

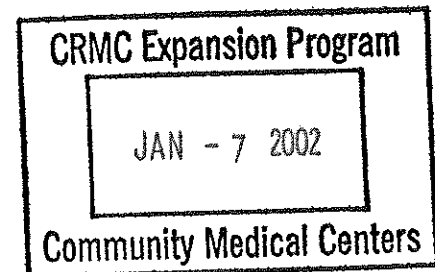
FINAL

Prepared for City of Fresno

**CENTRAL CALIFORNIA
REGIONAL MEDICAL CENTER
Master Environmental Impact Report
Final Summary and Recommendations
Response to Comments Addendum**

SCH Number: 94052012
EIR #: 10120

January 1995



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FINAL ENVIRONMENTAL IMPACT REPORT
CENTRAL CALIFORNIA REGIONAL MEDICAL CENTER

Prepared for:

CITY OF FRESNO, CALIFORNIA

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1.0 FINAL SUMMARY AND RECOMMENDATIONS

The Development Department Director's conclusions and recommendations regarding the environmental effects of the proposed project are presented here in accordance with Sections 15088, 15089, and 15090 of Article 7 of the California Environmental Quality Act (CEQA) Guidelines and Section 12-510(d)(4.5) of the City of Fresno Environmental Quality Ordinance.

This Summary and Recommendation is intended to serve that purpose for Final EIR No. 10120. It is divided into sections describing the proposed project, its impacts, and appropriate mitigation measures and recommendations.

1.1 Project Description

The project site for the proposed Central California Regional Medical Center (CCRMC) is located in downtown Fresno, and consists of the existing 27-acre Fresno Community Hospital/Medical Center (FCH/MC) campus and 31 acres to the north, for a total of 58 acres. The existing FCH/MC has approximately 475,000 gross square feet (gsf) of building space with 458 licensed beds on approximately 27 acres. The hospital uses include multi-specialty inpatient beds, labor/delivery wards, post-partum beds, a diagnostic/treatment area, a support services area, an administration area, leased Physician's Center space and retail space. The hospital currently provides 1,237 off-street parking spaces for employees and patients. The FCH/MC campus would provide the existing core facility around which the proposed CCRMC would be developed in four stages, ultimately creating a new 58-acre campus.

The proposed campus would consist of the area south of Divisadero Street between the Santa Fe Railroad tracks and Fresno Street, which includes the existing 475,000 gsf FCH/MC facility, a 232-bed 54,000 gsf skilled nursing facility building, the 3,800 gsf Varaz Modern Art Museum, 9,050 gsf of medical offices in three buildings and 55,300 gsf of open space owned by the hospital (currently used as a park). The campus would also include approximately 31 acres north of FCH/MC extending to McKenzie Avenue, west to Diana Street and east to Fresno Street, which includes approximately 217 housing units and 93,230 gsf of commercial buildings. Figure 2 is an aerial photograph which shows the project site and vicinity. Figure 3 indicates the existing uses of the FCH/MC and immediate area.

Property within the project area not currently under FCH/MC ownership would be subject to site acquisition by the Redevelopment Agency. The new medical center would total an estimated 1,885,000 gsf, with 5,000 parking spaces in surface lots and parking structures.

The components of the proposed medical center project would include the following:

- A renovation of the existing 475,000 gsf FCH/MC facility and a 355,000 gsf expansion, creating a 515-bed adult acute care hospital totaling 830,000 gsf and 2,600 parking spaces;
- A new 200-bed Pediatric Hospital with a total of 500,000 gsf and 1,500 parking spaces;

- A Shared Adult/Child Trauma Center, with a 100-bed intensive care facility, incorporating a total of 160,000 gsf and 300 parking spaces;
- University of California, San Francisco (UCSF) facilities totaling 130,000 gsf, including faculty office/teaching space and a community health center, as well as 220 units (243,000 gsf) of resident and student housing, and 600 parking spaces; and
- A new 50,000 gsf central utility plant.

Figure 1 illustrates the proposed site plan; Figure 2 shows an axonometric sketch of the proposed CCRMC campus; and Figure 3 provides section drawings of the proposed CCRMC campus buildings. The pediatric hospital would be approximately 11 stories tall, plus a mechanical penthouse, and would be the tallest building on campus. The shared trauma center would be five stories tall, plus a mechanical penthouse; the UCSF teaching facility would be three stories; and the physicians center would be two stories. Proposed student housing would be developed in a series of three to four story buildings, as shown in this figure and the site plan (Figure 1). The existing west wing of the FCH/MC building is ten stories in height and would not be charged.

Actions and approvals required for development of the CCRMC campus include rezoning, plan amendments, land acquisition, street vacation, a development agreement and land sale contract.

Plan Amendments

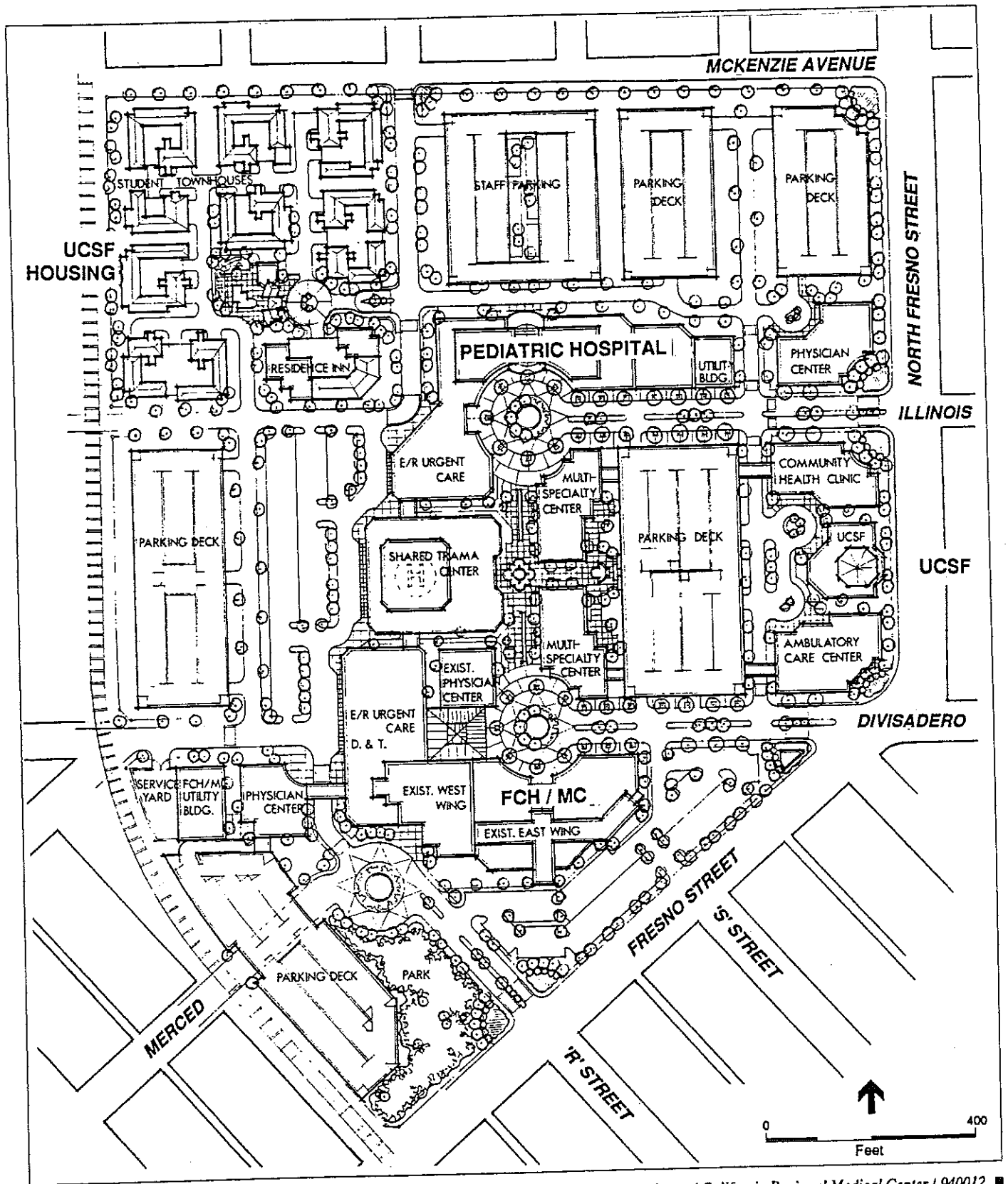
To ensure consistency between zoning and land use designations, the Mariposa and Jefferson Area Redevelopment Plans must be amended to designate properties for office/professional uses if they are not already so designated.

In the Mariposa Plan, amendments would include changing the designation of properties bounded by Tuolumne, Fresno, O and P Streets from Civic Center Expansion and Commercial to Professional Services. Also, the areas bounded by Merced, Fresno, P and Q Streets would be redesignated from Commercial to Professional.

In the Jefferson Plan area, all of the properties bounded by McKenzie Avenue, Divisadero Street, Fresno Street, and the Santa Fe Railroad Tracks from Open Space, High Density Residential, and Off-Street Parking to Office/Professional. The current FCH/MC site will be redesignated from Public Facility to Office/Professional.

Rezoning

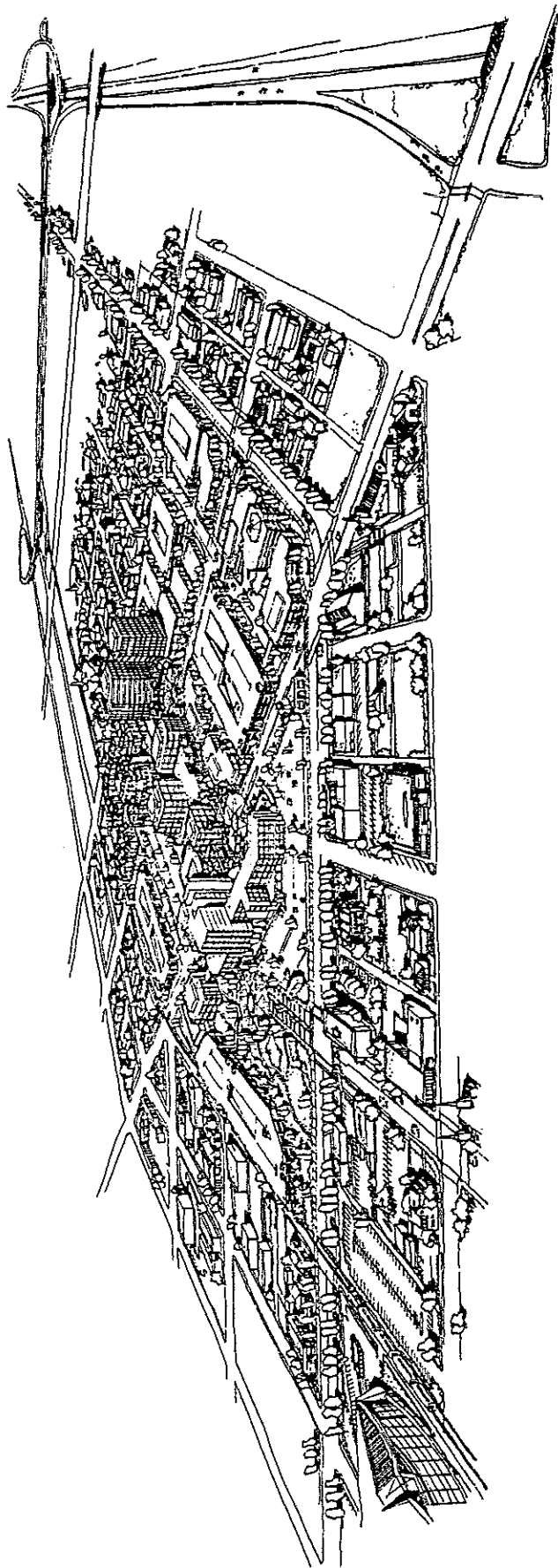
Community Hospitals of Central California, the project sponsor, proposes to rezone 135 properties from C-4 (Central Trading), C-C (Civic Center), and R-4 (High Density Multiple Family Residential) Districts to C-P (Administrative and Professional Office) Districts. This rezoning would affect all the properties within the proposed CCRMC campus, as well as additional properties adjacent to the medical center to allow the future development of compatible uses. The additional areas include the following (the following streets are on a northwest and southeast axis, but for clarity will be described on a north-south orientation): approximately 15 acres bounded by the Tuolumne Street to the north, railroad tracks to the east, Fresno Street to the south, and O Street to the west; and 13 acres bounded by Fresno Street to the



SOURCE: R.T.K.L. Associates, Inc.

Central California Regional Medical Center / 940012 ■

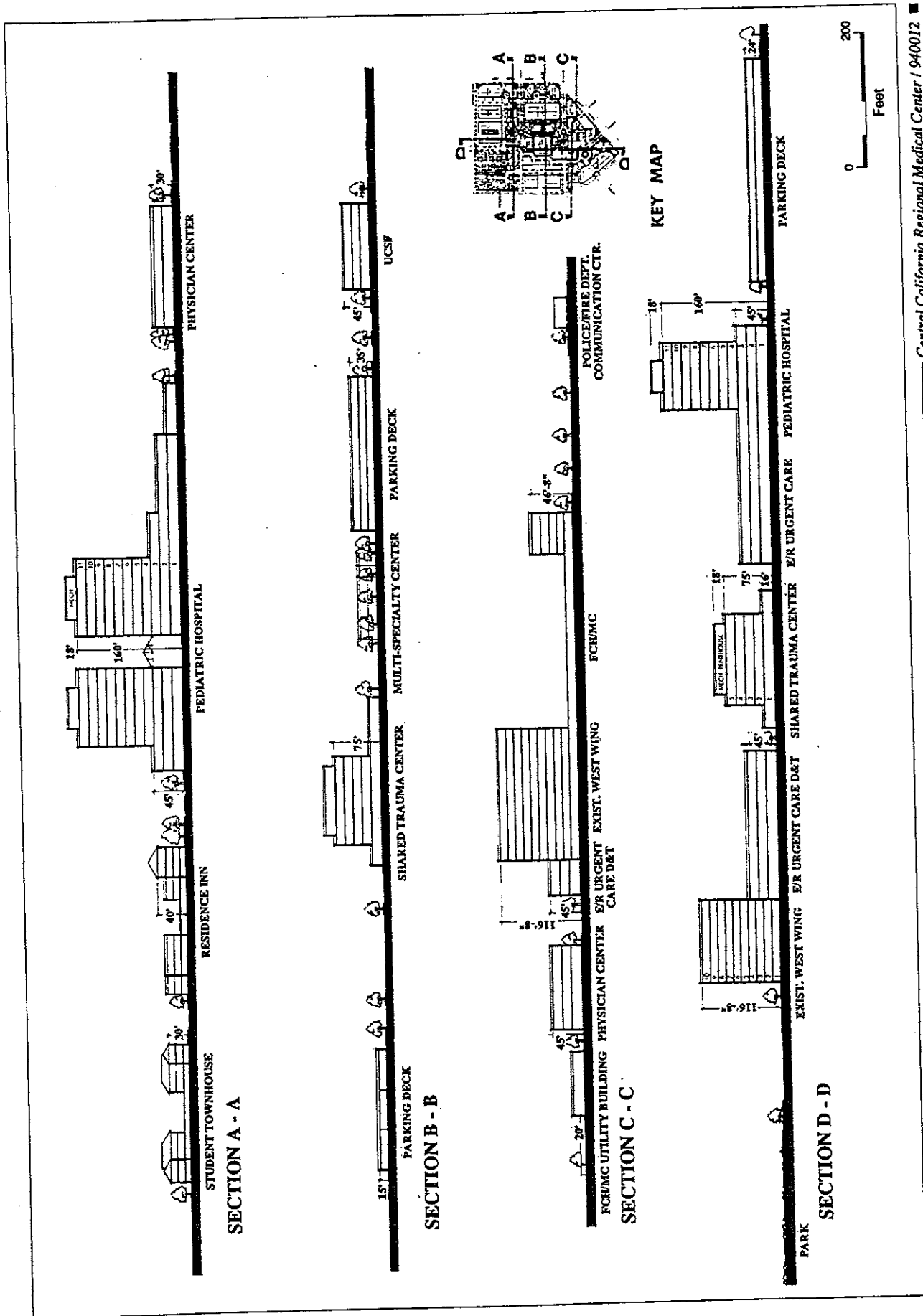
Figure 1
Proposed Site Plan at Project Buildout



Central California Regional Medical Center / 940012 ■

Figure 2
Conceptual Axonometric Sketch of the CCRMC

SOURCE: R.T.K.L. Associates, Inc.



Central California Regional Medical Center / 940012 ■
Figure 3
 Sections Drawing

SOURCE: R.T.K.L. Associates, Inc.

north, U Street to the east, Mariposa Street to the south, and the railroad tracks to the west. These 28 acres would be planned for office and professional uses which are compatible with the proposed medical center.

Land Acquisition

The project sponsor, Community Hospitals of Central California, proposes to acquire all properties within the proposed medical center campus boundaries. The project sponsor already owns 39 parcels and proposes to acquire 120 more in order to construct the proposed medical center campus. In addition to obtaining residential and commercial structures north of Divisadero Street, the project sponsor proposes to acquire parcels south of Divisadero Street within the project boundaries. These parcels include three medical office buildings and the Varaz Modern Art Museum. The FCH/MC currently owns the 54,000 gsf building housing the skilled nursing facility.

Additional amendments to the Mariposa and Jefferson Plans are needed to implement this acquisition, whether by purchase, eminent domain or otherwise. Currently, the properties bounded by Fresno, Merced, R and Q Streets have a designation that must be changed from "not to be acquired" to "subject to acquisition." The acquisition plan for the Jefferson Area must also be amended to designate all of those properties in the area bounded by the Santa Fe Railroad tracks, Fresno Street, McKenzie Avenue and Divisadero Street as "subject to acquisition."

Street Vacation

The proposed project would involve vacation of approximately 1.7 miles of public streets in order to construct the new medical center campus. Both the Mariposa and Jefferson Plans must be amended to reflect this change. As previously discussed, the streets within the proposed medical center campus boundaries that would be vacated include Divisadero, Clark, Valeria, Thesta, Howard, Merced and R Streets.

Development Agreement and Land Sale Contract

On September 21, 1993, the Fresno City Council formally accepted a draft contract for further review in order to authorize the City to provide assistance in developing a regional medical center. Such assistance may include using tax increment funds to acquire certain properties and implement certain portions of the project. The City would also commit to improving the residential neighborhoods within the Jefferson Urban Renewal Plan area adjacent to the Regional Medical Center site, forming public improvement districts where necessary, conducting Phase 1 Environmental Audits of properties proposed for acquisition and facilitating the processing of any special permits required for development.

Project Schedule

The development of the proposed CCRMC project would take place in four stages. For purposes of CEQA analysis, the project is analyzed for the buildout year 2003. Stage One construction activities are planned to begin by June 1995 and completed by October 1999. Stage Two construction activities would overlap Stage One and are scheduled to commence in January 1997 and be completed by October 2000. Stage Three construction activities are proposed to begin by

May 1998 and be completed by September 2002. Stage Four construction activities are planned to commence by October 1999 and be completed by the end of September to the beginning of October 2003.

1.2 Environmental Setting (Land Use/Site Characteristics)

The project site is located on approximately 58 acres in downtown Fresno, bounded by Fresno Street to the east, McKenzie Avenue to the north, Diana Street to the west, and Q Street to the southwest. Existing uses on the project site include the Fresno Community Hospital/Medical Center (FCH/MC) facility, a 54,000 gsf skilled nursing facility building, the 3,800 gsf Varaz Modern Art Museum, 9,050 gsf of medical offices in three buildings and 55,300 gsf of open space owned by the hospital (currently used as a park), as well as approximately 217 housing units and 93,230 gsf of commercial buildings. The area south of Divisadero Street between the Santa Fe Railroad tracks and Fresno Street includes the existing FCH/MC facility, the skilled nursing facility, the Varaz Modern Art Museum, three medical office buildings, and open space; the housing units and commercial buildings are located in the area north of Divisadero Street.

The project site is surrounded by residential land uses to the north, west and east, and governmental institutions and general commercial uses to the south and west. The residential land uses consist of primarily older single family structures with infill of multi-family apartments. The project site is located in the area of the original townsite for Fresno; many of the residential structures were built in the late 1800s and early 1900s. The July 1989 Central Area Community Plan states that deterioration in the neighborhood is rapidly approaching slum conditions.

1.3 Summary of Impacts

Table 1 contains a summary of the environmental impacts and level of significance before mitigation measures have been implemented, mitigation measures identified to reduce or avoid those impacts, and a determination of the level of significance after mitigation measures have been implemented. Please refer to the proper section in the EIR for the specific wording of the effects and mitigation measures.

Significant Effects Not Mitigatable to a Level of Less Than Significant

The following impacts could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the proposed project, by measures recommended by public agencies, or by other mitigation measures identified in this report:

- **Air Quality** - Long-term operational emissions, which include both stationary-source and mobile-source emissions, would be generated by the proposed project. These emissions would not exceed the threshold of significance for PM_{10} . However, ROG and NO_x emissions would exceed the significance thresholds, which would result in a significant impact. Implementation of the recommended mitigation measures would result in the reduction of air emissions, but the mitigated emissions are anticipated to remain above the significance thresholds and would be considered significant.

TABLE 1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

<u>POTENTIAL ADVERSE IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u>
<p><u>Land Use and Planning</u></p> <p>The proposed project would result in expansion and intensification of medical uses on the project site; approximately 217 housing units and 93,230 gsf of commercial uses would be displaced. This would represent a substantial alteration of existing land use and would be considered a significant impact.</p>	<p>The project shall incorporate perimeter landscaping and pedestrian-friendly elements, including sidewalks and benches, to be compatible with neighboring residential neighborhoods.</p> <p>Please refer to Section IV. I., Population/Employment/Housing, for measures to mitigate the displacement of existing residents and businesses.</p>	<p>No significant adverse impacts due to the increased intensity of land uses on the project site are anticipated.</p>
<p>The proposed project would alter the existing land use designations of the Central Area Land Use Plan, the Jefferson Area Redevelopment Plan, and the Maniposa Area Redevelopment Plan. However, because the proposed project would contribute to the goals of these plans, this is not anticipated to be a significant impact.</p>	<p>No mitigation measures are required.</p>	<p>No significant adverse impacts are anticipated as a result of the proposed amendments to existing land use designations.</p>
<p>The proposed project would alter the existing zoning designations of the project site and approximately 28 acres adjacent to the medical center.</p>	<p>No mitigation measures are required.</p>	<p>No significant adverse impacts are anticipated as a result of the proposed zone changes.</p>

TABLE 1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	POTENTIAL ADVERSE IMPACTS
		<p>This is not anticipated to result in a significant impact.</p>
<p>With implementation of mitigation measures, impacts due to the increased intensity of medical land uses on the project site would be reduced to a less than significant level.</p>	<p>The new hospital shall be compatible with the massing, fenestration (windows and openings) and character of materials of the existing Fresno Community Hospital/Medical Center.</p> <p>The mitigation measure proposed for Impact Land Use-1 would also mitigate this impact.</p>	<p><u>Aesthetics/Light and Glare</u></p> <p>Implementation of the proposed project would result in the concentration and intensification of medical center uses on the project site, which would be consistent with the urban design goals of the Central Area Community Plan. Adjacent residences to the north of the project site would be significantly impacted by the increased density and bulk of the proposed project.</p>
<p>Implementation of the proposed mitigation measures would reduce impacts to a less than significant level.</p>	<p>In accordance with Section 11-306 (h) of the Municipal Code of Fresno, the project applicant shall adhere to the following:</p> <ul style="list-style-type: none"> Any tree growing upon public property which is to be removed shall be replaced, as feasible, in accordance with the City's tree planting policy. Any such tree shall be removed and replaced, at the applicant's expense, with a tree in a location and of a size and species to be determined by the Parks and Recreation Director. If the Director determines that a tree cannot be replaced, the 	<p>Implementation of the proposed project would require the removal of street trees and open space landscaping. This would be a significant impact.</p>

TABLE 1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

POTENTIAL ADVERSE IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Implementation of the proposed project would result in increased light and glare in the project vicinity. This would be a significant impact.	<p>applicant shall remove the tree and pay to the City the value of the tree, as fixed by the Director.</p> <ul style="list-style-type: none"> Any tree growing upon public property near any excavation, construction, or street work associated with the proposed project shall be sufficiently guarded and protected by the project applicant to prevent injury to the tree. No excavation or paving shall be permitted within a radius of four feet from any public tree without the written permission of the Parks and Recreation Director. 	Implementation of the mitigation measures would lessen the light and glare impacts of the proposed project.
All project lighting, including outdoor parking areas, exterior building courts, and corridor illumination shall be designed to minimize intrusive light and glare at nearby commercial/residential areas. Low level security lights shall be used along driveway entrances. Night lighting shall be directed toward the center of the site.	<p>The project shall incorporate landscaping and plant materials to decrease reflectivity of hardscape surfaces and soften the hardscape of the parking areas and parking structure. The perimeter areas shall be landscaped with trees and plants to buffer the residential uses to the north.</p>	Highly reflective materials, such as mirrored glass, shall not be used in project design

TABLE 1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	POTENTIAL ADVERSE IMPACTS
<p>Mitigation measures proposed would cause the three intersections identified as operating at below acceptable levels to be mitigated to less than significant levels.</p>	<p>In order to mitigate the project impacts at three locations significantly impacted by the proposed project physical improvements are recommended as follows:</p> <ul style="list-style-type: none"> • <u>Fresno Street and Divisadero Street.</u> Add a second left-turn lane on the east approach and reconfigure the south approach to provide one right-turn lane, one shared through/right-turn lane, one through lane and one left-turn lane are required. • <u>Fresno Street and R Street.</u> Construct an exclusive right-turn lane on northbound (eastbound) Fresno Street extending back to some point beyond S Street (to be determined by the City). The first improvement recommended to partially mitigate the project impact is to extend this lane along Fresno Street through the Fresno Street/R Street intersection, resulting in a lane configuration of one shared through/right-turn lane, two through lanes, and one left-turn lane on the eastbound approach. This improvement could be achieved by removing parking for a short distance on the west approach of the intersection or by widening the street, the addition of a right-turn lane on the north approach (the hospital driveway) to provide one right-turn lane, one through lane, and one left-turn lane on this approach. 	<p><u>Traffic and Circulation</u></p> <p>The project is estimated to generate 24,522 daily trips. During the AM peak hour, the project will generate approximately 1,793 trips (1,292 inbound and 501 outbound). During the PM peak hour, the project is estimated to generate 2,107 trips (653 inbound and 1,454 outbound). This increase in traffic would result in a significant impact at three of the eleven analyzed intersections.</p>

TABLE 1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

POTENTIAL ADVERSE IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Impacts of the project on State Route 41 were evaluated and found to be less than significant.	<ul style="list-style-type: none"> • <u>Divisadero Street and Northbound SR 41 On-ramp.</u> Provide adequate storage length for the westbound right-turning vehicles. Currently, the right-turn pocket is approximately 100 feet in length. It is recommended that the storage length be increased to approximately 225 feet in order to allow the right-turning vehicles to enter the lane without being blocked by the queue caused by the through movement. 	No significant impacts are anticipated.
The segment of Tulare Street east of Divisadero Street exceeds its estimated capacity under existing conditions. Additionally, this segment is approaching capacity under both cumulative background	Provide dual eastbound Divisadero Street to northbound SR-41 left turn lanes.	No significant impacts are anticipated.
	Installation of a second controller to allow easier coordination.	
	Interconnect cable to allow hard wire connection with other intersections in the area (presently time based).	
	None required.	
	Recently, the San Joaquin Valley Unified Air Pollution Control District adopted a rule (Rule 9001 -- Commute-Based Trip Reduction) that requires businesses with 100 or more employees to develop a program to encourage employees to use multi-person transport between work and home. The rule has a requirement of achieving an average vehicle ridership	

TABLE 1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	POTENTIAL ADVERSE IMPACTS
	<p>goal of 1.50 by December 31, 1998. It is anticipated that the success of this program will result in a significant reduction in regional travel.</p>	<p>and cumulative project conditions. The segment of Divisadero Street east of U Street is also approaching capacity under cumulative project conditions. This would not be considered significant.</p>
<p>Implementation of the mitigation measure may reduce projects impacts to the freeway segment of SR 41 north of Divisadero Street. However, significant cumulative impacts may remain.</p>	<p>Additional project-generated trips on SR 41 could be reduced through the implementation of a transportation demand management (TDM) program at CCRMC, which would promote carpooling and vanpooling and discourage the use of single-occupant vehicles.</p>	<p>The traffic volume projected by the COFCG model for the segment of SR 41 north of Divisadero Street exceeds the capacity of this segment under cumulative background conditions, and the volume will be even greater with the completion of the proposed project. The level of service of the segment of SR 41 south of Tulare Street is projected to deteriorate to LOS E and will continue to operate with excess capacity. This would be a significant cumulative impact.</p>
<p>Implementation of the mitigation measures recommended in this section would reduce dust emissions to less than significant levels.</p>	<p>All materials excavated or graded should be sufficiently watered to prevent excessive amounts of dust. Watering should occur at least twice a day with complete coverage,</p>	<p><u>Air Quality</u> Project construction would generate short-term emissions of air pollutants, particularly fugitive dust, which would add to ambient PM₁₀ levels.</p>

TABLE 1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

<u>POTENTIAL ADVERSE IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u>
This is considered a significant impact.	<p>preferably in the late morning and after work is done for the day.</p> <p>All clearing, grading, earth moving, or excavation activities should cease during periods of high winds greater than 20 mph average over one hour.</p> <p>All material transported off-site should be either sufficiently watered or securely covered; to prevent excessive amounts of dust.</p> <p>The area disturbed by clearing, earth moving, or excavation activities should be minimized at all times.</p> <p>Where acceptable to the fire department, weed control should be accomplished by mowing instead of discing, thereby leaving the ground undisturbed and with a mulch covering.</p> <p>All inactive portions of the construction site should be seeded and watered until grass growth is evident.</p> <p>All active portions of the construction site should be sufficiently watered to prevent excessive amounts of dust.</p> <p>On-site vehicle speed should be limited to 15 mph.</p>	

TABLE 1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

<u>POTENTIAL ADVERSE IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u>
<p>Long-term operational emissions generated by the proposed project would not exceed the threshold of significance for PM₁₀. However, ROG and NO_x emissions would exceed the significance thresholds, which would result in a significant impact.</p>	<p>All areas with vehicle traffic should be watered periodically or have petroleum-based palliatives applied for stabilization of dust emissions.</p> <p>During rough grading and construction, streets adjacent to the project site should be swept at least once a day, or as required by the governing body, to remove silt which may have accumulated from construction activities.</p> <p>During rough grading and construction, access to the site should require the building of an apron into the project site from adjoining paved roadways. The apron should be paved or have a petroleum-based palliative applied.</p> <p>All internal combustion engine driven equipment should be properly maintained and well tuned according to manufacturer's specifications to reduce exhaust emissions.</p>	<p>Implementation of the mitigation measures recommended in this section would result in the reduction of air emissions, but the mitigated emissions are anticipated to remain above the significance thresholds and would be considered significant.</p>
<p>Long-term operational emissions generated by the proposed project would not exceed the threshold of significance for PM₁₀. However, ROG and NO_x emissions would exceed the significance thresholds, which would result in a significant impact.</p>	<p>The proposed development shall comply with the SJVUAPCD Rule 9001, which aims to reduce air pollutant emissions that result from vehicle commute trips to worksites with 100 or more employees by increasing the average vehicle ridership (AVR).</p> <p>Convenient access to existing or future downtown public transportation system or transit stops shall be incorporated into the design of the proposed project to encourage use of mass transportation.</p>	<p>Implementation of the mitigation measures recommended in this section would result in the reduction of air emissions, but the mitigated emissions are anticipated to remain above the significance thresholds and would be considered significant.</p>

TABLE 1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

<u>POTENTIAL ADVERSE IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u>
	<p>To promote the use of public transit, the project applicant shall implement the following measures as a part of the Transportation Management Plan required by the San Joaquin Valley Unified Air Pollution Control District for employers with more than 100 employees:</p>	
-	<p>The project applicant shall consider reducing the number of parking spaces provided for employees, charging parking fees to employees who do not rideshare, and subsidizing transit passes for employees using public transit.</p>	
-	<p>The project applicant shall coordinate with the Fresno Area Express in the location and development of bus stops to be integrated into the design of the proposed project.</p>	
-	<p>The project applicant shall coordinate with the Fresno Area Express in the evaluation of employee transportation needs, including coordinating shift start and stop times to coincide with bus time schedules and considering compressed work weeks and flexible schedules to allow employees to take advantage of off-peak bus services.</p>	
-	<p>The project applicant shall coordinate with Fresno County Rideshare to promote rideshare options.</p>	

TABLE 1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

<u>POTENTIAL ADVERSE IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u>
<p>CO hot spots would be created at the modeled intersections as project-generated traffic would cause the exceedance of the eight-hour average CO standard. This would be considered a significant impact.</p>	<p>The proposed project would be designed and operated to conserve energy as required by Pacific Gas and Electric and/or other appropriate agencies.</p> <p>The applicant shall explore the feasibility of providing an alternative-fueled or electric shuttle bus during lunch hours to nearby downtown restaurants and services and to transit connections at shift changes to help reduce cold start emissions and work trips.</p> <p>The applicant shall plan to develop and/or redevelop the surrounding area with pedestrian-oriented uses and services, providing destinations that are safe, walkable, and interesting, encouraging walking, bicycling, and transit use to reduce pollutant emissions.</p> <p>See mitigation measures for Impact Air Quality-2 above.</p>	<p>Implementation of the mitigation measures recommended in this section may reduce this exceedance but not below the eight-hour CO standard. As a result, CO hot spots would continue to exist at local intersections and would continue to be a significant impact.</p>

TABLE 1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	POTENTIAL ADVERSE IMPACTS
Implementation of the mitigation measures recommended in this section would reduce project impact to levels of insignificance.	<p>The following additional measures are recommended to reduce noise impacts to adjacent sensitive receptors and the new receptors that would be placed on the project site:</p> <ul style="list-style-type: none"> The project sponsor will comply with applicable provisions of the Noise Ordinance of the City of Fresno (Section 8-301 to 311 of the City of Fresno Municipal Code). The project sponsor shall limit construction activities and related travel in the vicinity of the project site between the hours of 7:00 a.m. and 7:00 p.m. No construction activities shall be scheduled on Sundays and on legal holidays. Construction activities shall be conducted in shifts to avoid high noise levels caused by operating several pieces of equipment simultaneously. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. Barriers, such as walls, berms, etc., shall be placed between the noise source and the receiver wherever feasible. 	<p><u>Noise</u></p> <p>Development of the proposed project would generate high noise levels intermittently during construction on and adjacent to the site. This may significantly impact sensitive receptors on and/or near the project site.</p>

TABLE 1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

POTENTIAL ADVERSE IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Development of the proposed project would result in higher noise levels along local roadways. These increases would not be perceptible and would not be considered significant.	<ul style="list-style-type: none"> The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code of Regulations which will ensure an adequate interior noise environment for the proposed project. <p>No mitigation measures are necessary.</p>	No significant impacts are anticipated.
<u>Energy</u> Construction of the proposed project would require both direct and indirect expenditures of energy. This would not be considered a significant impact.	No mitigation measures are necessary.	No significant impacts are anticipated to result from project construction.
The proposed project is not expected to perform any operation that would require excessive loads of electrical power and use of natural gas or the expansion of the existing infrastructure and is not anticipated to create a significant impact on energy resources.	<p>The project shall comply with all provisions of California Title 24 Energy Regulations to minimize energy consumption.</p> <p>The project applicant shall consult with the Pacific Gas and Electric Company regarding any other feasible energy conservation measures that could be incorporated into the design of the project.</p>	No significant impacts are anticipated to result from project construction.

TABLE 1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

POTENTIAL ADVERSE IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<u>Public Services and Utilities</u>		
Water		
The proposed CCRMC will place an increase on the water demand to the area. This is not a significant impact.	Abandon all existing City water mains within the boundaries of the CCRMC project site. The only exception being the 10 inch water main in Divisadero Street between Fresno Street and the proposed turnaround north of the present hospital building. If this portion of the street remains public, the water main should as well. If the street is vacated, the water main should be abandoned.	No significant impacts are expected to result from the implementation of the proposed project.
	Construct a new 8 inch water main in Fresno Street from McKenzie Avenue to Divisadero Street.	
	Construct a new 12-inch main in Valeria Street to Pump Station 50 to McKenzie Avenue.	
	Replace the existing 6-inch and 8-inch water mains in McKenzie Street with a new 12-inch water main from the 12-inch water main in Fresno Street to the 14-inch water main in Blackstone Avenue.	
	Use multiple service connections to the City's system in order to distribute water demands. It may be possible for the abandoned water mains to be included in the project's on-site water system.	

TABLE 1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

<u>POTENTIAL ADVERSE IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u>
<p>Sewer</p> <p>The proposed project would increase the existing wastewater flow on-site. This may result in a significant impact to the City's sewer lines within the project site boundaries.</p>	<p>Water conservation measures shall be undertaken pursuant to the Fresno Municipal Code Section 14-116.</p> <p>A sewer study or a flow analysis shall be conducted on the sewer lines that serve the project site to determine the condition, efficiency and available capacity of these lines to serve the proposed project. If this study and/or analysis should determine that these sewer lines are insufficient to serve the increase in on-site wastewater generation resulting from the proposed project, the project will be required to upgrade or install the necessary capacity. The project applicant shall consult with the City of Fresno Department of Public Utilities regarding potential improvements to these sewer lines.</p>	<p>Implementation of the mitigation measure would reduce the project's impact to the sewer collection system in the project area to a less than significant level.</p>
<p>Storm Drains</p> <p>The proposed project would increase the existing surface runoff into the storm drain system as a result of the development of the project site. However, this is not considered a significant impact.</p>	<p>Roof drains shall drain onto and through landscaped areas to filter out pollutants in the rainfall and in dry air fallout.</p>	<p>No significant impacts are anticipated.</p>

TABLE 1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

POTENTIAL ADVERSE IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>Fire and Emergency Medical Services</p> <p>The proposed CCRMC would result in an increase in the demand for fire protection and emergency medical services. However, this is not considered a significant impact.</p>	<p>The project sponsor shall submit all plans and construction drawings submitted to the Office of Statewide Health Planning and Development (OSHPD) to the City's Fire Prevention Bureau as well. Coordination with the Fire Prevention Bureau will ensure that all fire and life safety items are addressed prior to and during construction.</p> <p>Any changes in water supply, such as relocation of supply mains, addition of reduced-pressure back flow prevention devices at new property lines, or any other changes that will reduce available pressures, will require the existing fire pump and/or piping to be upsized to maintain approved sprinkler densities throughout the buildings.</p> <p>Access requirements and any additional water requirements for the proposed project will be addressed upon site plan review.</p>	<p>No significant impacts are expected to result from the implementation of the proposed project.</p>
<p>Police Protection</p> <p>The closure of Divisadero Street and the addition of 1.39 million gsf of medical facilities would incrementally impact the ability of the Police Department to serve the community</p>	<p>See Transportation and Circulation section for mitigation measures related to traffic impacts.</p>	<p>Mitigation measures to reduce impacts to affected intersections and provided in the Transportation and Circulation section would result in acceptable levels of service for</p>

TABLE 1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

POTENTIAL ADVERSE IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>by increasing local traffic, resulting in slower response times to emergencies.</p>	<p>The project sponsor shall provide the Police Department with site plans for each stage of the proposed project.</p>	<p>traffic/circulation, and would reduce project impacts on police emergency response times to a less significant level.</p>
<p>The proposed project is not likely to have a significant impact on the number of calls for service in the area especially with the provision of on-site security personnel. As the size of the project increases so should the security staff on-site.</p>	<p>The project sponsor shall provide the Police Department with plans for providing security for the proposed project which will include an estimate of the number of security personnel anticipated in each stage.</p>	<p>Additional security personnel, increasing with each stage of development will ensure that adequate security is maintained on-site.</p>
<p>Schools</p>	<p>The project sponsor shall pay the required fees imposed by the school district prior to occupancy of the first new building on the project site.</p>	<p>The School District has indicated that the development fee implemented as of July 1, 1994 may not reduce the impact to less than significant levels.</p>
<p>The proposed project is not anticipated to result in an increase in population/employment, as it consists of the consolidation of existing medical facilities in the Fresno area and a net increase of only 3 units. However, the Fresno Unified District has indicated that any residential development occurring as a result of the project would have a "severe negative effect" on the District.</p>		

TABLE 1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

POTENTIAL ADVERSE IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Parks and Recreation	<p>The open space included in the proposed project should provide an activity area for small children (i.e., tot lot) and benches/table for visitors to use for relaxation and eating. The park should meet all applicable ADA standards.</p>	No significant impacts are anticipated.
<p>The proposed development may reduce the amount of open space on the project site. This may be considered a significant impact.</p>	<p>Project landscape plan should incorporate "pocket passive or rest areas" for hospital visitors to utilize to rest, relax, and enjoy the surrounding landscaping.</p>	No significant impacts are anticipated.
Solid Waste	<p>The City recommends that considerable efforts be made to recycle as much material as possible and that sufficient and separate outside storage space be made available for trash and recyclable materials.</p>	No significant impacts are anticipated.
Population/Employment/Housing	No mitigation measures are necessary.	No significant impacts are anticipated.
<p>The proposed project would result in an estimated increase of approximately 4,500 employees on-site. In addition, the project would include 220 housing units for UCSF students and residents. However, as the project involves the consolidation</p>		

TABLE 1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	POTENTIAL ADVERSE IMPACTS
No significant impacts are anticipated.	No mitigation measures are necessary.	<p>of existing medical facilities in the Fresno area, as well as the demolition of 217 housing units, no substantial increase in employment or any associated increase in population in the Fresno area is anticipated.</p> <p>Implementation of the proposed project would require the relocation of several private businesses. However, the proposed project is not anticipated to result in the loss of jobs through the relocation of businesses from the expansion area.</p>
With implementation of the mitigation measures, impacts would be reduced to less than significant levels.	<p>In order to ensure that uniform, fair, and equitable treatment is afforded persons, families, and businesses displaced as a result of the proposed project, the project applicant will provide relocation assistance and payments required by Chapter 16 of Division 7 of Title 1 of the Government Code, and the Acquisition Policies Act (Public Law 91-646), as well as applicable federal regulations and Sections 33410 to 33418 of the Community Redevelopment Law.</p> <p>A Relocation Plan shall be prepared to determine the housing needs of those displaced due to the proposed project; determine the extent of replacement housing available; identify relocation difficulties; and provide a plan which will</p>	<p>The proposed project would involve the demolition of approximately 217 housing units and relocation of the occupant households, many of which are anticipated to be lower-income households. Typically, these households will have difficulty in obtaining adequate replacement housing within their financial means. This would be considered a significant impact.</p>

TABLE 1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

**LEVEL OF SIGNIFICANCE
AFTER MITIGATION**

MITIGATION MEASURES

POTENTIAL ADVERSE IMPACTS

minimize hardships by assisting all relocatees in finding replacement facilities that are decent, safe and sanitary, and within their financial means.

The project will include a Relocation Assistance Advisory Program that will provide facilities and services which will supply information and resources to eligible persons concerning available decent, safe, and sanitary housing sufficient in number and kind to meet their replacement needs. Relocation agents will be provided to supply current and continuing information on the availability of comparable sales listings, rental housing, and commercial properties, as well as to provide counseling regarding security deposits, closing costs, typical down payments, interest rates, and other purchase terms. Relocation agents will also serve as a liaison between real estate brokers and rental agencies, and provide assistance in the processing of applications for payments and benefits. As necessary, relocation agents shall be bilingual.

Households displaced by the proposed project will receive relocation payments to assist in obtaining replacement housing. As warranted, special cases may require Last Resort Housing payments in excess of these payments.

TABLE 1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

POTENTIAL ADVERSE IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>Businesses displaced by the proposed project will receive payments for actual reasonable moving and related expenses plus a payment of up to \$10,000 for re-establishment expenses.</p>	<p>No residential displacements shall occur until it has been determined that the required replacement housing resources are available. No residents will be asked to move until decent, safe, and sanitary housing is found for them.</p>	<p>No significant adverse effects are anticipated. The proposed project is anticipated to produce desirable long-term benefits to the health and profitability of businesses in the area.</p>
<p><u>Economic Impacts</u></p> <p>The proposed project would involve street closures, which would result in permanent changes to the circulation patterns and the method of access to many small businesses located in the vicinity of the project. However, the proposed street closures are not anticipated to result in any significant impacts on general business volume in the project area.</p> <p>Individual business locations in the project area could be impacted as a result of their specific situation. However, these impacts are not anticipated to be significant.</p>	<p>No mitigation measures are required.</p>	<p>No significant adverse effects are anticipated.</p>
<p>No mitigation measures are required.</p>	<p>No mitigation measures are required.</p>	<p>No significant adverse effects are anticipated.</p>

TABLE 1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

POTENTIAL ADVERSE IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<u>Health and Safety</u>		
The use of hazardous materials would not present hazards to project occupants. However, this would be considered an insignificant impact.	No mitigation measures are necessary.	No significant impacts are anticipated.
Additional hazardous waste would be generated at the project site. However, this would not be considered a significant impact.	No mitigation measures are necessary.	No significant impacts are anticipated.
The proposed medical center would increase the generation of biohazardous wastes or infectious wastes on the project site. However, this is not anticipated to create a significant impact.	No mitigation measures are necessary.	No significant impacts are anticipated.
Occasionally, hazardous materials may be inappropriately disposed of down drains or with the facility's non-hazardous trash. This would be considered a significant impact.	The new medical center shall work toward preventing improper disposal practices by its employees by establishing similar safety plans and hazardous waste management programs that the existing medical facility has implemented. The proposed project could address possible improper disposal by (1) reconciling the amounts of hazardous materials used with the amounts of hazardous waste disposed,	Implementation of the mitigation measures recommended in this section would reduce this impact to a less than significant level.

TABLE 1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

<u>POTENTIAL ADVERSE IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u>
<p>Asbestos-containing materials identified in the existing facility may affect construction workers and facility occupants during the expansion of the existing facility.</p>	<p>(2) training its employees to properly dispose of hazardous wastes, and (3) auditing the following programs:</p> <ul style="list-style-type: none"> • The new medical center shall document the quantities of hazardous chemical materials that are delivered to the hospital or created on-site. These quantities shall be reconciled with the volumes of materials disposed or used in their entirety. • The new medical center shall require its employees who work with hazardous materials (non-radioactive, radioactive, and medical) to sign documentation declaring that they are aware of the proper disposal method for each hazardous material they handle and that disposal of hazardous materials and wastes down drains is not permitted. • The new medical center shall implement self-auditing programs to ensure that employees are trained in proper hazardous waste disposal procedures and that all hazardous materials are identified and disposed of properly. 	<p>Implementation of the mitigation measure recommended in this section would reduce project impact to a less than significant level.</p>

TABLE 1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

POTENTIAL ADVERSE IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>This would be considered a significant impact.</p> <p><u>Geology and Seismicity</u></p> <p>The project site will periodically experience varying degrees of ground shaking as the result of movement along various faults in the region, thereby exposing people and structures to seismic shaking. This is a significant impact.</p>	<p>All proposed structures shall be constructed in compliance with all applicable specifications of the City of Fresno Building Code and requirements of other City Departments including, but not limited, to the Department of Building and Safety, the Fire Department, and the Department of Public Works.</p> <p>All proposed structures shall be designed and built in conformance with the City's Seismic Safety Plan, applicable portions of the Municipal and Buildings codes, and requirements of the Department of Building and Safety.</p> <p>All applicable requirements of the California Construction and General Industry Safety Orders, the Occupational Safety and Health Act of 1970, and the Construction Safety Act shall be met.</p> <p>During project construction, all earthwork, grading, fill and subdrain placements shall be carefully observed, mapped and tested by a California registered engineering geologist. All grading shall be performed under the supervision of a registered engineering geologist and/or geotechnical engineer in accordance with applicable provisions of the Municipal</p>	<p>Implementation of mitigation measures would reduce project geology and seismicity impacts to a less than significant level.</p>

TABLE 1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

**LEVEL OF SIGNIFICANCE
AFTER MITIGATION**

MITIGATION MEASURES

POTENTIAL ADVERSE IMPACTS

Code to the satisfaction of the City Engineer and the Superintendent of Building and Safety. The geologist and geotechnical engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading. If, in the opinion of the engineering geologist or geotechnical engineer, unsatisfactory conditions (such as questionable weather, excessive oversized rock, or deleterious material, etc.) are resulting in a quality of work less than required by the geotechnical reports and City of Fresno Municipal Code, the engineering geologist or soil engineer shall be empowered to stop construction until conditions are rectified.

Prior to the pouring of concrete, a representative of the consulting geotechnical engineer shall inspect and approve the footing excavations. He shall post notice on the job site for the City Building Inspector and the Contractor stating that the work so inspected meets the conditions of the report, but that no concrete shall be poured until the City Building Inspector has also inspected and approved the footing excavations.

Cultural and Historic Resources

Archaeological or cultural resources could be disturbed or encountered during excavation and construction of

The applicant shall retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features

Implementation of mitigation measure would reduce project impacts to an acceptable level.

TABLE 1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

**LEVEL OF SIGNIFICANCE
AFTER MITIGATION**

MITIGATION MEASURES

POTENTIAL ADVERSE IMPACTS

of the subject property. The archaeologist will be on site during any activity when new soils are to be moved or exported. The archaeologist shall be authorized to and must halt the project and mark, collect, and evaluate any archaeological materials discovered during construction. Copies of any archaeological surveys, studies, or reports of field observation during grading and land modification shall be prepared and certified by the attendant archaeologist, and submitted to the Southern San Joaquin Valley Information Center.

If human remains of Native American origins are encountered during development, project construction shall be immediately suspended, and the county Coroners office and the Native American Heritage Commission shall be contacted to determine necessary procedures for protection and preservation of remains, including reburial at applicant's expense.

In the event that cultural resources are encountered on the project site during the course of construction, all earthmoving activity in the area of the resource shall cease until the findings are examined, their significance assessed; and recommendations are made for any appropriate procedures to either further investigate or mitigate impacts to those cultural resources which have been encountered, including applicant's payment of excavating costs.

TABLE 1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

<u>POTENTIAL ADVERSE IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>LEVEL OF SIGNIFICANCE AFTER MITIGATION</u>
<p>Implementation of the proposed project would require the demolition or removal of one structure listed on the Local Office Register of Historic Resources, as well as nine structures considered for nomination to the Local Office Register of Historic Resources. This would be a significant impact.</p>	<p>In the event that fossils are encountered during excavation, all earthmoving activity in the area of impact shall cease until the project sponsor retains the services of a qualified paleontologist, who shall examine the findings, assess their significance, and offer recommendations for any further investigation or mitigation measures.</p> <p>If archaeological resources encountered are found to be important, the applicant shall provide reasonable funding and adequate time for recovery of such resource, or the equivalent avoidance measure as approved by the City.</p>	<p>Implementation of recommended mitigation measure would reduce project impacts on relocatable structures to an acceptable level. The demolition of the Burnett Home for Nurses and Hobart Park would remain a significant adverse impact.</p>

In addition, development of the proposed project would result in the estimated exceedance of the eight-hour CO standard at all three modeled intersections. Implementation of recommended mitigation measures may reduce this exceedance but not below the eight-hour CO standard. As a result, CO hot spots would continue to exist at local intersections after implementation of mitigation, which would create a significant impact on air quality.

- **Public Services (Schools)** - The proposed project is not anticipated to result in an increase in population/employment, as it consists of the consolidation of existing medical facilities in the Fresno area and a net increase of only 3 units. However, the Fresno Unified School District has indicated that any residential development occurring as a result of the project would have a "severe negative effect" on the School District, and that the development fee implemented as of July 1, 1994 may not reduce the impact to less than significant levels.
- **Cultural and Historic Resources** - Implementation of the proposed project would require the demolition or removal of one structure listed on the Local Office Register of Historic Resources, as well as nine structures considered for nomination to the Local Office Register of Historic Resources. This would be a significant impact. Implementation of the recommended mitigation measure would reduce project impacts on relocatable structures to an acceptable level. The demolition of the Burnett Home for Nurses and Hobart Park would remain a significant adverse impact.

Significant and Potentially Significant Effects Mitigated to a Level of Less Than Significant

The following impacts would be significant, thus requiring mitigation. However, incorporation of mitigation measures summarized below would reduce the effects to a level of less than significant.

- **Land Use** - The proposed project would result in expansion and intensification of medical uses on the project site; approximately 217 housing units and 93,230 gsf of commercial uses would be displaced. This would represent a substantial alteration of existing land use, and would be considered a significant impact. These effects would be mitigated to a level of less than significant through the implementation of mitigation measures described in the EIR. Summarized, they include: the incorporation of perimeter landscaping and pedestrian-friendly elements, including sidewalks and benches, to be compatible with neighboring residential neighborhoods; implementation of a relocation plan and the provision of relocation assistance for displaced residents and businesses.
- **Aesthetics/Light and Glare** - Adjacent residences to the north of the project site would be significantly impacted by the increased density and bulk of the proposed project. Implementation of the proposed project would require the removal of street trees and open space landscaping, and would result in increased light and glare in the project vicinity. These effects would be mitigated to a level of less than significant through the implementation of mitigation measures described in the EIR. Summarized, they include: the incorporation of perimeter landscaping and pedestrian-friendly elements, including sidewalks and benches, to be compatible with neighboring residential neighborhoods;

adherence to Section 11-306 (h) of the Municipal Code of Fresno, establishing guidelines for tree removal and replacement; the incorporation of landscaping and plant materials to decrease reflectivity of hardscape surfaces, soften the hardscape of the parking areas and parking structure, and provide a buffer the residential uses to the north; design all project lighting to minimize intrusive light and glare at nearby commercial/residential areas; utilize low level security lights along driveway entrances, and direct night lighting shall be toward the center of the site; avoid the use of highly reflective materials, such as mirrored glass, in the project design.

- **Traffic and Circulation** - The project is estimated to generate 24,522 daily trips. During the AM peak hour, the project will generate approximately 1,793 trips (1,292 inbound and 501 outbound). During the PM peak hour, the project is estimated to generate 2,107 trips (653 inbound and 1,454 outbound). This increase in traffic would result in a significant impact at three of the eleven analyzed intersections. In addition, the traffic volume projected by the COFCG model for the segment of SR 41 north of Divisadero Street exceeds the capacity of this segment under cumulative background conditions and the volume will be even greater with the completion of the proposed project. The level of service of the segment of SR 41 south of Tulare Street is projected to deteriorate to LOS E and will continue to operate with excess capacity. This would be a significant cumulative impact. These effects would be mitigated to a level of less than significant through the implementation of mitigation measures described in the EIR. Summarized, they include: physical improvements at the intersections of Fresno/Divisadero Street, Fresno/R Street, and Divisadero Street/Northbound SR 41 On-ramp; conformance with the San Joaquin Valley Unified Air Pollution Control District Rule 9001; and implementation of a transportation demand management program.
- **Air Quality** - Project construction would generate short-term emissions of air pollutants. Fugitive dust generated by construction activities on the project site would add to ambient PM_{10} levels. This effect would be mitigated to a level of less than significant through the implementation of mitigation measures described in the EIR. Summarized, they include: watering excavated or graded areas at least twice a day; ceasing excavation and grading activities during periods of high winds; watering or covering material transported off-site; minimizing the areas of the site disturbed by clearing, earth moving, or excavation activities; and sweeping adjacent streets during rough grading and construction at least once a day.
- **Toxic Air Contaminants** - The project would increase the amount of toxic air contaminants emitted from the hospital. This effect would be mitigated to a level of less than significant through the implementation of mitigation measures described in the EIR. Summarized, they include: demonstrating prior to construction that the resulting cancer risk to the public associated with the proposed project is less than one in one million; project design should include feasible mitigation, such as raising the stack height and increasing the gas exit velocity.
- **Noise** - Development of the proposed project would generate high noise levels intermittently during construction on and adjacent to the site. This may significantly impact sensitive receptors on and/or near the project site. This effect would be mitigated to a level of less than significant through the implementation of mitigation measures

described in the EIR. Summarized, they include: compliance with the Noise Ordinance of the City of Fresno; limiting construction activities between the hours of 7:00 a.m. and 7:00 p.m.; conducting construction activities in shifts; utilizing power equipment with noise shielding and muffling devices; placing barriers between noise sources and sensitive receptors.

- **Energy** - Operation of the proposed project would consume non-renewable energy resources, which include electricity, natural gas and vehicular fuel. The proposed project is not expected to generate any operation that would require excessive loads of electrical power and use of natural gas or the expansion of the existing infrastructure. Therefore, the project is not anticipated to create a significant impact on energy resources. However, these effects would be reduced through the implementation of mitigation measures described in the EIR. Summarized, they include: compliance with Title 24 Energy Regulations; consultation with the Pacific Gas and Electric Company regarding energy conservation measures.
- **Public Services/Utilities** - The proposed project would place an increase on the water demand to the area, and would increase the existing wastewater flow generated by on-site uses by approximately 60%. This may result in a significant impact to the City's sewer lines within the project site boundaries. Additionally, the project would increase the existing surface runoff into the storm drain system. These effects would be mitigated to a level of less than significant through the implementation of mitigation measures described in the EIR. Summarized, they include: the construction of new water mains to serve the project; the implementation of water conservation measures pursuant to Fresno Municipal Code Section 14-116; conduct a sewer study or flow analysis to determine the condition, efficiency and available capacity of sewer lines serving the project site; and direct roof drains onto landscaping to reduce runoff into the storm drain system.

The proposed project would result in an increase in the demand for fire protection and emergency medical services. The closure of Divisadero Street and the addition of 1.39 million gsf of medical facilities would incrementally impact on the ability of the Police Department to serve the community by increasing local traffic, resulting in slower response times to emergencies. The proposed development may reduce the amount of open space on the project site. The proposed project would increase the quantity of solid waste generated by on-site uses by approximately 50 percent. However, according to the City's Solid Waste Division, the proposed project is not anticipated to significantly impact the landfills that serve the City. These effects would be mitigated to a level of less than significant through the implementation of mitigation measures described in the EIR. Summarized, they include: submission of plans and construction drawings to the Office of Statewide Health Planning and Development, the City's Fire Prevention Bureau, and the Police Department; the payment of required school district fees; inclusion of an activity area for small children, benches and tables in proposed open space areas; and implementation of recycling efforts.

- **Population/Employment/Housing** - Implementation of the proposed project would require the demolition of approximately 217 housing units and relocation of the occupant households, many of which are anticipated to be lower-income households. Typically, these households will have difficulty in obtaining adequate replacement housing within

their financial means. This would be considered a significant impact. This effect would be mitigated to a level of less than significant through the implementation of mitigation measures described in the EIR. Summarized, they include: the provision of relocation assistance and payments; preparation and implementation of a Relocation Plan; and provision of a Relocation Assistance Advisory Program.

- **Health and Safety** - Occasionally, hazardous materials may be inappropriately disposed of down drains or with the facility's non-hazardous trash. Asbestos-containing materials were identified in the existing medical facility. This may affect construction workers and facility occupants during the expansion of the existing facility. These effects would be mitigated to a level of less than significant through the implementation of mitigation measures described in the EIR. Summarized, they include: the prevention of improper disposal practices; proper asbestos abatement, as necessary.
- **Geology and Seismicity** - The project site will periodically experience varying degrees of ground shaking as the result of movement along various faults in the region, thereby exposing people and structures to seismic shaking. This effect would be mitigated to a level of less than significant through the implementation of mitigation measures described in the EIR. Summarized, they include: design and construction in compliance with all applicable specifications of the City of Fresno Building Code, the City's Seismic Safety Plan, and requirements of other City Departments; and observation of all earthwork and excavations by a California registered engineering geologist.
- **Cultural and Historic Resources** - Archaeological or cultural resources could be disturbed or encountered during excavation and construction of the proposed project. This effect would be mitigated to a level of less than significant through the implementation of mitigation measures described in the EIR. Summarized, they include: retention of a qualified archaeologist to monitor subsurface operations; suspension of activities in the event cultural resources are encountered.

Effects That Are Not Significant

Based on the scoping process for this EIR, the following impacts were identified as less than significant:

- **Biological Resources** - The project site is located in downtown Fresno on a developed site, and would have a negligible effect on biological resources.

1.4 Public Review of the Draft Environmental Impact Report

The Draft Environmental Impact Report (DEIR) was distributed for a 45-day comment period that extended from September 29, 1994 to November 14, 1994. The availability of the DEIR was noticed in the Fresno Bee. The DEIR was distributed to 33 agencies and individuals for their review and comment. Copies of the DEIR were also made available at the Development Services Counter in the Department, Fresno City Hall.

The following persons, organizations, and agencies submitted comments on the Draft EIR:

- David P. Herb
City of Fresno, Department of Housing and Revitalization
- John Downs
City of Fresno, Fresno Area Express
- Mike Schmidt
City of Fresno Fire Department
- Theresa Acosta
County of Fresno, Public Works and Development Services
- Stephanie L. Kahl, R.E.H.S.
County of Fresno, Health Services Agency
- Moses Stites
California Department of Transportation
- Chuck McAlexander
Fresno Unified School District
- Dave Mitchell
San Joaquin Valley Unified Air Pollution Control District
- Jeff Beck
Fresno Metropolitan Flood Control District
- Joseph R. Rodriguez
Federal Aviation Administration
- John A. Gabby, Jr.
QTC Management, Inc.
- Blanche Milhahn
Lowell/Jefferson Neighborhood Association
- The Lowell/Jefferson Consortium
- Charles J. Pansarosa

The written comments received by the City of Fresno on the Central California Regional Medical Center Draft EIR are presented in Section 2.0 of this Final EIR. Responses to each comment are provided in the text that follows each letter. Text revisions or additions to the DEIR are in Section 3.0.

1.5 Recommended Mitigation Measures

LAND USE AND PLANNING

Mitigation Measures

- The project shall incorporate perimeter landscaping and pedestrian-friendly elements, including sidewalks and benches, to be compatible with neighboring residential neighborhoods.
- Please refer to Section IV. I., Population/Employment/Housing, for measures to mitigate the displacement of existing residents and businesses.

AESTHETICS/LIGHT AND GLARE

Mitigation Measures

- The new hospital shall be compatible with the massing, fenestration (windows and openings) and character of materials of the existing Fresno Community Hospital/Medical Center.
- The mitigation measure proposed for Impact Land Use-1 would also mitigate this impact.
- In accordance with Section 11-306 (h) of the Municipal Code of Fresno, the project applicant shall adhere to the following:
 - Any tree growing upon public property which is to be removed shall be replaced, as feasible, in accordance with the City's tree planting policy. Any such tree shall be removed and replaced, at the applicant's expense, with a tree in a location and of a size and species to be determined by the Parks and Recreation Director. If the Director determines that a tree cannot be replaced, the applicant shall remove the tree and pay to the City the value of the tree, as fixed by the Director.
 - Any tree growing upon public property near any excavation, construction, or street work associated with the proposed project shall be sufficiently guarded and protected by the project applicant to prevent injury to the tree. No excavation or paving shall be permitted within a radius of four feet from any public tree without the written permission of the Parks and Recreation Director.
- The project shall incorporate landscaping and plant materials to decrease reflectivity of hardscape surfaces and soften the hardscape of the parking areas and parking structure. The perimeter areas shall be landscaped with trees and plants to buffer the residential uses to the north.
- All project lighting, including outdoor parking areas, exterior building courts, and corridor illumination shall be designed to minimize intrusive light and glare at nearby commercial/residential areas. Low level security lights shall be used along driveway entrances. Night lighting shall be directed toward the center of the site.

- Highly reflective materials, such as mirrored glass, shall not be used in project design.

TRAFFIC AND CIRCULATION

Mitigation Measures

In order to mitigate the project impacts at three locations significantly impacted by the proposed project physical improvements are recommended as follows:

- Fresno Street and Divisadero Street. Add a second left-turn lane on the east approach and reconfigure the south approach to provide one right-turn lane, one shared through/right-turn lane, one through lane and one left-turn lane are required.
- Fresno Street and R Street. Construct an exclusive right-turn lane on northbound (eastbound) Fresno Street extending back to some point beyond S Street (to be determined by the City). The first improvement recommended to partially mitigate the project impact is to extend this lane along Fresno Street through the Fresno Street/R Street intersection, resulting in a lane configuration of one shared through/right-turn lane, two through lanes, and one left-turn lane on the eastbound approach. This improvement could be achieved by removing parking for a short distance on the west approach of the intersection or by widening the street. The addition of a right-turn lane on the north approach (the hospital driveway) to provide one right-turn lane, one through lane, and one left-turn lane on this approach.
- Divisadero Street and Northbound SR 41 On-ramp. Provide adequate storage length for the westbound right-turning vehicles. Currently, the right-turn pocket is approximately 100 feet in length. It is recommended that the storage length be increased to approximately 225 feet in order to allow the right-turning vehicles to enter the lane without being blocked by the queue caused by the through movement.

Provide dual eastbound Divisadero Street to northbound SR-41 left turn lanes.

Installation of a second controller to allow easier coordination.

Interconnect cable to allow hard wire connection with other intersections in the area (presently time based).

- Recently, the San Joaquin Valley Unified Air Pollution Control District adopted a rule (Rule 9001—Commute-Based Trip Reduction) that requires businesses with 100 or more employees to develop a program to encourage employees to use multi-person transport between work and home. The rule has a requirement of achieving an average vehicle ridership goal of 1.50 by December 31, 1998. It is anticipated that the success of this program will result in a significant reduction in regional travel.
- Additional project-generated trips on SR 41 could be reduced through the implementation of a transportation demand management (TDM) program at CCRMC, which would promote carpooling and vanpooling and discourage the use of single-occupant vehicles.

AIR QUALITY**Mitigation Measures****Project Construction**

- All materials excavated or graded should be sufficiently watered to prevent excessive amounts of dust. Watering should occur at least twice a day with complete coverage, preferably in the late morning and after work is done for the day.
- All clearing, grading, earth moving, or excavation activities should cease during periods of high winds greater than 20 mph average over one hour.
- All material transported off-site should be either sufficiently watered or securely covered; to prevent excessive amounts of dust.
- The area disturbed by clearing, earth moving, or excavation activities should be minimized at all times.
- Where acceptable to the fire department, weed control should be accomplished by mowing instead of discing, thereby leaving the ground undisturbed and with a mulch covering.
- All inactive portions of the construction site should be seeded and watered until grass growth is evident.
- All active portions of the construction site should be sufficiently watered to prevent excessive amounts of dust.
- On-site vehicle speed should be limited to 15 mph.
- All areas with vehicle traffic should be watered periodically or have petroleum-based palliatives applied for stabilization of dust emissions.
- During rough grading and construction, streets adjacent to the project site should be swept at least once a day, or as required by the governing body, to remove silt which may have accumulated from construction activities.
- During rough grading and construction, access to the site should require the building of an apron into the project site from adjoining paved roadways. The apron should be paved or have a petroleum-based palliative applied.
- All internal combustion engine driven equipment should be properly maintained and well tuned according to manufacturer's specifications to reduce exhaust emissions.

Project Operation

- The proposed development shall comply with the SJVUAPCD Rule 9001, which aims to reduce air pollutant emissions that result from vehicle commute trips to worksites with 100 or more employees by increasing the average vehicle ridership (AVR).
- Convenient access to existing or future downtown public transportation system or transit stops shall be incorporated into the design of the proposed project to encourage use of mass transportation.
- To promote the use of public transit, the project applicant shall implement the following measures as a part of the Transportation Management Plan required by the San Joaquin Valley Unified Air Pollution Control District for employers with more than 100 employees:
 - The project applicant shall consider reducing the number of parking spaces provided for employees, charging parking fees to employees who do not rideshare, and subsidizing transit passes for employees using public transit.
 - The project applicant shall coordinate with the Fresno Area Express in the location and development of bus stops to be integrated into the design of the proposed project.
 - The project applicant shall coordinate with the Fresno Area Express in the evaluation of employee transportation needs, including coordinating shift start and stop times to coincide with bus time schedules and considering compressed work weeks and flexible schedules to allow employees to take advantage of off-peak bus services.
 - The project applicant shall coordinate with Fresno County Rideshare to promote rideshare options.
- The proposed project would be designed and operated to conserve energy as required by Pacific Gas and Electric and/or other appropriate agencies.
- The applicant shall explore the feasibility of providing an alternative-fueled or electric shuttle bus during lunch hours to nearby downtown restaurants and services and to transit connections at shift changes to help reduce cold start emissions and work trips.
- The applicant shall plan to develop and/or redevelop the surrounding area with pedestrian-oriented uses and services, providing destinations that are safe, walkable, and interesting, encouraging walking, bicycling, and transit use to reduce pollutant emissions.

Mitigation measures included in Section IV.C., Traffic and Circulation, which reduce project traffic, would also reduce project air quality impacts.

TOXIC AIR CONTAMINANTS**Mitigation Measures**

- The proposed project shall be designed to ensure that the resulting cancer risk to the public is less than one in one million. The design shall include feasible mitigation, such as raising the stack height and increasing the gas exit velocity. Successful design to this performance standard will be demonstrated prior to construction by using standard methods, such as conducting health risk assessments, according to San Joaquin Valley Air Pollution Control District protocols.

NOISE**Mitigation Measures**

The following additional measures are recommended to reduce noise impacts to adjacent sensitive receptors and the new receptors that would be placed on the project site:

- The project sponsor will comply with applicable provisions of the Noise Ordinance of the City of Fresno (Section 8-301 to 311 of the City of Fresno Municipal Code).
- The project sponsor shall limit construction activities and related travel in the vicinity of the project site between the hours of 7:00 a.m. and 7:00 p.m. No construction activities shall be scheduled on Sundays and on legal holidays.
- Construction activities shall be conducted in shifts to avoid high noise levels caused by operating several pieces of equipment simultaneously.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- Barriers, such as walls, berms, etc., shall be placed between the noise source and the receiver wherever feasible.
- The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code of Regulations which will ensure an adequate interior noise environment for the proposed project.

ENERGY**Mitigation Measures**

- The project shall comply with all provisions of California Title 24 Energy Regulations to minimize energy consumption.
- The project applicant shall consult with the Pacific Gas and Electric Company regarding any other feasible energy conservation measures that could be incorporated into the design of the project.

PUBLIC SERVICES AND UTILITIES**Mitigation Measures****Water**

- Abandon all existing City water mains within the boundaries of the CCRMC project site. The only exception being the 10 inch water main in Divisadero Street between Fresno Street and the proposed turnaround north of the present hospital building. If this portion of the street remains public, the water main should as well. If the street is vacated, the water main should be abandoned.
- Construct a new 8 inch water main in Fresno Street from McKenzie Avenue to Divisadero Street.
- Construct a new 12-inch main in Valeria Street to Pump Station 50 to McKenzie Avenue.
- Replace the existing 6-inch and 8-inch water mains in McKenzie Street with a new 12-inch water main from the 12-inch water main in Fresno Street to the 14-inch water main in Blackstone Avenue.
- Use multiple service connections to the City's system in order to distribute water demands. It may be possible for the abandoned water mains to be included in the project's onsite water system.
- Water conservation measures shall be undertaken pursuant to the Fresno Municipal Code Section 14-116.

Sewer

- A sewer study or a flow analysis shall be conducted on the sewer lines that serve the project site to determine the condition, efficiency and available capacity of these lines to serve the proposed project. If this study and/or analysis should determine that these sewer lines are insufficient to serve the increase in on-site wastewater generation resulting from the proposed project, the project will be required to upgrade or install the necessary capacity. The project applicant shall consult with the City of Fresno Department of Public Utilities regarding potential improvements to these sewer lines.

Storm Drains

- Roof drains shall drain onto and through landscaped areas to filter out pollutants in the rainfall and in dry air fallout.

Fire and Emergency Medical Services

- The project sponsor shall submit all plans and construction drawings submitted to the Office of Statewide Health Planning and Development (OSHPD) to the City's Fire Prevention

Bureau as well. Coordination with the Fire Prevention Bureau will ensure that all fire and life safety items are addressed prior to and during construction.

- Any changes in water supply, such as relocation of supply mains, addition of reduced-pressure back flow prevention devices at new property lines, or any other changes that will reduce available pressures, will require the existing fire pump and/or piping to be upsized to maintain approved sprinkler densities throughout the buildings.
- Access requirements and any additional water requirements for the proposed project will be addressed upon site plan review.

Police Protection

See Section IV.C. of this EIR for mitigation measures related to traffic impacts.

- The project sponsor shall provide the Police Department with site plans for each phase of the proposed project.
- The project sponsor shall provide the Police Department with plans for providing security for the proposed project which will include an estimate of the number of security personnel anticipated in each phase.

Schools

- The project sponsor shall pay the required fees imposed by the school district prior to occupancy of the first new building on the project site.

Parks and Recreation

- The open space included in the proposed project should provide an activity area for small children (i.e., tot lot) and benches/table for visitors to use for relaxation and eating. The park should meet all applicable ADA standards.
- Project landscape plan should incorporate "pocket passive or rest areas" for hospital visitors to utilize to rest, relax, and enjoy the surrounding landscaping.

Solid Waste

- The City recommends that considerable efforts be made to recycle as much material as possible and that sufficient and separate outside storage space be made available for trash and recyclable materials.

POPULATION/EMPLOYMENT/HOUSING

Mitigation Measures

- In order to ensure that uniform, fair, and equitable treatment is afforded persons, families, and businesses displaced as a result of the proposed project, the project applicant will provide

relocation assistance and payments required by Chapter 16 of Division 7 of Title 1 of the Government Code, and the Acquisition Policies Act (Public Law 91-646), as well as applicable federal regulations and Sections 33410 to 33418 of the Community Redevelopment Law.

- A Relocation Plan shall be prepared to determine the housing needs of those displaced due to the proposed project; determine the extent of replacement housing available; identify relocation difficulties; and provide a plan which will minimize hardships by assisting all relocatees in finding replacement facilities that are decent, safe and sanitary, and within their financial means.
- The project will include a Relocation Assistance Advisory Program that will provide facilities and services which will supply information and resources to eligible persons concerning available decent, safe, and sanitary housing sufficient in number and kind to meet their replacement needs. Relocation agents will be provided to supply current and continuing information on the availability of comparable sales listings, rental housing, and commercial properties, as well as to provide counseling regarding security deposits, closing costs, typical down payments, interest rates, and other purchase terms. Relocation agents will also serve as a liaison between real estate brokers and rental agencies, and provide assistance in the processing of applications for payments and benefits. As necessary, relocation agents shall be bi-lingual.
- Households displaced by the proposed project will receive relocation payments to assist in obtaining replacement housing. As warranted, special cases may require Last Resort Housing payments in excess of these payments.
- Businesses displaced by the proposed project will receive payments for actual reasonable moving and related expenses plus a payment of up to \$10,000 for re-establishment expenses.
- No residential displacements shall occur until it has been determined that the required replacement housing resources are available. No residents will be asked to move until decent, safe, and sanitary housing is found for them.

HEALTH AND SAFETY

Mitigation Measures

- The new medical center shall work toward preventing improper disposal practices by its employees by establishing similar safety plans and hazardous waste management programs that the existing medical facility has implemented.
- The proposed project could address possible improper disposal by (1) reconciling the amounts of hazardous materials used with the amounts of hazardous waste disposed, (2) training its employees to properly dispose of hazardous wastes, and (3) auditing the following programs:

- The new medical center shall document the quantities of hazardous chemical materials that are delivered to the hospital or created on-site. These quantities shall be reconciled with the volumes of materials disposed or used in their entirety.
- The new medical center shall require its employees who work with hazardous materials (non-radioactive, radioactive, and medical) to sign documentation declaring that they are aware of the proper disposal method for each hazardous material they handle and that disposal of hazardous materials and wastes down drains is not permitted.
- The new medical center shall implement self-auditing programs to ensure that employees are trained in proper hazardous waste disposal procedures and that all hazardous materials are identified and disposed of properly.
- The project applicant shall update the asbestos evaluation previously conducted for FCH&MC to determine the present conditions of asbestos-containing materials in the medical facility. If development activities would disturb the asbestos, proper asbestos abatement shall be conducted.

GEOLOGY AND SEISMICITY

Mitigation Measures

- All proposed structures shall be constructed in compliance with all applicable specifications of the City of Fresno Building Code and requirements of other City Departments including, but not limited, to the Department of Building and Safety, the Fire Department, and the Department of Public Works.
- All proposed structures shall be designed and built in conformance with the City's Seismic Safety Plan, applicable portions of the Municipal and Buildings codes, and requirements of the Department of Building and Safety.
- All applicable requirements of the California Construction and General Industry Safety Orders, the Occupational Safety and Health Act of 1970, and the Construction Safety Act shall be met.
- During project construction, all earthwork, grading, fill and subdrain placements shall be carefully observed, mapped and tested by a California registered engineering geologist. All grading shall be performed under the supervision of a registered engineering geologist and/or geotechnical engineer in accordance with applicable provisions of the Municipal Code to the satisfaction of the City Engineer and the Superintendent of Building and Safety. The geologist and geotechnical engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading. If, in the opinion of the engineering geologist or geotechnical engineer, unsatisfactory conditions (such as questionable weather, excessive oversized rock, or deleterious material, etc.) are resulting in a quality of work less than required by the geotechnical reports and City of Fresno Municipal Code, the engineering geologist or soil engineer shall be empowered to stop construction until conditions are rectified.

- Prior to the pouring of concrete, a representative of the consulting geotechnical engineer shall inspect and approve the footing excavations. He shall post notice on the job site for the City Building Inspector and the Contractor stating that the work so inspected meets the conditions of the report, but that no concrete shall be poured until the City Building Inspector has also inspected and approved the footing excavations.

CULTURAL AND HISTORICAL RESOURCES

Mitigation Measures

- The applicant shall retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. The archaeologist will be on site during any activity when new soils are to be moved or exported. The archaeologist shall be authorized to and must halt the project and mark, collect, and evaluate any archaeological materials discovered during construction. Copies of any archaeological surveys, studies, or reports of field observation during grading and land modification shall be prepared and certified by the attendant archaeologist, and submitted to the Southern San Joaquin Valley Information Center.
- If human remains of Native American origins are encountered during development, project construction shall be immediately suspended, and the county Coroners office and the Native American Heritage Commission shall be contacted to determine necessary procedures for protection and preservation of remains, including reburial at applicant's expense, as provided in the State Guidelines, Appendix J.
- In the event that cultural resources are encountered on the project site during the course of construction, all earthmoving activity in the area of the resource shall cease until the findings are examined, their significance assessed; and recommendations are made for any appropriate procedures to either further investigate or mitigate impacts to those cultural resources which have been encountered, including applicant's payment of excavating costs as provided in the State Guidelines, Appendix J.
- In the event that fossils are encountered during excavation, all earthmoving activity in the area of impact shall cease until the project sponsor retains the services of a qualified paleontologist, who shall examine the findings, assess their significance, and offer recommendations for any further investigation or mitigation measures.
- If archaeological resources encountered are found to be important, the applicant shall provide reasonable funding and adequate time for recovery of such resource, or the equivalent avoidance measure as approved by the City.
- Prior to demolition, the City shall offer for sale all homes acquired within the project boundaries to buyers wishing to relocate the homes. All homes shall be offered for sale a minimum of 180 days; buyers would have a maximum of 180 days following the sale in which to relocate the home. Preference will be given to buyers intending to relocate homes within the Lowell-Jefferson and "L"-Street areas.

2.0 COMMENTS RECEIVED ON DRAFT EIR AND RESPONSES

2.1 Persons and Organizations Commenting in Writing on the Central California Regional Medical Center Draft EIR During the Public Review Period.

The written comments received by the City of Fresno on the Central California Regional Medical Center Draft EIR are presented in this section. Responses to each comment are provided in the text that follows each letter.

<u>Letter</u>	<u>Commentor</u>	<u>Comment Page</u>	<u>Response Page</u>
1.	David P. Herb City of Fresno, Department of Housing and Revitalization	51	54
2.	John Downs City of Fresno, Fresno Area Express	59	61
3.	Mike Schmidt City of Fresno Fire Department	62	63
4.	Theresa Acosta County of Fresno, Public Works and Development Services	64	65
5.	Stephanie L. Kahl, R.E.H.S. County of Fresno, Health Services Agency	66	67
6.	Moses Stites California Department of Transportation	68	71
7.	Chuck McAlexander Fresno Unified School District	72	73
8.	Dave Mitchell San Joaquin Valley Unified Air Pollution Control District	75	78
9.	Jeff Beck Fresno Metropolitan Flood Control District	83	85
10.	Joseph R. Rodriguez Federal Aviation Administration	86	87
11.	John A. Gabby, Jr. QTC Management, Inc.	88	89

<u>Letter</u>	<u>Commentor</u>	<u>Comment Page</u>	<u>Response Page</u>
12.	Blanche Milhahn Lowell/Jefferson Neighborhood Association	91	92
13.	The Lowell/Jefferson Consortium	93	94
14.	Charles J. Pansarosa	95	97

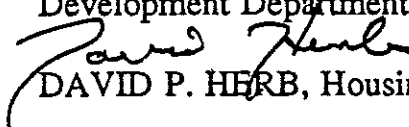
City of



DEPARTMENT OF
HOUSING AND NEIGHBORHOOD REVITALIZATION

DATE: October 31, 1994

TO: NICK YOVINO, Planning Manager
Development Department

FROM:  DAVID P. HERB, Housing and Neighborhood Revitalization Manager

SUBJECT: COMMENTS ON THE DRAFT CENTRAL CALIFORNIA REGIONAL
MEDICAL CENTER MASTER ENVIRONMENTAL IMPACT REPORT

At the October 24, 1994, meeting of the Historic Preservation Commission (HPC), the Commissioners expressed the following concerns:

1. Incorporate the results of the supplemental Historic Building Survey, dated September 30, 1994, prepared by John Edward Powell. |¹⁻¹
2. Include mitigation for the properties identified in the Supplemental Historic Building Survey, dated September 30, 1994 (see Exhibit A, attached). Whenever possible, eligible contributing structures should be used in context with each other in order to place buildings in a compatible relationship. |¹⁻²
3. Incorporate the use of those properties designated on the Local and National Historic Registers into the layout of the new campus. |¹⁻³
4. Incorporate the use of the "Burnett Home for Nurses" (110-120 N. Howard) into the design of the new campus, as it appears to be eligible for both local and national registers. |¹⁻⁴
5. Incorporate additional mitigation measures to preserve the city park area by selecting an alternate site for the new service yard and utility building. |¹⁻⁵
6. Incorporate movement of the historical structures from the project area onto vacant properties in the Lowell-Jefferson area along with the current historical properties and additionally, move some of the structures onto vacant land in the "L" Street area in an attempt to establish a historical district there. |¹⁻⁶

Subsequent to the Commissioner's hearing, the following comments were received from the Chairperson of the commission. These comments reflect the concerns of the chair as an individual:

1. It is requested, due to the multiplicity of numbering systems on maps and lists, that the Community Hospital EIR renumber the historical properties listed and change their map to conform to the Local Official Register of Historic Properties, May 1994; | 1-7
2. It is requested that the EIR designate the "considered eligible" properties alphabetically to distinguish them from the officially designated properties; and, | 1-8
3. Since the results of the Powell survey will also be incorporated, it is requested that the three properties recommended for Local and National Registers be included as such. | 1-9

Attachment

41012SL.HIS

**PROPERTIES LOCATED IN THE CENTRAL CALIFORNIA REGIONAL
MEDICAL CENTER PROJECT AREA AND INCLUDED IN THE RESEARCH
FOR THE SUPPLEMENTARY HISTORIC BUILDING SURVEY DATED
SEPTEMBER 30, 1994**

Group 1: Appears individually eligible for the National Register of Historic Places:

*125 N. Fresno	249-251 N. Fresno	**264 N. Howard
		**2945 Fresno

Group 2: Appears individually eligible for the Local Register of Historic Places:

245 N. Howard	227-9 N. Clark	269 N. Clark
**261 N. Thesta	245 N. Clark	

Group 3: Contributing property to a potentially historic district:

137-9 N. Valeria	218 N. Howard	275 N. Thesta
202-6 N. Valeria	221 N. Howard	292 N. Thesta
226 N. Valeria	230 N. Howard	***201 N. Clark
228 N. Valeria	242 N. Howard	215 N. Clark
254-6 N. Valeria	256 N. Howard	231 N. Clark
137-9 N. Fresno	260 N. Howard	235 N. Clark
147 N. Fresno	276 N. Howard	240 N. Clark
209-11 N. Fresno	282 N. Howard	242 N. Clark
215 N. Fresno	284 N. Howard	257 N. Clark
219 N. Fresno	202-6 N. Thesta	260 N. Clark
227 N. Fresno	217-21 N. Thesta	264 N. Clark
235 N. Fresno	230 N. Thesta	268 N. Clark
261 N. Fresno	225 N. Thesta	2411-15 Divisadero
****110-20 N. Howard	236 N. Thesta	2203 E. McKenzie
140-2 N. Fresno	231 N. Thesta	2215 E. McKenzie
144-6 N. Fresno	244 N. Thesta	2220 E. McKenzie
152-4 N. Howard	235 N. Thesta	2408 E. McKenzie
180 N. Howard	246 N. Thesta	2311,15,17 E. Illinois
209 N. Howard	260 N. Thesta	2410 E. Illinois
215 N. Howard	271-73 N. Thesta	2414-16 E. Illinois

Other: Proto-typical Modern style buildings less than 50 years of age which may have exceptional architectural merit:

127 N. Thesta	**159 N. Thesta	2823 Fresno
143-145 N. Thesta	2155 Divisadero	1245 "R" Street

- *Denied Local Historic Register status
- **Included in Historic Resources Inventory September 30, 1994 survey
- ***Listed on Local Historic Register
- ****Appears eligible for National Register of Historic Places

1.1 Persons and Organizations Commenting in Writing on the Central California Regional Medical Center Draft EIR.

Letter 1. Response to Comments from David P. Herb
City of Fresno, Department of Housing and Revitalization

Comment Response

1-1. The following paragraph is added to the EIR on page 222, following the second paragraph:

A Supplementary Historic Building Survey dated September 30, 1994 was prepared by John Edward Powell for the City of Fresno Historic Preservation Commission. This survey reassessed approximately 2,490 properties, consisting of public landscapes, industrial structures, residences, churches, commercial and municipal buildings, and objects of public art within approximately 1,500 acres bounded by the Freeway 180 alignment on the north, Freeway 41 on the east, and Freeway 99 on the west. The survey identified four properties within the project boundaries for consideration for nomination to the Local Register of Historic Places: 261 North Thesta Street (Map No. 56), which the survey also identifies as appearing eligible for the National Register; 264 North Howard Street (Map No. 52); 159 North Thesta Street (Map No. 54); and Hobart Park (Map No. 60).

In addition, Table 31 on page 225 of the EIR is revised to include Hobart Park (new text is underlined), and Figure 34 on page 226 is revised accordingly.

Additionally, the first paragraph under Impact Cultural-2 on page 229 of the EIR is revised as follows (new text is underlined):

As shown in Figure 34, there are three properties listed on the Local Official Register of Historic Places located within the project boundaries: the McKay Home (Map No. 4), the Fire Alarm Station (Map No. 7), and the Rutherford Home (Map No. 37). No actions that would affect the Fire Alarm Station are proposed, and the Rutherford Home was demolished in 1981. The McKay Home, however, is located on the portion of the site designated for UCSF student townhouses, and would be demolished or removed in the implementation of the proposed project. Nine other structures on the project site which are considered for nomination to the Local Official Register of Historic Resources would be demolished or removed in the implementation of the proposed project. These structures include the following:

- 227-229 North Clark Street
- 245 North Clark Street
- 269 North Clark Street

RESPONSES TO COMMENTS

Letter 1. Response to Comments from David P. Herb
City of Fresno, Department of Housing and Revitalization (Continued)

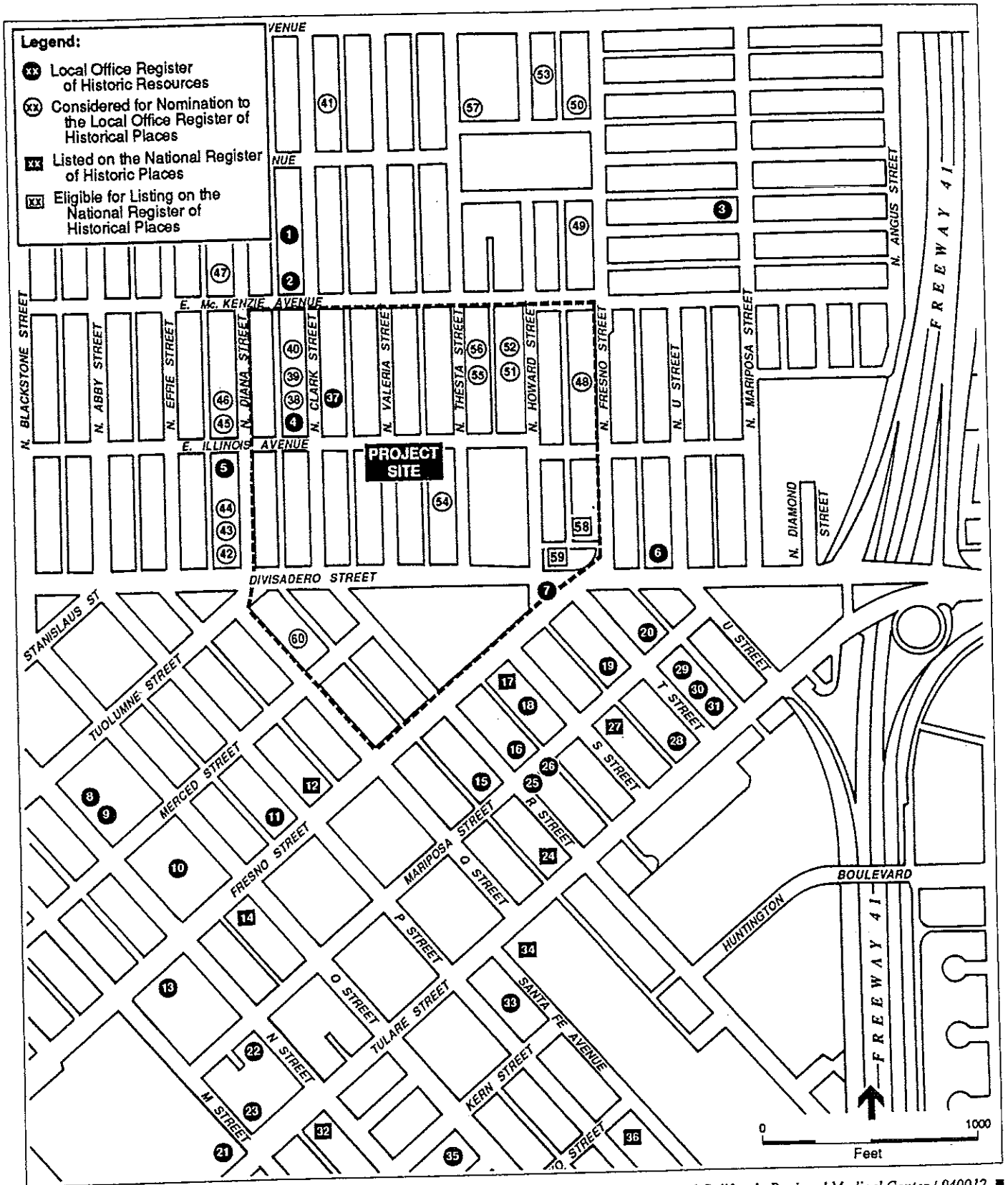
Comment
Number Response

TABLE 31: LIST OF HISTORIC PROPERTIES WITHIN AND ADJACENT TO THE
 PROPOSED CCRMC CAMPUS - (Continued)

Map No.	Property Name	Address	Status
*51.	No Name	245 North Howard St.	Considered for Nomination to Local Register
*52.	No Name	264 North Howard St.	Considered for Nomination to Local Register
53.	No Name	458 North Howard St.	Considered for Nomination to Local Register
*54.	No Name	159 North Thesta St.	Considered for Nomination to Local Register
*55.	No Name	246 North Thesta St.	Considered for Nomination to Local Register
*56.	No Name	261 North Thesta St.	Considered for Nomination to Local Register
57.	No Name	401 North Thesta St.	Considered for Nomination to Local Register
58.	Eaton Flats Apartment Building	121-131 North Fresno Street	Eligible for listing on the National Register
59.	No Name (formerly Burnett Home for Nurses)	120 North Howard Street	Eligible for listing on the National Register
60.	<u>Hobart Park</u>	<u>Merced and O Streets</u>	<u>Considered for nomination to Local Register</u>

* Structures that would be demolished or removed as a result of project implementation.

Source: City of Fresno, Historic Resources Survey, 1977; Central Area Community Plan and Final EIR, 1989; Fresno City and County Historical Society, 1994.



SOURCE: City of Fresno / Development Department / Planning Division.

Central California Regional Medical Center / 940012 ■

Figure 34
Historic Structures Map

Letter 1. Response to Comments from David P. Herb
City of Fresno, Department of Housing and Revitalization (Continued)

Comment
Number Response

- 1-1. (Cont.) • 249-251 North Fresno Street
 • 245 North Howard Street
 • 264 North Howard Street
 • 159 North Thesta Street
 • 246 North Thesta Street
 • 261 North Thesta Street

In addition, Hobart Park, which is eligible for nomination to the Local Official Register of Historic Resources, would be removed for implementation of the proposed project.

1-2. The following mitigation measure replaces the existing measure on page 230 of the EIR:

- Prior to demolition, the City shall offer for sale all homes acquired within the project boundaries to buyers wishing to relocate the homes. All homes shall be offered for sale a minimum of 180 days; buyers would have a maximum of 180 days following the sale in which to relocate the home. Preference will be given to buyers intending to relocate homes within the Lowell-Jefferson and "L"-Street areas.

1-3. The use of properties designated on the Local Historic Register in the proposed project is not feasible. Existing single-family residences are not suitable for use as medical facilities, and the Burnett Home for Nurses is not structurally feasible for use in the proposed project (see Response to Comment 1-4 below). No properties on the National Historic Register would be affected by the proposed project.

The text on page 230 of the EIR under Level of Significance After Mitigation is revised as follows (new text is underlined):

Implementation of the recommended mitigation measure would reduce project impacts on relocatable structures to an acceptable level. The demolition of the Burnett Home for Nurses and Hobart Park would remain a significant adverse impact.

1-4. The Burnett Home for Nurses (110-120 N. Howard) is currently being used as a substance abuse treatment facility, which includes counseling and rehabilitation services, and provides short-term housing. Although the building may have some potential for re-use, it has been determined to be unsuitable for any of the

Letter 1. Response to Comments from David P. Herb
City of Fresno, Department of Housing and Revitalization (Continued)

Comment
Number

Response

- proposed uses in the Regional Medical Center. The building does not meet current building codes, the interior configuration is not suitable for health care facilities or related office uses, and the structure is not energy efficient. Therefore, as stated above, its use in the proposed project has been determined to be not structurally feasible. As the building is a concrete structure, relocation is not feasible. Please refer to Response to Comment 1-3 above.
- 1-5. Incorporation of Hobart Park into the proposed project is not feasible. Parking structures and other non-medical facilities are proposed for this area to buffer the medical center from the frequently-used railroad tracks running along the existing park. It should be noted that Hobart Park would be replaced with a park located to the south of the existing park, along Fresno Street between the railroad tracks and "R" Street. Please refer to Response to Comment 1-3 above.
- 1-6. Please refer to Response to Comment 1-2 above.
- 1-7. While the EIR does make reference to the Local Official Register of Historic Resources, it does not require the reader to refer to any maps or lists other than those provided in the EIR. There is no reason to renumber the properties identified in the EIR to conform with other numbering systems.
- 1-8. Nearly all of the "considered eligible" properties identified in the EIR (Table 31, page 223-225) have no names provided; it would be impossible to organize them alphabetically.
- 1-9. Please refer to Response to Comment 1-1 above.

City of



FRESNO AREA EXPRESS

DATE: November 2, 1994

TO: RAYBURN R. BEACH, Senior Planner
Planning Division
Development Department

FROM: JOHN DOWNS, Transit Planner *JD*

SUBJECT: **COMMENTS - DRAFT EIR NO. 10120 CENTRAL CALIFORNIA
REGIONAL MEDICAL CENTER (CCRMC)**

Fresno Area Express has reviewed draft EIR No.10120 for the Central California Regional Medical Center, and offers the following comments:

On page 24, Table 1, Summary of Environmental Impacts and Mitigation Measures, the proposed project is estimated to result in an increase of approximately 4,500 on-site employees. What is the expected total number of employees (new and existing) at the completion of this project?

2-1

On page 17, Table 1, Summary of Environmental Impacts and Mitigation Measures, mitigation measures include, "Convenient access to existing or future downtown public transportation system or transit stops shall be incorporated into the design of the proposed project to encourage use of mass transportation". Figure 13, page 52, does not identify any transit facilities. Where will the incorporated mass transit facilities be located?

2-2

The proposed project is estimated to generate 24,522 new vehicle trips per day. These trips would result in the daily net mobile-source emissions of approximately 725 pounds of pollutants, making motor vehicle emissions the largest sources of pollutants resulting from implementation of the proposed project. Proposed mitigation measures include compliance with the SJVUAPCD Rule 9001, commute trip reduction, and convenient access to public transportation. Although implementation of the recommended mitigation measures would result in the reduction of air emissions, the mitigated emissions are anticipated to remain significant.

2-3

In view of the significant impact of the proposed project on air quality and the additional traffic

2-4

congestion that would result from the estimated 24,522 new vehicle trips, and in view of the intentions of the CCRMC to comply with SJVUAPCD Rule 9001 and to promote the use of public transit, FAX makes the following recommendations:

- Convenient, inexpensive parking is a significant deterrent to the use of public transit and rideshare options. CCRMC should consider reducing the number of parking spaces provide for employees, and charge parking fees to employees who do not rideshare. Parking fees could then be used to subsidize transit passes for employees who are using public transit.
- CCRMC should coordinate with FAX in the location and development of bus stops to be integrated into the design of the CCRMC facilities.
- CCRMC should coordinate with FAX in the evaluation of employee transportation needs, including coordinating shift start and stop times to coincide with bus time schedules. CCRMC could also consider compressed work weeks and flexible schedules to allow employees to take advantage of off peak bus service.
- CCRMC should coordinate with Fresno County Rideshare to promote rideshare options.

Thank you for the opportunity to comment on this project. If you have any questions, please call FAX at (209) 498-1393.

Letter 2. Response to Comments from John Downs, City of Fresno, Fresno Area Express

Comment
Number

Response

- 2-1. As identified on page 177 of the EIR, the total number of employees and students upon completion of the proposed project is estimated at 6,500, an increase of 4,500 persons over the current employment of approximately 2,000.
- 2-2. The location of mass transit facilities to be incorporated into the proposed project has not yet been determined. Please refer to Response to Comment 2-4 below.
- 2-3. The Draft EIR identifies that air emissions would remain a significant impact following mitigation.
- 2-4. The following mitigation measure is added following the second bulleted measure on page 125 of the EIR:
- To promote the use of public transit, the project applicant shall implement the following measures as a part of the Transportation Management Plan required by the San Joaquin Valley Unified Air Pollution Control District for employers with more than 100 employees:
 - The project applicant shall consider reducing the number of parking spaces provided for employees, charging parking fees to employees who do not rideshare, and subsidizing transit passes for employees using public transit.
 - The project applicant shall coordinate with the Fresno Area Express in the location and development of bus stops to be integrated into the design of the proposed project.
 - The project applicant shall coordinate with the Fresno Area Express in the evaluation of employee transportation needs, including coordinating shift start and stop times to coincide with bus time schedules and considering compressed work weeks and flexible schedules to allow employees to take advantage of off-peak bus services.
 - The project applicant shall coordinate with Fresno County Rideshare to promote rideshare options.

FIRE PROTECTION REQUIREMENTS

HYDRANTS AND ACCESS

Application No.

DRAFT E.I.R. # 10120

Date

11-9-94

Location

Central Calif. Regional Medical Center

Inspector

MA

 No Requirements

Other: - Since a number of areas within the existing hospital have had their sprinkler systems calculated to the limit of available pressures, any changes in water supply such as relocation of supply mains, addition of reduced-pressure back flow prevention devices at new property lines, or any other changes that will reduce available pressures, will require the existing fire pump and/or piping to be upsized to maintain approved sprinkler densities throughout the buildings.

BHB:ems
391S/15
Rev. 1/10/91

- Access requirements and any additional water requirements will be addressed upon site plan review.

RESPONSES TO COMMENTS

Letter 3. Response to Comments from Mike Schmidt, City of Fresno Fire Department

Comment
Number Response

3-1. The following mitigation measure is added after the first bulleted measure on page 165 of the EIR:

- Any changes in water supply, such as relocation of supply mains, addition of reduced-pressure back flow prevention devices at new property lines, or any other changes that will reduce available pressures, will require the existing fire pump and/or piping to be upsized to maintain approved sprinkler densities throughout the buildings.

3-2. The following mitigation measure is added after the above measure on page 165 of the EIR:

- Access requirements and any additional water requirements for the proposed project will be addressed upon site plan review.



Public Works & Development Services Department

Richard D. Welton
Director

November 4, 1994

Mr. Rayburn Beach
Senior Planner
City of Fresno
Development Department
2600 Fresno Street, Third Floor
Fresno, CA 93721-3604f

NOV 8 1994

SUBJECT: Draft Environmental Impact Report (DEIR) No. 10120 -
Central California Regional Medical Center

Dear Mr. Beach:

After reviewing the above referenced project, the Fresno County
Public Works & Development Services Department have no comments
on the proposed project.

4-1

If you have any question, please call me at (209) 453-5055.

Kerry L. McCants
Development Services Manager

A handwritten signature in cursive script that reads "Theresa Acosta".

Theresa Acosta
Staff Analysis III

L-CitMed

RESPONSES TO COMMENTS

Letter 4. Response to Comments from Theresa Acosta, County of Fresno
Public Works and Development Services Department

Comment
Number

Response

4-1. Comment noted.



Health
Services
Agency

George Bleth
Agency Director

November 14, 1994

Maureen Brooks
City of Fresno, Development Department
Planning Division, Project Evaluation Section
2600 Fresno Street
Fresno, CA 93721

Dear Ms. Brooks:

SUBJECT: Draft Environmental Impact Report No. 10120
LOCATION: Central California Regional Medical Center

Thank you for the opportunity to comment on this Draft Environmental Impact Report prepared for the Central California Regional Medical Center. The Fresno County Community Health Department has no comments.

5-1

If I can be of further assistance, please contact me at (209) 445-3357.

Sincerely,

Stephanie L. Kahl, R.E.H.S.
Environmental Health Analyst

SLK

f:\anduse\land\dcircomunthosp.fre

Gary M. Carozza, Director
Community Health Department
1221 Fulton Mall • P.O. Box 11867 • Fresno, California 93775
Phone 209-445-0666

Letter 5. Response to Comments from Stephanie L. Kahl R.E.H.S.
County of Fresno, Health Services Agency

Comment
Number Response

5-1. Comment noted.

DEPARTMENT OF TRANSPORTATION

1352 West Olive Avenue
Post Office Box 12616
Fresno, California 93778



(209) 488-4088
DD (209) 488-4066
FAX (209) 488-4101

NOV 16 1994

November 7, 1994

2131-IGR/CEQA
6-FRE-41-23.80
CENTRAL CALIFORNIA
REGIONAL MEDICAL CTR
MASTER EIR
SCH #94052012

City of Fresno
Development Department
2600 Fresno Street
Fresno, CA 93721-3604

Attention: Maureen Brooks

We have reviewed the Draft Master Environmental Impact Report for the Central California Regional Medical Center. This project is located west of State Route (SR) 41, on both sides of Divisadero Street between North Fresno Street and North Dana Street. Caltrans has the following comments:

Concerns

- The cumulative condition for year 2010 of this report deals only with roadway capacities, no intersection/interchange capacities were included. With cumulative conditions being more than 15% higher than project conditions (opening day), our SR 41/Divisadero/Tulare interchange needs to be analyzed for capacity by the City. 6-1
- The Tulare/Divisadero/SR-41, northbound off/SR-41, northbound on/SR-41 interchange is a very complex one. The consultant tried to handle it all as one intersection, however, the eastbound Divisadero to northbound SR-41 left turn operates completely separate from the remainder of the interchange. This simplifies the operation and makes achieving an acceptable LOS much easier. The real problems become storage and signal coordination. 6-2
- This intersection is now run by one controller using an "Enhanced" Diamond program. The northbound SR-41 on-ramp is metered to allow approximately 1,500 vehicles to enter SR-41 in the peak hour. The Project (opening day) desire is for 1,601 vehicles in the PM peak hour. This will require some surface street storage on Tulare/Divisadero. 6-3

Recommended Mitigation Measures

- Dual eastbound Divisadero to northbound SR-41 left turn lanes. The Divisadero structure is 80 feet curb to curb which should allow dual lefts without widening.
- The installation of a second controller will allow easier coordination.
- Interconnect cable to allow hard wire connection with other intersections in the area (presently time based).
- Lengthen the westbound Tulare right turn lane as the traffic study recommended.
- The operation of this interchange needs to be reevaluated in 2010 or sooner depending on proposed developments.

The City needs to modify the Draft EIR to address our concerns and recommended mitigation measures for this project. Should the City not concur with the above, please notify us immediately.

If you have any questions, please call me at (209) 445-6666.

Sincerely,



MOSES STITES
Office of System Planning

Letter 6. Response to Comments from Moses Stites
California Department of Transportation

Comment
Number

Response

6-1. Since the area surrounding the proposed Regional Medical Center is primarily built out, it is not expected that there will be a significant difference between projections for opening day conditions and year 2010 conditions. Based on the above, and on mitigation measures added in Response to Comments 6-2 and 6-3 below, additional analysis of the SR41/Divisadero/Tulare interchange is not justified.

6-2 & 6-3. Comments noted. Based on the analysis of the intersection, the last bulleted measure on page 105 of the EIR is revised as follows (new text is in bold):

- **Divisadero Street and Northbound SR 41 On-ramp.** Provide adequate storage length for the westbound right-turning vehicles. Currently, the right-turn pocket is approximately 100 feet in length. It is recommended that the storage length be increased to approximately 225 feet in order to allow the right-turning vehicles to enter the lane without being blocked by the queue caused by the through movement.⁹

Provide dual eastbound Divisadero Street to northbound SR-41 left turn lanes.

Installation of a second controller to allow easier coordination.

Interconnect cable to allow hard wire connection with other intersections in the area (presently time based).

6-4. Please refer to Response to Comments 6-2 and 6-3 above. The fourth recommended mitigation measure is already included in the EIR. The fifth recommended measure need not be included as a mitigation measure for this project. The interchange needs will be evaluated as a part of the review process for any new development proposals in the area.



Fresno Unified School District

Education Center • Tulare & M Streets
Fresno, CA 93721 • (209) 441-3000

FACILITIES MANAGEMENT & PLANNING DEPARTMENT
717 South Seventh Street • Fresno, California 93702
209/443-5118

BOARD OF EDUCATION
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Margaret Sharp
SUPERINTENDENT
Charles E. McCully

October 21, 1994

Ms. Maureen Brooks
City of Fresno
Development Department
Planning Division
Project Evaluation Section
2600 Fresno Street
Fresno, CA 93721

Dear Ms. Brooks:

This letter is in response to your request for school district information regarding the draft EIR No. 10120 for the proposed Central California Regional Medical Center (CCRMC).

We have been in contact with the Environmental Science Associates, Inc., regarding the impact the CCRMC on Fresno Unified School. Attached you'll find our written response to their questionnaire dated August 18, 1994. In that letter you will note that we commented negatively regarding the projects impact. Particularly, we are concerned about the multi-family housing that is intended to replace single family residences on the subject property, and further the expected destination and impact on schools due to the relocation of families who currently reside in those homes. The fact remains that the Medical Facility residents are likely to yield students to our schools, and the relocated families will increase the overcrowding at other school facilities depending on where they relocate. The Draft EIR does not specifically address these concerns.

7-1

Without clarification of the CCRMC housing plan, and detailed information providing the school district with some opportunity to proact to the relocation of 217 families, we are still not able to endorse or approve this particular draft.

7-2

We are open to additional discussion regarding mitigation and clarification of the aforementioned issues.

7-3

The following information is provided for information if/and when the project is approved:

7-4

Any commercial/industrial and/or residential development which occurs may ultimately affect the district by generating employees and new residents. The children of those employees and residents living in the district will need to be housed in district schools.

Maureen Brooks
Page Two

The Fresno Unified School District levies a commercial/industrial development fee of \$.28 per square foot and \$1.72 per square foot for residential development. Any new development on the subject property will be subject to the development fee.

Cont'd.
7-4

Sincerely,



Chuck McAlexander, Director
Facilities Management & Planning

CMA:rdl
Attachment
c: Mike Berg, Planner
File (2)

RESPONSES TO COMMENTS

Letter 7. Response to Comments from Chuck McAlexander
Fresno Unified School District

Comment
Number

Response

- 7-1. It is identified on page 169 of the EIR that the proposed project would result in an increase in employment on the project site of approximately 4,500 persons, that 217 single-family dwelling units would be demolished in project implementation, and that the project would include a 220-unit medical student/resident facility. As discussed on pages 169-170, the increased employment on the project site would not represent an increase in employment areawide, because the project involves the consolidation of existing facilities currently located elsewhere in the Fresno area. Additionally, the expected destinations of residents of the 217 existing housing units to be relocated cannot be determined; therefore, schools which may be impacted due to the relocation of these families cannot be identified. Further, it is identified that medical students and residents are not likely to have many school-aged children; according to UCSF, the proposed facility would house residents for a 6-month period, and it is uncommon for residents with families to move them for such short periods.
- However, although no increase in population or employment is anticipated with the proposed project, the EIR does note on page 169 that the School District has indicated that any residential development would have a severe negative effect on their operations, and on page 170, that current development fees may not reduce impacts to less than significant levels.
- 7-2. Please refer to Response to Comment 7-1 above.
- 7-3. UCSF has been consulted regarding clarification of the housing plan for the proposed project, and confirms that it would be uncommon for medical students and residents with families to move them for a short 6-month period, the length of residency at the proposed facility. No mitigation other than payment of current development fees is necessary.
- 7-4. The first bulleted mitigation measure on page 170 of the EIR requires the project to pay required fees imposed by the School District prior to occupancy of the first new building on the project site.



San Joaquin Valley
Unified Air Pollution Control District

November 10, 1994

C940562

Maureen Brooks
Development Department
2600 Fresno Street
Fresno, CA 93721-3604

Subject: Draft Environmental Impact Report (DEIR) No. 10120 - Central California Regional Medical Center

Dear Ms. Brooks:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the DEIR referenced above and offers the following comments:

The District concurs with the conclusions of the DEIR that the project will have significant unavoidable adverse impacts on air quality. Specifically, the increase in motor vehicle use associated with the project and the construction activity will make it more difficult to achieve the state and federal ambient air quality standards for ozone, carbon monoxide, and particulate matter less than 10 microns in diameter (PM₁₀). However, the District realizes that growth in Valley's population has generated the need for a regional medical center. The people must obtain medical services somewhere, and this site has the potential to serve the population efficiently from a transportation perspective. The District encourages the developer and the City of the Fresno to incorporate as many design and operational measures as possible to ensure that air quality impacts at this site are minimized.

8-1

Comments on Specific Sections:

Page 17:

The City should consider other mitigation measures to reduce air quality impacts in addition to those listed. Another potential mitigation measure to reduce operational emissions of ROG, NOx, and CO would be to provide an alternative fueled or electric shuttle bus during lunch hours to nearby downtown restaurants and services and to transit connections at shift changes. This measure would help

8-2

David L. Crow
Executive Director Air Pollution Control Officer
1999 Tuolumne Street, Suite 200 • Fresno, CA 93721 • (209) 497-1000 • FAX (209) 233-2057

Northern Region

4230 Kiernan Avenue, Suite 130 • Modesto, CA 95356
(209) 545-7000 • Fax (209) 545-8652

Central Region

1999 Tuolumne Street, Suite 200 • Fresno, CA 93721
(209) 497-1000 • Fax (209) 233-2057

Southern Region

2700 M Street, Suite 275 • Bakersfield, CA 93301
(805) 861-3682 • Fax (805) 861-2060

reduce cold start emissions and work trips.

Cont'd.
8-2

An additional mitigation measure to reduce CO is appropriate since the project has the potential to cause CO levels in excess of the health-based standard in the vicinity. Woodburning fireplaces are also a source of CO. The planned residential units should not be equipped with open hearth fireplaces. Use gas heat, or, if fireplaces are used, install gas logs, or EPA certified inserts or woodstoves. To further reduce CO emissions in the area, gas logs or EPA certified inserts or woodstoves could be offered to residences impacted by the CO to reduce localized concentrations. This measure also reduces particulate emissions and toxic emissions from the wood smoke.

8-3

Page 119, Table 14:

The numbers listed in the table refer to the entire San Joaquin Valley and not just the Fresno area as indicated by the title. The figures for the number of days that the PM₁₀ standard was exceeded should include the number of observations as a fraction, i.e. 79/110, to better illustrate that the standard was exceeded during most observations throughout the year and not just 79 days.

8-4

Page 122, para. 2:

The sentence describing PM₁₀ exceedances should state that the standard was exceeded 72 out of 101 days when observations were made.

8-5

Page 126, Table 16:

Although the District recommends using the Sacramento CEQA Guidelines for estimating project emissions pending adoption of CEQA Guidelines for the San Joaquin Valley, the District recommends a different threshold of significant impact than Sacramento. The District's interim thresholds of significance are 10 tons/year (55 lbs/day) for ROG and NOx and 15 tons/year (85 lbs/day) for PM₁₀. In any case, the project exceeds both thresholds.

8-6

General Comments:

The District recently approved a document entitled *Air Quality Guidelines for General Plans*. This document encourages planning that supports land use patterns, site designs and transportation systems that reduce reliance on the automobile. The most important strategies from the document that seem to be applicable to this project relate to creating pedestrian-oriented activity centers and providing multi-modal transportation access.

8-7

This project will create a significant new activity center in the Downtown Fresno area. If the project is designed in a pedestrian-oriented and transit-oriented manner, it could be a catalyst for the development of an efficient transit system or for a light rail line serving the entire Downtown. In that case, the development could help Fresno accommodate growth with less air quality and traffic impacts. It will be extremely important for the City of Fresno to plan the development and redevelopment of the area surrounding the project site to be pedestrian-oriented. Providing destinations that are safe, walkable, and interesting is the key to increasing walking, bicycling, and transit use and for reducing pollutant emissions.

Cont'd.
8-7

If you have any questions or require further information please contact me at (209) 497-1075.

Sincerely,

Dave Mitchell

Dave Mitchell
Senior Environmental Planner

Letter 8. Response to Comments from Dave Mitchell
San Joaquin Valley Unified Air Pollution Control District

Comment
Number Response

8-1. Comment noted. Please see response 8-2.

8-2. In response to this comment, the following measures are added at the bottom of page 125 of the Draft EIR as the last bullet items under Mitigation Measures:

- The applicant shall explore the feasibility of providing an alternative-fueled or electric shuttle bus during lunch hours to nearby downtown restaurants and services and to transit connections at shift changes to help reduce cold start emissions and work trips.
- The applicant shall plan to develop and/or redevelop the surrounding area with pedestrian-oriented uses and services, providing destinations that are safe, walkable, and interesting, encouraging walking, bicycling, and transit use to reduce pollutant emissions.

Mitigation measures included in Section IV.C., Traffic and Circulation, which reduce project traffic, would also reduce project air quality impacts.

Please see Response to Comment 2-4 for additional mitigation measures.

8-3. Carbon monoxide emissions from stationary sources are estimated to be minimal; based on emissions factors established by the South Coast Air Quality Management District for electric and natural gas combustion (0.20 pounds per 1,000 kWh of electricity and 20.0 pounds per 1,000,000 cubic feet of natural gas), estimated CO emissions from stationary sources are approximately 31.9 pounds per day, which are considered to be less than significant. The CO levels in excess of the health-based standard in the project vicinity and the estimated exceedance of the eight-hour CO standard both result from the peak hour trips generated by the proposed project. The mitigation measure suggested in this comment is directed at mitigating stationary source emissions of CO. Please see response 8-2 for measures to mitigate mobile-source emissions.

RESPONSES TO COMMENTS

Letter 8. Response to Comments from Dave Mitchell
San Joaquin Valley Unified Air Pollution Control District (Continued)

Comment
Number Response

8-4. Table 14, *Air Quality Data Summary (1990-1992) for the Fresno Area*, is revised as follows (revisions are shown in bold):

TABLE 14: AIR QUALITY DATA SUMMARY (1990-1992) FOR THE SAN JOAQUIN VALLEY^a

<u>Pollutant</u>	<u>Standard^b</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>
<u>Ozone (O₃)</u>	0.09	<u>0.17</u>	<u>0.18</u>	<u>0.16</u>
Highest 1-hr average, ppm ^c		130	131	124
Number of days when standard was exceeded ^d		648	710	630
Number of hours when standard was exceeded ^e				
<u>Carbon Monoxide (CO)</u>	20.0	14.0	15.0	13.0
Highest 1-hr average, ppm ^c		0	0	0
Number of days when standard was exceeded ^d				
Highest 8-hr average, ppm ^c	9.0	<u>10.9</u>	<u>10.4</u>	7.6
Number of days when standard was exceeded ^d		1	1	0
<u>Particulate Matter-10 Micron (PM₁₀)</u>	50	<u>439</u>	<u>279</u>	<u>183</u>
Highest 24-hr average, µg/m ³ ^c		79/110	70/101	66/101
No. of days std. was exceeded ^d /No. of observations				

NOTE: Underlined values indicate an excess of applicable standard.

- Ozone and PM₁₀ data are for the entire San Joaquin Valley and CO data are for the urban area of Fresno provided by the San Joaquin Valley Unified Air Pollution Control District.
- State standard, not to be exceeded.
- ppm - parts per million; µg/m³ - micrograms per cubic meter.
- Refers to the number of days in a year during which at least one excess was recorded.
- Refers to the number of hours in a year during which at least one excess was recorded.

SOURCE: San Joaquin Valley Unified Air Pollution Control District, Air Quality Data Summaries, 1990-1992.

RESPONSES TO COMMENTS

Letter 8. Response to Comments from Dave Mitchell
San Joaquin Valley Unified Air Pollution Control District (Continued)

Comment
Number Response

8-5. The third sentence in the first full paragraph on page 122 of the Draft EIR is revised as follows (revised text is underlined):

The state ambient PM₁₀ standard is exceeded an average of 72 days out of an average of 104 observation days per year between 1990 and 1992 in the San Joaquin Valley (see Table 14), and construction-related dust would contribute to these excesses in the project vicinity.

8-6. The significance thresholds for ROG, NO_x, and PM₁₀ presented in Tables 15, 16, and 17 on pages 125, 126, and 127 of the Draft EIR are revised to reflect the District's interim thresholds of significance as follows (revisions are shown in bold):

TABLE 15: ESTIMATED NET EMISSIONS FROM ON-SITE NATURAL GAS COMBUSTION AND OFF-SITE ELECTRICAL GENERATION

<u>Pollutant</u>	<u>Emission Factor (lbs/10⁶cf)^a</u>	<u>Estimated Net Emissions (lbs/day)^b</u>	<u>Emission Factor (lbs/10³ kWh)^a</u>	<u>Estimated Net Emissions (lbs/day)^c</u>	<u>Total Net Emissions (lbs/day)</u>	<u>Significance Thresholds (lbs/day)</u>
ROG	5.3	1.97	0.01	1.23	3.20	55
NO _x	120.0	44.64	1.15	140.94	185.58	55
PM ₁₀	0.2	0.07	0.04	4.90	4.97	85

a. Emission factors from the *CEQA Air Quality Handbook*.

b. Based on an estimated net natural gas consumption of 135,768,100 cubic feet per year.

c. Based on an estimated net electric consumption of 44,734,392 kWh per year.

d. Significance thresholds established by the San Joaquin Valley Unified Air Pollution Control District.

Source: South Coast Air Quality Management District, *CEQA Air Quality Handbook*, April 1993; San Joaquin Valley Unified Air Pollution Control District, Comments on the Draft EIR, November 10, 1994.

RESPONSES TO COMMENTS

Letter 8. Response to Comments from Dave Mitchell
San Joaquin Valley Unified Air Pollution Control District (Continued)

Comment
Number Response

TABLE 16: ESTIMATED NET MOBILE SOURCE EMISSIONS

<u>Pollutant</u>	<u>Emission Factor (grams/mile)^a</u>	<u>Estimated Net Emissions (lbs/day)^b</u>	<u>Significance Thresholds (lbs/day)^c</u>
ROG	0.98	275.25	55
NO _x	1.54	432.54	55
PM ₁₀	0.06	16.85	85

- a. Based on EMFAC7F emission factors.
- b. Based on 24,522 daily trips (as estimated in the Site Traffic Analysis), which are equivalent to approximately 127,514 vehicle miles per day.
- c. Significance thresholds established by the San Joaquin Valley Unified Air Pollution Control District.

Source: Caltrans, Division of New Technology, Materials and Research, EMFAC7F Rates; San Joaquin Valley Unified Air Pollution Control District, Comments on the Draft EIR, November 10, 1994; Barton-Aschman Associates, Inc., *Draft Site Traffic Analysis for the Central California Regional Medical Center*, June 20, 1994.

As noted in the comment, no changes in the analysis resulted from these changes in the thresholds of significance as the project would exceed both thresholds.

Accordingly, text reference to the significance thresholds and their source is revised. The sixth sentence in the first paragraph on page 124 of the Draft EIR is revised as follows (revised text is underlined):

Emissions of NO_x resulting from natural gas and electric consumption would exceed the significance threshold of 55 pounds per day by approximately 130 pounds per day.

8-7. Comment noted. Please see response 8-2.

RESPONSES TO COMMENTS

Letter 8. Response to Comments from Dave Mitchell
San Joaquin Valley Unified Air Pollution Control District (Continued)

Comment
Number Response

TABLE 17: TOTAL OPERATIONAL PROJECT EMISSIONS (NET)

<u>Pollutant</u>	<u>Total Emissions (lbs/day)</u>	<u>Significance Thresholds (lbs/day)</u>	<u>Quantity Exceeding Significance Thresholds (lbs/day)^c</u>
ROG	278.45	55	223.45
NO _x	618.12	55	563.12
PM ₁₀	21.82	85	--

Note: Total operational emissions refer to the sum of stationary and mobile net emissions presented in Tables 15 and 16.

(--) Denotes pollutant did not exceed the threshold of significance.



FRESNO METROPOLITAN FLOOD CONTROL DISTRICT

File No. 210.83 "FF", "RR"

November 14, 1994

Maureen Brooks
CITY OF FRESNO
Development Dept., Planning Division
2600 Fresno St.
Fresno, CA 93721

Dear Maureen,

The District has reviewed the draft E.I.R. for the Central California Regional Medical Center, and request the following five changes be made:

Page 163

- 1) -54" line in McKenzie Avenue between McKenzie Avenue and Valeria Street. 9-1

This should be corrected to read:

-54" line in McKenzie Avenue between Diana Avenue and Valeria Street.

- 2) Roof drains should be directed onto landscaping to reduce water runoff on impervious surface into the storm drain system. 9-2

This should be corrected to read:

Roof drains shall drain onto and through landscaped areas to filter out pollutants in the rainfall and in dry air fallout.

- 3) Footnote 56 references correspondence on June 15, 1994. 9-3

This should be corrected to read:

Mr. Jeff Beck, Fresno Metropolitan Flood Control District Urban Development Review correspondence on May 11, 1994.

Maureen Brooks
November 14, 1994
Page Two

Page 245

- 4) Mr. Jeff Beck, Fresno Metropolitan Flood Control District
Urban Development Review correspondence on June 15, 1994. | 9.4

This should be corrected to read:

Mr. Jeff Beck, Fresno Metropolitan Flood Control District
Urban Development Review correspondence, May 11, 1994 and June
15, 1994.

Page 22

- 5) Roof drains should be directed onto landscaping to reduce
water runoff on impervious surface into the storm drain
system. | 9.5

This should be corrected to read:

Roof drains shall drain onto and through landscaped areas to
filter out pollutants in the rainfall and in dry air fallout.

If you should have any questions regarding this matter, please feel
free to contact the District.

Sincerely,


Jeff Beck
Design Technician II

JB/dl

Letter 9. Response to Comments from Jeff Beck
Fresno Metropolitan Flood Control District

Comment
Number Response

- 9-1. The text of the EIR is revised. The second bulleted proposed storm drain on page 163 is revised to read (new text is underlined):
- 54-inch line in McKenzie Avenue between Diana Avenue and Valeria Street;
- 9-2. The first bulleted mitigation measure on page 163 and page 22 is revised to read (new text is underlined):
- Roof drains shall drain onto and through landscaped areas to filter out pollutants in the rainfall and in dry air fallout.
- 9-3. Footnote No. 56 on page 163 of the EIR is revised to read (new text is underlined):
- Mr. Jeff Beck, Fresno Metropolitan Flood Control District, Urban Development Review, correspondence on May 11, 1994.
- 9-4. The reference to Mr. Jeff Beck on page 245 of the EIR is revised to read:
- Beck, Jeff, Fresno Metropolitan Flood Control District
- 9-5 Please refer to Response to Comment 9-2 above.



U.S. Department
of Transportation
**Federal Aviation
Administration**

San Francisco Airports District Office
831 Mitten Road
Burlingame, California 94010

October 3, 1994

City of Fresno
Development Department
Planning Division
Project Evaluation Section
2600 Fresno Street
Fresno, California 93727-1504
Attention: Ms. Maureen Brooks

Dear Ms. Brooks:

Draft EIR No. 10120
Central California Regional Medical
Center

We have reviewed the subject EIR and have no comments at this time.

10-1

If there are any questions, contact Jim Cavalier at (415)876-2927.

Sincerely,


Joseph R. Rodriguez
Supervisor, Planning and Programming

John L. Pfeifer
Manager, Airports District Office

OCT 16 1994

Letter 10. Response to Comments from Joseph R. Rodriguez
 Federal Aviation Administration

Comment
Number Response

10-1. Comment noted.



QTC MANAGEMENT, INC.

NORTHERN CALIFORNIA DIVISION

2600 Capitol Avenue, Suite 313
Sacramento, California 95816
(916) 443-6067 FAX (916) 447-2965

November 14, 1994

City Of Fresno
Ray Beach, Senior Planner
2600 Fresno Street
Fresno, CA 93721-3604

I am writing to express concerns over the Central California Regional Medical Center project. We understand that, as a result of this project, a section of Divisadero between North Fresno Street and Clark street will close in the near future. We were also told R Street would be eliminated, though timing is unclear. Additionally, we understand the building we now occupy as a lessee at 151 North Clark Street is scheduled for acquisition by Fresno Community Hospital and Medical Center (FHC/MC) as part of the fourth phase of the Medical Center project.

We certainly do not object to expansion of FHC/MC, and will vacate our current office when acquisition takes place. In the mean time, however, we do strongly object to closure of any portion of Divisadero between Clark Street and the 41 Freeway.

11-

Our facility is located at the corner of Divisadero and R Street. As you probably know, Divisadero is a major east/west artery. A sampling of our patients shows over eighty percent use Divisadero in conjunction with the 41 freeway to access our office. Obviously, closure of Divisadero would cause a serious hardship to patients attempting to access our office. The additional closure of R Street would all but isolate our facility. The resulting loss of income is unacceptable.

11-

When we made the decision to locate in Fresno we did so with an eye to the future. We purposefully located in an enterprise zone in efforts to become economic partners with the City, County and State. Closure of major thoroughfares that serve our facility is cause to reexamine our Fresno operation. We hope you seriously consider alternatives to the Divisadero and R Street closures.

11-

Sincerely,

John A. Gabby Jr.
Operations Coordinator

Letter 11. Response to Comments from John A. Gabby, Jr.
OTC Management, Inc.

Comment
Number

Response

11-1. Comment noted. The commentor's objections to the closure of Divisadero Street between Clark Street and Freeway 41 will be forwarded to the decisionmaker.

11-2. As discussed on page 184 of the EIR, the closure of Divisadero Street and R Street within the project boundaries would result in permanent changes to the circulation patterns in the area, and would change the method of access to many small businesses located in the vicinity of the project. While the commentor's office may be affected by these changes, it is not anticipated that this would result in a serious hardship to patients attempting to access the office, nor would the office be "all but isolated" as described by the commentor, for the following reasons:

1. QTC Management, Inc. is a medical group which performs physical examinations by appointment. Patients can be directed to the office by mail or telephone when confirming appointments. No loss of business is anticipated due to a decrease in drive-by traffic.
2. A number of easily-described alternative routes to the office would be available during the interim phases of the proposed project, including the use of Illinois Avenue to the north of Divisadero Street prior to Phase Two, and the use of Fresno Street and "Q" or "P" Street south of Divisadero Street throughout the construction of the proposed project.
3. Although QTC does not directly work with the Fresno Community Hospital/Medical Center, it would benefit from the proposed project as a member of the surrounding medical community.
4. As the commentor notes, the building QTC currently occupies would be acquired and demolished as part of the proposed project; thus, QTC will ultimately be vacated from their present location. As part of the proposed project, approximately 28 acres adjacent to the site are proposed to be rezoned C-P (Administrative and Professional Office) District, to accommodate the future development of uses compatible with the Medical Center. If the changes to access prove to be unacceptable to QTC, they could move prior to the acquisition of their building to a location within the newly designated C-P zones adjacent to the project site, and still benefit from proximity to medical laboratories and other facilities and location within an enterprise zone.

Letter 11. Response to Comments from John A. Gabby, Jr.
 OTC Management, Inc. (Continued)

Comment
Number

Response

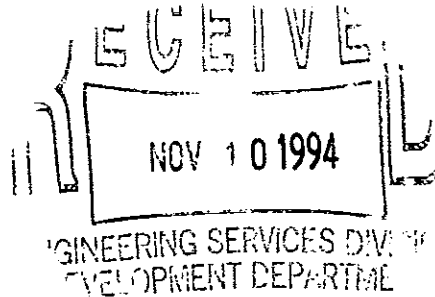
11-3. Comment noted. A project alternative which would not involve the closure of Divisadero Street within the project boundaries is presented in Section VI.D. of the EIR, beginning on page 240.

LOWELL/JEFFERSON NEIGHBORHOOD ASSOCIATION

Fresno, California

November 9, 1994

City of Fresno
Development Department
Planning Division
Project Evaluation Section
2600 Fresno Street
Fresno, California 93721



ATTENTION: Maureen Brooks

SUBJECT: Draft Environmental Impact Report No. 10120
CENTRAL CALIFORNIA REGIONAL MEDICAL CENTER

The Lowell/Jefferson Neighborhood Association, at its open Board Meeting held November 8th, voted unanimously to make the following comments:

Our Association fully supports the Regional Medical Center or the expansion of Fresno Community Hospital services at the Downtown location.

12-1

We do have concerns, however, that the Draft EIR does not adequately reflect impacts and mitigation measures for:

12-2

Closure of R and Divisadero Streets (including alternative routes and traffic on neighborhood streets)

Housing

12-3

Historic Preservation

12-4

We would also like to see the former Burnett Nursing Quarters (110 North Howard) and Hobart Park incorporated into project plans.

12-5

LOWELL/JEFFERSON NEIGHBORHOOD ASSOCIATION

A handwritten signature in cursive script that reads "Blanche Milhahn".

Blanche Milhahn, Secretary
Post Office Box 1135
Fresno, California 93715

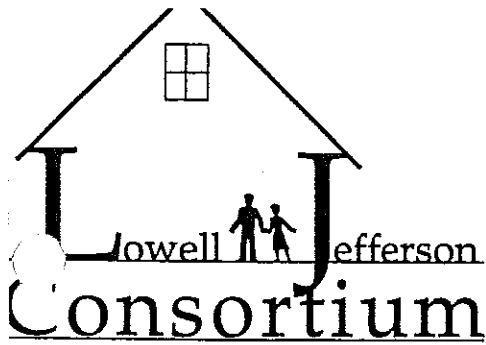
c: Councilman Robert Smith
Karen Waddell, Community Hospitals

Letter 12. Response to Comments from Blanche Milhahn
Lowell/Jefferson Neighborhood Association

Comment
Number

Response

- 12-1. Comment noted.
- 12-2. The traffic analysis prepared for the proposed project, which is summarized in Section IV.C. of the EIR beginning on page 85, and is included as Appendix C in the Technical Appendices to the EIR, includes the evaluation of the impacts related to the closure of Divisadero and R Streets. The three locations impacted by the proposed project (including the street closures), as identified on pages 102-105 in the EIR, would be mitigated to less than significant levels. In addition, a project alternative which would not involve the closure of Divisadero Street within the project boundaries is presented in Section VI.D. of the EIR, beginning on page 240.
- 12-3. Project impacts on housing are addressed in Section IV.J. of the EIR, beginning on page 175. As identified in that section, the proposed project is not anticipated to result in an increase in population in the Fresno area and would result in a net increase of approximately 3 housing units (a new 220-unit student/resident housing component would be constructed, and approximately 217 existing single-family residences would be demolished). As identified on page 178, the demolition of the 217 existing single-family residences would represent a significant impact to the current residents, and would require mitigation measures (identified on page 179). In addition to mitigating the impacts on the current residents through relocation assistance, the project would replace these existing units with 220 new units; therefore, no significant impacts would remain after mitigation.
- 12-4. The Historic Preservation discussion, Section IV.M., beginning on page 222 of the EIR, has been revised in response to the letter received from Mr. David P. Herb, with the City of Fresno Department of Housing and Revitalization. This letter is included in this document as Letter 1; please refer to the responses to this letter for revisions to the Historic Preservation discussion.
- 12-5. Please refer to Response to Comment 1-4 and 1-5.



City of Fresno
 Development Department
 Planning Division
 Project Evaluation Section
 2600 Fresno Street
 Fresno, CA 93721
Attention: Maureen Brooks

November 9, 1994

SUBJECT: Response to the Draft Environmental Impact Report No. 10120 Central California Regional Medical Center by the Lowell/Jefferson Consortium

We are very concerned about the possible demolition of several historical homes within the project site. It was our original understanding that those structures were to be rehabed for student and faculty housing, and we would like you to address the feasibility of this endeavor. | 13-1

If there is a possibility that some of the structures that Community Hospital owns are to be demolished, we propose that they be sold for \$1.00 to people in the Lowell/Jefferson area who own vacant lots and who would restore them as appropriate infill. We recommend providing public financing to facilitate owner-occupancy for working families who might like to live in our neighborhood. | 13-2

Furthermore, the National and local Register eligible building at 110-120 North Howard, formerly the Burnett Home for Nurses, would be most worthy of rehab and use as student housing or in some other capacity. | 13-3

We would like to see you address the possibility as well of retaining the Hobart Park, established in 1906, one of the area's few open spaces and a historical landmark in its own right. | 13-4

Finally, the EIR should adequately address the impacts and mitigation measures to be taken concerning the closure of Divisadero and R Streets. | 13-5

Sincerely Yours,

The Lowell/Jefferson Consortium

Letter 13. Response to Comments from the Lowell/Jefferson Consortium

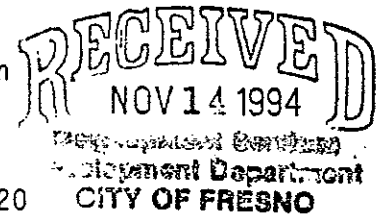
Comment
 Number

Response

- 13-1. The rehabilitation of existing homes for use as student and faculty housing is not feasible. The anticipated number of students and residents could not be accommodated through the use of the existing homes. Higher-density multi-family housing is required to house the anticipated number of students and residents and free portions of the current residential land for the development of medical center uses. A mitigation measure offering homes to be demolished for sale and relocation has been added. Please refer to Response to Comment 1-2.
- 13-2. Please refer to Response to Comment 1-2.
- 13-3. Please refer to Response to Comment 1-4.
- 13-4. Please refer to Response to Comment 1-5.
- 13-5. Please refer to Response to Comment 12-2.

November 14, 1994

Rayburn R. Beach, Senior Planner
City of Fresno Development Department Planning Division
2600 Fresno Street
Fresno, California 93721-3604



Subject: DRAFT ENVIRONMENTAL IMPACT REPORT NUMBER 10120
CENTRAL CALIFORNIA REGIONAL MEDICAL CENTER

The historic resources section of the draft environmental impact report for the Central California regional Medical Center is seriously flawed in several ways:

- 1. The draft report seems to have limited the study area to the 58 acres of the project site. This is far too restrictive to address impacts to historic resources. 14-1
- 2. It appears that no comprehensive survey of historic resources was conducted in conjunction with the draft report. This has critically limited historic resources information provided by the draft report. 14-2
- 3. Mitigation measures, as proposed in the draft report, are far too minimal to provide adequate protection to historic resources and do not bring project impacts to an "acceptable level". 14-3

To correct these flaws, the Environmental Impact Report should increase the historic resources study area to include not only the 58 acre project site but also the 28 acres, "affected by rezoning and plan amendments associated with the proposed project.". The City of Fresno, "anticipates committing to the improvement of residential areas adjacent to the site". These areas should also be included in the historic resources study area. It is also common to include properties that are directly adjacent to areas that are affected by projects of this type; this should be done in this case as well. 14-4

Because of the impact to historic resources caused by the anticipated closure of Divisadero and R streets, the historic resources study should also cover properties lining: East Belmont Avenue between North Blackstone Street and North Fresno Street; North Blackstone and North Abby Streets between Divisadero Street and East Belmont Avenue; Fresno and North Fresno Streets between O Street and East Belmont Avenue; O and P Streets between Divisadero Street and Fresno Street; and Divisadero Street between Fresno Street and Freeway 41. 14-5

In order to provide maximum information relating to historic resources in the study areas mentioned above, the results of the Fresno City Supplementary Historic Building Survey, dated September 30, 1994, as well as the Survey Working Binders should be fully incorporated into the Environmental Impact Report. 14-6

Finally mitigation measures for historic resources in the study area 14-7

should realistically reduce project impacts to an acceptable level by incorporating or relocating all historic resources on the project site and include language that provides for protection of historic resources within the sphere of influence of the project.



Charles J. Pansarosa
1471 North Safford Avenue
Fresno, California 93728-1637

Letter 14. Response to Comments from Mr. Charles J. Pansarosa

Comment
Number

Response

14-1. The historic resources section, Section IV.M. of the EIR beginning on page 222 of the EIR, identifies all properties listed or eligible for listing on the Local and National Registers within the project area, as shown in Figure 34 on page 226. The study area was not limited to the 58-acre project site, but included the 28 acres affected by rezoning and plan amendments associated with the proposed project, as well as the general surrounding area.

Revisions have been made to this section in response to comments received from the City of Fresno, Department of Housing and Revitalization. Please refer to Response to Comments 1-1 through 1-9 earlier in this document.

14-2. As discussed on page 222 of the EIR, a records search of the cultural resources site records files at the Southern San Joaquin Valley Information Center was conducted. These files include known and recorded archaeological and historic sites, inventory and excavation reports, and properties listed on the National Register of Historic Places, the California Historical Landmarks, and the California Inventory of Historic Resources. In addition, the Fresno City and County Historical Society was consulted during the preparation of the EIR regarding potential impacts to historic structures in the area.

A Supplemental Historic Building Survey dated September 30, 1994 was prepared by John Edward Powell for the City of Fresno Historic Preservation Commission. This study was not available during preparation of the Draft EIR, but has been incorporated in Response to Comment 1-1 earlier in this document.

14-3. The mitigation measure identified in the Draft EIR has been replaced with a new measure in Response to Comment 1-2. The Level of Significance After Mitigation identified in the EIR has been revised in Response to Comment 1-3.

14-4. Please refer to Response to Comment 14-1 above.

14-5. These areas were covered in the historic resources study. Please refer to Response to Comment 14-1 above.

14-6. Please refer to Response to Comment 1-1 earlier in this document.

14-7. Please refer to Response to Comment 14-3 above.

3.0 REVISIONS, CORRECTIONS, AND ADDITIONS TO THE DRAFT EIR

Page 105 The last bulleted measure is revised as follows (new text is in bold):

- **Divisadero Street and Northbound SR 41 On-ramp.** Provide adequate storage length for the westbound right-turning vehicles. Currently, the right-turn pocket is approximately 100 feet in length. It is recommended that the storage length be increased to approximately 225 feet in order to allow the right-turning vehicles to enter the lane without being blocked by the queue caused by the through movement.⁹

Provide dual eastbound Divisadero Street to northbound SR-41 left turn lanes.

Installation of a second controller to allow easier coordination.

Interconnect cable to allow hard wire connection with other intersections in the area (presently time based).

Page 119 Table 14, *Air Quality Data Summary (1990-1992) for the Fresno Area*, is revised as follows (revisions are shown in bold):

(Table 14 shown on next page)

Page 122 The third sentence in the first full paragraph is revised as follows (revised text is underlined):

The state ambient PM₁₀ standard is exceeded an average of 72 days out of an average of 104 observation days per year between 1990 and 1992 in the San Joaquin Valley (see Table 14), and construction-related dust would contribute to these excesses in the project vicinity.

Page 124 The sixth sentence in the first paragraph is revised as follows (revised text is underlined):

Emissions of NOx resulting from natural gas and electric consumption would exceed the significance threshold of 55 pounds per day by approximately 130 pounds per day.

TABLE 14: AIR QUALITY DATA SUMMARY (1990-1992) FOR THE SAN JOAQUIN VALLEY^a

Pollutant	Standard ^b	1990	1991	1992
<u>Ozone (O₃)</u>				
Highest 1-hr average, ppm ^c	0.09	<u>0.17</u>	<u>0.18</u>	<u>0.16</u>
Number of days when standard was exceeded ^d		130	131	124
Number of hours when standard was exceeded ^e		648	710	630
<u>Carbon Monoxide (CO)</u>				
Highest 1-hr average, ppm ^c	20.0	14.0	15.0	13.0
Number of days when standard was exceeded ^d		0	0	0
Highest 8-hr average, ppm ^c	9.0	<u>10.9</u>	<u>10.4</u>	7.6
Number of days when standard was exceeded ^d		1	1	0
<u>Particulate Matter-10 Micron (PM₁₀)</u>				
Highest 24-hr average, µg/m ³ ^c	50	<u>439</u>	<u>279</u>	<u>183</u>
No. of days std. was exceeded ^d /No. of observations		79/110	70/101	66/101

NOTE: - Underlined values indicate an excess of applicable standard.

- Ozone and PM₁₀ data are for the entire San Joaquin Valley and CO data are for the urban area of Fresno provided by the San Joaquin Valley Unified Air Pollution Control District.
- State standard, not to be exceeded.
- ppm - parts per million; µg/m³ - micrograms per cubic meter.
- Refers to the number of days in a year during which at least one excess was recorded.
- Refers to the number of hours in a year during which at least one excess was recorded.

SOURCE: San Joaquin Valley Unified Air Pollution Control District, Air Quality Data Summaries, 1990-1992.

Page 125 The significance thresholds for ROG, NO_x, and PM₁₀ presented in Table 15 are revised to reflect the San Joaquin Valley Unified Air Pollution Control District's interim thresholds of significance as follows (revisions are shown in bold):

Page 125 The following mitigation measure is added following the second bulleted measure:

- To promote the use of public transit, the project applicant shall implement the following measures as a part of the Transportation Management Plan required by the San Joaquin Valley Unified Air Pollution Control District for employers with more than 100 employees:

TABLE 15: ESTIMATED NET EMISSIONS FROM ON-SITE NATURAL GAS
COMBUSTION AND OFF-SITE ELECTRICAL GENERATION

Pollutant	Emission Factor (lbs/10 ⁶ cf) ^a	Estimated Net Emissions (lbs/day) ^b	Emission Factor (lbs/10 ³ kWh) ^a	Estimated Net Emissions (lbs/day) ^c	Total Net Emissions (lbs/day)	Significance Thresholds (lbs/day)
ROG	5.3	1.97	0.01	1.23	3.20	55
NO _x	120.0	44.64	1.15	140.94	185.58	55
PM ₁₀	0.2	0.07	0.04	4.90	4.97	85

- a. Emission factors from the *CEQA Air Quality Handbook*.
- b. Based on an estimated net natural gas consumption of 135,768,100 cubic feet per year.
- c. Based on an estimated net electric consumption of 44,734,392 kWh per year.
- d. Significance thresholds established by the San Joaquin Valley Unified Air Pollution Control District.

Source: South Coast Air Quality Management District, *CEQA Air Quality Handbook*, April 1993; San Joaquin Valley Unified Air Pollution Control District, *Comments on the Draft EIR*, November 10, 1994.

- The project applicant shall consider reducing the number of parking spaces provided for employees, charging parking fees to employees who do not rideshare, and subsidizing transit passes for employees using public transit.
- The project applicant shall coordinate with the Fresno Area Express in the location and development of bus stops to be integrated into the design of the proposed project.
- The project applicant shall coordinate with the Fresno Area Express in the evaluation of employee transportation needs, including coordinating shift start and stop times to coincide with bus time schedules and considering compressed work weeks and flexible schedules to allow employees to take advantage of off-peak bus services.
- The project applicant shall coordinate with Fresno County Rideshare to promote rideshare options.

The following measures are added as the last bullet items under Mitigation Measures:

- The applicant shall explore the feasibility of providing an alternative-fueled or electric shuttle bus during lunch hours to nearby downtown restaurants and services and to transit connections at shift changes to help reduce cold start emissions and work trips.
- The applicant shall plan to develop and/or redevelop the surrounding area with pedestrian-oriented uses and services, providing destinations that are safe, walkable, and interesting, encouraging walking, bicycling, and transit use to reduce pollutant emissions.

Mitigation measures included in Section IV.C., Traffic and Circulation, which reduce project traffic, would also reduce project air quality impacts.

Page 126 The significance thresholds for ROG, NO_x, and PM₁₀ presented in Table 16 are revised to reflect the San Joaquin Valley Unified Air Pollution Control District's interim thresholds of significance as follows (revisions are shown in bold):

Page 127 The significance thresholds for ROG, NO_x, and PM₁₀ presented in Table 17 are revised to reflect the San Joaquin Valley Unified Air Pollution Control District's interim thresholds of significance as follows (revisions are shown in bold):

Page 163 The second bulleted proposed storm drain is revised to read (new text is underlined):

- 54-inch line in McKenzie Avenue between Diana Avenue and Valeria Street;

Page 163 The first bulleted mitigation measure on page 163 is revised to read (new text is underlined):

- Roof drains shall drain onto and through landscaped areas to filter out pollutants in the rainfall and in dry air fallout.

Page 163 Footnote No. 56 is revised to read (new text is underlined):

Mr. Jeff Beck, Fresno Metropolitan Flood Control District, Urban Development Review, correspondence on May 11, 1994.

Page 165 The following mitigation measures are added after the first bulleted measure:

- Any changes in water supply, such as relocation of supply mains, addition of reduced-pressure back flow prevention devices at new property lines, or any other changes that will reduce available pressures, will require the existing fire pump and/or piping to be upsized to maintain approved sprinkler densities throughout the buildings.

TABLE 16: ESTIMATED NET MOBILE SOURCE EMISSIONS

<u>Pollutant</u>	<u>Emission Factor (grams/mile)^a</u>	<u>Estimated Net Emissions (lbs/day)^b</u>	<u>Significance Thresholds (lbs/day)^c</u>
ROG	0.98	275.25	55
NO _x	1.54	432.54	55
PM ₁₀	0.06	16.85	85

- a. Based on EMFAC7F emission factors.
- b. Based on 24,522 daily trips (as estimated in the Site Traffic Analysis), which are equivalent to approximately 127,514 vehicle miles per day.
- c. Significance thresholds established by the San Joaquin Valley Unified Air Pollution Control District.

Source: Caltrans, Division of New Technology, Materials and Research, EMFAC7F Rates; San Joaquin Valley Unified Air Pollution Control District, Comments on the Draft EIR, November 10, 1994; Barton-Aschman Associates, Inc., *Draft Site Traffic Analysis for the Central California Regional Medical Center*, June 20, 1994.

- Access requirements and any additional water requirements for the proposed project will be addressed upon site plan review.

Page 222 The following paragraph is added following the second paragraph:

A Supplementary Historic Building Survey dated September 30, 1994 was prepared by John Edward Powell for the City of Fresno Historic Preservation Commission. This survey reassessed approximately 2,490 properties, consisting of public landscapes, industrial structures, residences, churches, commercial and municipal buildings, and objects of public art within approximately 1,500 acres bounded by the Freeway 180 alignment on the north, Freeway 41 on the east, and Freeway 99 on the west. The survey identified four properties within the project boundaries for consideration for nomination to the Local Register of Historic Places: 261 North Thesta Street (Map No. 56), which the survey also identifies as appearing eligible for the National Register; 264 North Howard Street (Map No. 52); 159 North Thesta Street (Map No. 54); and Hobart Park (Map No. 60).

Page 225 Table 31 is revised to include Hobart Park (Map No. 60).

TABLE 17: TOTAL OPERATIONAL PROJECT EMISSIONS (NET)

<u>Pollutant</u>	<u>Total Emissions (lbs/day)</u>	<u>Significance Thresholds (lbs/day)</u>	<u>Quantity Exceeding Significance Thresholds (lbs/day)^c</u>
ROG	278.45	55	223.45
NO _x	618.12	55	563.12
PM ₁₀	21.82	85	--

Note: Total operational emissions refer to the sum of stationary and mobile net emissions presented in Tables 15 and 16.

(--) Denotes pollutant did not exceed the threshold of significance.

Page 226 Figure 34 is revised to include Hobart Park.

Page 229 The first paragraph under Impact Cultural-2 is revised to read as follows (new text is underlined):

As shown in Figure 34, there are three properties listed on the Local Official Register of Historic Places located within the project boundaries: the McKay Home (Map No. 4), the Fire Alarm Station (Map No. 7), and the Rutherford Home (Map No. 37). No actions that would affect the Fire Alarm Station are proposed, and the Rutherford Home was demolished in 1981. The McKay Home, however, is located on the portion of the site designated for UCSF student townhouses, and would be demolished or removed in the implementation of the proposed project. Nine other structures on the project site which are considered for nomination to the Local Official Register of Historic Resources would be demolished or removed in the implementation of the proposed project. These structures include the following:

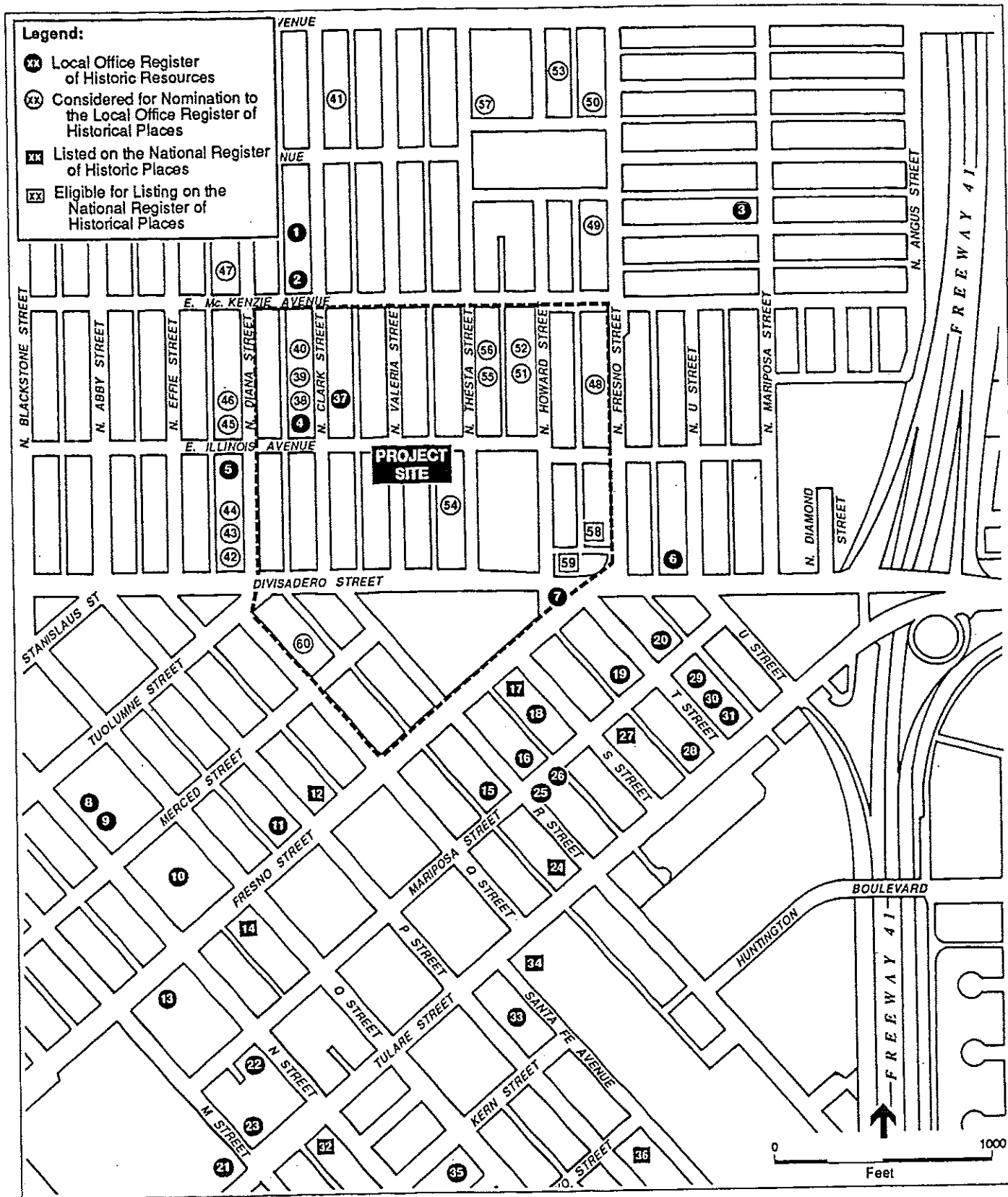
- 227-229 North Clark Street
- 245 North Clark Street
- 269 North Clark Street
- 249-251 North Fresno Street
- 245 North Howard Street
- 264 North Howard Street
- 159 North Thesta Street

TABLE 31: LIST OF HISTORIC PROPERTIES WITHIN AND ADJACENT TO THE
PROPOSED CCRMC CAMPUS - (Continued)

Map No.	Property Name	Address	Status
*51.	No Name	245 North Howard St.	Considered for Nomination to Local Register
*52.	No Name	264 North Howard St.	Considered for Nomination to Local Register
53.	No Name	458 North Howard St.	Considered for Nomination to Local Register
*54.	No Name	159 North Thesta St.	Considered for Nomination to Local Register
*55.	No Name	246 North Thesta St.	Considered for Nomination to Local Register
*56.	No Name	261 North Thesta St.	Considered for Nomination to Local Register
57.	No Name	401 North Thesta St.	Considered for Nomination to Local Register
58.	Eaton Flats Apartment Building	121-131 North Fresno Street	Eligible for listing on the National Register
59.	No Name (formerly Burnett Home for Nurses)	120 North Howard Street	Eligible for listing on the National Register
<u>60.</u>	<u>Hobart Park</u>	<u>Merced and O Streets</u>	<u>Considered for nomination to Local Register</u>

* Structures that would be demolished or removed as a result of project implementation.

Source: City of Fresno, Historic Resources Survey, 1977; Central Area Community Plan and Final EIR, 1989; Fresno City and County Historical Society, 1994.



SOURCE: City of Fresno / Development Department / Planning Division.

Central California Regional Medical Center / 940012 ■

Figure 34
Historic Structures Map

- 246 North Thesta Street
- 261 North Thesta Street

In addition, Hobart Park, which is eligible for nomination to the Local Official Register of Historic Resources, would be removed for implementation of the proposed project.

Page 230

The following mitigation measure replaces the existing measure:

- Prior to demolition, the City shall offer for sale all homes acquired within the project boundaries to buyers wishing to relocate the homes. All homes shall be offered for sale a minimum of 180 days; buyers would have a maximum of 180 days following the sale in which to relocate the home. Preference will be given to buyers intending to relocate homes within the Lowell-Jefferson and "L"-Street areas.

The text under Level of Significance After Mitigation is revised as follows (new text is underlined):

Implementation of the recommended mitigation measure would reduce project impacts on relocatable structures to an acceptable level. The demolition of the Burnett Home for Nurses and Hobart Park would remain a significant adverse impact.

Page 245

The reference to Mr. Jeff Beck is revised to read:

Beck, Jeff, Fresno Metropolitan Flood Control District

CCB S. SHORT
J. BURKE
FILE



Bryn Forhan
Vice-President, Government Relations
126 N. Fresno St.
Fresno, California 93701
OFFICE: (559) 459-2963 FAX: (559) 459-2970
bbatrich-forhan@communitymedical.org

TO: Mark

Return to My Office For Your Information
 For Your Action For Your Signature
 Call Me

Bryn asked me to
send this to you

Date: 11/12/01

Cheri Beasley, Executive Secretary
(559) 459-2963

CRMC Expansion Program
NOV 13 2001
Community Medical Centers