1. Water Rights and Contracts

Water rights are a historically important means of securing water use in California. These rights date back to the Gold Rush days of the 1850's, whereby water claims were made by "first in time, first in rights"; this established a water user's right to divert water from a specific point on a stream for a specific use. Since 1914, the State Water Resources Control Board (SWRCB) has been charged with administrating and regulating all water rights permits in California. Under this process, an application is filed and the SWRCB issues a permit for surface water diversion, including the approved place of use (POU) for that water.

The City claims pre-1914 rights to divert 75 cubic feet per second (cfs) and secured five additional appropriative water rights with various priorities ranging between October 1947 to September 1954. Sacramento River permit 00992 and American River permits 011358 and 011361 authorize the taking of water from the respective sources by direct diversion. The other two permits, 011359 and 011360, authorize re-diversion and consumptive uses of stored and releases from the Upper American River Project. Currently, the City has Application S014834 pending with the SWRCB for additional 50,581 AFY from the Sacramento River. The City's surface water permits require use of the diverted water within the authorized POU. The project falls within the POU of all the permits.

In 1957, the U. S. Bureau of Reclamation (USBR) and the City executed a contract that ensures maximum entitlements through the Central Valley Project (CVP). At build-out in 2030, the USBR contract provides the city a maximum annual diversion of 326,800 AFY. This contract has no delivery limitations and is included in Appendix A. The City is a signatory of 2000 WFA which explicitly does not impact the USBR annual diversions, but does reduce the diversion in the American River during dry years or if flows are below Hodge flow criteria. The permits and USBR contractual diversions are listed in TABLE 2-1. The 2005 contract amount is 205,000 AFY. The contract amount increases annually to a maximum of 326,800 AFY in 2030 as show in FIGURE 2-1 and TABLE 2-2.

TABLE 2-1

Surface Water Entitlements

Permit	Authorized Diversion	Maximum Permitted Diversion	
		AFY	cfs
1957 USBR 2030 Contractual Maximum [c]	American River	245,000	675
	Sacramento River	81,800	225
	Total Combined Diversion	326,800	900
2000 WFA Maximum	American River	245,000	310[a]
	Sacramento River	81,800	290[b]
	Total Combined Diversion	326,800	900

a. 310 cfs is a maximum withdrawal rate, additional restrictions apply.
b. The Sacramento WTP, below the confluence of the American and Sacramento River, is an allowable withdrawal point for the permitted American River flows, allowing an increase in the diversion from the Sacramento River.
c. Based on permits 00992, 011358, 011359, 011360, and 11361.

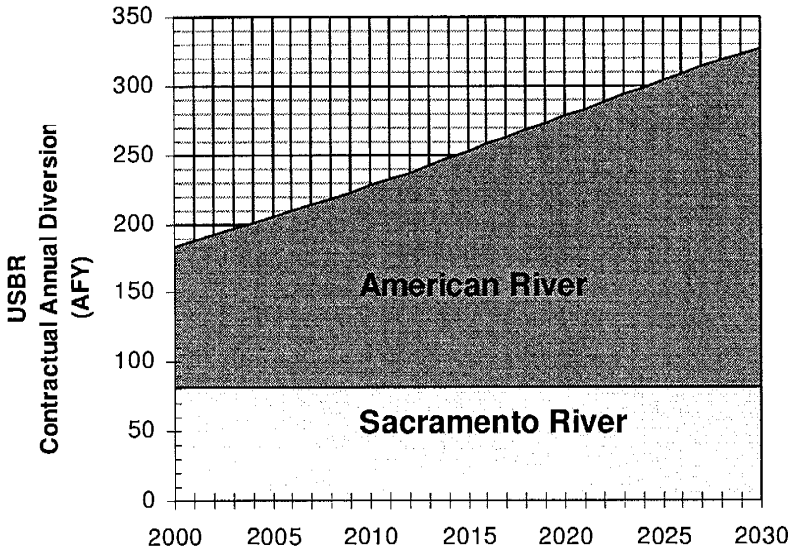

FIGURE 2-1 USBR Maximum Contracted Annual Surface Water Diversion

TABLE 2-2
USBR Maximum Contracted Annual Surface Water Diversion (AFY)

Source	2005	2010	2015	2020	2025	2030
American River	123,200	145,700	170,200	196,200	222,200	245,000
Sacramento River	81,800	81,800	81,800	81,800	81,800	81,800
TOTAL	**205,000**	**227,500**	**252,000**	**278,000**	**304,000**	**326,800**

2.2. Reliability of Water Supplies

An important aspect when discussing water supplies and reliability within Sacramento region is the Water Forum Agreement; this is an agreement between multiple stakeholders of the Sacramento metropolitan area and lower foothill regions. After seven years of meetings, sub-committee negotiations and small group operations, the Water Forum members established a working agreement that provides water quality and reliability for all participants. The WFA's coequal goals were to (1) provide a reliable and safe water supply for the region's economic health and planned development through to the year 2030, and (2) preserve the fishery, wildlife, recreational and aesthetic values of the Lower American River.[8] From these coequal goals, the Water Forum signatories determined seven major elements that must be implemented during the next thirty years if the agreement is to be successful. The elements specific to water supply reliability include:

- Increased Surface Water Diversions,
- Actions to Meet Customers' Needs While Reducing Diversion Impacts in Drier Years,
- Water Conservation,
- Groundwater Management and the Water Forum Successor Effort.

Each of these elements plays a vital role in the Water Forum's coequal objectives. As a signatory of the WFA, the City's Utilities department is actively participating in all seven elements. Recently, the City increased water treatment capacity at the Sacramento River Water Treatment Plant and the E.A. Fairbairn WTP.

The City is continuing to develop a water supply consistent with the WFA. Public Law 106-554 authorized the Sacramento River Water Reliability Study, which includes a feasibility study for a second Sacramento

[8] Water Forum Agreement 2000, page 29.

River diversion. The Sacramento River Water Reliability Study includes development of alternatives, an environmental evaluation, and consultation with federal and state agencies regarding potential impacts. The Draft Planning report is scheduled for review at the end of 2005. The USBR is the lead agency for federal review and Placer County Water Agency is the lead agency for local review.

The WFA places flow restrictions on diversions from the American River when flow is below the "Hodge flows" as defined in *Environmental Defense Fund et al. v. East Bay Municipal Utility District.* Parties in the litigation cannot divert water from the American River unless instream flows measure at least 2,000 cfs from October 15 through February; 3,000 cfs from March through June; and 1,750 cfs from July to October 14. The diversion limits change seasonally and are listed in TABLE 2-3. Based on CALSIM II analysis of the 1922 to 1994 climate data, 59 percent of the years will experience Hodge flow conditions during the peak months of June through August.

TABLE 2-3
Restricted American River Diversion Rates

Month	Diversion Limit[a]	
	cfs	AF
January	120	7,400
February	120	6,700
March	120	7,400
April	120	7,100
May	120	7,400
June	155	9,200
July	155	9,500
August	155	9,500
September	120	7,100
October	100	6,100
November	100	6,000
December	100	6,100

a. Restriction occurs when the flow passing the WTP is below the Hodge flow condition.

The Sacramento River WTP has a capacity of 160 mgd (250 cfs). Fairbairn WTP has a treatment capacity of 200 mgd (310 cfs), equal to the maximum diversion rate allowed in the WFA. If both plants operated at their maximum production, the combined theoretical output would be approximately 360 mgd.

One of the alternatives being evaluated in the Sacramento River Water Reliability Study is for a 145 mgd (225 cfs) WTP on the Sacramento River near Elverta Road, north of the Sacramento International Airport.

The potential completion date of a new Sacramento WTP is within the next six to ten years. With the addition of the new Sacramento River WTP, the combined maximum production will be 505 mgd and the low flow production will be 405 mgd. Maximum day production before and after completion of a 145 mgd Sacramento WTP is shown in TABLE 2-4.

TABLE 2-4
Maximum Day Production

Source	Capacity Above Hodge Flows (mgd)	Capacity Below Hodge Flows (mgd)
Fairbairn WTP	200	100
Sacramento WTP	160	160
Groundwater	24	24
TOTAL without new WTP **no groundwater**	**384** **360**	**284** **260**
New Sacramento WTP	145	145
TOTAL with new WTP **no groundwater**	**529** **505**	**429** **405**

During years when the projected unimpaired inflow to Folsom Reservoir is less than 400,000 acre-feet, the WFA limits diversion from the American River to 50,000 AFY. The WFA has labeled the extremely low flow conditions as a "conference year" where signatories will meet to discuss water management strategies. A conference year scenario has a 1.8 percent probability of occurring and did occur in 1924 and 1977. The WFA does not restrict diversion of the American River entitlements from a Sacramento River diversion point; therefore normal year and dry year supplies are identical for the City as shown in TABLE 2-5. However, annual surface water diversions below the USBR contracted amounts are limited by the diversion capacity from the Sacramento River.

Assuming 50,000 AFY from the Fairbairn WTP and a maximum production from the Sacramento WTP of 180,000 AFY, the current drought limiting scenario still allows for a theoretical maximum production of 230,000 AFY. (The additional 145 mgd Sacramento River WTP would increase the total annual production to 311,800 AFY.) The theoretical maximum "conference year" production of 230,000 AFY over estimates the current drought year production, because the Sacramento WTP can not operate at maximum capacity of 160 mgd when the maximum demand is below maximum treatment capacity, as is the case in winter months. Average day demand is not expected to exceed 160 mgd until after 2015; therefore, the Sacramento WTP will operate below annual maximum production capacity until after 2015. The most appropriate approach to addressing the diversion limitations is by analyzing maximum day

demand; consequently, reference to total annual production capacity is for discussion purposes and does not appropriately reflect daily system operations.

TABLE 2-5

2005 Annual Surface Water Supply (AFY)

Source	2005 USBR Contracted Supply	2005 to 2007 Dry Year Supply[a]		
		First Dry Year 2005	Second Dry Year 2006	Third Dry Year 2007
American River	123,200	50,000	50,000	50,000
American River diverted from the Sacramento River	--	73,200	77,700	82,200
Sacramento River	81,800	81,800	81,800	81,800
TOTAL[b]	**205,000**	**205,000**	**209,500**	**214,000**

a. Current diversion capacity from the Sacramento River is 180,000 AFY, allowing a drought year production of 230,000 AFY.
b. Total increases during multiple years according to USBR contract.

3.0 WATER DEMAND ANALYSIS

This section shows the calculated water demand for the proposed project as well as projected demand for the entire system and then compares the demand to the supply.

3.1. Proposed Project Water Demand

To determine the water demand factors of the proposed project, water use demand factors were formulated based on data from the *1994 Proposed Water Demand/Wastewater Generation Factors Report by* Nolte Engineering and West Yost and Associates, Mazzetti and Associates as well as current and historical uses at similar facilities, personal communications with the City of Sacramento, Department of Utilities. As shown in TABLE 3-1, the additional facilities at the proposed project site will potentially use 212 AFY or an average demand of 0.19 million gallons per day (mgd). The calculated demand represents the upper range of the potential demand.

TABLE 3-1
Projected Water Demand

Building/Facility	Square Footage	Water Demand	
		Gallons per day	AFY
Restaurant/Retail at Commercial Parking Structure	9,000	3,255	4
Residential Housing	25,600	7,936	9
St. Lukes Medical Office Building	35,000	3,255	3
Sutter Medical Foundation Building with Energy Center	203,683	62,726	69
Womens & Childrens Hospital	385,400	113,189	127
Totals		**190,361**	**212**

Source: Adapted from Mazzetti & Associates, June 2005; and Sutter Health Utilities Administration, May 2005

The existing facilities have an annual demand of approximately 156 AFY or an average demand of 0.14 mgd, this is the average water used at the existing facilities in 2003 and 2004 as shown in TABLE 3-2. The proposed project total from TABLE 3-1 combined with the existing facilities totals from TABLE 3-2 will

use approximately 368 AFY as shown in TABLE 3-3. This total demand represents the upper range of the potential demand.

TABLE 3-2
Current Water Use at Proposed Project Site

		Water Demand	
Building/Facility	**Square Footage**	**Daily Water Demand (gpd)**	**Current Water Demand (AFY)**
Sutter General Hospital	380,462	100,592.10	113
Buhler Building and Energy Center	193,052	38,657.80	43
Existing Facilities	**573,514**	**139,250**	**156**

Source: Utilities Department, Sutter Health Sacramento, April 2005

TABLE 3-3
Total Proposed Project Demand and Existing Water Use

SMCS Facilities	Square Footage	Daily Water Demand (gpd)	Current Water Demand (AFY)
Proposed Project Demand	664,800	190,256	212
Current Water Use	576,514	139,250	156
Total		**329,506**	**368**

Source: EIP Associates, June 2005

3.2. System Demand

The Sacramento historical demand over the last five years is shown in TABLE 3-4. The total water supplied by the City from June 2003 to July 2004 was 143,784 acre-ft. Over the last 7 years, 17 percent of the delivered water has been met with groundwater.

TABLE 3-4
Historical Water Deliveries

	Surface Water				Groundwater	Total Water Delivered		
Year	Population[a]	Annual Surface Water Delivered (AFY)	Maximum Day Water Delivered (mgd)	Maximum Day to Average Day Ratio	Annual Groundwater Delivered (AFY)	Total Annual Water Delivery (AFY)	average (mgd)	Percent Increase
1997/98	392,800	92,031	140.40	1.71	7,186	99,216	88.58	
1998/99	396,200	102,180	143.60	1.58	24,630	126,810	113.22	21.8%
1999/00	405,963	112,547	161.60	1.61	24,146	136,693	122.04	7.2%
2000/01	418,711	114,172	214.00	2.10	23,578	137,750	122.98	0.8%
2001/02	426,013	113,979	159.80	1.57	24,271	138,250	123.43	0.4%
2002/03	433,400	111,539	278.90	2.35	23,997	135,537	121.01	-2.0%
2003/04	441,000	128,412	318.40	2.33	15,372	143,784	128.37	5.7%
Average	**416,298**	**110,694**	**202.39**	**1.89**	**20,454**	**131,149**	**117.09**	**5.6%**

a. Operational Statistics 2003/3004.
b. Other data from corresponding annual report.

The City of Sacramento recently completed a 2030 demand analysis for the USBR Sacramento River Water Reliability Study (March, 2005) including transfers within the designated point of use and demand through annexation. The City of Sacramento's demand was calculated as 156,766 AFY with a maximum day demand of 251 mgd. The total demand for the City's permitted Sacramento and American River diversions were calculated as 239,804 AFY with a peak demand of 402 mgd. The demand is summarized in TABLE 3-5. The projected demands are from the Water Forum Agreement and modified to reflect a 25.9 percent conservation factor. Supporting calculations, including population projections, are included in Appendix B.

TABLE 3-5

Projected Annual and Maximum Day Demand for Sacramento 2030[a]

Area	Annual Demand (AFY)	Maximum Day Demand[b] (mgd)
City of Sacramento	156,766	251
Area "D"	30,222	50
Cal-American (Rosemont)	12,129	20
Cal-American (Parkway)	10,551	17
Florin County Water District	2,296	4
Unincorporated Area (Zone 40)	10,644	19
Fruitridge Vista Water Company	4,734	8
Tokay Park Water District	119	1
Pending Annexation	5,208	8
Sacramento Wastewater Treatment Plant	520	1
Wheeling Demand	6,616	23
TOTAL	**239,805**	**402**

a. Demand based on estimates in USBR Sacramento River Water Reliability Study (March, 2005).
b. Maximum Day Demand based on a peaking factor of 1.8 except for wheeling demand.

The projected demand does not include the increased demand from the proposed project, which would result in potential net increase of 212 AFY or 0.1 percent. The maximum day demand may increase by 0.24 mgd, based on a peaking factor of 1.8 or 0.1 percent. The anticipated increase from the project results in an annual demand of 240,000 AFY and peak day demand of 402 mgd. Future projects altering the land uses from those included in the original analysis of 2030 demand have not been included.

3.3. Comparison of Available Water Supplies versus Demand

Section 10910 (c)(3) of the Water Code states, "the water supply assessment for the project shall include a discussion with regard to whether the public water system's total projected water supplies available for normal, dry and multiple dry water years during a 20-year projection will meet the projected water demand associated with the proposed project, in addition to the public water system's existing and planned future uses, including agricultural and manufacturing uses."

3.3.1. Annual Supply and Demand

The 2004 demand of 143,764 AFY was well below the current USBR contracted limit of 200,500 AFY for that year. The projected annual demand remains approximately 70 percent of the USBR contracted annual diversion when using a constant 2.0 percent per year growth rate to achieve the 2030 projected demand of 240,017 AFY as shown in TABLE 3-6. For the purposes of a cumulative analysis, the net

increase in demand from the project was added to the 2030 projected demand and was assumed to be part of a constant 2.0 percent annual growth over the next 25 years.

TABLE 3-6
Supply and Demand Comparison during Normal Years (AFY)

	2005	2010	2015	2020	2025	2030
Surface Water Supply						
American River	123,200	145,700	170,200	196,200	222,200	245,000
Sacramento River	81,800	81,800	81,800	81,800	81,800	81,800
TOTAL SURFACE WATER SUPPLY[a]	**205,000**	**227,500**	**252,000**	**278,000**	**304,000**	**326,800**
Demand	146,647	161,567	178,336	196,842	217,265	239,805
Net Project Demand	--	212	212	212	212	212
TOTAL DEMAND	**146,647**	**161,779**	**178,548**	**197,054**	**217,477**	**240,017**
SURPLUS	**58,353**	**65,721**	**58,353**	**73,452**	**80,946**	**86,523**

a. Total Surface water supply is based on USBR contracted delivery.

The WFA limits the driest year diversion to 50,000 AFY from the American River, but does not limit the diversion of the American River entitlement from the Sacramento River, resulting in no reduction in contracted delivery for single or multiple dry years. The annual supply becomes limited by diversion and treatment capacity of Sacramento River water. Current theoretical maximum production during the "conference years" is approximately 230,000 AFY. As stated in Section 2.3, the "conference year" production estimate of 230,000 AFY over estimates the current drought production, because the Sacramento WTP can not operate at maximum capacity of 160 mgd when the maximum demand is below maximum treatment capacity, as is the case in winter months. The most appropriate approach to addressing the diversion limitations is by analyzing maximum day demand.

TABLE 3-7 shows annual surface water supply and demand for "conference years". Total annual contracted diversion, total annual production, "conference year" production capacity, and projected demand are also included in FIGURE 3-1. The figure does show a potential surface water deficit occurring in 2028 if a new diversion and WTP is not constructed on the Sacramento River. The deficit grows to 10,000 AFY in 2030. The anticipated deficit could be met with a combination of existing groundwater infrastructure, by curtailing wheeling agreements, or conservation measures.

TABLE 3-7

Supply and Demand Comparison during "Conference Years"[a]

	2005	2010	2015	2020	2025	2030
Surface Water Supply						
American River	50,000	50,000	50,000	50,000	50,000	50,000
American River diverted from the Sacramento River	73,200	95,700	120,200	146,200	172,200	195,000
Sacramento River	81,800	81,800	81,800	81,800	81,800	81,800
TOTAL SURFACE WATER SUPPLY[b]	**205,000**	**227,500**	**252,000**	**278,000**	**304,000**	**326,800**
Demand	146,647	161,567	178,336	196,842	217,265	239,805
Net Project Demand	--	212	212	212	212	212
TOTAL DEMAND	**146,647**	**161,779**	**178,548**	**197,054**	**217,477**	**240,017**
SURPLUS	**58,353**	**65,721**	**73,452**	**80,946**	**86,523**	**86,783**

a. "Conference Year", defined by the WFA, when the projected unimpaired inflow to Folsom Reservoir is less than 400,000 acre-feet.
b. Total Surface water supply is based on USBR contracted delivery and not based on the maximum dry year treatment and diversion capacity of 230,00 AFY.
c. Exceeds current dry year diversion capacity of 230,000 AFY.

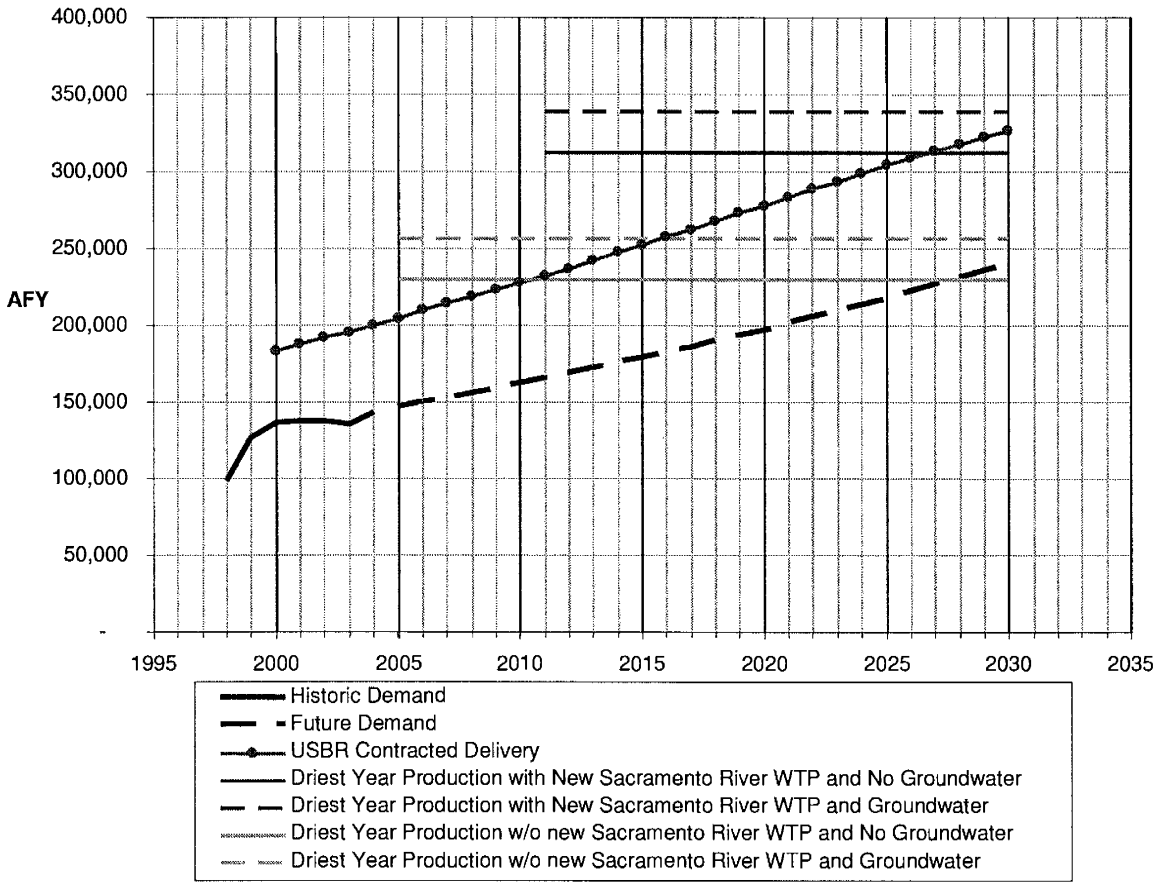

FIGURE 3-1 Annual Surface Water Supply and Demand

3.3.2. Maximum Day Supply and Demand

Because of diversion limitations during Hodge flow conditions, the maximum peak day demand should also be considered during the supply and demand analysis. TABLE 3-8 shows the maximum day surface water supply and demand under normal flow conditions. TABLE 3-9 shows a reduction of the Fairbairn WTP capacity from 200 mgd to 100 mgd during Hodge flow conditions, resulting in a total treatment capacity of 260 mgd. Assuming a 2.2 percent growth rate of the maximum day demand, a deficit of surface water production will occur in 2010 without a new Sacramento River diversion and WTP as shown during Hodge flow conditions in FIGURE 3-2. In 2014, the deficit exceeds Hodge flow-limited surface supply combined with the current groundwater supply of 24 mgd. In 2030 the projected deficit is 142 mgd. A new 145 mgd Sacramento River diversion WTP would meet the anticipated peak day deficit in 2030 under all conditions.

TABLE 3-8

Peak Day Surface Water Supply and Demand Comparison during Normal Flow Conditions (mgd)

	2005	2010	2015	2020	2025	2030
American River[a]	200	200	200	200	200	200
Sacramento River[a]	160	160	160	160	160	160
TOTAL SURFACE WATER SUPPLY	**360**	**360**	**360**	**360**	**360**	**360**
Demand[b]	235.7	261.9	291.5	324.5	361.2	402.0
Net Project Demand	--	0.4	0.4	0.4	0.4	0.4
TOTAL DEMAND		**262.3**	**291.9**	**324.9**	**361.6**	**402.4**
SURPLUS	**124.3**	**97.7**	**68.1**	**35.1**	**-1.6**	**-42.4**

a. Surface supply is based on nominal plant capacity.
b. Based on 2.2 percent annual growth rate between 2004 and 2030 demand.

TABLE 3-9

Peak Day Surface Water Supply and Demand Comparison during Hodge Flow Conditions (mgd)

	2005	2010	2015	2020	2025	2030
American River[a]	100	100	100	100	100	100
Sacramento River[b]	160	160	160	160	160	160
TOTAL SURFACE WATER SUPPLY	**260**	**260**	**260**	**260**	**260**	**260**
Demand[c]	235.7	261.9	291.5	324.5	361.2	402.0
Net Project Demand	--	0.4	0.4	0.4	0.4	0.4
TOTAL DEMAND		**262.3**	**291.9**	**324.9**	**361.6**	**402.4**
SURPLUS	**24.3**	**-2.3**	**-31.9**	**-64.9**	**-101.6**	**-142.4**

a. American River diversion is limited 100 mgd during Hodge flow conditions.
b. Sacramento WTP peak day supply is based on the nominal capacity of the plant.
c. Based on 2.2 percent annual growth rate between 2004 and 2030 demand.

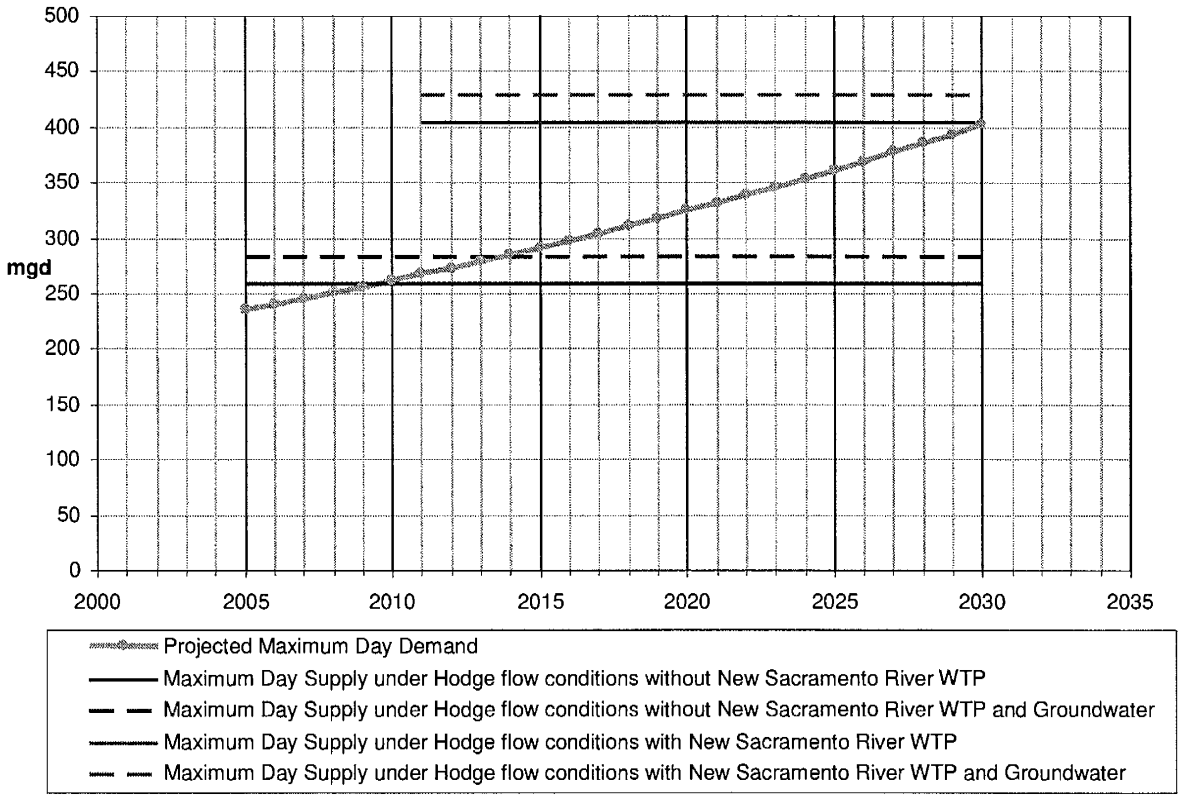

FIGURE 3-2 Maximum Day Surface Water Production and Demand

4.0 CONCLUSION

According to the requirements of Water Code Section 10910(c)(3) the water supply assessment shall include a discussion of "whether the public water system's total projected water supplies available ... will meet the projected water demand associated with proposed project, in addition to the public water system's existing and planned future uses." Due to the limitations occurring during peak day demand, the supply will not meet the projected demand. According to the requirements of Water Code Section 10911(a), if the results of the assessment conclude that the water supplies are, or will be, insufficient, the water supply assessment shall include plans for acquiring additional water supplies. Those plans may include, but are not limited to, information on costs and financing, permits, and timeframes.

The City is already a partner on the Sacramento River Water Reliability Study, which is investigating alternatives for an additional diversion on the Sacramento River. The environmental documents for the alternatives analysis is scheduled to be completed in 2006[9], providing eight years for the design and construction of a selected project before any potential peak demand shortfall would occur. The alternative of a 145 mgd diversion and WTP included in the Sacramento River Water Reliability Study would ensure the delivery of the entitled water for the City, as well as all wholesale and wheeling agreements past 2030.

This assessment finds that the City of Sacramento has sufficient water allocation secured from their 1957 contracts with the USBR and other related permits to serve the proposed project and projected future demand over the next 20 years. Annual and peak day demands are summarized in TABLE 4-1. However, based on a WFA limitation of 50,000 AFY from the American River, during a dry year, a surface water limitation does occur by 2030, but the full demand can be met with the groundwater infrastructure. Due to limitations agreed to in the WFA and current infrastructure capabilities, an additional diversion and WTP on the Sacramento River will be required to meet the peak day demand by as early as 2014.

[9] Initial Alternatives Report. Final diversion, March 2005. Sacramento River Reliability Study.

TABLE 4-1

Projected Annual and Maximum-Day Supply and Demand Comparison

Year	USBR contracted delivery (AFY)	Projected Annual Demand (AFY)[a]	Annual Surplus (AFY)	Peak Day Surface Water Supply under Hodge Flow conditions (mgd)[c]	Maximum Day Demand (mgd)[d]	Peak Day Surplus (mgd)
2005	205,000	146,647	58,353	260	236	24
2010	227,500	161,842	65,658	260	262	-2
2015	252,000	178,336	73,664	260	292	-32
2020	278,000	197,117	80,883	260	325	-65
2025	304,000	217,540	86,460	260	362	-102
2030	326,800	240,080[b]	86,720	260	402	-142

a. Demand based on estimates in Sacramento River Water Reliability Study (March, 2005) plus the net demand from project.
b. Exceeds "conference year" theoretical maximum production of 230,000 AFY, see TABLE 3-7.
c. Based on Hodge flow limitations of 100 mgd at Fairbarn WTP and nominal capacity of 160 mgd at Sacramento WTP.
d. Maximum-day demand based on a peaking factor of 1.8, except for wheeling demand.
Indicates demand exceeds supply due to infrastructure limitations.

APPENDIX A

USBR Operating Contract

Contract No.
14-06-200-6497

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
CENTRAL VALLEY PROJECT, CALIFORNIA

OPERATING CONTRACT RELATING TO FOLSOM AND NIMBUS DAMS AND THEIR RELATED WORKS AND TO DIVERSIONS OF WATER BY THE CITY OF SACRAMENTO

1. THIS CONTRACT, made this 28th day of June, 1957, in pursuance generally of the Act of Congress approved June 17, 1902 (32 Stat. 388), and all acts of Congress amendatory thereof or supplementary thereto, particularly Section 14 of the Reclamation Project Act of 1939 (53 Stat. 1187, 1197-1198), and the Act of Congress approved October 14, 1949 (Ch. 690, 63 Stat. 852), all of which are commonly known and referred to as the Federal Reclamation Laws, between THE UNITED STATES OF AMERICA, hereinafter referred to as the "United States", represented by its officer who executes this contract, his duly appointed successor, or his duly authorized representative, herein styled the "Contracting Officer", and THE CITY OF SACRAMENTO, CALIFORNIA, a municipal corporation, herein styled the "City", acting by and in pursuance of the authority contained in the Constitution and laws of the State of California and particularly Article XI, Sections 8 and 19 of said Constitution, and Sections 2 and 8 of the City's Charter approved by Stats. 1921, p. 1919, as amended.

W I T N E S S E T H:

2. WHEREAS, the United States has constructed a dam and reservoir in and across the American River at a point upstream from Folsom, Sacramento County, California, and will utilize said dam and

reservoir and their related works for the diversion and storage of waters of the American River for reasonable and beneficial uses and purposes, said dam being known as Folsom Dam and the reservoir created thereby being known as Folsom Lake; and

3. WHEREAS, in carrying out the provisions of said Federal Reclamation Laws the United States deems it advantageous upon the terms herein agreed upon to dispose of rights to stored water in its reservoirs heretofore constructed or that might be constructed by the United States under the provisions of the Reclamation Act, and

4. WHEREAS, the City has constructed and is operating certain diversion and distribution facilities for the diversion of water of the Sacramento River and has perfected certain rights to the use of water of the Sacramento River and its tributaries from natural flow and is in the process of perfecting additional rights to the use of water of the Sacramento and American Rivers, and the water it has historically diverted is deemed insufficient for the anticipated growth and water requirements of the City, and

5. WHEREAS, the City is desirous of perfecting its water supply by arranging with the United States for the use of a portion of the said storage waters, and

6. WHEREAS, the City desires and intends to construct water diversion and filtration facilities and related works on the American River below Nimbus Dam within or adjacent to the City for diversion and distribution of water supplies for a municipal use and desires to continue and develop the use of the waters of the Sacramento River through its existing facilities at a point one-quarter

mile below the confluence of the Sacramento and American Rivers, and through other facilities which may be constructed on the Sacramento River within or adjacent to the City, for diversion, filtration and distribution of water, and

7. WHEREAS, the United States and the City have filed applications for the appropriation of unappropriated water and have protested certain applications of each other for the appropriation of unappropriated water, and it is the desire of the parties to settle and adjust any and all differences that might exist between them so that definite assurances can be had as nearly as practicable for the continued enjoyment and use of their respective diversion facilities and operations and to provide amicable means for the necessary increase and expansion of the City's beneficial uses of water, and

8. WHEREAS, the construction and operation of Folsom Dam and its related works and the distribution and regulation of the water of the American River and its tributaries as provided for under this contract are deemed to be mutually beneficial and desirable:

NOW, THEREFORE, in consideration of the premises herein contained, it is hereby agreed by and between the parties hereto as follows:

9. On March 19, 1957, the United States and the Sacramento Municipal Utility District, a municipal corporation, executed a contract entitled "Contract Relating to Sacramento Municipal Utility District Upper American River Project Reservoirs", a copy of which is attached hereto and hereinafter referred to as the SMUD contract.

The following paragraph of this Article is a diversion schedule prepared to show the schedule of diversions by the City of

Sacramento with and without the development by SMUD referred to in the SMUD contract. The quantities are expressed in thousands of acre feet for the respective years. The requirements shown in Schedule A of the tabulation are derived from information given in City of Sacramento Exhibit No. 4, Table 8, of the records, files and proceedings of the California State Water Rights Board concerning Application 12140, and others, before that Board for the appropriation of unappropriated water. The quantities shown in Schedule B of the tabulation are 75% of the annual requirements given in Schedule A of the tabulation.

Diversion schedule by City of Sacramento with and without SMUD development, in 1,000 acre-feet

Year	Total requirement Schedule "A"	Requirement from American River Schedule "B"	Required from Folsom Reservoir Without SMUD development Schedule "C"	Required from Folsom Reservoir With SMUD development Schedule "D"
1963	64.0	48.0	8.0	8.0
64	66.0	49.5	8.5	8.5
1965	68.0	51.0	9.0	9.0
66	70.5	53.0	9.4	9.4
67	73.0	55.0	9.8	9.8
68	75.5	56.5	10.0	10.0
69	78.0	58.5	10.5	10.5
1970	80.7	60.5	11.0	11.0
71	83.0	62.5	11.5	11.5
72	86.0	64.5	12.0	12.0
73	88.5	66.5	12.5	12.5
74	91.5	68.5	13.0	13.0
1975	94.5	71.0	13.5	13.5
76	97.5	73.0	14.0	14.0
77	100.5	75.5	15.0	14.5
78	103.5	77.5	16.0	15.0
79	106.5	80.0	17.5	15.5
1980	110.0	82.5	19.0	16.0
81	113.0	85.0	21.0	16.5
82	116.0	87.0	23.0	17.0
83	119.5	89.5	25.0	17.5
4	123.0	92.0	27.5	18.0
85	126.0	94.5	30.0	18.5

Year	Total requirement Schedule "A"	Requirement from American River Schedule "B"	Required from Folsom Reservoir Without SMUD development Schedule "C"	Required from Folsom Reservoir With SMUD development Schedule "D"
1986	129.5	97.0	32.0	19.5
87	133.0	99.5	35.0	20.0
88	136.5	102.0	37.5	20.5
89	140.0	105.0	40.0	21.0
1990	143.5	107.5	43.0	22.0
91	147.5	110.5	46.0	22.5
92	151.0	113.0	49.0	23.5
93	154.5	116.0	52.0	24.0
94	158.5	119.0	55.0	24.5
1995	162.5	122.0	58.0	25.5
96	166.5	125.0	61.0	26.0
97	171.0	128.0	64.5	27.0
98	175.0	131.0	67.5	28.0
99	179.0	134.0	71.0	29.0
2000	183.5	137.5	74.5	30.0
01	187.5	140.5	78.0	31.0
02	192.0	144.0	81.0	32.0
03	196.0	147.0	85.0	33.0
04	200.5	150.5	88.0	34.5
2005	205.0	154.0	91.5	36.0
06	209.5	157.0	95.0	37.5
07	214.0	160.5	98.5	39.0
08	218.5	164.0	102.0	40.5
09	223.0	167.5	105.5	42.5
2010	227.5	170.5	109.0	44.0
11	232.5	174.5	113.0	46.5
12	237.0	178.0	116.0	48.5
13	242.0	181.5	120.0	50.5
14	247.5	185.5	124.0	53.0
2015	252.0	189.0	127.5	55.5
16	257.5	193.0	131.0	58.0
17	262.5	197.0	135.0	60.0
18	268.0	201.0	138.5	62.5
19	273.0	205.0	142.5	64.5
2020	278.0	208.5	146.5	67.0
21	283.0	212.5	150.5	69.5
22	288.5	216.5	154.5	71.5
23	293.5	220.0	158.5	74.0
24	298.5	224.0	162.5	76.0
2025	304.0	228.0	166.5	78.5
26	308.5	231.5	171.0	81.0
27	313.5	235.0	175.0	83.0
28	318.0	238.5	179.0	85.5
29	322.5	242.0	183.5	88.0
2030 and subsequent years	326.8	245.0	187.5	90.0

The United States will make available for diversion by the City water from the American River up to the quantities specified in Schedule B, and the United States will so operate Shasta Dam and its related works so as not to interfere with the diversions by the City at its facilities on the Sacramento River referred to in Article No. 6 above or to prevent the City from enjoying the additional diversions represented by the difference between Schedules A and B.

The United States will impound and store water in the reservoirs back of Folsom and Nimbus Dams or elsewhere and does hereby agree to discharge and release into the river channel below Nimbus Dam for the use of the City an amount of water which will, with all of the water that the City is otherwise entitled to and all water not otherwise appropriated, aggregate a quantity of water as shown in Schedule B and will so operate Folsom and Nimbus Dams and their related works that water will be discharged and released into the river channel below Nimbus Dam for later downstream diversion by the City at its said American River diversion and filtration facilities at the times and in the quantities shown in Schedule B.

10. The City's rate of diversion from the Sacramento River shall not exceed 225 cubic feet of water per second and its rate of diversion from the American River shall not exceed 675 cubic feet of water per second; and the total quantity diverted by the City from the American River shall not exceed the quantities shown in Schedule B. Following April 1 of any water year in which the October 1 - Sept. 30 estimated natural inflow to Folsom Reservoir measured and as predicted the United States based, in part, upon the runoff estimates of the California Cooperative Snow Survey Program on April 1 is less than

1,275,000 acre-feet, City's diversions from the American River each month when requested by the Contracting Officer shall not exceed 75% of the aggregate taking from both the Sacramento and American Rivers until Folsom Reservoir would fill or reach flood-control limitation in the absence of additional storage facilities on the American River.

11. The City shall be entitled to reasonable flexibility in demands based on maximum daily requirements and maximum peaks during such days. The City will cooperate with the Contracting Officer to facilitate United States operations to make this possible.

12. City shall pay, at the rate of $9.00 per acre foot, beginning in 1963, for the number of acre feet shown in Schedule C: Provided, however, that if the Sacramento Municipal Utility District builds its Upper American River Project and operates that project in accordance with the SMUD contract the City shall pay, at the rate of $9.00 per acre foot, beginning in 1963, for the number of acre feet shown in Schedule D.

The City shall make payments to the United States each calendar year as hereinafter provided, at rates fixed as provided in this Article. The City shall pay one-half of the amount payable for the year on or before January 1, and shall pay the remainder of the amount payable for the year on July 1.

Upon every installment of money required to be paid by the City to the United States pursuant to this contract which shall remain unpaid after the same shall have become due and payable, there shall be imposed a charge of one-half (1/2) of one (1) percent per month of the amount of such delinquent installment from and after the date when the same becomes due until paid; and the City hereby agrees

o pay said charge: Provided, That no such charge shall be made to or be paid by the City unless such delinquency continues for more than thirty (30) days.

Payment shall be made at the office of the Regional Director of the Bureau of Reclamation, Town and Country Village in Sacramento County, or at any other place designated by the United States in a written notice to the City.

13. The parties agree that in 1978 and again in 1988 the parties may renegotiate the terms of this contract as to quantities of water diverted and to be diverted by the City, so that the schedule of water diversions can be revised downward, and consequent payment for water shall be reduced proportionately thereafter in the ratio that the revised Schedule "B" bears to the original Schedule "B".

14. If prior to the year 2030, the City finds that because of accelerated growth its water requirements are greater than those indicated by Schedule A, the quantity of water to be furnished each year can be advanced in the schedule. In such case, the payment based upon Schedules C or D would be similarly advanced. This advancement of the schedule of diversions and of payments would not entitle the City to any water from the American River above the maximum of 245,000 acre feet annually as provided for in Schedule B above.

15. Should the City requirements exceed 245,000 acre feet annually from the American River it shall be the right of the City to secure the additional water it needs by means other than this contract. These other means may be, and are not restricted to, additional contracts with the United States if both the City and United States agree

such contracts, contracts with other parties, or the development by the City itself of additional water supplies, provided that the development of such supplies shall not involve the use of any facilities or water rights of the United States without its permission.

16. Should the Sacramento Municipal Utility District build and operate its project as provided in the SMUD contract during or after 1978 then payments being made by the City would change from Schedule C basis back to Schedule D basis when the SMUD project becomes so operational.

17. Should the Sacramento Municipal Utility District build and operate a project of lesser extent than that contemplated in the SMUD contract and which project might produce less water, and to the extent that SMUD releases are smaller, a new payment schedule shall be computed which will be intermediate between the basis of Schedules C and D and so computed to reflect payment for average computed demands on Folsom Reservoir.

18. The City will retain all its water rights and as between the United States and the City, the use of water by the City under the contract shall be treated by the United States as diligence of the City in perfecting by beneficial use the developing rights of the City in the Sacramento and American Rivers. Furthermore, by this contract the parties request the properly constituted agencies of the State of California to issue permits and licenses designated to sanction or permit the operations specified in this contract, but the parties agree that any necessary applications, permits and licenses, and rights of any and all sources and derivations owned by them may and shall be exercised as required to the end that the operational matters specified in this contract may and shall be performed, and the parties will use

due diligence to protect and defend their water rights and to acquire and keep in good standing any necessary applications, permits and licenses provided for by the laws of the State of California.

19. The City upon receiving the water discharged and released below Nimbus Dam and bypassed below Nimbus Dam as herein provided will at its own cost convey the same to the places of use and perform all actions necessary or required by law or custom in order to maintain its control over such water, and in order to secure its lawful and proper diversion from the said river through the head works of the City and the beneficial application of the same to use. All losses or diminution of such water by reason of seepage, evaporation, or other causes, after diversion by the City at the aforesaid point of diversion shall be bourne by the City.

20. Beneficial use shall be the basis, measure and limit of all rights hereunder.

21. The United States shall not be responsible for failure to supply water under this contract caused by insufficient supply of water, hostile diversion, unusual drouth, interruption of service made necessary by repairs, nor on account of any other distribution than that herein stipulated for, directed, or ordered to be made by any valid or subsisting order or decree of a court, nor for any damages caused by floods, acts of hostility, or unavoidable circumstances, nor for loss of crops or other damage caused by non-delivery of water.

22. The rights under this agreement shall be such as would permit the City to use the water in such manner as may be granted to it under State law.

23. This contract shall be permanent, but the quantity of water diverted from the American River by the City shall not exceed 245,000 acre-feet per year nor the rate of 675 cfs; also, the quantity diverted by the City from the Sacramento River shall not exceed 225 cfs. Provided, as a condition and not as a limitation or covenant, performance by the United States under the contract shall be in accord with the rights of the City as defined in any license or licenses granted under the law of California, and should such license or licenses provide for a lesser rate of diversions than those herein assumed, then the obligation of the United States for the discharge and releases of water from and by its storage works on the Sacramento and American Rivers shall be adjusted accordingly.

24. The execution of this contract shall constitute a withdrawal of any protest the United States has against any applications of the City for the appropriation of unappropriated water of the American and Sacramento Rivers.

25. The execution of this contract, also, shall constitute a withdrawal of any protests by the City against the applications of the United States for the appropriation of unappropriated water of the American and Sacramento Rivers.

26. By the execution of this agreement the parties hereto join in asking the Director of the Department of Water Resources of the State of California to execute a partial transfer to the City of Applications 5635, 5636, 5645, 7938, 7939 and 7940 for the appropriation of unappropriated water, insofar as they may now or hereafter be required for operations for the benefit of the City under this contract and to assign the rest and remainder of said applications to

the United States for use in the operation of the Central Valley Project.

27. Notwithstanding any permit or license issued to the United States for any diversion of the Sacramento and American Rivers below the points of diversion of the City of Sacramento, the uses of water under this contract shall carry all priorities accorded to or for municipal uses under the laws of the State of California and the United States will recognize such priorities. Within the limits of available water supply the City would not be required to accept any pro-rata of a deficiency in water of the American River.

28. No warranties, express or implied, by the United States shall be deemed to exist with regard to the potability of the water supplies diverted by the City, but to the contrary, the City itself will take due measures on its own behalf to insure and protect the potability of its own water supplies.

29. The parties agree and consent that this contract can be referred to and adopted by any administrative or judicial body of the state or federal government that has a proper governmental function with respect to the operational matters referred to in this contract and it may adopt, if desired, this contract as a part of any relevant administrative or judicial act, order or decree.

30. In order to enable the United States to discharge and release the supply of water herein specified on the basis of payments as herein provided, the City hereby makes available to the United States for exercise, delivery and performance of this contract, with title, however, to remain in the City, all of its right, title, and terest to the waters of the Sacramento River and its tributaries over and above any amounts provided for in this contract, and limits

its claims to the amounts specified in this contract, and the City shall assist the United States in the defense of said claims by the furnishing of all evidence and other like matters in its power or knowledge, in consideration whereof, upon the failure of the United States, through drouth or otherwise to fulfill its obligations hereunder, the City's said claims and rights to water shall revert unburdened to the City until deliveries of water as provided by this contract shall be resumed. The City will not convey, encumber, or transfer its water rights in such manner as to impair the ability of the parties to perform the provisions of this contract, and the City warrants that it has not heretofore impaired any of its water rights.

31. The City agrees to install, operate, and maintain such equipment and to make such computations as may be necessary to record all stream diversions of and by its various project facilities. Authorized representatives of the United States shall have access to such equipment at all reasonable times and shall be supplied with copies of all such records and computations upon request.

32. Except as provided herein, nothing herein is to be construed as an allocation of water rights as between the United States and the City or as between the signatories hereto and any third parties.

33. Subject to the provisions of this contract the United States may store and retain in its reservoirs on the American River, now constructed or to be constructed, all or such part of the water of the American River and its tributaries for such periods of time, including periods of several years' duration, as it may desire, and may withdraw water from storage in its reservoirs, in such amounts and in such rates as it may desire, and may restore

in one or more of its reservoirs all or any part of the water of the American River and its tributaries, and may divert the water within or without the watershed, provided, that nothing herein shall prevent the City from obtaining rights to use waters of the American River for municipal purposes from any storage project on the American River hereafter constructed which does not utilize facilities or water rights of the United States.

34. Subject to the provisions of this contract the United States may store and retain in its reservoirs on the Sacramento River, now constructed or to be constructed, all or such part of the water of the Sacramento River and its tributaries for such periods of time as it may desire, including periods of several years' duration, and may withdraw water from storage in its reservoirs, in such amounts and at such rates as it may desire, and may restore in one or more of its reservoirs all or any part of the water of the Sacramento River and its tributaries as it may desire, and may divert the water within or without the watershed, provided, that nothing herein shall prevent the City from obtaining rights to use waters of the Sacramento River or its tributaries for municipal purposes from any storage project on the Sacramento River or its tributaries hereafter constructed which does not utilize facilities or water rights of the United States.

35. It is the desire of the United States and the City to provide for the maximum beneficial use of the waters of the American and Sacramento Rivers and their tributaries, and to accomplish such purpose it may be desirable that operations under this contract be modified. Representatives of the United States and the City will confer with each other at least once each year, and if it shall appear

to them that storage, retention, or release other than that contemplated by this contract may be made without substantial injury or harm to the respective interests of the parties hereto in such waters and their use, then it is agreed between the parties that such storage, retention, or release may be made for the period agreed upon. Upon the expiration of such agreed period of time, in the absence of further agreement, the operations specified in this contract shall govern. Any such agreement reached by representatives of the United States and of the City shall forthwith be confirmed in writing by the representative of the party initiating the request. For the purpose of such conferences the City shall designate a representative, and the Contracting Officer shall designate a representative for the United States. Each such representative shall continue in office until his successor is duly designated. Such representative shall be authorized so to confer and to agree to such storage, retention, and release under such conditions as may carry out the purpose of this Article.

36. Representatives of the United States and the City shall confer with each other as often as necessary for the purpose of agreeing upon or approving methods, procedure, data, or other matters required under this contract to be mutually agreed upon or approved by the United States and the City. For the purpose of such conferences and for agreeing to or approving such matters the City shall designate a representative, and the Contracting Officer shall designate a representative for the United States, which may be the same persons designated pursuant to the preceding Article. Any such agreement reached by the United States and the City shall be reduced to writing and signed

by such representatives. Each such representative shall continue in office until his successor is duly designated. Such representatives shall be authorized so to confer and to agree to or approve such matters.

37. No member of or delegate to Congress or Resident Commissioner shall be admitted to any share or part of this contract or to any benefit that may arise herefrom, but this restriction shall not be construed to extend to this contract if made by a corporation or company for its general benefit.

38. This contract shall inure solely to the benefit of the parties hereto and their respective successors and assigns. No other person, partnership, association, district, or corporation shall acquire or have any right under or by virtue of this contract. This contract shall be binding upon any respective successors and assigns of the parties hereto.

39. This contract shall become effective concurrently with the issuance to the parties of permits by the California State Water Rights Board in consonance with the operations herein specified. The effective date shall be established by a joint announcement of the parties. The operating requirements of the parties shall begin with the year 1963 in which the City expects to begin the operation of its American River diversion facilities, but payments under the contract by the City shall be apportioned in accordance with the American River diversions by the City during that year.

40. Contingent upon Appropriations

Where the operations of this contract extend beyond the current fiscal year, the contract is made contingent upon Congress

making the necessary appropriation for expenditures hereunder after such current year shall have expired. In case such appropriation as may be necessary to carry out this contract is not made, the City hereby releases the United States from all liability due to the failure of Congress to make such appropriation.

41. Nondiscrimination in Employment

In connection with the performance of work under this contract, the City agrees not to discriminate against any employee or applicant for employment because of race, religion, color, or national origin. The aforesaid provision shall include, but not be limited to, the following: Employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The City agrees to post hereafter in conspicuous places, available for employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of the nondiscrimination clause.

The City further agrees to insert the foregoing provision in all subcontracts hereunder, except subcontracts for standard commercial supplies or raw materials.

IN WITNESS WHEREOF, the parties hereto have duly executed these presents in eight counterparts all as of the day and year first hereinabove written.

THE UNITED STATES OF AMERICA

/s/ By C. H. SPENCER
Regional Director, Region II
Bureau of Reclamation

CITY OF SACRAMENTO,
a municipal corporation

ATTEST: /s/ By CLARENCE L. AZEVEDO
Mayor

/s/ PAUL H. MANBY
City Clerk

APPROVED AS TO FORM:

/s/ EVERETT M. GLENN
City Attorney

APPENDIX B

DRAFT City of Sacramento Water Supply Masterplan Projections

APPENDIX B

Sacramento Water Demands

Preliminary Draft

	Location	Area (Sq. Miles)	Area (Acres)	Average Annual Water Use (Ac-Ft)	Average Annual Water Use (MGD)	Max. Day Demand (MGD)	Other Water Use Calc?	Notes
A	HCP Ownership Land	2.31	1,478	n/a	n/a	n/a		
B	Agricultural Open Space/Permanent Land Habitat	1.79	1,146	n/a	n/a	n/a		
C	County Owned parcel	0.89	570	n/a	n/a	n/a		
D	Agricultural Open Space/Permanent Land Habitat	4.26	2,726	n/a	n/a	n/a		
E	County Owned parcel	0.52	333	n/a	n/a	n/a		
F	HCP Ownership Land	0.13	83	n/a	n/a	n/a		
G	Teal Bend Golf Course	0.4	256	n/a	n/a	n/a		
H	Sacramento International Airport			*1,420*	*1.3*	*2.2*	Yes	Demands from HDR
I	Metro Air Park	3.02	1,933	*5,197*	*4.6*	*9.3*	Yes	Demands from Stantec
J	Sphere of Influence	10.05	6,432	16,030	14.3	25.8		
K	County Owned parcel	0.54	346	n/a	n/a	n/a		
L	Agricultural Open Space/Permanent Land Habitat	4.09	2,618	n/a	n/a	n/a		
M	HCP Ownership Land	1.79	1,146	n/a	n/a	n/a		
N	Agricultural Open Space/Permanent Land Habitat	5.69	3,642	n/a	n/a	n/a		
O	County Owned parcel	0.22	141	351	0.3	0.6		
P	SCWA & Panhandel	2.14	1,370	3,413	3.0	5.5		
Q	Sphere of Influence	0.11	70	175	0.2	0.3		
R	Sphere of Influence	0.51	326	813	0.7	1.3		
	Sub Total	**38.46**	**24,614**	**27,400**	**24.5**	**44.9**		
S	Sacramento Suburban	16.97	10,861	*26,064*	*23.3*	*41.9*	Yes	Amount changed to reflect the contract
S-1	Sacramento Suburban - Northridge	4.21	2,694	6,715	6.0	10.8		
S-2	Charmichael	0.59	378	941	0.8	1.5		
T	Sac. Suburban/Cal American	7.37	4,717	11,755	10.5	18.9		
U	Fruitridge Vista WC	2.99	1,914	4,769	4.3	7.7		
V	Sacramento County - Zone 40	8.87	5,677	14,148	12.6	22.7		
W	Florin County WD	2.28	1,459	3,637	3.2	5.8		
X	California American	6.25	4,000	9,969	8.9	16.0		
Y	Freeport	1.16	742	1,850	1.7	3.0		
	Sub Total	**50.69**	**32,442**	**79,847**	**71.3**	**128.3**		
Z	City of Sacramento - North Natomas	10.9	6,976	17,386	15.5	27.9		
AA	City of Sacramento - w/o North Natomas	87.7	56,128	139,882	124.9	224.8		
AB	Swanston Estates/Ben Ali Neighborhoods	0.74	470	1,172	1.0	1.9		Is this double counted?
	Sub Total	**99**	**63,574**	**158,439**	**141**	**255**		
	Total	**188.49**	**120,630**	**265,687**	**237.3**	**427.9**		

Water Use Calculation (unless noted otherwise in notes):

1. Average annual water usage factor: 1595 ac-ft/sq. mile
2. Maximum Day Demand is 1.8 times average annual water use