

SUTTER MEDICAL CENTER, CASTRO VALLEY, REPLACEMENT HOSPITAL PROJECT

Responses to Comments / Final Environmental Impact Report
SCH No. 2008052019

Prepared for
County of Alameda

March 2009

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CHAPTER I

Introduction

A. CEQA Process

Pursuant to State and local guidelines for implementing the California Environmental Quality Act (Public Resources Code Section 21000, et seq.) and the State CEQA *Guidelines* (California Code of Regulations Section 15000, et seq.) promulgated thereunder, together “CEQA”, the Alameda County Community Development Agency (ACCD A), as Lead Agency, has prepared this Environmental Impact Report (EIR) as an informational document presenting the environmental analysis of the Sutter Medical Center, Castro Valley, Replacement Hospital Project (“SMCCV Project” or “Proposed Project”) for public review and for agency decision-makers to use in their consideration of the Proposed Project .

On December 4, 2008, ACCDA released the Draft EIR for the Proposed Project for a 46-day public review and comment period which ended on January 20, 2009. The Draft EIR was distributed to governmental agencies, organizations, and persons interested in the Proposed Project, including those that responded to the May 5, 2008 Notice of Preparation (NOP) of the Draft EIR. During the public review and comment period, ACCDA received written comments on the Draft EIR. Spoken comments were received during the Castro Valley Municipal Advisory Council Public Hearing on December 15, 2008, and during the Alameda County Planning Commission Public Hearing on January 5, 2009. All comments received on the Draft EIR, and ACCDA’s responses to those comments, are presented in this document, as described below.

B. Consideration of the Final EIR

The information contained in this EIR is subject to review and consideration by Alameda County, including the Castro Valley Municipal Advisory Council, the Alameda County Planning Commission and the Alameda County Board of Supervisors, and is further subject to review by any responsible agencies prior to the County’s or responsible agency’s decision to approve, reject or modify the Proposed Project. The Alameda County Planning Commission and Board of Supervisors must ultimately certify that they have independently reviewed and considered the information in the EIR and that the EIR has been completed in conformity with the requirements of CEQA. The Board of Supervisors must make this determination before any decision can be made regarding the Proposed Project (except that the Alameda County Planning Commission may certify the EIR first if it is acting first on the subdivision map proposed for the Project). Pursuant to CEQA *Guidelines* Section 15091, no public agency, such as Alameda County, shall approve or carry out a project for which an EIR has been certified which identifies one or more

significant effects of the project, unless the public agency makes one or more of the following findings:

- (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
- (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such agency.
- (3) Specified economic, legal, social, technological, or other considerations, including provisions of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

The County will present its determination of the above findings prior to acting on the Proposed Project and separate from this document.

C. Contents of the Final EIR

ACCCA has prepared this document pursuant to CEQA *Guidelines* Section 15132 which specifies the following pertaining to the contents of a Final EIR:

“The Final EIR shall consist of:

- (a) The Draft EIR or a revision of that draft.
- (b) Comments and recommendations received on the Draft EIR either verbatim or in a summary.
- (c) A list of persons, organizations, and public agencies commenting on the Draft EIR.
- (d) The response of the Lead Agency to significant environmental points raised in review and consultation process.
- (e) Any other information added by the Lead Agency.”

This Response to Comments document, together with the Draft EIR and the Mitigation Monitoring and Reporting Program (MMRP) (provided under separate cover), constitute the Final EIR for the Proposed Project. Due to the length of the text in the Draft EIR, its text is not included within this Response to Comments document; however, it is included by reference as part of the Final EIR.

D. Organization of this Document

Following this introductory chapter, this Responses to Comments / Final EIR document is organized as described below.

- Chapter II, *Project Overview*, summarizes the Proposed Project as presented in Chapter III of the Draft EIR (Project Description), as well as any refinements or additional detail (e.g. modifications to the proposed Stanton Avenue landscaping and “green” sound wall (referred to in the Draft EIR as “living wall” and to the central mechanical yard area) that the Project Sponsor has developed and provided to the County since publication of the Draft EIR.
- Chapter III, *Commenters on the Draft EIR*, lists all agencies, organizations and individuals that submitted written comments on the Draft EIR during the public review and comment period, and/or that commented at the public hearings on the Draft EIR.
- Chapter IV, *Revisions to the Draft EIR*, contains text modifications to the Draft EIR initiated by the Lead Agency or resulting from comments received on the Draft EIR. None of the modifications (e.g., corrections and clarifications) to the Draft EIR constitute *significant new information* pursuant to Section 15088.5 of the CEQA Guidelines.
- Chapter V, *Responses to Written Comments Received on the Draft EIR*, contains each of the comment letters received on the Draft EIR and presents individual responses to the specific comments raised in each letter.
- Chapter VI, *Responses to Comments Received at the Castro Valley Municipal Advisory Council Public Hearing on the Draft EIR*, includes a transcript of the Municipal Advisory Committee public hearing on the Draft EIR and presents responses to the specific comments received.
- Chapter VII, *Responses to Comments Received at the Alameda County Planning Commission Public Hearing on the Draft EIR*, includes a transcript of the Alameda County Planning Commission public hearing on the Draft EIR and presents responses to the specific comments received.

Appendices to this document follow Chapter VII and include the public agency mailing lists for the Draft EIR (Appendix A) and supplemental historical evaluations (Appendix B).

CHAPTER II

Project Overview

A. Project Summary

Sutter Medical Center, Castro Valley (“SMCCV” or “Project Sponsor”), an affiliate of Sutter Health, proposes to develop the Sutter Medical Center, Castro Valley, Replacement Hospital Project (“SMCCV Project” or “Proposed Project”). The SMCCV Project is undertaken in accordance with the Alquist Hospital Facilities Seismic Safety Act of 1983 and California Senate Bill 1953, which requires the replacement or seismic retrofit of existing acute care facilities that do not meet current earthquake resistant standards for hospitals prior to the compliance date of January 1, 2013.

Site Location

The Project Site is 18.97 acres (generally the existing Eden Medical Center Campus plus two adjacent parcels fronting on Stanton Avenue) in the unincorporated Castro Valley Area of Alameda County, California. The Project Site is bound by Lake Chabot Road to the east, Renton Way and Congress Way to the south, Stanton Avenue to the west, and Somerset Avenue to the north, with residential, commercial and medical uses neighboring the Project Site immediately north and south within this block.

Key Components of the Project and Phasing

The Proposed Project will ensure that medical services will continue to be provided by a licensed acute care hospital on Project Site in Castro Valley without disruption during construction and thereafter. The following sequence of activity is proposed to occur on the Project Site over a continuous period of approximately 4.5 years, starting in mid-2009 with planned completion by the end of 2013:

- Demolish approximately 20,000 square feet of existing medical office buildings (MOBs)
- Demolish an Existing 42-unit apartment building (Pine Cone Apartments)
- Relocate an existing helistop (approximately 185 feet) within the Project Site
- Construct an approximately 230,000 square-foot, 6 to 7 story modern, efficient acute care hospital containing approximately 130 licensed beds in private, single-patient rooms, including the following key components: inpatient care, diagnostic treatment functions,

emergency department with trauma services, a universal care unit and ancillary support services (“New Hospital”)

- Simultaneously construct an 80,000-square-foot, four-story medical office building adjacent to and connected at each level to the New Hospital (via a covered, open-air bridge between the building at above-ground levels) (“MOB”)
- Demolish the six-story, 235,500 square-foot Eden Medical Center Hospital containing approximately 178 licensed beds and which does not meet current earthquake-resistant standards for hospitals as mandated by State law. (“Existing Hospital”)
- Demolish the existing approximately one story 49,250 square-foot Laurel Grove Rehabilitation Hospital containing approximately 31 licensed beds
- Develop/redevelop new surface parking, campus circulation, and other site improvements (landscaping, stormwater drainage improvements, etc.) at the Project Site to accommodate the Proposed Project.

A development phasing scenario in which the MOB would be developed after completion of the New Hospital (instead of concurrent, as the Proposed Project plans), would require up to six years, and is evaluated in the Draft EIR. A preferred or more likely scenario that would demolish the existing Laurel Grove Rehabilitation Hospital at an earlier phase than the Proposed Project plans is also considered in the Draft EIR.

Amendments to the General Plan, Specific Plan, and Zoning Ordinance

The Proposed Project also entails amendments to the *Castro Valley Plan* and the *Castro Valley Central Business District Specific Plan* primarily to (1) expand the existing land use designation and boundaries to include the entire Project Site, and (2) to modify policy and goal language to support the proposed hospital and related land uses within the Project Site. The Project Sponsor also proposes that the County establish a Planned Development zoning district and adopt a land use and development plan for the Proposed Project, which would establish the development standards and controls for the Project Site (including process for architectural design review and approval).

B. Project Refinements Since Publication of the Draft EIR

After publication of the Draft EIR, the Project Sponsor refined specific elements of the Proposed Project that were described and evaluated in the Draft EIR. These refinements are described and assessed below and do not result in changes to the environmental impact determinations identified in the Draft EIR.

Description

Stanton Avenue Landscaped Berm and “Green” Sound Wall

The Draft EIR initially describes on page III-24 that the Proposed Project would incorporate along a section of Stanton Avenue a “living wall” (a wall with vegetation imbedded in the surface) and landscaped berm. As described in the Draft EIR, the landscaped berm would consist of planting and landscape materials and, combined with the living wall, would substantially screen the central utility yard (also referred to as “central mechanical yard” in the Draft EIR) enclosure and loading dock area of the New Hospital from off-site locations west of Stanton Avenue and would reduce operational noise associated with the loading dock and outdoor mechanical yard operations that would be perceived by residential uses directly west of the New Hospital. Draft EIR Figure III-9, Landscape Site Plan, depicts the proposed landscaped berm area and general configuration and location to the central utility yard and loading area.

The Draft EIR further describes the proposed living wall (starting on page IV.B-11 in *Aesthetics* analysis section and on page IV.E-27 in the *Noise* analysis section) as including a seat wall and states that the landscaped berm area would incorporate native Redwood trees and accent plants. The living wall was proposed to be set back approximately 54 feet from the Stanton Avenue right of way and would be effectively approximately 15 feet high, with a 12-foot high wall on top of a 3-foot high berm that would be built up along its base. The living wall was proposed to extend approximately 150 feet between the two northernmost Stanton Avenue driveways to the Project Site and would be a visible change to the visual character along Stanton Avenue.

Refinements proposed by the Project Sponsor pertain to an alternative approach to a “living wall” that imbeds vegetation within its wall structure. Since publication of the Draft EIR the Project Sponsor’s site development contractors have continued detailed design development to identify or confirm the most cost- and operationally-effective site treatments for the Proposed Project, respective of the impacts and mitigation measures identified in the Draft EIR. During this process, a qualified licensed landscape architect identified considerations of durability and relatively high maintenance associated with the “living wall” product based on consultations with installation and landscape maintenance contractors. Upon recommendation by the Project Sponsor’s landscape architect, the Proposed Project will incorporate a “green” sound wall, which is a landscaped berm coupled with a sound wall planted with clinging vinery (versus vegetation imbedded within a wall), which will provide the same attractive visual screening and effective noise reduction described in the Draft EIR (see *Impact Assessment*, below).

Figure II-1 below is a more detailed site plan and section of the proposed landscaped berm and sound wall. The refinement reduces by 6 inches the distance between Stanton Avenue (face of curb) and the back of the proposed sound wall (originally 27 feet, now reduced to 26 feet-6 inches, as depicted in **Figures II-2a and II-2b**, below).

As described in the Draft EIR, the landscaped berm will continue to incorporate extensive California native Redwood tree and mixed textures of native shrubbery and vinery as the

understory. Additional detail to what is described in the Draft EIR includes the proposed variety of bamboo plantings placed directly in front of the sound wall and use of accent flowering trees and aromatic evergreen. Notably, bamboo planted along the proposed noise wall can extend above the height of the proposed sound wall, which remains effectively approximately 15 feet high (12 feet above the base of the berm).

Central Utility Yard Area and Setback

Detailed design development by the Project Sponsor's mechanical and electrical engineers has also resulted in an increase to the area required for central utility yard proposed west of the New Hospital. The area must be enlarged to properly support the mechanical and utility functions of the New Hospital. As a result of enlarging the yard, the distance between the Stanton Avenue (face of curb) and the west face of the central utility yard (closest to Stanton Avenue) is reduced 3 feet-4 inches (originally 57 feet, now reduced to 53 feet-8 inches), as depicted in **Figures II-2a and II-2b**, below. The distance between the central utility yard and the nearest residential property lines along Stanton Avenue are thereby reduced from 195 feet to 191 feet-8 inches.

Impact Assessment

The Proposed Project refinements described above relate to the potential visual quality (aesthetics) and noise effects of the Proposed Project, which are discussed below.

Neither changes to the treatment (i.e., landscaping on and adjacent to the sound wall instead of imbedded in a wall) or depth (i.e., reduced 6 inches) of the landscaped berm and sound wall along Stanton Avenue, nor the 3 foot-4 inch location shift of the central utility yard would affect any other environmental topics or impact findings identified in the Draft EIR.

Visual Character or Quality

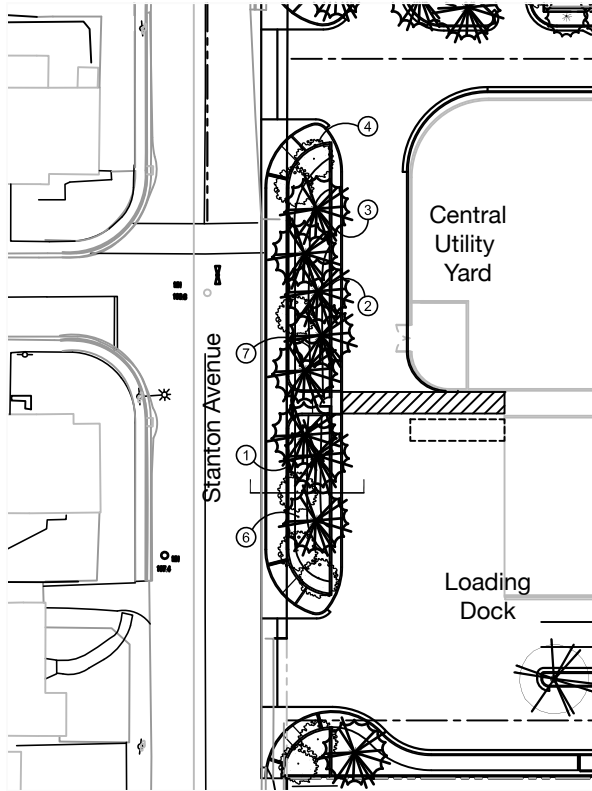
Implementation of a 15-foot high vine-covered sound wall instead of a 15-foot high "green" sound wall with vegetation incorporated into its structure, and relocated 6 inches west (closer to Stanton Avenue) would not substantially change the less-than-significant visual character or quality impact of the Proposed Project (Impact AES-2). The modified landscaped berm and sound wall would extend the same length along Stanton Avenue (150 feet) and would largely screen views of the central utility yard from off-site locations, except, as described in the Draft EIR, views through the two unobstructed driveways to the site (one at each end of the berm/sound wall) from Stanton Avenue. The 6-inch reduction in distance between Stanton Avenue and the back of the sound wall would not reduce the effectiveness of the landscaped berm and sound wall as a visual screen. Use of vinery and bamboo on and abutting the sound wall, presented herein as additional detail to that in the Draft EIR, is considered additional visual enhancement along Stanton Avenue. Therefore, as modified, the Proposed Project would continue to change, but not substantially degrade, the existing visual character and quality of the Project Site and its surroundings upon completion.

Operational Noise (Central Utility Yard / Loading Dock)

Increasing the area of the central utility yard, resulting in its westernmost face being located 3 feet- 4 inches closer to Stanton Avenue and residential property lines along Stanton Avenue, will not substantially change the Proposed Project's operational noise impact from the central utility yard / loading dock area (Impact NOI-4: less-than-significant with implementation of mitigation measures).

To summarize the discussion starting on page IV.E-27 of the Draft EIR, the estimated daytime and nighttime noise levels from the central utility yard that would be perceived by the nearest residential properties would exceed the Alameda County exterior noise limits for residential uses and would be a significant impact. This would continue to be the case with the face of the yard being closer to these residential uses. The Project Sponsor would continue to implement Mitigation Measures NOI-4a through NOI-4g, to reduce noise levels associated with the central utility yard. Also, the yard will continue to be designed as described in the Draft EIR (i.e., two levels below-grade, covered by an open grate platform and surrounded by a 12-foot high acoustically-treated wall). The Project Sponsor will also continue to select quiet type equipment of recent manufacture that adhere to specific not-to-exceed sound power levels (identified in Appendix E.1 to the Draft EIR) to ensure compliance with Noise Ordinance standards at adjacent residential property lines.

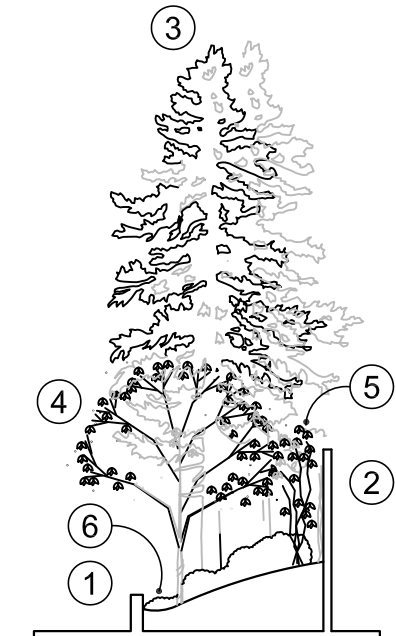
In addition, neither the change in the treatment (i.e., landscaping on and adjacent to the sound wall instead of imbedded in a wall) or depth (i.e., reduced 6 inches) of the landscaped berm and sound wall along Stanton Avenue, nor the location shift of the central utility yard will affect the noise impacts associated with delivery truck activity at the loading dock west of the New Hospital (Impact NOI-5: significant and unavoidable). The predicted noise levels received by residential uses west of the Project Site would continue to exceed Noise Ordinance requirements, and the Proposed Project will continue to implement the loading dock operational measures in Mitigation Measure NOI-5a. However, since the Proposed Project would still not incorporate a solid retractable barrier gate at the Stanton Avenue driveway at the loading dock, the impact would continue to be significant and unavoidable, as identified in the Draft EIR.



Stanton Frontage Landscape Plan

Stanton Frontage Design Legend

- 1 low retaining wall, +/- 36", w/ skateboard clips
- 2 sound wall
- 3 typical evergreen tree - Sequoia (Redwood)
36" & 24" box
- 4 typical flowering tree, 24" box
- 5 sound wall treatment - clinging vinery on wall,
bamboo and mahonia plantings immediately
in front of wall, 15 gallon, (as shown in section)
3 bamboo varieties plus mahonia
'golden abundance' to provide a
multi-textural look
- 6 typical shrubbery (natives and
drought tolerant varieties)
- 7 contours, 1' (+3' grade)

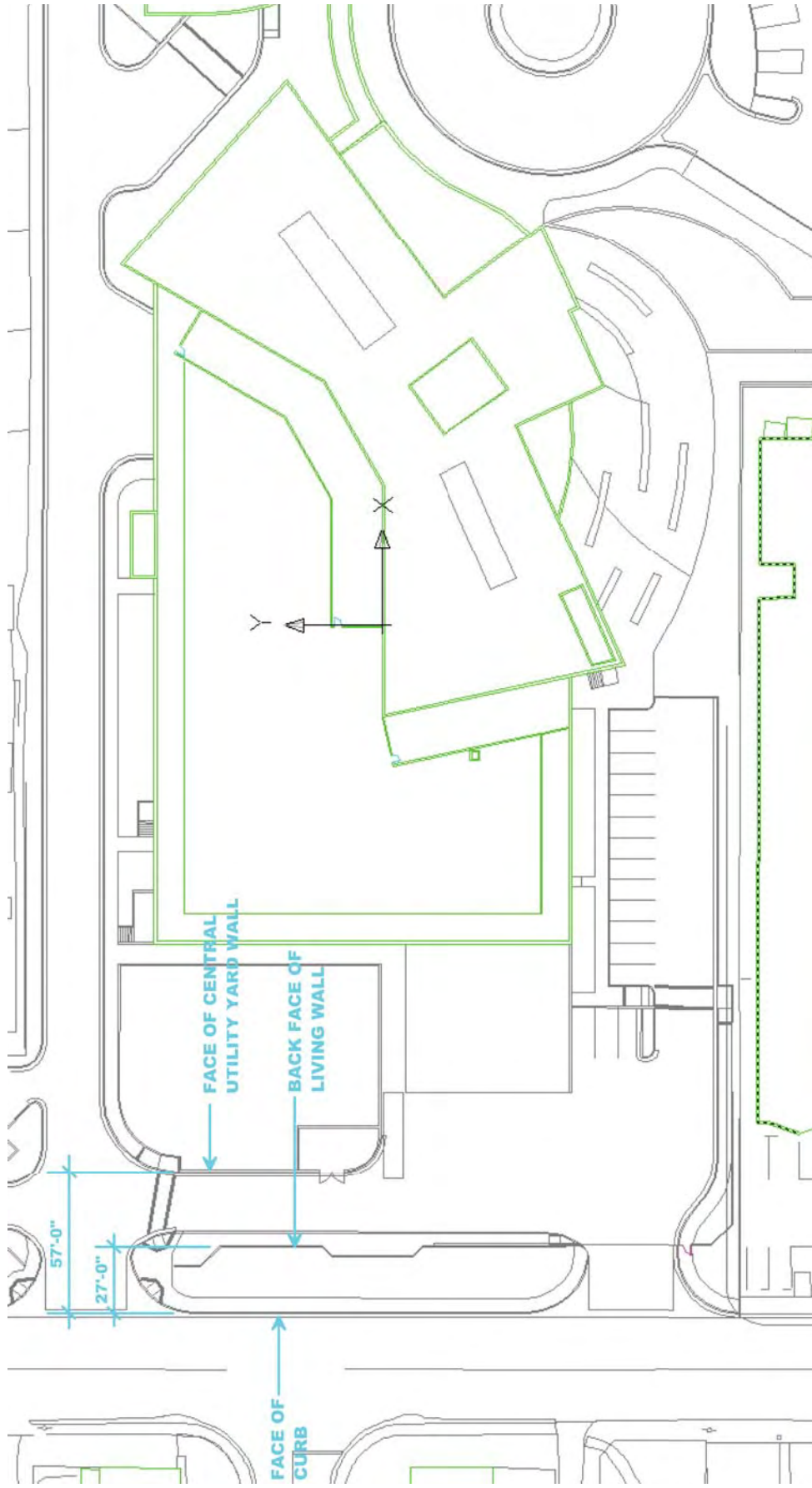


Stanton Frontage Elevation

SOURCE: Randy DeValle Landscape Architect

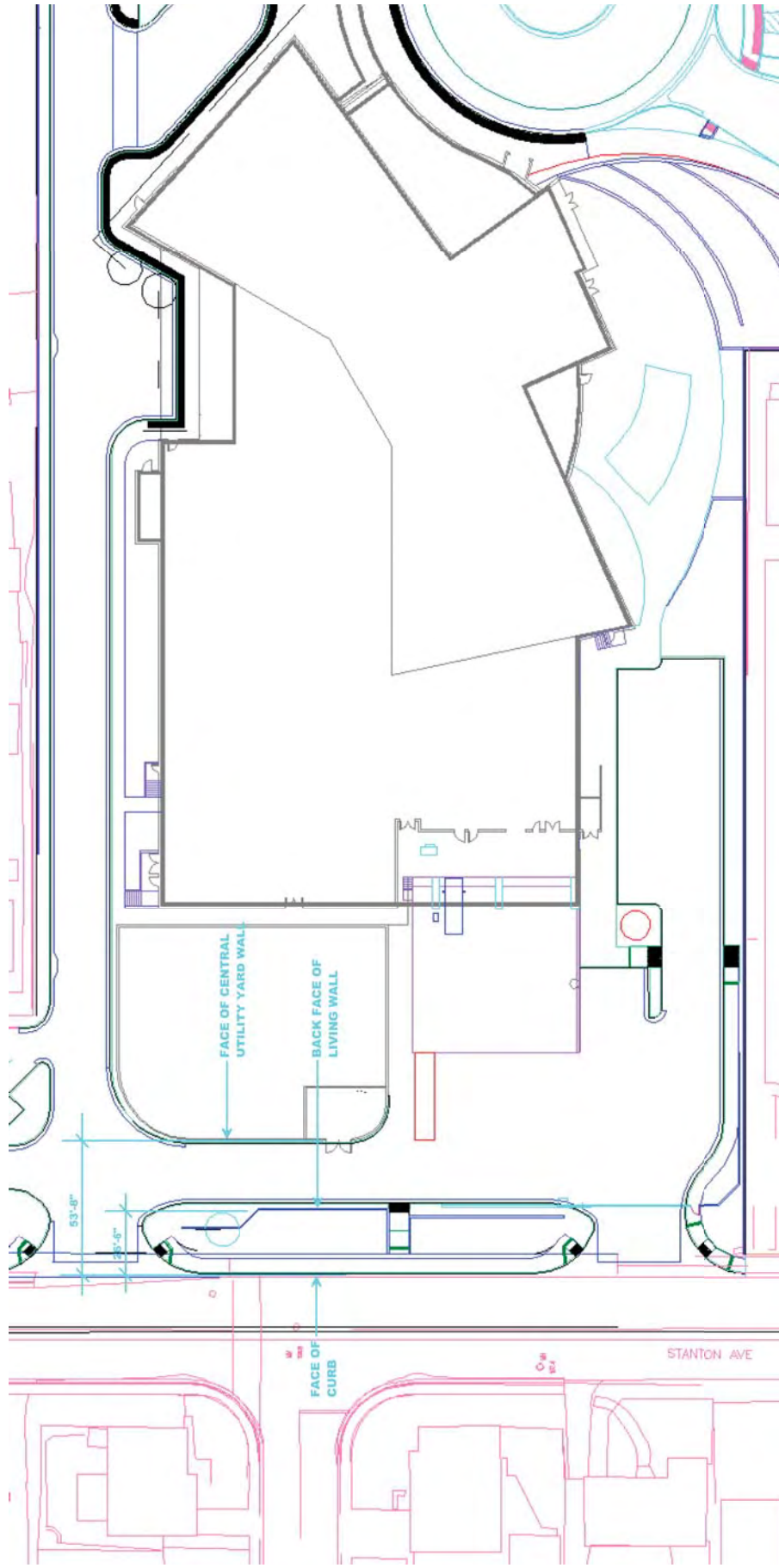
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Figure II-1
Stanton Avenue Landscaped Berm
and Noise Wall Plan and Section



Sutter Medical Center, Castro Valley - 207766
Figure II-2a
 Stanton Avenue Landscaped Berm, Noise Wall
 and Central Utility Yard Plan (Draft EIR Proposal)

SOURCE: Devenney Group



Sutter Medical Center, Castro Valley - 207766
Figure II-2b
 Stanton Avenue Landscaped Berm, Noise Wall
 and Central Utility Yard Plan (Modified Proposal)

SOURCE: Devenney Group

CHAPTER III

Commenters on the Draft EIR

A. Agencies, Organizations and Individuals Commenting in Writing

The roster below lists correspondence received from public agencies, organizations, and individuals, generally in the order it was received by Alameda County.

PUBLIC AGENCIES / COMMISSIONS		
Designator	Agency / Signatory Name	Correspondence Dated
A	East Bay Regional Parks District, Interagency Planning & Land Acquisition Division Roselynn J. Bock, Secretary	12/4/2008
B	California Department of Transportation, Division of Aeronautics Sandy Hesnard, Aviation Environmental Specialist	01/15/09
C	East Bay Municipal Utility District William R. Kirkpatrick, Manager, Water Distribution Planning	01/15/09
D	Alameda County Parks, Recreation and Historical Commission Al Minard, Chair	01/19/09

INDIVIDUAL		
Designator	Name	Correspondence Dated
E	Al Minard, Fremont, California	01/19/09

B. Commenters at the Castro Valley Municipal Advisory Council Public Hearing

The following persons provided spoken comments at the public hearing on the Draft EIR, held December 15, 2008 by the Castro Valley Municipal Advisory Council. The speakers are listed generally in order of presentation.

Councilpersons

Member Dean Nielsen
Co-chair Cheryl Miraglia
Member Dave Sadoff
Member Andy Frank

C. Commenters at the Alameda County Planning Commission Public Hearing

The following persons provided oral comments at the public hearing on the Draft EIR, held January 6, 2009 by the Alameda County Planning Commission. The speakers are listed generally in order of presentation.

Public Speakers

Mr. Jones
Ms. Barba

Commissioners

Commissioner Carbone
Commissioner Kirby
Commissioner Jacob

CHAPTER IV

Revisions to the Draft EIR

The revisions presented in this chapter are initiated by Alameda County (Lead Agency) staff or by comments received on the Draft EIR. Changes include corrections, revisions or clarifications to information presented in the Draft EIR. Throughout this chapter, newly added text is shown in underline format, and deleted text is shown in ~~strikeout~~ format. For revisions specifically initiated by comments received on the Draft EIR, an alpha-numeric designator for the comment is indicated in brackets.

In Section A of this chapter, revisions are listed generally in the order in which they would appear in the Draft EIR document. A revised Summary Table of Impacts, Mitigation Measures, and Residual Impacts, which shows proposed final text as modified from the Draft EIR, is presented in Section B of this chapter.

A. Revisions to the Draft EIR

1. The following global change is made throughout the Draft EIR to correct the area of Laurel Grove Rehabilitation Hospital to 49,250 square feet:

- The following text is revised on page II-2 of the Draft EIR:

Demolish the existing approximately one story ~~29,000~~ 49,250 square-foot Laurel Grove Rehabilitation Hospital containing approximately 31 licensed beds.

- The following text is revised in the first full paragraph on page IV.C-14 of the Draft EIR:

The Proposed Project would include replacement of the Existing Hospital (235,500 square feet) with the New Hospital of approximately the same size (230,000 square feet); construction of a new 80,000-square foot medical office building (New MOB); and demolition of four smaller one-story medical office buildings (MOBs), Laurel Grove Rehabilitation Hospital (approximately ~~45,000~~49,250 square feet), and a 42-unit apartment complex.

- The following text is revised in the third full paragraph on page IV.C-14 of the Draft EIR:

...(Eden Medical Center Hospital is about 235,500 square feet and Laurel Grove Rehabilitation Hospital is about ~~45,000~~49,250 square feet).

- The following text is revised on page A-4 of the Draft EIR (Notice of Preparation page 4):

Laurel Grove Hospital – The 1-story, approximately ~~46,000~~49,250-square-foot Laurel Grove Rehabilitation Hospital, a seismically obsolete rehabilitation facility at the northeast corner of the site will be demolished.

2. The following global change is made throughout the Draft EIR to clarify the distance of the proposed relocated helistop from the existing helistop:

- The following text is revised on page II-1, third bullet under “Key Component of the Project and Phasing”:

Relocate an existing helistop (approximately ~~150~~ 185 feet northeast) within the Eden Medical Center

- The following text of the third full sentence under “Site Plan Overview” is revised on page III-13 of the Draft EIR:

In addition, the helistop is shifted approximately ~~150~~185 feet northeast of the existing location to accommodate development of the New MOB and ensure close proximity to the Emergency Department in the New Hospital.

- The following text of the third full sentence of the second full paragraph under “Medical Helistop Relocation” is revised on page III-20 of the Draft EIR:

The proposed location is approximately ~~150~~185 feet northeast of the present helistop (see Figure III-5).

- The following text of the third full sentence in the first full paragraph under Impact LU-1 on page IV.A-8 of the Draft EIR:

The Laurel Grove Rehabilitation services would be transferred to an existing offsite location, and the existing helistop would be relocated approximately ~~150~~185 northeast.

- The following text of the sixth full sentence in the first full paragraph under Impact AIR-1 on page IV.D-24 of the Draft EIR:

In addition, the Proposed Project would relocate the existing helipad located in the northwest corner of the campus to a location approximately 150-185 feet northeast of the present pad.

- The following text of the fourth full sentence in the first full paragraph under Impact NOI-1 on page IV.D-17 of the Draft EIR:

In addition, the Project would relocate the existing helistop located in the northwest corner of the campus to a location approximately 150-185 feet northeast of the present stop.

- The following text of the third full sentence in the first full paragraph under Impact NOI-6 on page IV.E-33 of the Draft EIR:

The future helistop is planned to be located approximately 150-185 feet northeast of the existing helistop with an estimated elevation of 223 feet msl.

3. The following text is revised on page IV.C-20 of the Draft EIR:

Mitigation Measure TRANS-1: Prior to issuance of a building permit for the New MOB, the Project Sponsor shall pay its fair share contribution to the improvements described below. The balance is being funded with County traffic impact fees. The AM and PM peak hour traffic volume project contributions at this intersection are 10 and 15 vehicles respectively. The County has determined that the resulting fair share would be 1 percent.

The County will Project Sponsor shall install traffic signals at the unsignalized Castro Valley Boulevard / Wisteria Street intersection. The signals shall have actuated controls. Installation of traffic signals shall include traffic signal equipment with optimized signal phasing and timing (i.e., allocation of green time for each intersection approach), and coordination with signal phasing and timing of adjacent signalized intersections. Traffic signal equipment shall include pedestrian signal heads (with adequate time for pedestrians to cross the streets). Signal installation shall meet County design standards and be subject to the review and approval of the County. The County intends to signalize the Castro Valley Boulevard/Wisteria Avenue intersection. The signal is currently programmed for installation by the County in 2010-2011. likely to be installed within the next two years.

The Project Sponsor shall pay its fair share contribution to the improvements in accordance with the County's normal procedure for payment of impact fees and would be funded with County traffic fees. The AM and PM peak hour traffic volume project contributions at this intersection are 10 and 15 vehicles respectively. The resulting fair share would be 1 percent.

4. The following text is revised on page IV.C-25 of the Draft EIR:

Mitigation Measure TRANS-3a: The Project Sponsor shall pay the County's traffic impact fee in accordance with the County's normal procedure for payment of cumulative traffic impact fees, for circulation improvements that would fully improve traffic flow operations at the Castro Valley Boulevard/Strobridge Avenue/Stanton Avenue intersection to less-than-significant levels.

~~[No feasible mitigation measures are currently available, however the County is currently studying alternatives to address traffic flow on Strobridge Avenue, south of Castro Valley Boulevard and anticipates selection of a preferred alternative in approximately March Spring 2009. If prior to the County's approval of the Proposed Project the County identifies any circulation improvements that would improve traffic flow through this area to acceptable levels, the Project Sponsor shall pay its fair share contribution to the improvements in accordance with the County's normal procedure for payment of impact fees and prior to the issuance of the first building permit for New Hospital.~~

-
5. The following text is revised on pages IV.C-26 through IV.C-27 of the Draft EIR:

Mitigation Measure TRANS-3b: The Project Sponsor shall pay the County's traffic impact fee in accordance with the County's normal procedure for payment of cumulative impact fees, as its fair share contribution toward the following improvements:

- Re-stripe the existing southbound approach shared through-left turn lane to be a shared through-right turn lane.
- Re-stripe the existing northbound approach shared through-left-right turn lane to be a shared through-right turn lane.
- Optimize traffic signal timings to allow for protected left-turn phasing. Optimization of traffic signal timing shall include determination of allocation of green time for each intersection approach in tune with the relative traffic volumes on those approaches, and coordination with signal phasing and timing of adjacent intersections.

~~**Prior to the issuance of the first building permit for New Hospital, the Project Sponsor shall pay the County's traffic impact fee for the re-striping and traffic signal changes described above, in accordance with the County's normal procedure for payment of impact fees.**~~

6. The following text is revised on page IV.C-27 of the Draft EIR:

Mitigation Measure TRANS-3c: The Project Sponsor shall pay the County's traffic impact fee in accordance with the County's normal procedure for payment of impact fees, as its fair share contribution toward the following improvements:

- **Install a traffic signal at the unsignalized Strobridge Avenue/I-580 westbound off-Ramp. Installation of traffic signals shall include the traffic signal equipment with optimized signal phasing and timing (i.e., allocation of green time for each intersection approach), and coordination with signal phasing and timing of adjacent signalized intersections. Signal installation shall meet Caltrans design standards and be subject to the review and approval of Caltrans and the County. The County intends to implement the signal installation and phasing and timing coordination as part of its Capital Improvements Program.**
- **In addition to the signal, re-stripe the westbound left-turn lane to be a shared left-right-turn lane. The County intends to implement the restriping as part of its Capital Improvements Program.**

~~Prior to the issuance of the first building permit for New Hospital, the Project Sponsor shall pay the County's traffic impact fee for the traffic signal and re-striping improvements described above, in accordance with the County's normal procedure for payment of impact fees.~~

7. The following text is revised on page IV.D-28 of the Draft EIR:

Mitigation Measure TRANS-3d: The Project Sponsor shall pay the County's traffic impact fee, in accordance with the County's normal procedure for payment of cumulative impact fees, as its fair share contribution toward the following improvements:

- **Optimize traffic signal timings and change cycle length to 120 seconds during the AM and PM peak hour for the Strobridge Avenue/I-580 EB Ramps/Gary Drive intersection. Optimization of traffic signal timing shall include determination of green time allocation for each intersection approach relative to the approach traffic volumes.**

~~Prior to the issuance of the first building permit for New Hospital, the Project Sponsor shall pay the County's traffic impact fee for the traffic signal and cycle length timing changes to the freeway ramp signal described above, in accordance with the County's normal procedure for payment of impact fees.~~

8. The following text is revised on page IV.C-42 of the Draft EIR:

Mitigation Measure TRANS-7a: Prior to the issuance of the first building permit for each phase of the Proposed Project, the Project Sponsor and construction contractor shall meet with the appropriate County agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of each respective phase of this pProject and other nearby projects that could be simultaneously under construction. The Project Sponsor shall develop a construction management plan for review and approval by the County. The plan shall include at least the following items and requirements:

- **(bullet #9)Construction worker transportation demand management (TDM) program to encourage workers to carpool or use alternative transportation modes in order to reduce the overall number of vehicle trips associated with construction workers. The program ~~should~~ shall also include provisions for ~~offsite construction worker parking with a~~ shuttle service between the any offsite construction worker parking and the Project Site.**

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9. The following text is revised on page IV.C-42 of the Draft EIR:

Mitigation Measure TRANS-7b: If Laurel Grove Rehabilitation Hospital is not demolished prior to Phase 2 to allow for construction period parking onsite, the Project Sponsor and construction contractor shall meet with the appropriate County agencies to explore the feasibility and level of neighborhood support for the County to implement a construction-period Residential Parking Permit (RPP) program in the residential neighborhood adjacent to the Project Site on Stanton Avenue. If a RPP program is determined to be feasible and has substantial neighborhood support, ~~the County shall implement the program.~~ The Project Sponsor shall pay for implementation of the an RPP program if adopted by the County. This recommendation is made because of the hospital's proximity to the neighborhood, not because hospital-related parking activities occur in the residential neighborhood. The RPP would restrict on-street parking by non-residents to ~~less than~~ two hours during the weekdays. If the program is implemented, it is recommended that it commence ~~should be~~ prior to peak period of construction of the New Hospital.

10. The following text is revised on page IV.D-27 of the Draft EIR:

Mitigation Measure AIR-1a: During construction, the Project Sponsor shall require the construction contractor to implement the following measures required as part of BAAQMD's basic, and enhanced dust

control procedures required for sites larger than four acres and close to sensitive receptors. These include:

- a) Water all active construction areas at least twice daily. Watering ~~should~~ shall be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water ~~should~~ shall be used whenever possible.
- j) Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads ~~should~~ shall be laid as soon as possible after grading unless seeding or soil binders are used.

11. The following text is revised on page IV.D-28 of the Draft EIR:

Mitigation Measure AIR-1b: To further mitigate less-than-significant Project-level impacts, additional measures related to the 2007 CARB off-road diesel rule on equipment exhaust emissions from construction equipment shall be required in the Proposed Project's construction contracts to comply with the following measures:

Best management construction practices shall be used to avoid (or limit) unnecessary emissions (e.g., trucks and vehicles in loading and unloading queues shall turn their engines off when not in use, and to the extent practical, all diesel heavy construction equipment shall not remain running at idle for more than five minutes, consistent with the Alameda County Diesel Engine Idle Reduction Policy).

12. The following text is revised on pages IV.E-21 and IV.E-22 of the Draft EIR:

Mitigation Measure NOI-1a: *Implement Best Management Practice for Construction Noise.* To reduce daytime noise impacts due to construction, the Project Sponsor shall require construction contractors to implement the following measures:

- a) **To the extent feasible, schedule the noisiest construction activities during times that would have the least impact on hospital and adjacent residential land uses. This would include restricting typical demolition and exterior construction activities to the standard hours of 7:00 am to ~~7:00~~ 5:30 pm Monday through Friday on weekdays and 8:00 am to 4:30 pm on Saturday. However, certain planned construction activities that affect hospital operations (e.g., activities that affect site access, etc.) would need to be scheduled during times that would be least disruptive to those existing hospital functions.**

- b) Any construction activity proposed to occur outside of the standard hours of 7:00 am to ~~7:00~~ 5:30 pm Monday through Friday and 8:00 am to 4:30 pm on Saturday for special activities shall be evaluated on a case by case basis, with criteria including the proximity of residential uses. ~~No construction activity shall occur on Sundays or federal holidays.~~
- g) Construction contractors, to the maximum extent feasible, ~~should~~ shall be required to use “quiet” gasoline-powered compressors or other electric-powered compressors, and use electric rather than gasoline or diesel powered forklifts for small lifting.

13. The following text is revised on page IV.E-22 of the Draft EIR:

Mitigation Measure NOI-1b: *Construction Complaint Manager.* The Project Sponsor shall employ a Construction Complaint Manager who is qualified in conflict resolution, mediation, and public relations and has detailed knowledge of the construction activities. The Project Sponsor shall empower the Construction Complaint Manager to act constructively to minimize noise disturbances to the existing hospital and adjacent residences. The Alameda County Public Works Department shall be informed who the Construction Complaint Manager is and a regular meeting schedule shall be established between the County and the Construction Complaint Manager ~~City~~ to ensure ongoing communication and issue resolution.

14. The following text is revised on page IV.E-38 of the Draft EIR:

Mitigation Measure NOI-7:

- b) The Project Sponsor shall designate an onsite Helicopter Operations Complaint Manager whose contact information for registering complaints shall be made publicly available. ~~The Loading Dock Helicopter Operations Complaint and Enforcement Manager~~ shall respond to any noise complaints about helicopter overflights, and shall investigate noise complaints, which may include consultation with a noise engineer or a site assessment, noise monitoring of the affected property.

15. The following text is revised on page IV.E-38 of the Draft EIR:

Mitigation Measure NOI-8: To comply with the interior noise standards of Title 24 and achieve an interior noise level of less than 45 dBA, noise

reduction in the form of sound-rated assemblies (i.e., windows, exterior doors, and walls) shall be incorporated into project building design as determined to be appropriate by OSHPD. Final recommendations for sound-rated assemblies will depend on the specific building designs and layout of buildings on the site and shall be only as determined by OSHPD during the design phase.

16. The following text is revised on page IV.F-12 of the Draft EIR:

Mitigation Measure CUL-4: If human remains are encountered unexpectedly during construction excavation and grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the Alameda County Coroner has 24 hours to notify the NAHC. The NAHC will then identify the person(s) thought to be the Most Likely Descendent, who will then help determine what course of action ~~should~~ shall be taken in dealing with the remains.

B. Revised Impacts and Mitigation Measures

Table IV-1 starting on the following page is a revision to Table II-1 in the Draft EIR, *Summary of Final Impacts, Mitigation Measures and Residual Impacts*. Revisions are shown in underline and ~~strikeout~~ format to reflect the final text as modified from the Draft EIR.

**TABLE IV-1
REVISED TABLE II-1 SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
A. Land Use, Plans and Policies		
Impact LU-1: The Proposed Project, including the proposed amendment to the General Plan and Specific Plan, and to the Zoning Ordinance for Planned Development District (PD) Zoning, would not conflict with adopted applicable land use plans and policies. (Less than Significant)	None Required	
Impact LU-2: The Proposed Project, combined with past, present and reasonably foreseeable future projects, would not result in a significant cumulative impact to land use, plans and policies impact. (Less than Significant)	None Required	
B. Aesthetics		
Impact AES-1: The Proposed Project would not adversely affect a scenic vista or substantially damage scenic resources. (Less than Significant)	None Required	
Impact AES-2: The Proposed Project would change, but not substantially degrade, the existing visual character or quality of the Project Site and its surroundings upon completion. (Less than Significant)	None Required	
Impact AES-3: The Proposed Project would temporarily reduce the existing visual character or quality of large areas within the Project Site visible to adjacent residential uses. (Potentially Significant)	<p>Mitigation Measure AES-3 – Construction Period Visual Improvements Plan. The Project Sponsor shall develop and implement a Construction Period Visual Improvements Plan (Plan) that would make visual improvements to construction zones within a given construction phase and between phases if the zone is not scheduled for construction activity and would remain unused for a period of greater than six (6) months. Alameda County shall define the construction zones subject to this mitigation measure and shall consider the size of the area, the nature of the construction activity, and the proximity or visibility of the area to the public vantage points or residential uses. The Plan shall be implemented by the project contractor(s) and must be approved by Alameda County. The intent of the Plan is to aesthetically improve portions of the Project Site that would remain unimproved for an extended period and screen the construction zone from view by passersby along the public streets and sidewalks, or to make the zone usable for hospital employees, patients, and the public. Possible improvements in the Plan include, but are not limited to, the following:</p> <ol style="list-style-type: none"> 1) The Project Sponsor shall clear a construction zone of construction debris and remove construction equipment 	Less than Significant

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<p>Impact AES-4: The Proposed Project could increase reflective surfaces at the Project Site, and therefore potentially increase glare affecting nearby residences and motorists. (Potentially Significant)</p>	<p>whenever construction is not anticipated for at least two weeks.</p> <p>2) If a site is a construction zone, but no construction activities are scheduled for more than one month, the Project Sponsor shall be responsible for regular garbage removal and watering of any existing landscaping.</p> <p>3) The Project Sponsor shall remove or visually treat fencing around construction zones that front onto Stanton Avenue, and the northern and southern property line, in a manner deemed acceptable by Alameda County, to promote safety.</p> <p>4) The Project Sponsor shall install all landscaping as early as possible to decrease visual impacts of construction, however the timing of installation shall be determined in accordance with the overall construction schedule to ensure landscaping is not damaged or removed due to ongoing subsequent construction phase activities.</p>	<p>Less than Significant</p>
<p>Impact AES-5: The Proposed Project would change existing shadow effects but would not substantially degrade the existing visual character or quality of the site or its surrounding uses or reduce adequate sunlight to residential uses. (Less than Significant)</p>	<p>None Required</p>	
<p>Impact AES-6: The Proposed Project, combined with past, present and reasonably foreseeable future projects, would not result in a significant cumulative aesthetics impact. (Less than Significant)</p>	<p>None Required</p>	
<p>C. Transportation, Circulation and Parking</p>	<p>Mitigation Measure TRANS-1: Prior to issuance of a building permit for the New MOB, the Project Sponsor shall pay its fair share contribution to the improvements described below. The balance is being funded with County traffic impact fees. The AM and PM peak hour traffic volume project contributions at this intersection are 10 and 15 vehicles respectively. The County has</p>	<p>Less than Significant</p>

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
(Significant)	<p>determined that the resulting fair share would be 1 percent.</p> <ul style="list-style-type: none"> The County will Project Sponsor shall install traffic signals at the unsignalized Castro Valley Boulevard / Wisteria Street intersection. The signals shall have actuated controls. Installation of traffic signals shall include traffic signal equipment with optimized signal phasing and timing (i.e., allocation of green time for each intersection approach), and coordination with signal phasing and timing of adjacent signalized intersections. Traffic signal equipment shall include pedestrian signal heads (with adequate time for pedestrians to cross the streets). Signal installation shall meet County design standards and be subject to the review and approval of the County. The County intends to signalize the Castro Valley Boulevard/Wisteria Avenue intersection. The signal is currently programmed for installation by the County in 2010-2011, likely to be installed within the next two years. 	
<p>Impact TRANS-2a: Intersection Impact - The Proposed Project would add traffic to study intersections during the AM and PM peak hours and would increase average vehicle delay at most of the intersections. Three of the signalized study intersections would operate at LOS E, below the acceptable LOS D threshold, without and with Project traffic, however, the added vehicle delay caused by the Proposed Project would not trigger a significant impact. (Less than Significant)</p>	<p>The Project Sponsor shall pay its fair share contribution to the improvements in accordance with the County's normal procedure for payment of impact fees and would be funded with County traffic fees. The AM and PM peak hour traffic volume project contributions at this intersection are 10 and 15 vehicles respectively. The resulting fair share would be 1 percent.</p> <p>None Required</p>	
<p>Impact TRANS-2b: Freeway Merge / Diverge Impact - The Proposed Project would add traffic to the freeway merge and diverge locations during the AM and PM peak hours. While one location is expected to operate at an unacceptable LOS F condition, the Project's traffic does not change the calculated density. With no change in calculated density, the added vehicles from the Proposed Project would not trigger a significant impact. (Less than Significant)</p>	None Required	
<p>Impact TRANS-3: Traffic generated by the Proposed Project would affect traffic levels of service at local intersections in the project vicinity in 2035. (Significant impact at the intersections described below under Impacts TRANS-3a through TRANS-3d)</p>		

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<p>Impact TRANS-3a: The signalized intersection of Castro Valley Boulevard/Strobridge Avenue/Stanton Avenue (#8) would operate at LOS F under 2035 No Project conditions. The intersection would continue to operate at LOS F with the addition of Proposed Project traffic and the Project traffic would increase the westbound approach delay by more than four seconds during the AM peak hour. (Significant)</p>	<p>Mitigation Measure TRANS-3a: The Project Sponsor shall pay the County's traffic impact fee in accordance with the County's normal procedure for payment of cumulative traffic impact fees, for circulation improvements that would fully improve traffic flow operations at the Castro Valley Boulevard/Strobridge Avenue/Stanton Avenue intersection to less-than-significant levels.</p> <p>[No feasible mitigation measures are currently available, however the County is currently studying alternatives to address traffic flow on Strobridge Avenue, south of Castro Valley Boulevard and anticipates selection of a preferred alternative in approximately March Spring 2009.] If prior to the County's approval of the Proposed Project the County identifies any circulation improvements that would improve traffic flow through this area to acceptable levels, the Project Sponsor shall pay its fair share contribution to the improvements in accordance with the County's normal procedure for payment of impact fees and prior to the issuance of the first building permit for New Hospital.</p>	<p>Significant and Unavoidable</p> <p>Because the County has no existing plan, program, or design to mitigate this impact, implementation of an improvement is uncertain, and therefore the impact is considered significant and unmitigated. Also, if the improvements affect the operation of ramps to and/or from Interstate 580, the improvement will require both Caltrans and Federal Highway Administration approval and the impact would also therefore be considered to remain significant and unavoidable.</p>
<p>Impact TRANS-3b: The signalized intersection of Castro Valley Boulevard/Lake Chabot Road (#9) would operate at LOS F during the AM peak hour under 2035 No Project conditions. The intersection would continue to operate at LOS F during the AM peak hour and LOS E during the PM peak hour with the addition of Project traffic. This is a significant impact because the Proposed Project would increase the total intersection average delay by more than two seconds during the AM peak hour. (Significant)</p>	<p>Mitigation Measure TRANS-3b: The Project Sponsor shall pay the County's traffic impact fee in accordance with the County's normal procedure for payment of cumulative impact fees, as its fair share contribution toward the following improvements:</p> <ul style="list-style-type: none"> • Re-stripe the existing southbound approach shared through-left turn lane to be a shared through-right turn lane. • Re-stripe the existing northbound approach shared through-left-right turn lane to be a shared through-right turn lane. • Optimize traffic signal timings to allow for protected left-turn phasing. Optimization of traffic signal timing shall include determination of allocation of green time for each intersection approach in tune with the relative traffic volumes on those approaches, and coordination with signal phasing and timing of adjacent intersections. 	<p>Less than Significant</p> <p>After implementation of these measures, the intersection would operate at an acceptable LOS C in the AM peak hour and LOS D in the PM peak hour.</p>
<p>Impact TRANS-3c: The westbound approach at the unsignalized intersection of Strobridge Avenue/I-580 westbound off-ramp (#10) would operate at LOS F during the</p>	<p>Mitigation Measure TRANS-3c: The Project Sponsor shall pay the County's traffic impact fee in accordance with the County's normal procedure for payment of impact fees, as its fair share</p>	<p>Significant and Unavoidable</p> <p>After implementation of these measures, the</p>

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<p>AM peak hour and LOS E during the PM peak hour under 2035 No Project conditions. The westbound approach would continue to operate at LOS E and F conditions respectively, with the addition of Proposed Project traffic. This is a significant <u>cumulative</u> impact because the intersection would operate at an unacceptable level, the project would add ten or more project trips to the intersection peak hour flow, and the intersection would meet the peak hour signal warrant (Warrant 3) without and with the project. (Significant)</p>	<p><u>contribution toward the following improvements:</u></p> <ul style="list-style-type: none"> Install a traffic signal at the unsignalized Strobbridge Avenue/I-580 westbound off-Ramp. Installation of traffic signals shall include the traffic signal equipment with optimized signal phasing and timing (i.e., allocation of green time for each intersection approach), and coordination with signal phasing and timing of adjacent signalized intersections. Signal installation shall meet Caltrans design standards and be subject to the review and approval of Caltrans and the County. The County intends to implement the signal installation and phasing and timing coordination as part of its <u>Capital Improvements Program</u>. In addition to the signal, re-stripe the westbound left-turn lane to be a shared left-right-turn lane. The County intends to implement the restriping as part of its <u>Capital Improvements Program</u>. Prior to the issuance of the first building permit for New Hospital, the Project Sponsor shall pay the County's traffic impact fee for the traffic signal and re-striping improvements described above, in accordance with the County's normal procedure for payment of impact fees. 	<p>intersection would operate at an acceptable LOS B in the AM and PM peak hours. The traffic signal addition to the freeway ramp signal requires Caltrans approval and thus its implementation is not certain and the impact is therefore considered to remain significant and unavoidable.</p>
<p>Impact TRANS-3d: The signalized intersection of Strobbridge Avenue/I-580 EB Ramps/Gary Drive (#11) would operate at LOS E during the AM and PM peak hours under 2035 Without Project conditions. The intersection would continue to operate at LOS E with the addition of Project traffic. This is a significant impact because the Proposed Project would increase the total intersection average delay by more than four seconds during the PM peak hour. (Significant)</p>	<p>Mitigation Measure TRANS-3d: The Project Sponsor shall pay the County's traffic impact fee, in accordance with the County's normal procedure for payment of cumulative impact fees, as its fair share contribution toward the following improvements:</p> <ul style="list-style-type: none"> Optimize traffic signal timings and change cycle length to 120 seconds during the AM and PM peak hour for the Strobbridge Avenue/I-580 EB Ramps/Gary Drive intersection. Optimization of traffic signal timing shall include determination of green time allocation for each intersection approach relative to the approach traffic volumes. Prior to the issuance of the first building permit for New Hospital, the Project Sponsor shall pay the County's traffic impact fee for the traffic signal and cycle length timing changes to the freeway ramp signal described above, in accordance with the County's normal procedure for payment of impact fees. 	<p>Significant and Unavoidable</p> <p>After implementation of these measures, the intersection would operate at an acceptable LOS D in the AM and PM peak hours. The traffic signal and cycle length timing changes to the freeway ramp signal require Caltrans approval and thus its implementation is not certain and the impact is therefore considered to remain significant and unavoidable.</p>
<p>Impact TRANS-4: The Proposed Project would generate demand for alternative transportation service for the area. (Less than Significant)</p>	<p>None Required</p>	<p>Less than Significant</p>
<p>Impact TRANS-5: The Proposed Project would potentially</p>	<p>Mitigation Measure TRANS-5: Provide bicycle parking in the</p>	<p>Less than Significant</p>

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<p>fundamentally conflict with adopted policies, plans, or programs supporting alternative transportation modes (e.g., bus turnouts, bicycle routes). (Potentially Significant)</p> <p>Impact TRANS-6: The Proposed Project would not increase the potential for conflicts among different traffic streams. (Less than Significant)</p> <p>Impact TRANS-7: Proposed Project construction would temporarily affect traffic flow and circulation, parking, and pedestrian safety. (Potentially Significant)</p>	<p>vicinity of the building access to both the New Hospital and the New MOB.</p> <p>None Required</p>	<p>Less than Significant</p>
	<p>Mitigation Measure TRANS-7a: Prior to the issuance of the first building permit for each phase of the Proposed Project, the Project Sponsor and construction contractor shall meet with the appropriate County agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of each respective phase of this Project and other nearby projects that could be simultaneously under construction. The Project Sponsor shall develop a construction management plan for review and approval by the County. The plan shall include at least the following items and requirements:</p>	
	<ul style="list-style-type: none"> • A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. • Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur. • Location of construction staging areas for materials, equipment, and vehicles (must be located on the Project Site). • Identification of haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation and safety; and provision for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the Project Sponsor. • Temporary construction fences to contain debris and material and to secure the site. • Provisions for removal of trash generated by project 	

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
	<p>construction activity.</p> <ul style="list-style-type: none"> • A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. • Provisions for monitoring surface streets used for truck routes so that any damage and debris attributable to the trucks can be identified and corrected. • Construction worker transportation demand management (TDM) program to encourage workers to carpool or use alternative transportation modes in order to reduce the overall number of vehicle trips associated with construction workers. The program <u>should</u> <u>also</u> include provisions for offsite construction worker parking with a shuttle service between the <u>any</u> <u>offsite construction worker</u> parking and the Project Site. • Hospital staff TDM program to encourage staff to carpool or use alternative transportation modes in order to reduce onsite parking demand. The program should also include provisions for onsite valet parking and, if insufficient onsite supply is available, offsite staff parking with shuttle service between the offsite parking and the Project Site. 	
	<p>Mitigation Measure TRANS-7b: If Laurel Grove Rehabilitation Hospital is not demolished prior to Phase 2 to allow for construction period parking onsite, the Project Sponsor and construction contractor shall meet with the appropriate County agencies to explore the feasibility and level of neighborhood support for the County to implement a construction-period Residential Parking Permit (RPP) program in the residential neighborhood adjacent to the Project Site on Stanton Avenue. If a RPP program is determined to be feasible and has substantial neighborhood support, the County shall implement the program. <u>If the Project Sponsor shall pay for implementation of the RPP program if adopted by the County.</u> This recommendation is made because of the hospital's proximity to the neighborhood, not because hospital-related parking activities occur in the residential neighborhood. The RPP would restrict on-street parking by non-residents to less than two hours during the weekdays. If the program is implemented, <u>it is recommended that it commence should be prior to peak period of construction of the New Hospital.</u></p>	

D. Air Quality

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<p>Impact AIR-1: Construction and demolition activities associated with new development under the Proposed Project would generate and expose sensitive receptors to short-term emissions of criteria pollutants, including suspended and inhalable particulate matter and equipment exhaust emissions. (Potentially Significant)</p>	<p>Mitigation Measure AIR-1a: During construction, the Project Sponsor shall require the construction contractor to implement the following measures required as part of BAAQMD's basic, and enhanced dust control procedures required for sites larger than four acres and close to sensitive receptors. These include:</p> <ul style="list-style-type: none"> a) Water all active construction areas at least twice daily. Watering should shall be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should shall be used whenever possible. b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). c) Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites. d) Sweep daily (with water sweepers using reclaimed water if possible) all paved access roads, parking areas and staging areas at construction sites. e) Sweep streets (with water sweepers using reclaimed water if possible) at the end of each day if visible soil material is carried onto adjacent paved roads. f) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more). g) Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.). h) Limit traffic speeds on unpaved roads to 15 miles per hour. i) Limit the amount of the disturbed area at any one time, 	<p>Less than Significant (with implementation of AIR-1a and AIR-1b)</p>
<p>1 Welding trucks have self-contained units with generators less than 50 horsepower.</p>		

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
	<p>where feasible.</p> <ul style="list-style-type: none"> j) Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. k) Replant vegetation in disturbed areas as quickly as feasible. l) Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph. m) Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the BAAQMD prior to the start of construction as well as posted on site over the duration of construction. <p>Mitigation Measure AIR-1b: To further mitigate less-than-significant Project-level impacts, additional measures related to the 2007 CARB off-road diesel rule on equipment exhaust emissions from construction equipment shall be required in the Proposed Project's construction contracts to comply with the following measures:</p> <ul style="list-style-type: none"> a) Prohibit the use of conventional cutback asphalt for paving to restrict the maximum VOC content of asphalt emulsion. Diesel portable generators less than 50 horsepower shall not be allowed at the construction site, except for those used by welders.¹ b) All diesel-fueled engines used for on- and offsite construction activities shall be fueled only with ultralow sulfur diesel, which contains no more than 15 ppm sulfur. c) All construction diesel engines used for on- and offsite activities that have a rating of 100 hp or more shall meet, at a minimum, the Tier 2 California Emission Standards for Off-Road Compression-Ignition Engines as specified in California Code of Regulations, Title 13, section 2423(b)(1) unless it is certified by the construction contractor that such engine is not available for a particular item of equipment. In the event a Tier 2 engine is not available for any off-road 	

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
	<p>engine larger than 100 hp, that engine shall be a Tier 1 engine. In the event a Tier 1 or Tier 2 engine is not available for any off road engine larger than 100 hp, that engine shall be equipped with a CARB Level 3-verified diesel emission control device (e.g., catalyzed diesel particulate filter), unless the engine manufacturer or the construction contractor certifies that the use of such devices is not practical for specific engine types. In the event that a CARB Level 3 verified diesel emission control device is not practical for the specific engine type, then the engine shall be equipped with a CARB Level 1- or 2-verified control device (e.g., diesel oxidation catalyst), unless the engine manufacturer or the construction contractor certifies that such devices are not available for the engine in question. For purposes of this condition, the use of such devices is "not practical" if, among other reasons:</p>	
	<ol style="list-style-type: none"> 1. The construction equipment is intended to be on site for ten (10) days or less. 2. The use of the diesel emission control device is excessively reducing normal availability of the construction equipment due to increased downtime for maintenance, and/or reduced power output due to an excessive increase in backpressure. 3. The diesel emission control device is causing or is reasonably expected to cause significant engine damage. In the event that the use of a diesel emission control device is to be terminated, the construction contractor shall be required to inform the Project's construction manager within 10 days prior to such termination. 	
	<p>d) Construction equipment shall be properly tuned and maintained in accordance with manufacturers' specifications.</p>	
	<p>e) Best management construction practices shall be used to avoid (or limit) unnecessary emissions (e.g., trucks and vehicles in loading and unloading queues shall turn their engines off when not in use, and to the extent practical, all diesel heavy construction equipment shall not remain running at idle for more than five minutes, consistent with the Alameda County Diesel Engine Idle Reduction Policy).</p>	

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<p>Impact AIR-2: Activities associated with Proposed Project construction would generate short-term emissions of TACs, including suspended and inhalable particulate matter and equipment exhaust emissions, during the term of construction. (Less than Significant)</p> <p>Impact AIR-3: The Proposed Project would result in increased long-term emissions of criteria pollutants from vehicular traffic to and from the Project Site and other onsite sources. (Less than Significant)</p> <p>Impact AIR-4: Mobile emissions generated by Project traffic would increase carbon monoxide concentrations at intersections in the Proposed Project vicinity. (Less than Significant)</p> <p>Impact AIR-5: The Proposed Project would contribute incrementally to global climate change but would not conflict with the State's plans to achieve the goals of reducing greenhouse gases. (Less than Significant)</p> <p>Impact AIR-6: The Proposed Project together with past, present and reasonably foreseeable future development in the area could result in long-term traffic increases and could cumulatively increase regional air pollutant emissions and conflict with or obstruct implementation of the Bay Area 2005 Ozone Strategy. (Less than Significant)</p>	<p>f) Use alternative fueled equipment when feasible (such as ULSD, CNG, biodiesel, water emulsion fuel, and electric). The construction contracts shall require each contractor and subcontractor to consider this measure and adopt it for their work unless they can demonstrate to the Project construction manager the inapplicability or infeasibility of the measure to their specific work, or can provide mitigation measures with equivalent or better effectiveness. This information shall be reported as part of the Mitigation Monitoring Reporting and Compliance Program.</p> <p>g) Use on-site power when feasible to reduce reliance on portable generators. The construction contracts shall require each contractor and subcontractor to consider this measure and adopt it for their work unless they can demonstrate to the Project construction manager the inapplicability or infeasibility of the measure to their specific work, or can provide mitigation measures with equivalent or better effectiveness. This information shall be reported as part of the Mitigation Monitoring Reporting and Compliance Program.</p> <p>None Required</p> <p>None Required</p> <p>None Required</p> <p>None Required</p> <p>None Required</p>	

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<p>E. Noise</p> <p>Impact NOI-1: Construction activities would intermittently and temporarily generate noise levels that would exceed the Alameda County Noise Ordinance. (Significant)</p>	<p>Mitigation Measure NOI-1a: Implement Best Management Practice for Construction Noise. To reduce daytime noise impacts due to construction, the Project Sponsor shall require construction contractors to implement the following measures:</p> <ul style="list-style-type: none"> a) Hold a preconstruction meeting with the job inspectors and the general contractor/onsite manager to confirm that noise measures and practices (including, but not limited to, construction hours, neighborhood notification, and posted signs) are completed. b) To the extent feasible, schedule the noisiest construction activities during times that would have the least impact on hospital and adjacent residential land uses. This would include restricting typical demolition and exterior construction activities to the standard hours of 7:00 am to 7:00 5:30 pm Monday through Friday weekdays and 8:00 am to 4:30 pm on Saturday. However, certain planned construction activities that affect hospital operations (e.g., activities that affect site access, etc.) would need to be scheduled during times that would be least disruptive to those existing hospital functions. c) Any construction activity proposed to occur outside of the standard hours of 7:00 am to 7:00 5:30 pm Monday through Friday and 8:00 am to 4:30 pm on Saturday for special activities shall be evaluated on a case by case basis, with criteria including the proximity of residential uses. No construction activity shall occur on Sundays or federal holidays. d) Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible). e) Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from the Proposed Project. f) Avoid use of pneumatically powered tools. However, where 	<p>Significant and Unavoidable</p>

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
	<p>use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.</p>	
	<p>g) Construction contractors, to the maximum extent feasible, should <u>shall</u> be required to use "quiet" gasoline-powered compressors or other electric-powered compressors, and use electric rather than gasoline or diesel powered forklifts for small lifting.</p>	
	<p>h) Stationary noise sources, such as temporary generators, shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible.</p>	
	<p>i) Erect temporary plywood noise barriers around the construction site, to shield adjacent uses.</p>	
	<p>j) Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions.</p>	
	<p>k) Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site. If necessary, use quilted noise control blankets on or within existing hospital buildings specifically to shield extremely sensitive areas.</p>	
	<p>l) Prohibit trucks from idling along residential streets serving the construction site.</p>	
	<p>m) Spotters or flaggers in clear view of the operator may be used instead of backup beepers to direct the backing operation of mobile equipment when there is no public access to a construction site. This is allowed, if approved by OSHA, per the requirements of Title 8, Section 1592 of the California Administrative Code.</p>	
	<p>n) Monitor the effectiveness of noise attenuation measures by taking noise measurements.</p>	

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<p>Impact AIR-2: Activities associated with Proposed Project construction would generate short-term emissions of TACs, including suspended and inhalable particulate matter and equipment exhaust emissions, during the term of construction. (Less than Significant)</p> <p>Impact AIR-3: The Proposed Project would result in increased long-term emissions of criteria pollutants from vehicular traffic to and from the Project Site and other onsite sources. (Less than Significant)</p> <p>Impact AIR-4: Mobile emissions generated by Project traffic would increase carbon monoxide concentrations at intersections in the Proposed Project vicinity. (Less than Significant)</p> <p>Impact AIR-5: The Proposed Project would contribute incrementally to global climate change but would not conflict with the State's plans to achieve the goals of reducing greenhouse gases. (Less than Significant)</p> <p>Impact AIR-6: The Proposed Project together with past, present and reasonably foreseeable future development in the area could result in long-term traffic increases and could cumulatively increase regional air pollutant emissions and conflict with or obstruct implementation of the Bay Area 2005 Ozone Strategy. (Less than Significant)</p>	<p>f) Use alternative fueled equipment when feasible (such as ULSD, CNG, biodiesel, water emulsion fuel, and electric). The construction contracts shall require each contractor and subcontractor to consider this measure and adopt it for their work unless they can demonstrate to the Project construction manager the inapplicability or infeasibility of the measure to their specific work, or can provide mitigation measures with equivalent or better effectiveness. This information shall be reported as part of the Mitigation Monitoring Reporting and Compliance Program.</p> <p>g) Use on-site power when feasible to reduce reliance on portable generators. The construction contracts shall require each contractor and subcontractor to consider this measure and adopt it for their work unless they can demonstrate to the Project construction manager the inapplicability or infeasibility of the measure to their specific work, or can provide mitigation measures with equivalent or better effectiveness. This information shall be reported as part of the Mitigation Monitoring Reporting and Compliance Program.</p> <p>None Required</p> <p>None Required</p> <p>None Required</p> <p>None Required</p> <p>None Required</p>	

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<p>E. Noise</p> <p>Impact NOI-1: Construction activities would intermittently and temporarily generate noise levels that would exceed the Alameda County Noise Ordinance. (Significant)</p>	<p>Mitigation Measure NOI-1a: Implement Best Management Practice for Construction Noise. To reduce daytime noise impacts due to construction, the Project Sponsor shall require construction contractors to implement the following measures:</p> <ul style="list-style-type: none"> a) Hold a preconstruction meeting with the job inspectors and the general contractor/onsite manager to confirm that noise measures and practices (including, but not limited to, construction hours, neighborhood notification, and posted signs) are completed. b) To the extent feasible, schedule the noisiest construction activities during times that would have the least impact on hospital and adjacent residential land uses. This would include restricting typical demolition and exterior construction activities to the standard hours of 7:00 am to 7:00 5:30 pm Monday through Friday weekdays and 8:00 am to 4:30 pm on Saturday. However, certain planned construction activities that affect hospital operations (e.g., activities that affect site access, etc.) would need to be scheduled during times that would be least disruptive to those existing hospital functions. c) Any construction activity proposed to occur outside of the standard hours of 7:00 am to 7:00 5:30 pm Monday through Friday and 8:00 am to 4:30 pm on Saturday for special activities shall be evaluated on a case by case basis, with criteria including the proximity of residential uses. No construction activity shall occur on Sundays or federal holidays. d) Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible). e) Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from the Proposed Project. f) Avoid use of pneumatically powered tools. However, where 	<p>Significant and Unavoidable</p>

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
	<p>use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.</p>	
	<p>g) Construction contractors, to the maximum extent feasible, should <u>shall</u> be required to use "quiet" gasoline-powered compressors or other electric-powered compressors, and use electric rather than gasoline or diesel powered forklifts for small lifting.</p>	
	<p>h) Stationary noise sources, such as temporary generators, shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible.</p>	
	<p>i) Erect temporary plywood noise barriers around the construction site, to shield adjacent uses.</p>	
	<p>j) Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions.</p>	
	<p>k) Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site. If necessary, use quilted noise control blankets on or within existing hospital buildings specifically to shield extremely sensitive areas.</p>	
	<p>l) Prohibit trucks from idling along residential streets serving the construction site.</p>	
	<p>m) Spotters or flaggers in clear view of the operator may be used instead of backup beepers to direct the backing operation of mobile equipment when there is no public access to a construction site. This is allowed, if approved by OSHA, per the requirements of Title 8, Section 1592 of the California Administrative Code.</p>	
	<p>n) Monitor the effectiveness of noise attenuation measures by taking noise measurements.</p>	

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
	<p>Mitigation Measure NOI-1b: <i>Construction Complaint Manager.</i> The Project Sponsor shall employ a Construction Complaint Manager who is qualified in conflict resolution, mediation, and public relations and has detailed knowledge of the construction activities. The Project Sponsor shall empower the Construction Complaint Manager to act constructively to minimize noise disturbances to the existing hospital and adjacent residences. The Alameda County Public Works Department shall be informed who the Construction Complaint Manager is and a regular meeting schedule shall be established between the County and the Construction Complaint Manager City to ensure ongoing communication and issue resolution.</p> <p>The Construction Complaint Manager shall be available 24-hours per day throughout the duration of construction activity at any time that construction activity is taking place to listen, and respond to, and track complaints from neighbors' and hospital staff; to monitor compliance with Best Management Practices for noise reduction; and to identify possible additional noise reduction practices when warranted. Specific job responsibilities shall include:</p> <ol style="list-style-type: none"> a) Holding a preconstruction meeting with the job inspectors and the general contractor/onsite project manager to confirm that noise mitigation and practices (including neighborhood notification, posted signs, etc.) are completed; b) Posting signs on site pertaining to up-coming construction days and hours, and complaint procedures indicating who to notify in the event of a problem; c) Maintaining a listing of telephone numbers (during regular construction hours and off-hours); d) Providing email contact information and email updates about construction activities for neighbors who request such updates; e) Providing web-cam capability that shall be available to the public and shall show progress on the process, along with additional information, such as descriptive narratives. This information shall be updated on a regular basis but the frequency of the updating will vary by stage of the project; f) Monitoring and addressing complaints regarding trucks which go off of established construction traffic routes; 	

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<p>Impact NOI-2: The Proposed Project would generate excessive ground borne vibration or ground borne noise levels that could adversely affect sensitive receptors in the project vicinity. (Significant)</p> <p>Impact NOI-3: Noise from Project-generated traffic would not significantly increase roadside ambient noise levels. (Less than Significant)</p> <p>Impact NOI-4: Operational noise sources generated by rooftop HVAC equipment, the new mechanical yard, ambulance sirens, and north surface parking lot for the Proposed Project could exceed Alameda County Noise Ordinance standards. (Potentially Significant)</p>	<p>g) Notifying neighbors within 300 feet of the project construction area at least 30-days in advance of pile-drilling and/or other extreme noise-generating activities and/or planned off-hour construction activities, and informing them about the estimated duration of the activity; and</p> <p>h) Managing dispute resolution methods and associated cost responsibility for all construction related complaints and follow-up processes and implementation, which shall be incorporated into all Contractor Agreements. All bid specs shall include Dispute Resolution costs, as the contractor's responsibility, when permitted and appropriate.</p> <p>Mitigation Measure NOI-1c: <i>Construction Management Plan.</i> The Project Sponsor shall prepare a construction management plan that addresses the noise impacts of construction activities. The Plan shall include Mitigation Measures NOI-1 and NOI-2. The construction management plan must be in the form of a written document and must be completed prior to the initiation of project demolition or construction.</p>	<p>Significant and Unavoidable</p>
<p>Impact NOI-2: The Proposed Project would generate excessive ground borne vibration or ground borne noise levels that could adversely affect sensitive receptors in the project vicinity. (Significant)</p> <p>Impact NOI-3: Noise from Project-generated traffic would not significantly increase roadside ambient noise levels. (Less than Significant)</p> <p>Impact NOI-4: Operational noise sources generated by rooftop HVAC equipment, the new mechanical yard, ambulance sirens, and north surface parking lot for the Proposed Project could exceed Alameda County Noise Ordinance standards. (Potentially Significant)</p>	<p>None Required</p> <p>Mitigation Measure NOI-4: To comply with the Alameda County exterior noise standards, the following measures shall be incorporated into the detailed design and operation of the Proposed Project:</p> <p>Rooftop HVAC and Mechanical Yard</p> <p>a) Quiet type cooling towers shall be used which would reduce noise levels at the source by about 12 dB over standard cooling towers.</p> <p>b) A sound barrier shall be installed around the yard to reduce noise levels between 8 to 15 dB depending on the location of the equipment and the elevation of the source relative to the barrier.</p> <p>c) Provide an acoustical enclosure around the emergency generators. These enclosures reduce noise from the generators by approximately 30 to 35 dB over emergency</p>	<p>Less than Significant</p>

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
	<p>generator with just a weather enclosure.</p>	
d)	<p>Exhaust stacks of emergency generators shall be equipped with muffler(s) to reduce the noise from the stack to 68 dBA at 3 feet from the stack since the sound barrier is not effective in reducing the stacks' noise. Given the height of the stack, noise reduction is not expected from the sound barrier.</p>	
e)	<p>Acoustic shrouds shall be placed at the boilers' blowers to reduce their noise by approximately 5 dB.</p>	
f)	<p>The surface of the sound barrier facing the yard and building façade and roof overhang facing the yard shall be covered with sound absorptive material. The sound absorptive material on the building façade shall start at an elevation -18 feet up to +12 feet (aligning with the top of sound barrier). The sound absorptive material on the sound barrier shall be placed between elevations -6 feet and +12 feet (top of sound wall).</p>	
g)	<p>Conduct a noise analysis of final rooftop equipment selections to ensure that the Noise Ordinance requirements are met at the surrounding properties. Noise control strategies such as selection of quiet equipment, the use of sound traps (silencers) on air moving devices, enclosures for specific equipment, and the positioning of sound barriers shall be incorporated as the design and the selection of mechanical equipment is refined to ensure compliance with the Noise Ordinance daytime and nighttime limits.</p>	
	<p>Emergency Sirens</p>	
h)	<p>As is practical, request emergency vehicle drivers continue to maintain existing operational practice that emergency vehicles shall not operate emergency sirens along Stanton Avenue, north of Castro Valley Boulevard, when approaching the New Hospital.</p>	
	<p>North Parking Lot</p>	
i)	<p>Inform in writing, owners of adjacent residential properties of complaint procedures associated with noise in the north parking area and indicating who to notify in the event of a problem.</p>	
j)	<p>Post signs onsite and visible to parking lot users stating that the hospital has residential neighbors and that activity in the</p>	

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<p>Impact NOI-5: Operational noise sources generated by delivery trucks at the relocated loading dock of the Proposed Project would exceed Alameda County Noise Ordinance standards. (Significant)</p>	<p>parking lot shall be kept to a minimum (e.g., no loud music or conversation).</p> <p>k) Construct a solid wall or landscaped hedge immediately north of the new surface parking lot proposed on the previous Laurel Grove Rehabilitation Hospital site. The wall shall extend the east-west length of the parking lot and be a minimum 6 foot tall and of solid material. Landscaping proposed as part of the Project may be incorporated on, within or on either side of the wall.</p>	<p>Significant and Unavoidable</p>
<p>Impact NOI-5: Operational noise sources generated by delivery trucks at the relocated loading dock of the Proposed Project would exceed Alameda County Noise Ordinance standards. (Significant)</p>	<p>Mitigation Measure NOI-5a: The following measures shall be incorporated into the detailed design and operation of the loading dock of the Proposed Project:</p> <p>Design</p> <p>a) A solid sound barrier shall be located along the south side of the loading dock and covered with sound absorptive material. The sound absorptive material on the side wall sound barrier shall be placed between elevations -6 feet and +12 feet (top of south sound wall). (See Figure 1 in the Sparring Noise Report, 11/24/08; Appendix E.1 of the Draft EIR.)</p> <p>b) The surface of the building façade and underside of the roof overhang facing the loading dock shall be covered with sound absorptive material. The sound absorptive material on the building façade shall start at an elevation -18 feet up to +12 feet (aligning with the top of the side sound barrier along the south side of the loading dock). (See Figure 2 in the Sparring Noise Report, 11/24/08; Appendix E.1 of the Draft EIR.)</p> <p>Operations</p> <p>c) An onsite hospital Loading Dock Operations Complaint and Enforcement Manager shall be designated.</p> <p>d) Information pertaining to non-emergency commercial loading hours shall be posted onsite and visible from the Stanton Avenue driveway nearest the loading dock. The sign shall also include a listing of telephone numbers both for the Alameda County Community Development Agency (ACDDA) and the Loading Dock Operations Complaint and Enforcement Manager.</p> <p>e) One or more signs shall be posted in the loading dock area, and visible to delivery truck drivers, specifying the following:</p>	<p>Significant and Unavoidable</p>

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
	<ol style="list-style-type: none"> 1. As feasible, all delivery trucks that do not require motors be run continuously while loading/unloading shall turn motors off during loading/un loading; 2. Delivery trucks not in the loading/unloading process shall not idle motors within the loading dock area; 3. Hours of day when non-emergency deliveries can be received at the loading dock; and 4. That the hospital has residential neighbors and that loading dock operations shall be conducted as quietly as feasible. 	
	<p>See Footnote²</p>	
	<p>The following mitigation measure was considered but determined infeasible due to potential secondary effects. Thus, the Proposed Project does not adopt the measure, and the impact will remain significant and unavoidable with implementation of Mitigation Measure NOI-5a, above:</p>	
	<p>Mitigation Measure NOI-5b: Mitigation Considered but Determined to have Adverse Secondary Effects - A solid retractable barrier gate shall be installed across the 30-foot-wide driveway from Stanton Avenue located closest to the loading dock of the New Hospital. The gate shall be designed and installed pursuant to the specifications in Figure 2 provided in the Sparing Noise Report, 11/24/08, prepared for the Proposed</p>	
	<p>² The following mitigation measure was considered but determined infeasible due to potential secondary effects. Thus, the Proposed Project does not adopt the measure, and the impact will remain significant and unavoidable with implementation of Mitigation Measure NOI-5a:</p>	
	<p>Mitigation Measure NOI-5b: Mitigation Considered but Determined to have Adverse Secondary Effects - A solid retractable barrier gate shall be installed across the 30-foot-wide driveway from Stanton Avenue located closest to the loading dock of the New Hospital. The gate shall be designed and installed pursuant to the specifications in Figure 2 provided in the Sparing Noise Report, 11/24/08, prepared for the Proposed Project (Appendix E.1 of the Draft EIR); the gate shall be a minimum 12 foot tall, weigh a minimum 2.5 pounds/sq.ft., be no more than 6 inches above ground level, and provide no less than an 18 inch overlap with the side walls. The gate shall incorporate a sensor to trigger the gate to open automatically when a delivery vehicle approaches the driveway to enter or exit. Noise measurements shall be taken during operation of the loading dock to ensure that the noise levels associated with truck activity at the loading is within the County's Noise Ordinance standards with the gate closed. Measurements shall be taken at the property line of the residential lot located closest to the loading dock.</p>	

IV. Revisions to the Draft EIR

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<p>Impact NOI-6: The relocation of the existing helistop would not result in any new or increased noise impacts to the nearby sensitive receptors. (Less than Significant)</p>	<p>Project (Appendix E-1 of the Draft EIR), the gate shall be a minimum 12-foot tall, weigh a minimum 2.5 pounds/sq.ft., be no more than 6 inches above ground level, and provide no less than an 18-inch overlap with the side walls. The gate shall incorporate a sensor to trigger the gate to open automatically when a delivery vehicle approaches the driveway to enter or exit. Noise measurements shall be taken during operation of the loading deck to ensure that the noise levels associated with truck activity at the loading is within the County's Noise Ordinance standards with the gate closed. Measurements shall be taken at the property line of the residential lot located closest to the loading deck.</p> <p>None Required.</p>	<p>Significant and Unavoidable</p>
<p>Impact NOI-7: Helicopter overflights at night would result in a continuation of possible awakenings and sleep disturbance and/or annoyance of some residents, and slight shift in nearby residents impacted. (Significant)</p>	<p>Mitigation Measure NOI-7: The following measures shall be implemented to the extent feasible to minimize significant sleep awakenings or disturbance to residents:</p> <p>a) The Project Sponsor shall prepare a Helicopter Operations Plan, or update/modify its existing Plan, that shall specify the following and be submitted to the ACCDA and the Alameda County Airport Land Use Commission:</p> <ol style="list-style-type: none"> 1. All helicopter operations flight paths consistent with those described in the EIR, or detailed more specifically by Caltrans, unless safety precautions require a diversion from any of the flight paths. 2. The primary approach and departure path is the least disruptive flight path (arrive from east and depart to west) and shall be utilized as much as feasible. Alternate and secondary flight paths shall be utilized only if the primary approach and departure path is not desirable due to safety considerations. 3. All pilots shall be routinely informed of the Helicopter Operations Plan and specifically informed to ensure that optimum arrival and departure flight procedures are followed for each helicopter type that serves the Project Site. Pilots would be instructed in the use of the primary and secondary approach and departure path. 4. A log of helicopter activity shall be maintained which shall include a detailed record of the type of trip, and date and time of arrival and departure. If a diversion from prescribed flight paths occurred as discussed 	<p>Significant and Unavoidable</p>

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<p>Impact NOI-8: Interior noise levels within the New Hospital building, especially in rooms used for overnight use such as patient wards, could exceed DNL 45 dBA, the Title 24 interior noise standard for hospitals. (Potentially Significant)</p>	<p>above, the reason for diversion shall be recorded in the log.</p> <p>b) The Project Sponsor shall designate an onsite Helicopter Operations Complaint Manager whose contact information for registering complaints shall be made publicly available. The Lead Deck Helicopter Operations Complaint and Enforcement Manager shall respond to any noise complaints about helicopter overflights, and shall investigate noise complaints, which may include consultation with a noise engineer or a site assessment, noise monitoring of the affected property.</p>	<p>Less than Significant</p>
<p>Impact NOI-8: Interior noise levels within the New Hospital building, especially in rooms used for overnight use such as patient wards, could exceed DNL 45 dBA, the Title 24 interior noise standard for hospitals. (Potentially Significant)</p>	<p>Mitigation Measure NOI-8: To comply with the interior noise standards of Title 24 and achieve an interior noise level of less than 45 dBA, noise reduction in the form of sound-rated assemblies (i.e., windows, exterior doors, and walls) shall be incorporated into project building design as determined to be appropriate by OSHPD. Final recommendations for sound-rated assemblies will depend on the specific building designs and layout of buildings on the site and shall be <u>only as determined by OSHPD during the design phase.</u></p>	<p>Less than Significant</p>
<p>Impact NOI-9: The Proposed Project, together with past, present and reasonably foreseeable projects future development in the area would not result in substantial cumulatively increase in noise levels. (Less than Significant)</p>	<p>None Required</p>	<p>Less than Significant</p>
<p>F. Cultural Resources</p>	<p>None Required</p>	<p>Less than Significant</p>
<p>Impact CUL-1: The Proposed Project could result in the demolition of existing structures that are not considered historical resource as defined in § 15064.5 (Less than Significant).</p>	<p>None Required</p>	<p>Less than Significant</p>
<p>Impact CUL-2: Although unlikely, it is possible that previously unknown buried archaeological remains could be present within the Project Site, and the Proposed Project would result in damage to or destruction to significant archaeological remains. (Potentially Significant).</p>	<p>Mitigation Measure CUL-2: If historic-period or prehistoric cultural materials are unearthed during ground-disturbing activities, it is recommended that all work in the immediate vicinity halt until a qualified archaeologist can assess the significance of the find. Prehistoric materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells</p>	<p>Less than Significant</p>

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<p>Impact CUL-3: Construction of the Proposed Project could potentially result in the destruction of a unique paleontological resource. (Potentially Significant)</p>	<p>or privies; and deposits of metal, glass, and/or ceramic refuse. If the find is determined to be potentially significant, the archaeologist, in consultation with the County and appropriate Native American group(s), will develop a treatment plan. All work in the immediate vicinity of the unanticipated discovery shall cease until the qualified archaeologist has evaluated the discovery, or the treatment plan has been implemented.</p> <p>Mitigation Measure CUL-3: If paleontological resources, such as fossilized bone, teeth, shell, tracks, trails, casts, molds, or impressions are discovered during ground disturbing activities, work shall stop in that area and within 100 feet of the find until a qualified paleontologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with Alameda County.</p>	<p>Less than Significant</p>
<p>Impact CUL-4: In the unlikely event that human remains were discovered during ground-disturbing activities, including those interred outside of formal cemeteries, the Proposed Project could inadvertently damage human remains. (Potentially Significant)</p>	<p>Mitigation Measure CUL-4: If human remains are encountered unexpectedly during construction excavation and grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the Alameda County Coroner has 24 hours to notify the NAHC. The NAHC will then identify the person(s) thought to be the Most Likely Descendent, who will then help determine what course of action should shall be taken in dealing with the remains.</p>	<p>Less than Significant</p>
<p>Impact CUL-5: The Proposed Project, combined with past, present and reasonably foreseeable future projects, would not result in a significant cumulative cultural resources impact. (Cumulative Impact: Less than Significant)</p>	<p>None Required</p>	
<p>G. Biological Resources</p>	<p>Impact BIO-1: The Proposed Project could result in the take of special status bird species (Potentially Significant).</p>	<p>Less than Significant</p>
<p>Mitigation Measure BIO-1: Direct disturbance, including tree and shrub removal or nest destruction by any other means, or indirect disturbance (e.g., noise, increased human activity in area) of active nests of raptors and other special-status bird species within or in the vicinity of the proposed footprint of future development, the Proposed Project shall be avoided in accordance with the following procedures for Pre-Construction Special-Status Avian Surveys and Subsequent Actions. No more than two weeks in advance of any tree or shrub removal or ground-disturbing activity that will commence during the breeding season (February 1 through August 31), a qualified wildlife biologist shall conduct pre-construction surveys of all potential special-status bird nesting habitat in the vicinity of the planned activity and, depending on the survey findings, the following actions shall be taken to avoid potential adverse effects on</p>		

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
	<p>nesting special-status nesting birds:</p> <ul style="list-style-type: none"> a) Pre-construction surveys are not required for construction activities scheduled to occur during the non-breeding season (August 31 through January 31). b) If pre-construction surveys indicate that no nests of special-status birds are present or that nests are inactive or potential habitat is unoccupied, no further mitigation is required. c) If active nests of special-status birds are found during the surveys, the results of the surveys will be forwarded to CDFG (as appropriate) and avoidance procedures will be adopted, if necessary, on a case-by-case basis. These can include construction buffer areas (up to several hundred feet in the case of raptors), relocation of birds or seasonal avoidance. If buffers are created, a no disturbance buffer zone will be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted within them will be determined through consultation with the CDFG taking into account factors such as the following: <ol style="list-style-type: none"> 1. Noise and human disturbance levels at the Project Site and the nesting site at the time of the survey and the noise and disturbance expected during the construction activity, 2. Distance and amount of vegetation or other screening between the Project Site and the nest; and 3. Sensitivity of individual nesting species and behaviors of the nesting birds. d) Construction activities commencing during the non-breeding season and continuing into the breeding season do not require surveys (as it is assumed that any breeding birds taking up nests would be acclimated to project-related activities already under way). However, if trees and shrubs are to be removed during the breeding season, the trees and shrubs shall be surveyed for nests prior to their removal, according to the survey and protective action guidelines 3a through 3c, above. e) Nests initiated during construction activities would be presumed to be unaffected by the activity, and a buffer zone 	

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<p>Impact BIO-2: The Proposed Project will result in damage to or removal of protected trees that are within or adjacent to the Project Site (Potentially Significant).</p>	<p>around such nests would not be necessary.</p> <p>f) Destruction of active nests of special-status birds and overt interference with nesting activities of special-status birds shall be prohibited.</p> <p>Mitigation Measure BIO-2a: The Project Sponsor shall prepare a map indicating the size and species of trees potentially impacted by construction activities on the Project Site and within the County right-of-way abutting the Site. In addition, the Project Sponsor shall conduct the following:</p> <ol style="list-style-type: none"> 1. Prior to the start of any clearing, stockpiling, excavation, grading, compaction, paving, change in ground elevation, or construction, all trees located within the area of project construction shall be identified as "to be preserved" and clearly delineated by constructing short post and plank walls, or other protective fencing material, at the dripline of each tree or group of trees. 2. The delineation markers shall remain in place for the duration of the work. 3. Where proposed development or other site work must encroach upon the dripline of a protected tree, special construction techniques will be required to allow the roots of remaining trees within the project site to breathe and obtain water (examples include, but are not limited to, use of hand equipment for tunnels and trenching, and/or allowance of only one pass through a tree's dripline). Tree wells or other techniques may be used. 4. Excavation adjacent to any trees, when permitted, shall be in such a manner that will cause only minimal root damage. 5. The following shall not occur within the dripline of any retained tree: parking; storage of vehicles, equipment, machinery, stockpiles of excavated soils, or construction materials; or dumping of oils or chemicals. 6. All removed trees that meet the criteria of a protected tree shall be replaced with the same species removed as required by the County of Alameda. <p>Mitigation Measure BIO-2b: All pruning activities of preserved trees shall be performed by a certified arborist.</p> <p>a) No more than 25 percent of a tree's canopy shall be removed during pruning activities of retained trees.</p>	<p>Less than Significant (with implementation of BIO-2.a through BIO-2.c)</p>

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<p>Impact BIO-3: The Proposed Project, combined with past, present and reasonably foreseeable future projects, would not result in a significant cumulative biological resources impact. (Less than Significant)</p>	<p>b) If any protected preserved tree is damaged, then the project proponent shall replace the tree as required by the County of Alameda.</p> <p>Mitigation Measure BIO-2c: The project proponent shall develop and implement a five year monitoring program for any required replacement plantings. Applicable performance standards may include, but are not limited to: 75 percent survival rate of restoration plantings; absence of invasive plant species; and self-sustaining trees at the end of five years.</p>	
<p>H. Geology, Soils and Geohazards</p> <p>Impact GEO-1: In the event of a major earthquake in the region, seismic ground shaking could potentially injure people and cause collapse or structural damage to existing and proposed hospital structures.</p>	<p>None Required</p> <p>Mitigation Measure GEO-1: Project buildings shall be designed and constructed to withstand groundshaking forces of a minor earthquake without damage, or a moderate earthquake without structural damage, and of a major earthquake without collapse. The New Hospital shall be designed and constructed to remain standing and functional following a major earthquake, consistent with the requirement of the Seismic Safety Act. The New MOB shall be designed and constructed to meet the stringent requirements of the California Building Code for Commercial Buildings.</p>	<p>Less than Significant</p>
<p>Impact GEO-2: The Proposed Project could expose people or structures to potential substantial adverse effects due to landslides or other slope failures. (Less than Significant)</p>	<p>None Required</p>	
<p>Impact GEO-3: The Proposed Project would be located on expansive soils that could create substantial risks to life or property. (Less than Significant)</p>	<p>None Required</p>	
<p>Impact GEO-4: The Proposed Project could be located in a geologic unit that contains corrosive soils and create hazardous conditions. (Potentially Significant)</p>	<p>Mitigation Measure GEO-4: The Project Sponsor shall implement all recommendations in the 2007 geotechnical study prepared by Fugro for the Proposed Project to minimize the effects of corrosive soils. This specifically includes (1) consultation by a qualified corrosion engineer during any subsequent geotechnical studies conducted on the Project Site, and (2) using suitable coatings, wrappings, or seals, as recommended by the corrosion engineer, to protect subsurface</p>	<p>Less than Significant</p>

IV. Revisions to the Draft EIR

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<p>Impact GEO-5: Construction of the Proposed Project would not result in substantial soil erosion or the loss of topsoil. (Less than Significant)</p>	<p>structures. None Required</p>	Less than Significant
<p>Impact GEO-6: The Proposed Project, when combined with other past, present and reasonably foreseeable future projects in the vicinity, could potentially injure people and cause collapse or structural damage to existing and proposed structures. (Less than Significant)</p>	None Required	Less than Significant
<p>I. Hydrology and Water Quality</p>	<p>Mitigation Measure HYD-1: (Obtain Coverage Under the Construction General Permit, Including Final Storm Water Pollution Prevention Plan)</p>	Less than Significant
<p>Impact HYD-1: Project construction activities would involve activities that, if not properly managed, could affect stormwater runoff, contribute to siltation of drainage facilities, and substantially degrade water quality. (Potentially Significant)</p>	<p>The Project Sponsor shall obtain coverage under the SWRCB Construction General Permit, including implementation of a Final Storm Water Pollution Prevention Plan (Final SWPPP). The Project Sponsor shall ensure that construction practices for the Project comply with practices to prevent water pollution under the provisions of the Construction General Permit. In order to obtain a permit, the Project Sponsor must file a Notice of Intent (NOI) with the SWRCB prior to the start of construction. Pursuant to the requirements of the Construction General Permit, the Project Sponsor shall prepare and implement a Final SWPPP.</p>	Less than Significant
<p>The Final SWPPP shall be consistent with the terms of the General Permit, the Manual of Standards for Erosion and Sedimentation Control Measures by the Association of Bay Area Governments (ABAG); the Best Management Practices (BMP-s) as provided in the California Stormwater Quality Association (CASQA) handbooks; policies and recommendations of the local urban runoff program (County of Alameda); and any recommendations from the RWQCB.</p>	<p>The Final SWPPP shall incorporate BMPs to reduce the potential for pollutants in runoff waters and to prevent pollutant transport offsite during construction activities. Examples of BMPs include, but are not limited to the following:</p>	<p>a) Only clear land which will be actively under construction within 6 to 12 months after clearing.</p> <p>b) Minimize new land disturbance during the rainy season, and avoid clearing and disturbing sensitive areas (e.g., slopes and natural watercourses) and other areas where Site improvements will not be constructed;</p>

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<p>Impact HYD-2: Project excavation activities would not deplete groundwater supplies nor substantially interfere with groundwater recharge or cause contaminated groundwater discharge to contaminate surface water. (Less than Significant)</p> <p>Impact HYD-3: Construction and operation of the Proposed Project would potentially increase releases of nonpoint pollutant runoff from the Project Site. (Potentially Significant)</p>	<p>c) Provide temporary stabilization of disturbed soils whenever active construction is not occurring on a portion of the Site by water spraying or applying dust suppressants and gravel covering of high-traffic areas; provide permanent stabilization during finish grade and landscaping of the Project Site;</p> <p>d) Safely convey runoff from the top of the slope and stabilize disturbed slopes as quickly as possible;</p> <p>e) Delineate the Project Site perimeter to prevent disturbing areas outside the project limits</p> <p>f) Divert upstream run-on safely around or through the construction;</p> <p>g) Runoff from the Project Site shall be free of excessive sediment and other constituents;</p> <p>h) Control tracking at points of ingress to and egress from the Project Site;</p> <p>i) Retain sediment-laden waters from disturbed, active areas within the Project Site;</p> <p>j) Perform activities in a manner to keep potential pollutants from coming into contact with stormwater or being transported off site to eliminate or avoid exposure;</p> <p>k) Store construction, building, and waste materials in designated areas, protected from rainfall and contact with stormwater runoff. Dispose of all construction waste in designated areas, and keep stormwater from flowing onto or off these areas;</p> <p>l) Prevent spills and clean up spilled materials.</p>	<p>Less than Significant</p>
<p>(Also see Mitigation Measures HYD-3 and HYD-4.)</p> <p>None Required</p>	<p>Mitigation Measure HYD-3: (Final Storm Water Control Plan – Pollutant Runoff)</p> <p>The Project Sponsor shall finalize a stormwater control plan that</p>	<p>Less than Significant</p>

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<p>Impact HYD-4: The Proposed Project would not result in a net increase in impervious surfaces; however, the Proposed Project would alter existing drainage patterns, and inadequate design or sizing of onsite stormwater treatment systems could result in localized increases in runoff volumes and/or velocities, resulting in flooding impacts and erosion-related water quality impacts. (Potentially Significant).</p>	<p>specifies the specific control and treatment measures to manage stormwater pollutant runoff as part of the overall site design. The Final Storm Water Control Plan shall list potential pollutant sources on the Project Site and corresponding source control measures specified in the current edition of the <i>Stormwater C.3 Guidebook</i>; identify all areas where potential pollutant activities occur will drain to storm water treatment Best Management Practices (BMPs); and identify permanent and operational BMPs to further reduce the potential for pollutants to enter runoff.</p> <p>The Project Sponsor shall submit the Final Storm Water Control Plan (incorporating all requirements of Mitigation Measure HYD-4) to the County and RWQCB for approval, and shall implement the approved Final Storm Water Control Plan throughout the life of the Project, updated and revised as necessary. As specified in the Preliminary Storm Water Control Plan (included as Appendix G.2 to the Draft EIR for the Proposed Project), BMPs in the Final Storm Water Control Plan shall address, among others without limitation, potential pollutant sources from:</p> <ol style="list-style-type: none"> Potential dumping of standard commercial cleaning supplies or other liquids into storm drain inlets; Potential dumping of wash-water or other liquids into storm drain inlets; Fertilizers and pesticides used in landscape maintenance; and Minor oil and/or gasoline spills in parking lots and service areas. 	<p>Less than Significant</p>
<p>Impact HYD-4: The Proposed Project would not result in a net increase in impervious surfaces; however, the Proposed Project would alter existing drainage patterns, and inadequate design or sizing of onsite stormwater treatment systems could result in localized increases in runoff volumes and/or velocities, resulting in flooding impacts and erosion-related water quality impacts. (Potentially Significant).</p>	<p>Mitigation Measure HYD-4: (<i>Final Storm Water Control Plan – Runoff Volumes and Flooding</i>)</p> <p>The Project Sponsor shall finalize a stormwater control plan that specifies the specific control and treatment measures to manage stormwater runoff as part of the overall site design on the development portion of the Project Site. The Final Storm Water Control Plan shall clearly state assumptions used to identify each area to be covered by given treatment measure(s) and include the calculations used to determine capacity requirements for each treatment/control measure. Information presented in the Final Storm Water Control Plan shall be consistent with other information on the Project. The Plan shall also incorporate a final hydromodification modeling report and the engineer's statement of compliance of the HM requirements for exception. Calculations shall be prepared consistent with guidance in ACCWP's C.3 Stormwater Handbook and Alameda County requirements. As</p>	<p>Less than Significant</p>

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<p>Impact HYD-5: The Proposed Project would not result in flooding as a result of its proximity to a 100-year flood hazard area, or expose people or structures to other substantial risk related to flooding, seiche, tsunami, or mudflow, as well as sea level rise due to climate change. (Less than Significant)</p>	<p>part of the Final Storm Water Control Plan the Project Sponsor shall implement site design/ landscape characteristics, as feasible, that maximize infiltration (where appropriate), provide retention or detention, slow runoff, and minimize impervious land coverage, so that post-development pollutant loads from the site have been reduced to the maximum extent possible.</p> <p>Where feasible, the Proposed Project shall include measures to help reduce the rate and volume of stormwater runoff from the development portion of the Project Site. The Project Sponsor shall submit the Final Storm Water Control Plan (incorporating all requirements of Mitigation Measure HYD-3) to the County and RWQCB for approval, and shall implement the approved Final Storm Water Control Plan throughout the life of the Proposed Project, updated and revised as necessary. As specified in the draft Preliminary Storm Water Control Plan (included as Appendix G.2 to the Draft EIR for the Proposed Project), measures in the Final Storm Water Control Plan to address runoff flow and flooding may include, but would not necessarily be limited to, vegetated swales, vegetated buffers strips, media filters in parking areas, flow through planters, and bioretention areas.</p>	<p>Less than Significant</p>
<p>Impact HYD-6: Construction activity and changes to the Project Site resulting from the Proposed Project, in conjunction with other foreseeable development in the area, would not result in cumulatively considerable impacts on hydrology and water quality conditions. (Less than Significant)</p>	<p>None Required</p>	<p>None Required</p>
<p>J. Hazards and Hazardous Materials</p> <p>Impact HAZ-1: The Proposed Project would demolish existing structures that contain hazardous building materials, such as lead-based paint, asbestos, and PCBs could expose workers, the public, or the environment to these hazardous materials and would generate hazardous waste. (Potentially Significant)</p>	<p>Mitigation Measure HAZ-1a: Each structure proposed for demolition shall require an assessment by licensed contractors for the potential presence of lead-based paint or coatings, asbestos containing materials, or PCB-containing equipment prior to obtaining a demolition permit.</p>	<p>Less than Significant (with implementation of HAZ-1a through HAZ-1e)</p>

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
	<p>Mitigation Measure HAZ-1b: If the assessment required by Mitigation Measure HAZ-1a finds presence of lead-based paint, asbestos, and/or PCBs, the Project Sponsor shall create and implement a health and safety plan to protect workers, the public, and the environment, from risks associated with hazardous materials during demolition or renovation of affected structures.</p> <p>Mitigation Measure HAZ-1c: If the assessment required by Mitigation Measure HAZ-1a finds presence of lead-based paint, the Project Sponsor shall develop and implement a lead-based paint removal plan. The plan shall specify, but not be limited to, the following elements for implementation:</p> <ul style="list-style-type: none"> • Develop a removal specification approved by a Certified Lead Project Designer. • Ensure that all removal workers are properly trained. • Contain all work areas to prohibit offsite migration of paint chip debris. • Remove all peeling and stratified lead-based paint on building and non-building surfaces to the degree necessary to safely and properly complete demolition activities according to recommendations of the survey. The demolition contractor shall be responsible for the proper containment and disposal of intact lead-based paint on all equipment to be cut and/or removed during the demolition. • Provide onsite personnel and area air monitoring during all removal activities to ensure that workers and the environment are adequately protected by the control measures used. • Clean up and/or vacuum paint chips with a high efficiency particulate air (HEPA) filter. • Collect, segregate, and profile waste for disposal determination. <p>Properly dispose of all waste.</p> <p>Mitigation Measure HAZ-1d: If the assessment required by Mitigation Measure HAZ-1a finds presence of asbestos, the Project Sponsor shall ensure that asbestos abatement shall be conducted by a licensed contractor prior to building demolition.</p> <p>Mitigation Measure HAZ-1e: If the assessment required by Mitigation Measure HAZ-1a finds presence of PCBs, the Project Sponsor shall ensure that PCB abatement shall be conducted prior to building demolition or renovation.</p>	

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<p>Impact HAZ-2: Implementation of the Proposed Project would disturb soil and groundwater impacted by historic hazardous material use, which could expose construction workers, the public, or the environment to adverse conditions related to hazardous materials handling. (Potentially Significant)</p>	<p>Mitigation Measure HAZ-2a: The project applicant shall prepare a health and safety plan, based on the site conditions and past diesel release history and remediation, by a licensed industrial hygienist. The health and safety plan, in accordance with OSHA's Hazardous Waste Operations and Emergency Response Standard (HAZWOPER), shall identify potential contaminants that may be encountered, appropriate personal protective equipment, and worker safety procedures.</p> <p>Mitigation Measure HAZ-2b: To reduce environmental risks associated with encountering contaminated soil that is discovered during grading and construction, the Project Sponsor shall ensure that any suspected impacted soil is stockpiled separately, profiled for hazardous material content and disposed of in accordance with all state and federal agencies and under federal (RCRA) and the requirements of state laws. All contaminated soil determined to be hazardous or non-hazardous waste must be adequately profiled for acceptable disposal before it can be removed from the site. Site procedures for encountering, handling, profiling, and disposing of suspected contaminated soils shall be prepared for the contractor by a licensed environmental professional in a Soil Management Plan.</p>	<p>Less than Significant (within implementation of HAZ-2a through HAZ-2c)</p>
<p>Impact HAZ-3: The project would involve the transportation, use, and storage of hazardous chemicals, which could present public health and/or safety risks to facility workers, patients and visitors, and the surrounding area. (Less than Significant)</p>	<p>None Required</p>	
<p>Impact HAZ-4: Hazardous materials used onsite during construction activities (i.e., solvents) could be spilled through improper handling or storage, potentially increasing public health and/or safety risks to facility workers, patients and visitors, and the surrounding area. (Less than Significant)</p>	<p>None Required</p>	
<p>Impact HAZ-5: The Proposed Project, combined with past, present, and reasonably foreseeable projects, would not result in a cumulative hazards in the vicinity of the Project Site. (Less than Significant)</p>	<p>None Required</p>	
<p>Mitigation Measure HAZ-2c: Groundwater pumped from the subsurface would be contained onsite prior to treatment and disposal to ensure environmental and health issues are resolved pursuant to oversight agencies. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building, if applicable, as determined by the overseeing agency.</p>	<p>None Required</p>	

IV. Revisions to the Draft EIR

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
K. Public Services		
Impact PUB-1: The Proposed Project would not result in a substantial increase in calls for police protection services that would require new or physically altered Sheriff's Office facilities in order to maintain acceptable performance objectives. (Less than Significant)	None Required	
Impact PUB-2: The Proposed Project would not increase the number of calls for fire protection services and emergency medical assistance that would not require new or physically altered fire facilities in order to maintain acceptable performance objectives. (Less than Significant)	None Required	
Impact PUB-3: The Proposed Project, when combined with other past, present and reasonably foreseeable future development in the vicinity, could result in cumulative impacts to the provision of public services. (Less than Significant)	None Required	
L. Utilities		
Impact UTIL-1: The Proposed Project would not exceed water supplies available to serve the Proposed Project from existing entitlements and resources, nor require or result in construction of water facilities or expansion of existing facilities, construction of which could cause significant environmental effects. (Less than Significant)	None Required	
Impact UTIL-2: The Proposed Project would not result in increased generation of wastewater at the Project Site or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. (Less than Significant)	None Required	
Impact UTIL-3: The Proposed Project would not require or result in construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. (Less than Significant)	None Required	
Impact UTIL-4: The Proposed Project would not violate Impact UTIL-4: The Proposed Project would not violate regulations relating to energy standards; exceed available capacity of the local energy provider; or require construction or expansion of existing facilities, the construction of which could cause significant environmental effects. (Less than Significant)	None Required	
Impact UTIL-5: The Proposed Project in combination with other past, present, and reasonably foreseeable future projects, would not result in cumulative impacts on utilities and service systems.	None Required	

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
(Less than Significant)		
M. Population, Housing, and Employment		
Impact POP-1: Implementation of the Proposed Project would not induce population to Castro Valley (Less than Significant)	None Required	
Impact POP-2: Implementation of the Proposed Project would not displace substantial numbers of existing housing and residents necessitating the construction of replacement housing elsewhere. (Less than Significant)	None Required	
Impact POP-3: The Proposed Project, combined with the effects of other past, present and reasonably foreseeable projects future projects, could induce population to the community and displace housing and residents from the community. (Cumulative Impact: Less than Significant)	None Required	

CHAPTER V

Responses to Written Comments Received on the Draft EIR

This chapter includes copies of the written comments received by mail during the public review period on the Draft EIR. No correspondence was received via electronic mail. Specific responses to the individual comments in each correspondence follow each letter. Consistent with the list of commenters presented in Chapter III, correspondence received from public agencies or representative bodies is presented first, followed by that received from an individual.

Each correspondence is identified by an alpha designator (e.g., “Letter A”). Specific comments within each correspondence are identified by an alphanumeric designator and the numeric sequence of the specific comment within the correspondence (e.g. “A-1” for the first comment in Letter A). The set of responses immediately follows the correspondence.

Responses specifically focus on comments that pertain to the adequacy of the analysis in the Draft EIR or other aspects pertinent to the environmental analysis of the Proposed Project pursuant to CEQA. Comments that address topics beyond the purview of the Draft EIR or CEQA are noted for public record, but no response is required. Where comments and/or responses have warranted revisions to the text of the Draft EIR, these changes appear as part of the specific response to comment and are repeated in Chapter IV (Revisions to the Draft EIR), where they are listed generally in order of where the revision would appear in the Draft EIR document.

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December 4, 2008

Ms. Crescentia Brown
Alameda County Community Development Agency
Planning Department
224 West Winton Avenue, Room 111
Hayward, CA 94544

RE: Sutter Medical Center, Castro Valley: Draft EIR

Dear Ms. Brown,

Enclosed please find a copy of the Sutter Medical Center, Castro Valley Draft EIR. We have no interest in this project and are returning it to you.

If you have any questions, please do not hesitate to call me at 510/544-2600 or email me at rbock@ebparks.org.

A-1

Yours truly,



Rosalynne J. Bock
Secretary
Interagency Planning & Land Acquisition Division

Enclosure

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Letter A Response – East Bay Regional Parks District, Interagency Planning & Land Acquisition Division

A-1: The Comment does not address the adequacy of the Draft EIR analysis. The comment is noted.

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

1120 N STREET

P. O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 654-4959

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TTY 711

Comment Letter B

*Flex your power!
Be energy efficient!*

January 15, 2009

Ms. Jana Beatty Weldon
Alameda County Planning Department
224 W. Winton Avenue, Room 111
Hayward, CA 94544

Dear Ms. Weldon:

Alameda County's Draft Environmental Impact Report for the Sutter Medical Center, Castro Valley, Replacement Hospital; SCH# 2008052019

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

B-1

The proposal is for the Sutter Medical Center, Castro Valley, Replacement Hospital on the site of the existing Eden Medical Center. The proposal includes relocating the existing hospital heliport approximately 150 feet to the northeast. The existing Eden Medical Center Heliport operates with a State heliport permit issued by the Division. As we stated in our May 23, 2008 letter in response to the Notice of Preparation, the relocated heliport will require the issuance of a new State heliport permit from the Division. The applicant should also be advised to contact the Division's Aviation Safety Officer for Alameda County, Mr. Don Haug, at (916) 654-5174, for assistance with the State permit requirements. Information regarding the State permit process is also available on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/heliportpermit.html>.

B-2

Prior to amending the State heliport permit, the Division, as responsible agency, must ensure that the proposal is in full compliance with CEQA. We request copies of the Final Environmental Impact Report (FEIR) when available and a copy of the Notice of Determination when the project has been approved.

B-3

According to the Draft EIR, the proposal will require a consistency review by the Alameda County Airport Land Use Commission (ALUC). Before the Division can issue the State heliport permit, we require, at a minimum, verification from the ALUC that they have considered the proposed heliport. The applicant should be advised to contact Ms. Cindy Horvath, Alameda County ALUC, at (510) 670-5400.

B-4

Depending on structural heights during construction, the FAA may require a Notice of Proposed Construction or Alteration (Form 7460-1) pursuant to Federal Aviation Regulation Part 77. Form 7460-1 is available on-line at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp> and should be submitted electronically.

B-5

If the new heliport is planned for operation prior to completion of the later phases of construction activities, the guidance in the Federal Aviation Administration's (FAA) Advisory Circular 150/5370-2E "Operational Safety on Airports During Construction," available on-line at <http://faa.gov>, should be incorporated into the project design in order to identify any permanent or temporary construction-related impacts (e.g. construction cranes, etc.) to the heliport imaginary surfaces. The FAA may also require the filing of a Notice of Proposed Construction or Alteration (Form 7460-1) for certain project-specific activities in accordance with Federal Aviation Regulations Part 77 "Objects Affecting Navigable Airspace." Form 7460-1 is available at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp> and should be submitted electronically.

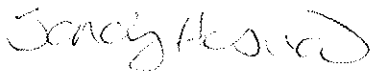
↑
B-5
cont.

These comments reflect the areas of concern to the Division with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our Caltrans District 4 office concerning surface transportation issues.

↑
B-6

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,



SANDY HESNARD
Aviation Environmental Specialist

c: State Clearinghouse, Alameda County ALUC

Letter B Responses – California Department of Transportation, Division of Aeronautics

- B-1: The introductory Comment does not address the adequacy of the Draft EIR analysis and is noted. The Draft EIR initially acknowledges the California Department of Transportation's Division of Aeronautics' permit authority role related to the Proposed Project on page III-42, under *Required Public Agency Approvals and Utility Providers*.
- B-2: The Comment states that the Proposed Project would require issuance of a new State heliport permit from the Caltrans Aeronautics Division. The Project Sponsor submitted the Proposed Heliport Layout Plan for Caltrans review and approval of the basic layout and design of the proposed relocated heliport, and Caltrans issued its approval on December 10, 2008. The Project Sponsor would subsequently submit the requisite approval documents from other agencies necessary for Caltrans' to issue the Heliport Site Approval to which the Comment refers (which actually authorizes construction). These include (1) a copy of the EIR and ALUC's approval, which is discussed in Response to Comment B-4.

The Draft EIR analyzes the potential effects of the proposed relocated heliport in Impacts NOI-6 and NOI-7, starting on Draft EIR page IV.E-33. Impacts directly associated with noise levels from helicopters operating at the relocated heliport (Impact NOI-6) would continue to be less than significant. The existing and future significant noise level contour (65 dB CNEL) created by the relocated heliport would be equal in size and the new contour would not increase in area to encompass residential areas or other nearby sensitive land uses. The impact of continued helicopter overflights at night that could cause annoyance or sleep disturbance for nearby residents (Impact NOI-7) is determined to be significant and unavoidable due to the infeasibility of restricting nighttime helicopter flights in emergency care situations. As analyzed in the Draft EIR, approximately 20 additional single family residences not previously significantly impacted would be included within the threshold noise contour (95 dB SENEL) due to the relocated heliport. The operational measures in Mitigation Measure NOI-7 will continue to be implemented to reduce the effect, but not to a level of less than significant.

- B-3: Pursuant to CEQA, ACCDA, as Lead Agency, will provide a copy of the Responses to Comments / Final EIR document to all public agencies that commented on the Draft EIR (see Chapter III, Commenters on the Draft EIR). Further, consistent with standard County practice and its discretion, ACCDA will also provide a copy of the Responses to Comments / Final EIR document to all commenters on the Draft EIR.
- B-4: The Alameda County Airport Land Use Commission (ALUC) conducted a public hearing and consistency review of the Proposed Project (heliport relocation) and the Alameda County Airport Land Use Plan on December 17, 2008.
- B-5: The Proposed Project (heliport relocation) would require issuance of a new State of California Heliport Permit from Caltrans' Division of Aeronautics. Caltrans would issue this Permit, which would authorize the start-up of flight operations at the relocated heliport,

upon a post-construction inspection to ensure that the new helistop has been built per Caltrans' criteria. The Project Sponsor submitted the Proposed Helistop Layout Plan for Caltrans Aeronautics review and approval. Caltrans issued its approval on December 10, 2008. The Project Sponsor would subsequently submit the requisite approval documents from other agencies necessary for Caltrans to issue the Heliport Site Approval Permit to which the comment refers. The Heliport Site Approval Permit authorizes construction of the relocated helistop. The Approval Permit includes (1) a copy of the FEIR, the CEQA Notice of Determination issued after certification of the EIR; (2) Alameda County Airport Land Use Commission's (ALUC) approval, dated December 17, 2008, as discussed in Response B-4; and (3) the FAA airspace determination letter, dated December 10, 2008.

Prior to commencement and during construction of the New Hospital and New MOB, the contractor shall coordinate with helicopter operators and update the site's Helicopter Operations Plan to ensure that construction at the Project Site does not interfere with ongoing flight operations and shall advise all relevant construction and helicopter operations staff of applicable safety procedures, including storing construction materials remotely from helicopter operations areas so that they will not be blown about by helicopter rotorwash (wind).

The Proposed Project and helistop operations and safety measures during construction are guided by federal guidance documents that govern heliport design, the lighting and marking of obstructions and operational procedures during nearby construction. At night, the contractor shall mark the tops of cranes with red obstruction lights so they are clearly visible to helicopter operators. During daytime hours, cranes shall be marked with an orange and white flag consistent with standard procedures. As additional detail is developed for construction crane operations for the Proposed Project, the information would be evaluated further to ensure crane locations and heights would not impact any flight paths, requiring any paths to be closed or altered during crane operations.

Crane heights, if extending above 200 feet above ground level, will require notification to the Federal Aviation Administration (FAA) per requirements of CFR 14 Part 77, Objects Affecting Navigable Airspace. This is done online via FAA's <https://oeaaa.faa.gov> website. The crane contractor shall be responsible for timely filing and liaison with FAA regarding this task.

If cranes need to extend into the southern transitional surface as shown on Heliplanners' Helistop Layout Plan (HLP), the Proposed Project would need a variance from Caltrans' Division of Aeronautics to allow the penetration. If cranes at any time extend into the western approach surface, also depicted on the HLP, the western flight path would need to be closed during that time. Hospital operations and/or the construction contractor would need to notify all helicopter operators in advance of that time with dates and times of crane operation within the western approach surface. In addition, each pilot would need to be informed verbally of the western flight path closure before departing the helistop.

, Corners of the New Hospital and New MOB structures (or steel frames) shall be marked throughout construction with red obstruction lights, as shown on Heliplanner's Helistop Layout Plan, to ensure the structures are clearly visible to helicopter operators at night. The lights shall be installed at the time that the buildings' steel begins to penetrate the southern transitional surface (a sloped obstruction-clearance surface in the airspace surrounding the helistop) as depicted on Helistop Layout Plan). The lights would need to be incrementally moved higher as each floor of steel is added, finally being installed on the parapet at the end of construction. If it is impractical to employ hard-wired lights as construction progresses upward, solar-powered LED obstruction lights could be used.

The tallest building to be constructed with the Proposed Project is the New Hospital which would be up to approximately 108 feet tall. As a result, the building itself would not require an obstruction evaluation application to FAA, a Notice of Proposed Construction or Alteration Form 7460-1, to which the Comment refers. The threshold for this application per CFR 14 Part 77 is 200 feet above ground level at a structure's base. The New Hospital would be below this threshold.

The County may consider incorporating the above provisions as conditions of approval for the Proposed Project.

- B-6: The County notified Caltrans District 4 Office of the availability of the Draft EIR and designated the District 4 Office as a "Recommended Reviewing Agency" on the Environmental Document Transmittal (Appendix C to the CEQA Guidelines) sent to the State Clearinghouse / Office of Planning and Research (OPR) for dissemination on December 4, 2008. County staff confirmed transmittal per records on the OPR website. The County also mailed a copy of the Draft EIR directly to Caltrans (Attn: Lisa Carboni, 111 Grand Avenue, P.O. Box 23660, Oakland, CA, 94623-0660), in addition to other agencies, on December 3, 2008. As of publication of this Responses to Comments / Final EIR, the County has not received comments on the Draft EIR from the District 4 Office relevant to surface transportation associated with the Proposed Project. The list of agencies to which the Lead Agency mailed the Draft EIR is included as Appendix B to this document.

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January 15, 2009

Jana Beatty Weldon, Senior Planner
Alameda County Community Development Agency
Planning Department
224 West Winton Avenue, Room 111
Hayward, CA 94544

Re: Draft Environmental Impact Report – Sutter Medical Center Replacement
Hospital Project, Castro Valley

Dear Ms. Weldon:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Draft Environmental Impact Report (EIR) for the Sutter Medical Center Replacement Hospital Project located in Castro Valley. EBMUD has the following comments.

GENERAL

Page I-1, under Project Overview, it states that all existing hospitals within the state are required to comply with the regulations developed by the California Office of Statewide Health Planning and Development (OSHPD) as mandated by California Senate Bill 1953 adopted in February 1994. EBMUD understands OSHPD regulations also include requirements for non-structural performance (Category 5), specifically every hospital by 2030 must have integrated into the plumbing system, an on-site water supply, sufficient for 72 hours of emergency operations based on 50 gallons per day per bed. These requirements can also be found in the California Building Standards Code. The Draft EIR should identify how this requirement will be addressed as part of the overall project development.

C-1

WATER SERVICE

The existing hospital currently has water service. If additional water service is needed, the project sponsor should contact EBMUD’s New Business Office and request a water service estimate to determine costs and conditions for providing additional water service to the proposed development. Engineering and installation of water services requires substantial lead-time, which should be provided for in the project sponsor’s development schedule.

C-2

Jana Beatty Weldon, Senior Planner
January 15, 2009
Page 2

The project sponsor should be aware that EBMUD will not inspect, install or maintain pipeline in contaminated soil or groundwater (if groundwater is present at any time during the year at the depth piping is to be installed) that must be handled as a hazardous waste or that may pose a health and safety risk to construction or maintenance personnel wearing Level D personal protective equipment. Nor will EBMUD install piping in areas where groundwater contaminant concentrations exceed specified limits for discharge to sanitary sewer systems or sewage treatment plants.

Applicants for EBMUD services requiring excavation in contaminated areas must submit copies of existing information regarding soil and groundwater quality within or adjacent to the project boundary. In addition, the applicant must provide a legally sufficient, complete and specific written remedial plan establishing the methodology, planning and design of all necessary systems for the removal, treatment, and disposal of all identified contaminated soil and/or groundwater.

EBMUD will not design the installation of pipelines until such time as soil and groundwater quality data and remediation plans are received and reviewed and will not install pipelines until remediation has been carried out and documentation of the effectiveness of the remediation has been received and reviewed. If no soil or groundwater quality data exists or the information supplied by the applicant is insufficient EBMUD may require the applicant to perform sampling and analysis to characterize the soil being excavated and groundwater that may be encountered during excavation or perform such sampling and analysis itself at the applicant's expense.

WATER CONSERVATION

The proposed project presents an opportunity to incorporate water conservation measures. EBMUD staff would appreciate the opportunity to meet with the project sponsor to discuss water conservation programs and best management practices applicable to the integrated projects. A key objective of this discussion will be to explore timely opportunities to expand water conservation via early consideration of EBMUD's conservation programs and best management practices applicable to the project.



C-2
cont.



C-3

Comment Letter C

Jana Beatty Weldon, Senior Planner
January 15, 2009
Page 3

If you have any questions concerning this response, please contact David J. Rehnstrom,
Senior Civil Engineer, Water Service Planning at (510) 287-1365.

Sincerely,



William R. Kirkpatrick
Manager of Water Distribution Planning

WRK:NJR:sb
sb09_007.doc

cc: Environmental Science Associates (ESA)
c/o Crescentia Brown, AICP
350 Frank Ogawa Plaza, Suite 300
Oakland, CA 94612

Letter C Response– East Bay Municipal Utility District

C-1: The Proposed Project would comply with all applicable requirements of the California Office of Statewide Health Planning and Development (OSHPD) and the California Building Standards Code. Specifically, the Proposed Project has been designed to meet the requirements for integrated plumbing and water supply to meet emergency operations, and therefore would satisfy these requirements in advance of the 2030 requirements.

Additionally, the requirement for NPC-5 allows for hook-ups to allow for the use of transportable sources of water and sanitary waste water disposal as an alternate, thereby the proposed on-site condition is a feasible alternate. Health and Safety Code 129680(b) exempts the Proposed Project from local control, which will be under the oversight of OSHPD, as previously indicated.

C-2: The Comment is noted. The Project Sponsor would adhere to all EBMUD requirements for information and requesting additional water service for the Proposed Project, if warranted. Additionally, as discussed starting on Draft EIR page IV.J-15, Mitigation Measures HAZ-2a through HAZ-2c are required to address the potential residual impacts that may exist from past contamination in soil and groundwater at the Project Site, including past release of diesel fuel associated with the former underground storage tanks onsite although the case has been closed by Alameda County Department of Environmental Health. As required by EBMUD, the Project Sponsor would demonstrate that any known soil and/or groundwater contaminants on the Project Site are remediated to the extent required by all applicable federal, state, and local laws and requirements as required for the intended land use of the Project Site prior to excavation or request for installation of new pipelines.

C-3 EBMUD's water conservation measures and programs are discussed throughout Section IV.L, Utility and Service Systems, of the Draft EIR. The Proposed Project's implementation of water conservation measures is discussed in Impact UTIL-1, starting on Draft EIR p. IV.L-6, as well as in under *Operations and Irrigation Water Conservation* starting on Draft EIR page III-28.

Comment Letter D

PARKS, RECREATION AND HISTORICAL COMMISSION

Alameda County Administration Building
224 West Winton Avenue, Room 111
Hayward, CA 94544
(510) 670-5400

January 19, 2009

Jana Beatty Weldon, Senior Planner
Alameda County Planning Department
244 W. Winton Ave., Room 111
Hayward, CA 94544
FAX (510) 785-8793

Comments on Draft EIR, Sutter Medical Center, Castro Valley, Replacement Hospital

Dear Ms Weldon,

The Alameda County Parks, Recreation and Historical Commission appreciate the opportunity to comment on the Draft EIR, "Sutter Medical Center, Castro Valley, Replacement Hospital Project". This Commission was also honored with a presentation by representatives of ESA and the Carey & Company, Historical Architect.

The Commission is disappointed that a better historical analysis of Eden Hospital was not done. The architect of Eden Hospital in 1954 was Douglas Dacre Stone, who completed 20 hospitals in the 1950's mostly in the Bay Area. He won an AIA, Merit Award for the Peninsula Memorial Blood Bank in 1954, with the same partner; this team also designed Eden Hospital. The peremptory Historical review of this property did not identify Eden Hospital as a Historic Resource and did not list the architect of this hospital on any of the pages IV.F-3, 4, 5. There should be a full Historic Architectural review using the guidelines of a State of California, Department of Parks and Recreation Form 523 of Eden Hospital taking into consideration the award winning architect, Douglas Dacre Stone, who designed it.

D-1

The EIR mentions Protected Trees on Page IV.G-13 that surround the property but because the property is private property, The Alameda County Tree Ordinance does not cover all of the trees, many of the significant trees are on private property. The Commission suggests that a condition of approval include a Historic American Landscape Survey (HALS) of all of the trees on this site. We also suggest that any significant trees that should be protected be identified on a landscape drawing and if they are lost during construction or within five-years of completion that the County of Alameda ask for a replacement of at least two-24" Box trees of the same species. (Mitigation Measure BIO-2a-f, Page IV.G-14 and Mitigation Measure BIO-2b-c, page IV.G-14)

D-2

In the history of the beginning of Eden Hospital, the Stanton Family is mentioned as well as other historical figures from that time, on pages IV.F-2, 3. There should be a series of photos and stories of the early pioneers that lived in this area and of the family that once lived on the land that is now Eden Hospital. This collection of photos should be of a large enough size for a person walking by to appreciate and they should be in all public areas of the hospital and Medical Office Building.

D-3

Respectfully submitted,

Al Minard, Chair
Alameda County Parks, Recreation & Historical Commission

Letter D Responses – Alameda County Parks, Recreation and Historical Commission

D-1: The Draft EIR identified the Existing Hospital as ineligible for listing in the California Register of Historical Resources (CRHR) as an historical resource due to a lack of historical and architectural merit, as well as reduced physical integrity from the numerous alterations to the building which occurred primarily in the 1970s and 1980s. As such, demolition of the Existing Hospital building would have no significant adverse impact to historic architectural resources, and no mitigation measures would be required.

The Comment is correct that the original 1950s-era hospital was designed by Douglas Dacre Stone of the San Francisco architectural firm of Stone & Mulloy, a firm which designed numerous hospitals in the Bay Area in the mid-twentieth century. ESA Cultural Resources staff prepared a further detailed historical evaluation of the Existing Hospital building in January 2009, which included additional information about the firm of Stone & Mulloy. The evaluation found that regardless of whether the architect of the Existing Hospital may meet CRHR Criteria C as a ‘master architect,’ the first and second floor additions and alterations to the hospital have compromised the physical integrity of the original 1950s structure to such an extent that the building no longer conveys clear design associations with the work of architect Douglas Dacre Stone. In addition, research did not reveal that Stone’s design for the hospital was considered particularly ground-breaking at the time, nor was it one of the designs for which he may have become as a ‘master’ architect (a requirement under Criterion C). As such, the Existing Hospital does not appear to qualify for listing as an historical resource under Criterion C (architecture). California State Department of Parks and Recreation (DPR) Forms 523A&B are included in Appendix C to this document.

Additional historical evaluations were also prepared for the other buildings on the Project Site that would also be demolished as part of the Proposed Project; the Pine Cone Apartments at 20004 Stanton Avenue, four Medical Office Buildings (MOBs) (north of the Existing Hospital) at 20081-20101 Lake Chabot Road, and Laurel Grove Rehabilitation Hospital at 19933/19991 Lake Chabot Road. California State DPR Forms 523A&B for these buildings are included in Appendix B to this document. As noted on the DPR forms, none of these buildings would qualify for listing in the CRHR as historical resources due to a lack of historical and architectural merit. As such, removal of these buildings would not constitute a significant adverse impact on historic architectural resources, and no mitigation would be required.

D-2: The Historic American Landscapes Survey (HALS) is a National Park Service program to record historic landscapes in the United States and its territories through measured drawings and interpretive drawings, written histories, and large-format black and white photographs and color photographs. The National Park Service oversees the daily operation of HALS and formulates policies, sets standards, and drafts procedural guidelines in consultation with the American Society of Landscape Architects (ASLA). HALS

documentation is sometimes required as mitigation under CEQA for projects that would remove or alter an existing or potential historical landscape.

ESA Cultural Resources staff conducted a reconnaissance-level field survey of the Project Site in January 2009 to investigate trees and other landscape elements. The survey and investigation concluded that no significant heritage trees or other landscape elements that would qualify as an historic landscape are located on the Project Site. No remnant trees or other landscaping from the property's original use as the Stanton family ranch were identified, and all existing landscaping on the property appear to date from the 1950s or later. Photos of hospital construction in the early 1950s show that the site was graded and all previous landscape elements were removed at the time of construction. These photos are identified on continuation page 4 of the California State DPR Forms 523B, which is included in Appendix C to this document. As the Project Site would not qualify as an historic landscape, mitigation in the form of HALS documentation would not be required.

- D-3: Although not required as part of mitigation measures to reduce a significant environmental impact to historical resources under CEQA (as none were identified in the Draft EIR), the Project Sponsor has indicated that it intends to include an interpretive display (e.g., narratives, exhibits, photographs, etc.) located in the New Hospital that would describe the former uses of the property.

Comment Letter E

Al Minard
1201 Valdez Way
Fremont, CA 94539
Home Phone: (510) 656-3936
Cell Phone: (510) 552-4839

January 19, 2009

Jana Beatty Weldon, Senior Planner
Alameda County Planning Department
244 W. Winton Ave., Room 111
Hayward, CA 94544
FAX: (510) 785-8793

Comments on Draft EIR, Sutter Medical Center, Castro Valley, Replacement Hospital

Dear Ms Weldon,

I have read the Draft EIR and attended the public meeting at Parks Recreation and Historical Commission on January 8, 2009.

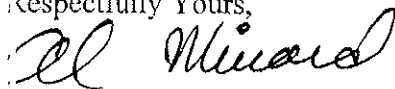
I have the following comments:

Pine Cone Apartments did not have a Historical Analysis of any type done and yet they are of a style that could have been built about 50 years ago. The demolition of these apartments lists Impact POP-2 on Page IV.M-10. 11. with no mitigation. I requests that a complete historical analysis using the guidelines of a State of California. Department of Parks and Recreation Form 523 of the Pine Cone Apartments be completed prior to demolition. These apartments are adjoining the largest employer in Castro Valley, Eden Hospital, and also very near to the BART connection. The apartments are one and two bedroom units which are appropriate for the median family size of Castro Valley as defined on Table IV.M-2 on page IV.M-2. These apartment units should be replaced as part of this project with other market rate apartments in the immediate area to maintain the housing balance in Castro Valley.

E-1
E-2

ESA Representative at the Alameda County, Parks, Recreation, and Historical Commission on January 8, 2009, mentioned that one of the roads to the parking garage would be located on site which would route cars from the hospital and Medical Office Building between the parking garage and the new Medical Office Building to gain access to the Parking Garage. This was planned to reduce traffic congestion on Lake Chabot Road for people dropping off someone at the hospital or Medical Office Building and then wanting to park in the parking garage. I think a serious attempt to put an elevated and enclosed walkway from the Parking Garage to the Medical Office Building above this road would be an excellent idea and would resolve several traffic problems. I am confident that this can be accomplished and will generate less pedestrian/automobile conflicts, and reduce traffic congestion on Lake Chabot Road in front of the Hospital complex..

E-3

Respectfully Yours,

Al Minard

Letter E Response – Al Minard

- E-1: See Response to Comment D-1, above. As noted on the DPR Forms 523B for the Pine Cone Apartments (included in Appendix C to this document), this building is ineligible for listing in the CRHR as historic resources due to a lack of historical and architectural merit. As such, removal of this building would not constitute a significant adverse impact on historic architectural resources, and no mitigation would be required.
- E-2: The Draft EIR addresses in Impact POP-2, starting on page IV.M-10, the potential for the Proposed Project to displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere (which is the applicable significance threshold under CEQA stated on Draft EIR page IV.M-9). As of preparation of this Responses to Comments document, the Pine Cone Apartments is currently vacant (other than the applicant's resident site manager for security purposes). The Draft EIR analysis considers the maximum residential capacity of the facility. As discussed there, the removal of 42 market rate apartments and a maximum 106 residents, considered with the most recent occupancy information for the community (shown in Table IV.M-2), the magnitude of the reduction is relatively limited and the community's future housing needs would not be substantially changed by the additional demand for housing from the displaced Pine Cone Apartments. Additionally, the Proposed Project is a replacement project and would not result in a substantial increase in housing demand from new employees residing in the vicinity. Lastly, the Proposed Project is not subject to a replacement housing requirement in Alameda County.
- E-3: This Response interprets the Comment as a recommendation for the Proposed Project to provide an elevated and enclosed walkway between the parking garage and the New Medical Office Building (MOB) to prevent pedestrians having to cross the proposed new internal roadway between these two structures and that directly connects the main campus to the proposed surface parking lot north of the parking garage. An overhead walkway at this location would not be necessary to reduce the potential effects of the Proposed Project, moreover, it would not be physically feasible because of the relative elevation difference between the parking garage and the New MOB would not allow an overhead walkway to have adequate overhead clearance over the roadway; as depicted in Figure III-7 on Draft EIR page III-15, the top level of the parking garage is notably lower than the elevation of the New MOB. Also, the Draft EIR thoroughly analyzes the potential adverse site access and circulation impacts (including consideration of pedestrians) in Impact TRANS-6, starting on Draft EIR page IV.C-32. As discussed there, the impact would be less than significant pursuant to the applicable CEQA criterion. However, the Proposed Project would incorporate recommended improvements identified on Draft EIR page IV.C-33 to ensure adequate sight lines, particularly given the elevation changes throughout the site, to minimize potential pedestrian-vehicle conflicts.

CHAPTER VI

Responses to Comments Received at the Castro Valley Municipal Advisory Council Public Hearing on the Draft EIR

The Castro Valley Municipal Advisory Council (MAC) held a public hearing on the Draft EIR on December 15, 2008. This chapter presents the full transcript of the public hearing, followed by the responses to each speaker's comments.

As in Chapter V, responses presented in this chapter specifically focus on comments that pertain to the adequacy of the analysis in the Draft EIR or other aspects pertinent to the environmental analysis pursuant to CEQA. Comments that address topics beyond the purview of the Draft EIR or CEQA are noted for public record, but no response is required or provided, except for some cases (Responses MAC-29).

Comments relevant to the public comments on the Draft EIR start on page 6 of the transcript, however, the complete transcript of Draft EIR agenda item is included.

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GENERAL PURPOSE MEETING

SUTTER MEDICAL CENTER (EDEN)
CASTRO VALLEY
DRAFT ENVIRONMENTAL IMPACT REPORT
COMMUNITY DEVELOPMENT AGENCY

ORIGINAL /

December 15, 2008

Reported by:
JOAN T. GRIER
CSR 8958

SHARI MOSS & ASSOCIATES
Certified Shorthand Reporters
877 Cowan Road, Suite A
Burlingame, California 94010-1204
(415) 402-0004
(650) 692-8900
FAX: (415) 402-0005

1 BE IT REMEMBERED that, on Monday, December 15,
2 2008, commencing at 6:17 p.m. thereof, at Castro Valley
3 Unified School District Board Room, 4400 Alma Avenue,
4 Castro Valley, California, the following meeting was
5 held, before me, JOAN T. GRIER, a Certified Shorthand
6 Reporter in the State of California.

7

8 COUNCIL MEMBERS:

9 Jeff Moore, Co-Chair (recused)

10 Cheryl Miraglia, Co-Chair

11 Dean Nielsen

12 Andy Frank

13 Dave Sadoff

14 Sheila Cunha

15 John Ryzanych

16

17 OTHER PARTICIPANTS:

18 Crescentia Brown, Environment Consultant,

19 Environmental Science Associates

20 Jana Beatty, Senior Planner, Alameda County

21 Community Development Agency

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P R O C E E D I N G S

-oOo-

MR. MOORE: That brings us on to our regular agency Item No. 3. The Sutter Medical Center Castro Valley Draft Environmental Impact Report is here for comment.

At this point I need to recuse myself as I have worked on this project. I will be sitting in the audience to offer any technical comments if needed.

So I'm going to turn this over to the coach here.

MS. MIRAGLIA: We'll start with Jana.

MS. BEATTY: Good evening, council members. Tonight is one of our two comment meetings on the Draft EIR for the Sutter Medical Center Replacement Hospital Project.

And we did circulate the Draft EIR about a week and a half ago, and we are not required -- the lead agency is not required by CEQA to hold public comment meetings, but both the County and Sutter agreed that it would be good to hold such meetings to give both the MAC and the Planning Commission and the community plenty of opportunities to speak regarding this document.

And just as a brief overview on the CEQA process, once a draft EIR is circulated, there are 45

1 days to review it from both agencies and the public.

2 And with this document we have until January
3 20th to receive comments from anyone who would like to
4 make them, both agencies, council and board members, and
5 the public.

6 So tonight, since we are only a couple of weeks
7 into the process, it's perfectly okay if you haven't read
8 the entire thing. Or, if you haven't even cracked it
9 open, it's still fine. You have until January 20th to
10 make your comments.

11 And I'd also like to make the point that if you
12 have, either on the council or anyone in the public, if
13 you do have significant comments to make on this
14 document, we would appreciate a follow-up to your verbal
15 comments in writing. It would really help out our
16 consultant.

17 Because every comment that is made to the
18 County is responded to in the final EIR. So verbal
19 comments, though they are very appreciated, but sometimes
20 they can be a little bit difficult to respond to just
21 because we can't pick up on hand gestures and facial
22 expressions and that sort of thing. So it really helps
23 us to have comments in writing.

24 And also, I'd like to reiterate that the
25 purpose of tonight's meeting is just to take comments on

1 this document. We can't really get into the details of
2 the project tonight because that's not what this meeting
3 was noticed for.

4 There will be plenty of opportunity for both
5 the MAC and the PC and the public to comment on
6 project-specific issues, like the color of the building
7 or landscape choices and real project specific types of
8 things. But tonight we just want to talk about this
9 document that's in front of you tonight.

10 And we have our environment consultant,
11 Crescentia Brown, from ESA here tonight. Both she and I
12 and Sutter can answer questions about the document if you
13 have any.

14 And we also have members from the Sutter team.
15 Jesus Armas, who is the project manager, and Josh
16 Steinhauer is also here. He's from Coblenz, Patch,
17 Duffy & Bass, the attorneys working for Sutter.

18 And I will name the guys from Sutter that I can
19 recognize. I see Carl Scheuerman in the back. And I see
20 George Bischalaney sitting there. And I think I see Bob
21 Bosold sitting there as well.

22 So they can all answer questions if you --
23 again, if you have specific questions to this document,
24 any one of us will probably be able to answer them.

25 So I'll turn it over to you and anyone in the

1 public who'd like to speak.

2 MS. MIRAGLIA: And I have no speaker cards yet.
3 So if there's anybody in the audience who wants to speak
4 on this, Eden, Sutter, please fill out a speaker card.

5 Who would like to start with comment? Anyone?

6 MR. NIELSEN: I have a question.

7 MS. MIRAGLIA: Okay.

8 MR. NIELSEN: I haven't had a chance to read
9 the traffic portion of the EIR, but the interchange at
10 Burger Island, as we refer to it, is being -- that
11 pattern is being changed. It should enhance the movement
12 of emergency vehicles both across Castro Valley and down
13 Stanton.

14 The only question I have is, has the proposed
15 plan been considered as far as access is concerned? I
16 know they do traffic studies that take into consideration
17 what exists, but I was hoping that the comment could be
18 made in the study of the emergency vehicle access to
19 Sutter should be improved by this change at Norbridge and
20 Stanton.

21 So is that being addressed?

22 MR. ARMAS: Jesus Armas. The draft EIR makes
23 note of the conditions, of course, and very much along
24 the same lines that you've just referenced. It also
25 acknowledges that the County Public Works Agency is still

MAC-1

1 working on a solution.

2 It also acknowledges, as I recall, that early
3 in the spring, I think in the March time frame, the
4 Public Works Agency will come back to review those
5 solutions, proposed solutions, with you and other members
6 of the community.

7 So at this stage we're not yet able to speak
8 directly, but it's our understanding that the intent here
9 is to obviously improve the circulation through that
10 area, which in turn will benefit this access to the
11 hospital.

12 MR. NIELSEN: My comment is just to make sure
13 that everyone is aware that the change is going to
14 happen. Public Works is already a year later in making
15 that change. Funding was there last year. But that's
16 okay.

17 MS. MIRAGLIA: Go ahead.

18 MR. SADOFF: I've got just a short list of
19 questions. Starting with Impact AES-5, which states that
20 the proposed project would change existing shadow effects
21 but would not substantially degrade the existing visual
22 character and quality of the site or extremity uses.

23 I'm wondering how that was determined and what
24 the criteria was.

25 MS. BROWN: Hi. My name is Crescentia Brown.

MAC-2

MAC-3

1 MS. MIRAGLIA: Can we get you to speak up? I'm
2 sorry. Just so we can get you on the tape. Speak into
3 the mic.

4 MS. BROWN: I'd be happy to.

5 MS. MIRAGLIA: Thank you.

6 MS. BROWN: Hi. My name is Crescentia Brown.
7 I'm with ESA. We've prepared with the team the
8 environmental document.

9 What I'm going to do is point you to where the
10 criteria is in the document, if that's okay. I'm a
11 little bit deferring to Jana and the County for how
12 extensive a response we're giving here at the public
13 hearing tonight, but I will point you to the criteria.

14 In your document you have a page, Roman numeral
15 four, B4. And you'll see in the middle of the page the
16 significant criteria there.

17 And there's a little bit of a unique situation,
18 which I think is prompting your question, which is the
19 criteria for AES-5, which seeks to shadow with Alameda
20 County not having an adopted specific criteria for
21 evaluating shadow impacts.

22 Therefore, we worked with the County staff and
23 with the architects for the project and, of course, with
24 our own aesthetics and planners and environmental
25 evaluators to come up with evaluating specifically

1 residential uses that are closest to the site and
2 evaluating those as being the most sensitive receptors.

3 So the County does not have an adopted
4 criterion, but that was the primary issue area that was
5 looked at when you evaluate -- when you review that
6 particular impact statement.

7 Is that helpful to you?

8 MR. SADOFF: Um-hmm.

9 MS. BEATTY: I can also add to that, is that
10 there was a lot of discussion on shadowing during this
11 process. And the consultants at Sutter and the County
12 all agreed to go on the conservative side in terms of
13 shadowing and discussing its significance.

14 So we didn't necessarily have to go that route,
15 but we thought conservative was the better approach.

16 MR. SADOFF: I guess, just to sum up, my
17 concern is that it's going to be closer to the residents
18 over there than the existing structure to the
19 west-northwest. And I would be a little concerned if I
20 had a house over there.

21 As following up to Dean's point, I think this
22 is kind of in the ballpark with him regarding traffic.
23 The Strobridge/Norbridge area -- I believe Norbridge --
24 at one point in time I've heard that there's a potential
25 that will be made two-way. And I'm wondering if that's

MAC-4

MAC-5

1 being integrated into this plan?

2 MR. NIELSEN: I think the answer to the
3 question is the County wasn't ready -- they don't have
4 their final proposal they were supposed to have in
5 January of this year. And they're not making it until
6 January of next year.

7 And the concept that we saw, members of the
8 council have been working on for three years, that it
9 would be made two-way, and it would change the off-ramp
10 coming off the freeway, would require modification also
11 so that two-way traffic would be possible on Norbridge
12 from Castro Valley Boulevard, down Stanton two-way, go
13 across Castro Valley Boulevard, and you can go two-way on
14 Norbridge.

15 MR. SADOFF: Right. As I understand it,
16 there's a mitigation measure here as to install a new
17 traffic signal at the bottom of that off-ramp. Is that
18 correct?

19 MS. BROWN: I believe that is correct. This is
20 at Norbridge.

21 MR. SADOFF: The off-ramp from 580 westbound?
22 Is that where the new traffic signal is proposed?

23 MS. MIRAGLIA: There is one going to be
24 installed at Castro Valley Boulevard and Wisteria.

25 MR. NIELSEN: There will be two traffic

MAC-5
cont.

MAC-6

1 signals?

2 MS. MIRAGLIA: No. I mean as a result of this
3 project.

4 MS. BROWN: The new signals would occur -- and
5 I'm going to be looking on page -- starting on page Roman
6 numeral two, just to be -- that's the summary table.
7 That's the easiest way -- in one place. So on Page --
8 I'm going to pick this up.

9 On page Roman numeral two seven. So there will
10 be a signal installed at Castro Valley Boulevard at
11 Wisteria. And on the next page we have one. This is
12 Mitigation Measure 3A. And that is Castro Valley
13 Boulevard, Strobridge Avenue, and Stanton Avenue,
14 Intersection 8.

15 And I believe the only other signal is at the
16 top of Page 39. That's Mitigation Measure 3C. And I
17 think that's the one you're talking about.

18 MR. SADOFF: That is the one I was referring
19 to.

20 MS. BROWN: At 580. So, yes; there would be a
21 signal proposed there.

22 MS. MIRAGLIA: In regards to the signals, if I
23 could interject one second.

24 It says on Trans 1 that the project sponsor
25 will install traffic signals at Castro Valley Boulevard

↑
MAC-
6 cont.

↓
MAC-7

1 and Wisteria. And then in the next paragraph it says
2 that the County intends to signalize the intersection for
3 the next two years.

4 So who is paying for this signalization? Is
5 that the County, or is that going to be a condition of
6 this project? I don't get the verbiage there.

7 MS. BROWN: We'll take that comment, and I'm
8 going to take a look and see -- I'm looking at Josh
9 Steinhauer, if he has the answer to that question. No?

10 We'll take that comment and respond. I think
11 there is some clarity that needs to happen there.

12 MR. SADOFF: Just continuing down my list here,
13 in 211, following your reference system, there's
14 provisions for monitoring surface streets used for truck
15 routes.

16 I'm wondering if there is a mechanism for
17 compensating off-site street damage caused by
18 construction activities. A bond or any other mechanism.
19 Because I've seen instances in the recent past with the
20 high school, for instance, on Redwood Road where there
21 was damage that had to be picked up by the County.

22 MS. BROWN: Again, I would consider that a very
23 valuable public comment. And we'll take that and respond
24 accordingly in the final. Suitable?

25 MR. SADOFF: Under historic conditions, there



MAC-7
cont.

MAC-8

MAC-9

1 was discussion that the structure is not historic because
2 of alterations.

3 Could you describe which alterations are
4 considered that would make it -- to change the character
5 of the structure?

6 MS. BROWN: Of the existing hospital?

7 MR. SADOFF: Correct.

8 MS. BROWN: I would not be able to do that.
9 I'm not the cultural resources expert. But definitely,
10 again, I have your comment noted, and we'll certainly
11 respond.

12 MR. SADOFF: Thank you.

13 MS. MIRAGLIA: I have a few. I probably spent
14 the most time reading and rereading this particular
15 section on the traffic. Oh, my God. In a nutshell, I
16 guess I just don't understand from a logical,
17 common-sense standpoint how we can have traffic at D
18 levels and then add 1780 vehicle trips per day and have
19 that be a less than significant impact.

20 In particular, I couldn't really figure out the
21 statement in C35 where it says, "As a result of project
22 site changes, the proposed project will include a.m and
23 p.m. hour traffic on Stanton by fewer than five vehicles
24 north of the project and about 10 vehicles south of the
25 project."

MAC-9
cont.

MAC-10

MAC-11

1 Now, I would assume that the majority of the
2 a.m. and p.m. would be the staff and doctors working at
3 medical office building and the hospital. Yet I
4 couldn't -- and maybe it's in here, but I couldn't find
5 it -- a breakdown of how many additional people will be
6 working at the MOB site.

7 Table 31 and then 318 gives the breakdown of
8 the hospital population and then the area footprint
9 levels, et cetera, on the MOB, but it doesn't say
10 anything about population numbers. And I really couldn't
11 find that anywhere.

12 So if you could show me where that's in here,
13 that would be great, if it is in here.

14 Should I stop there or go on?

15 MS. BROWN: No. I'm recording. She's
16 recording. We've got every word.

17 MS. MIRAGLIA: And then I was trying to
18 determine of the additional trips per day, how many are
19 projected to utilize the Stanton entrances versus the
20 Lake Chabot entrances. And I didn't see any analysis of
21 how many vehicles would be using which entrances at what
22 times.

23 I did see, later on, Appendix C1, Figure 7,
24 which partially addresses distribution. And if I read
25 that right, I think it's estimating only that 20 percent

MAC-11
cont.

MAC-12

MAC Hearing Transcript

1 of trips to and from the hospital will be vehicles
2 traveling on Stanton, which just did not seem correct to
3 me.

MAC-12
cont.

4 Was that correct? I see some nodding "yes."
5 Okay.

6 I'd like to see, I guess, an analysis of the
7 entrances and at what times.

8 Let's see. C34 recommends the traffic engineer
9 review the sight lines. And I'm just wondering if that's
10 been done yet, or if that is going to be done during the
11 review process.

MAC-13

12 And will it, in fact, be done? Is it just a
13 recommendation, or is that something that's going to
14 happen, C34.

15 C38. It refers to designated off-site parking
16 for construction workers. And then C40 refers to the
17 same for staff. And is there any thought as to where
18 that's going to be? Because I think it's wonderful that
19 we're recommending that, but I'm just wondering if
20 certain areas have been not designated, per se, yet, but
21 at least identified as to where that might be.

MAC-14

22 And I'm just on a roll here, so stop me.

23 C41. It was good to see that there is a
24 requirement for a plan to include truck deliveries to
25 avoid peak traffic hours. I think that's really

MAC-15

1 important.

2 And this doesn't have to do with that, but
3 before I forget, I didn't see anything, any requirement
4 or condition to have signage on Castro Valley Boulevard,
5 or as people come off the freeway or from different
6 directions, that would pretty much get them to go on Lake
7 Chabot Road versus taking Stanton.

8 And if there's not such a requirement in there,
9 I think that we should have some type of signage that
10 tries to get people to use Lake Chabot just because I
11 think it will be a lot easier and less impact on the
12 neighborhood for the Stanton community.

13 I'm still not sure when we have mitigation
14 measures -- and maybe staff can answer this for me.
15 Where it says in here, "should," will that be translated,
16 when it gets into the condition form, to "shalls"?
17 Because -- or do we need to call that out?

18 MS. BEATTY: Typically, mitigation measures are
19 put into -- assuming the document is certified, they are
20 put into the conditions of approval.

21 Again, assuming that the EIR is certified and
22 also that the project doesn't change based on whatever
23 the approving body does with the project or possibly
24 different alternatives are picked in the alternative
25 section.

↑ MAC-15
| cont.

MAC-16

MAC-17
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1 So if a project goes through as planned and no
2 changes are made. And, typically, the mitigation
3 measures would end up as conditions of approval, and the
4 word "should" would be "shall."

5 In this document these mitigation measures,
6 they're just recommended. That's all the consultant is
7 doing right now is just recommending ways to mitigate
8 certain impacts.

9 And it's up to the approving bodies to
10 determine if those mitigation measures really do mitigate
11 the impact. That's why the word "should" is in there.

12 MS. MIRAGLIA: C42; those "shoulds" should be
13 "shalls."

14 C47, again, recommendations regarding
15 off-street parking should become conditions.

16 On E-21C, the construction hours are listed as
17 7:00 to 7:00. And considering the location of Eden,
18 which is adjacent to neighborhoods, I think that should
19 be changed to 8:00 to 5:00 or 8:00 to 6:00 at the most.
20 Because we all know that if the hours are 7:00 to 7:00,
21 construction vehicles start lining up earlier.

22 And again, it's in the middle of a neighborhood
23 and a school. And we have all the peak traffic issues
24 and all of that associated with that. So I would really
25 like to see that 7:00 to 7:00 adjusted.

↑ MAC-17
cont.

↑ MAC-18

↑ MAC-19

MAC Hearing Transcript

1 E-21-D, utilize the best available noise
2 control techniques. I think that's a great requirement,
3 but I am wondering how that is monitored.

MAC-20

4 Again, E-22-G, the "should" should be a
5 "shall."

MAC-21

6 E-22. The Mitigation Measure NOI-1B,
7 construction complaint manager. I think that's a great
8 idea. I'd just like clarification. I don't know if this
9 is a typo in the verbiage here, but it refers to the
10 regular meeting schedule shall be established between the
11 County and the City.

MAC-22

12 Should that be between the County and the
13 project sponsor? I'm not sure who is going to be --

14 MS. BROWN: Most likely. Give me that
15 mitigation measure again.

16 MS. MIRAGLIA: That was E-22, Mitigation
17 Measure NOI-1B.

18 And the only other thing, I was amenable to the
19 general and specific plan amendments that were required.
20 That was in Section A.

MAC-23

21 Section B on the aesthetics. I really wasn't
22 too concerned with the overall aesthetics. I think the
23 project looks -- is very well done from what we've seen
24 so far.

MAC-24

25 I was a little surprised that the only photo

1 simulation were only two. One from Adobe -- as far as
2 the vistas go. One from Adobe Art Center and one from
3 the corner of Stanton, I think.

4 And I think if there are people who are very
5 interested in vistas, that really wasn't enough for
6 people to determine if a vista would be affected.

7 And I personally would like to see a photo
8 simulation of the living wall. And I don't know if we do
9 that later, on in the next stage, or what.

10 But I think that living wall sounds wonderful,
11 and if it's done right it's going to be beautiful. But a
12 150 foot wall that's 15 feet high could be an eyesore if
13 not done right. So I would love to see a photo
14 simulation of that.

15 And that's all I had so far.

16 Anybody else?

17 MR. FRANK: I just have some very simple
18 questions. Why a stoplight on Wisteria?

19 MS. BROWN: That is definitely a comment that
20 will be noted. We can certainly respond.

21 MR. FRANK: Do you realize you're going to have
22 a stoplight at every off street down Castro Valley
23 Boulevard; and unless you have the timing aspect or the
24 stop and go, it could cause more congestion than reduce?

25 And the next question is, I've been directed to

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MAC-24
cont.

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MAC-25

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MAC-26

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MAC-27

1 the engineer as far as time on site. Whether it be 7:00
2 to 7:00 or 8:00 to 5:00, you have a limit of time.

3 I'd be interested in the calculation from a
4 time/work analysis to completion to meet the target date.
5 Because if you change time, you change target dates.

6 MS. BROWN: Are you referring to the duration
7 of actual construction activity?

8 MR. FRANK: No. My question is that if you
9 start changing time -- I understand from a residential
10 standpoint the merits of an 8:00 to 5:00.

11 But the question I have is, if you are going to
12 complete a project by 2013, can you do it in that time
13 constraint? Or do you need the 7:00 to 7:00?

14 And I would think an engineering calculation
15 would be in order before we start changing time on the
16 project. I hate to see it go to 2014 and not make the
17 deadline.

18 MS. BROWN: Thank you.

19 MS. MIRAGLIA: I'll be anxious to see if an
20 hour or two hours a day really does that.

21 Anybody else?

22 MR. NIELSEN: I have a comment.

23 One of the things that I understand about the
24 construction hours is when there's exterior construction
25 and there's noise and it would impact the neighbors, I

MAC-27
cont.

MAC-28

1 totally understand. But what I don't understand is why
2 they can't come up with a standard as far as interior
3 work.

4 Because when you're doing interior decorating
5 and so on, you're not impacting anyone. The employees
6 would be parking across the street. You wouldn't impact
7 the neighborhood.

8 So I think that that should be taken into
9 consideration. Because I don't see why, if the building
10 is going to be lit up, that the false ceilings and all
11 the rest of the equipment and so on couldn't be installed
12 during a 24-hour period in order to help as far as the
13 daylight construction restraint.

14 So I think that that would help as far as the
15 length of time on the project.

16 MS. MIRAGLIA: Anybody else?

17 MR. SADOFF: I don't know if this document is
18 the right place for this. But at our previous meeting, I
19 had asked if there was going to be a lead-certified
20 structure. Can you confirm that? I didn't see it in the
21 document.

22 MR. ARMAS: The goal is to achieve silver, as
23 we reported before.

24 MS. MIRAGLIA: Are there any questions or
25 comments from the public? No.

MAC-28
cont.

MAC-29

1 Is there anything that Eden Sutter would like
2 to say? No.

3 Okay. That's it. Thank you very much.

4 (Whereupon, the proceedings were
5 adjourned at 6:44 p.m.)

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1 I, JOAN T. GRIER, a Certified Shorthand
2 Reporter for the State of California, do hereby certify:
3 That the foregoing proceedings were reported at
4 the time and place therein stated by me, a Certified
5 Shorthand Reporter, and thereafter transcribed under my
6 direction.
7 I further certify that I am not interested in
8 the outcome of said action, nor connected with, nor
9 related to any of the parties in said action or to their
10 respective counsel.
11 IN WITNESS WHEREOF, I have hereunto set my
12 hand this 2nd day of January, 2009.
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16 
17 Certified Shorthand Reporter
18 Certificate No. 8958
19 State of California
20
21
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25

Responses to Comments Received at the Castro Valley Municipal Advisory Council (MAC) Public Hearing Held December 15, 2008

Member Dean Nielsen

MAC-1: Alameda County has been working to develop circulation changes in the vicinity of the Strobridge Avenue, Stanton Avenue, and Norbridge Avenue intersections. The County is now in the process of interviewing engineering firms to assist the County in developing alternatives for public consideration. As stated in the Draft EIR, the County currently anticipates selection of a preferred alternative in Spring 2009. The intent of the circulation changes is to reduce the level of traffic congestion through the area, which would also have a beneficial affect on emergency vehicle access between the freeway and the hospital.

MAC-2: See Response to Comment MAC-1.

Member Dave Sadoff

MAC-3: Impact AES-5 addresses the potential shadow effects of the Proposed Project on Draft EIR page IV.B-15. As stated in the spoken comments provided at the MAC public hearing in response to the Comment, and discussed within Impact AES-5 in the Draft EIR, the County has not adopted a significance threshold to assess shadow impacts under CEQA. However, given the close proximity of the Proposed Project to existing adjacent residential uses, which are considered sensitive receptors, the County chose to ensure a conservative approach to this topic and analyze the relative shadow effect that could occur with the Proposed Project. The analysis considers a threshold consistent with that commonly used in CEQA documents prepared by nearby jurisdictions and that aligns with the “substantially degrade” or “adequate sunlight” consideration established in the significance criteria in Appendix G of the CEQA Guidelines. The analysis concludes that the impact would be less than significant, specifically given the degree of change compared to existing conditions, as well as the time of year and the specific use areas that would be most impacted. Although the New Hospital would increase shadows affecting the existing apartment complex to the north, particularly during the winter mornings, this winter shadow will be mostly on areas already experiencing shadows, will be mostly gone by noon and would not significantly affect light-sensitive uses such as the swimming pool area during the times of year when the pool is expected to be most used.

MAC-4: Throughout the Draft EIR, the settings describe and the analyses consider the Proposed Project relative to adjacent residential uses, and focuses on the area immediately north and northwest of the Project Site where residences are located closest to the proposed New Hospital and New MOB.

MAC-5: See Responses to Comment MAC-1. The comment presents statements about the County’s long-time consideration of changing Norbridge from one-way to two-way

and how such a change could affect circulation. As discussed in Response to Comment MAC-1, the County anticipates selection of a preferred alternative to address the Norbridge circulation in Spring 2009, and the intent of changing the Norbridge to two-way is to reduce the level of traffic congestion in this area. .

MAC-6: The Comment asks for clarification of whether a new traffic signal is to be installed at the intersection of *Strobridge Avenue/I-580 westbound off-ramp* (#10). The impact at this intersection is a cumulative impact identified in the 2035 cumulative analysis. Therefore, as required by Mitigation Measure TRANS-3c, presented on Draft EIR page IV.C-27, the Project Sponsor shall pay the County’s traffic impact fee for the traffic signal and re-striping improvements, in accordance with the County’s normal procedure for payment of impact fees, and the County would be responsible to install a signal, subject to coordination with the concurrence of Caltrans.

Co-chair Cheryl Miraglia

MAC-7: Since publication of the Draft EIR, the County has clarified Mitigation Measure TRANS-1 on Draft EIR page IV.C-20 regarding responsibilities between the County and the Project Sponsor for the proposed installation and funding of a traffic signal at the intersection of Castro Valley Boulevard and Wisteria Street as follows:

The following text is revised on page IV.C-20 of the Draft EIR. New text is shown as underlined; deleted text is shown in ~~strikeout~~-format.

Mitigation Measure TRANS-1: Prior to issuance of a building permit for the New MOB, the Project Sponsor shall pay its fair share contribution to the improvements described below. The balance is being funded with County traffic impact fees. The AM and PM peak hour traffic volume project contributions at this intersection are 10 and 15 vehicles respectively. The County has determined that the resulting fair share would be 1 percent.

The County will ~~Project Sponsor shall~~ install traffic signals at the unsignalized Castro Valley Boulevard / Wisteria Street intersection. The signals shall have actuated controls. Installation of traffic signals shall include traffic signal equipment with optimized signal phasing and timing (i.e., allocation of green time for each intersection approach), and coordination with signal phasing and timing of adjacent signalized intersections. Traffic signal equipment shall include pedestrian signal heads (with adequate time for pedestrians to cross the streets). Signal installation shall meet County design standards and be subject to the review and approval of the County. ~~The County intends to signalize the Castro Valley Boulevard/Wisteria Avenue intersection. The signal is currently programmed for installation by the County in 2010-2011. likely to be installed within the next two years.~~

~~The Project Sponsor shall pay its fair share contribution to the improvements in accordance with the County's normal procedure for payment of impact fees and would be funded with County traffic fees. The AM and PM peak hour traffic volume project contributions at this intersection are 10 and 15 vehicles respectively. The resulting fair share would be 1 percent.~~

Significance after Mitigation: Less than Significant

The above revision is also presented in Chapter IV of this document, Revisions to the Draft EIR.

Member Dave Sadoff

MAC-8: Consistent with standard County practice and conditions of approval that would be applied to the Project; a pre-construction assessment to document existing conditions of public facilities (including roadways) would be conducted adjacent to the Proposed Project that could be damaged during construction of the Proposed Project. If facilities are damaged by SMCCV Project construction activities, the Project Sponsor would be required to repair damaged facilities to pre-construction conditions.

MAC-9: See Responses to Comment D-1 in Chapter V of this document.

Co-chair Cheryl Miraglia

MAC-10: Significant traffic impacts are determined based on peak hour traffic conditions and not daily traffic conditions. So, while the Proposed Project is expected to generate about 1,780 new daily vehicle trips only 184 of those will occur during the PM peak hour. To provide context, Castro Valley Boulevard west of John Drive carries 2,900 vehicles during the PM peak hour. The procedures used to derive and assign these Project trips (184 PM peak hour vehicle trips) is fully described in the Draft EIR on pages IV.C-14 through 16. Also, note the SMCCV Project trip assignment is shown on Figure 8 of Appendix C to the Draft EIR.

The Comment refers to the Proposed Project's traffic on Stanton Avenue and questions how the Proposed Project would not contribute additional traffic on the Stanton Avenue corridor. Two factors lead to the conclusion that the Project will have little effect on vehicle traffic volumes along the Stanton Avenue frontage:

- 1) The Proposed Project would eliminate the Pine Cone Apartments. Traffic associated with these apartments would be removed from the road system, reducing the amount of vehicle traffic along Stanton Avenue.

- 2) The Proposed Project would redistribute on-site parking supply away from the Stanton Avenue corridor and toward Lake Chabot Road. There are over 200 parking spaces located behind the existing hospital with easy access to Stanton Avenue. These spaces are used to access not only the hospital but the existing medical office buildings. The Proposed Project would eliminate this parking, replacing it with parking at the Laurel Grove Hospital site (along Lake Chabot Road) and with parking in front of the new hospital. In addition, the new medical office building would be located adjacent to the pedestrian and vehicle bridge connecting the main campus to the existing parking garage. These changes emphasize Lake Chabot Road as the primary access to the site in general, but more specifically to the parking supply.

MAC-11: As indicated in the Draft EIR on page IV.C-16, the added traffic due to the Proposed Project is illustrated in Appendix C to the Draft EIR (Figure 8). As requested by the Comment, the physician, staff, and patient populations for the existing MOB and New MOB are shown below.

**TABLE VI-1
SUTTER MEDICAL CENTER CASTRO VALLEY AND EXISTING EDEN MEDICAL CENTER MEDICAL OFFICE BUILDING (MOB) POPULATIONS**

	Existing Eden Professional Offices (4) to be Demolished	Existing 3- story MOB along Lake Chabot Rd to Remain	New MOB	Total	Net Change
Physicians	21	34	50	84	+29
Staff	83	137	200	337	+127
Urgent Care Patients MOB and Imaging			68	68	+68
Patients	231	385	862	1,247	+631
Ambulatory Surgery Center Patients			19	19	+19
Total MOB Population	335	556	1,199	1,755	+864

MAC-12: The Project site driveways were evaluated in the Draft EIR, and are represented by Intersections #3, #4, and #5. As indicated in Tables IV.C-8, IV.C-10, and IV.C-12, the site driveways will all operate at acceptable service levels during the AM and PM peak hours, which is when background traffic levels are highest. Also, refer to Responses to Comments MAC-10 and MAC-11, above, for additional information on the Project traffic generation, distribution, and assignment.

MAC-13: As indicated on page IV.C-33 of the Draft EIR, the access and circulation system for the New Hospital and New MOB are generally acceptable, and sight distance characteristics at the internal site intersections along the circulation roads, and

landscape and hardscape plans, will be reviewed to ensure adequate sight lines. Although stated as “recommended improvements,” the County Public Works will conduct the detailed review of sight lines during its detailed engineering site plan review of the Proposed Project, consistent with County’s standard project review process.

Regarding the Comment regarding whether mitigation will be implemented, pursuant to CEQA, the County has drafted a Mitigation Monitoring and Reporting Program (MMRP) that must be adopted as part of Project approval. The MMRP will identify each mitigation measure, the party(ies) responsible for implementing the mitigation measure, and the timeframe for implementation. The County shall require implementation of each adopted mitigation measure as conditions of Project approval, and their implementation will be monitored by the County through the MMRP.

MAC-14: During 2009 and until at least through the 1st quarter of 2010, all construction worker parking would be provided on the Project Site. In the event of early demolition of Laurel Grove Hospital in the first phase, construction worker parking would be provided at the Laurel Grove Hospital site after demolition. If Laurel Grove Hospital is not demolished as part of the first phase of site-work construction and the Laurel Grove site is therefore unavailable for parking purposes, then construction worker parking, commencing with Phase 2 of the SMCCV Project in 2010, would be provided off-site. Due to the loss of some parking spaces during construction, and in order to accommodate the needs of continued medical operations on-site during construction, parking for up to approximately 100 staff vehicles will be provided off-site commencing with the start of Phase 1 construction. Any off-site parking will be located in Castro Valley as close as possible to the Project Site. Final arrangements to secure the location(s) of off-site parking have not been finalized.

MAC-15: The comment is noted.

MAC-16: The comment is noted. Although not required to address an environmental impact identified in the Draft EIR, the County may consider the comment’s recommendation for signage at Castro Valley Boulevard to direct vehicles to use Lake Chabot Road instead of Stanton Avenue to access the Project Site as part of a master signage program for the Project Site.

MAC-17: The following text changes are made to the mitigation measures as shown below to ensure consistency throughout the measures identified in the Draft EIR, and to reflect that the measures identified in the Draft EIR are required to be implemented to reduce the respective potentially significant environmental impacts to be less than significant. These revisions are also summarized in Chapter IV of this document, Revisions to the Draft EIR. New text is shown as underlined; deleted text is shown in ~~strikeout~~ format.

The following text is revised on page IV.C-42 of the Draft EIR:

Mitigation Measure TRANS-7a: Prior to the issuance of the first building permit for each phase of the Proposed Project, the Project Sponsor and construction contractor shall meet with the appropriate County agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of each respective phase of this pProject and other nearby projects that could be simultaneously under construction. The Project Sponsor shall develop a construction management plan for review and approval by the County. The plan shall include at least the following items and requirements:

- *(bullet #9)* Construction worker transportation demand management (TDM) program to encourage workers to carpool or use alternative transportation modes in order to reduce the overall number of vehicle trips associated with construction workers. The program ~~should~~ shall also include provisions for ~~offsite construction worker parking with a~~ shuttle service between the any offsite construction worker parking and the Project Site.

The following text is revised on page IV.D-27 of the Draft EIR:

Mitigation Measure AIR-1a: During construction, the Project Sponsor shall require the construction contractor to implement the following measures required as part of BAAQMD's basic, and enhanced dust control procedures required for sites larger than four acres and close to sensitive receptors. These include:

- a) Water all active construction areas at least twice daily. Watering ~~should~~ shall be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water ~~should~~ shall be used whenever possible.
- j) Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads ~~should~~ shall be laid as soon as possible after grading unless seeding or soil binders are used.

The following text is revised on page IV.E-22 of the Draft EIR:

Mitigation Measure NOI-1a: *Implement Best Management Practice for Construction Noise.* To reduce daytime noise impacts due to construction, the Project Sponsor shall require construction contractors to implement the following measures:

g) Construction contractors, to the maximum extent feasible, ~~should~~ shall be required to use “quiet” gasoline-powered compressors or other electric-powered compressors, and use electric rather than gasoline or diesel powered forklifts for small lifting.

The following text is revised on page IV.F-12 of the Draft EIR:

Mitigation Measure CUL-4: If human remains are encountered unexpectedly during construction excavation and grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the Alameda County Coroner has 24 hours to notify the NAHC. The NAHC will then identify the person(s) thought to be the Most Likely Descendent, who will then help determine what course of action ~~should~~ shall be taken in dealing with the remains.

Also see Response to Comment MAC-13.

MAC-18: The Comment refers to the Recommendations on Draft EIR page IV.C-47 for the County’s consideration to address parking effects on surrounding areas. The Recommendations are stated as “shoulds” as they are recommended and not required to reduce a significant environmental effect. The County may elect to adopt the Recommendations as conditions of approval for the Project, in which case the language would be revised to language that makes them requirements.

MAC-19: The Alameda County Noise Ordinance exempts construction activity occurring during 7 AM – 7 PM on weekdays and 8 AM – 5 PM on weekends from exterior noise standards identified in the Ordinance. The Project Sponsor’s contractor has indicated that a later start time, such as 8AM, on weekday mornings would jeopardize its ability to obtain a quality construction workforce, as a majority of workers will be commuting and the desire is to commute during non-peak hour traffic times.

To address the concern with construction worker traffic backing up on Stanton Avenue, the Project Sponsor would open the Project Site gates at 6:30 AM on weekdays and 7:30 AM on weekends. This will allow vehicles to access the Project Site early and not queue up on adjacent streets. Furthermore, signage will be posted to prohibit noise generating devices being operated on site prior to the start of the authorized construction work hours.

The Comment questions the effect of adjusting construction hours to start later and end earlier. The contractor has indicated that they do not anticipate the need for exterior construction work on the Project Site on Sundays. Weekday exterior construction hours are proposed to be from 7:00 am to 5:30 pm and Saturdays from 8:00 am to 4:30 pm. This would allow some flexibility and provide a 58-hour work week for construction, which is the assumption of the current project schedule. The contractor has indicated that this schedule is needed to complete the SMCCV Project without extending the total construction duration beyond the statutory requirements of SB 1953 for completion. The proposed schedule is also based on the assumption that entitlements are obtained and site work/construction is able to commence in the Spring of 2009 as anticipated.

The following text is revised on pages IV.E-21 and IV.E-22 of the Draft EIR to incorporate the modified construction hours discussed above:

Mitigation Measure NOI-1a: *Implement Best Management Practice for Construction Noise.* To reduce daytime noise impacts due to construction, the Project Sponsor shall require construction contractors to implement the following measures:

- a) **To the extent feasible, schedule the noisiest construction activities during times that would have the least impact on hospital and adjacent residential land uses. This would include restricting typical demolition and exterior construction activities to the standard hours of 7:00 am to 7:00 5:30 pm Monday through Friday on weekdays and 8:00 am to 4:30 pm on Saturday. However, certain planned construction activities that affect hospital operations (e.g., activities that affect site access, etc.) would need to be scheduled during times that would be least disruptive to those existing hospital functions.**
- b) **Any construction activity proposed to occur outside of the standard hours of 7:00 am to 7:00 5:30 pm Monday through Friday and 8:00 am to 4:30 pm on Saturday for special activities shall be evaluated on a case by case basis, with criteria including the proximity of residential uses. ~~No construction activity shall occur on Sundays or federal holidays.~~**

MAC-20: See Response to Comment MAC-13 regarding the MMRP and monitoring of mitigation measures.

MAC-21: See text revision presented in Response to Comment MAC-17.

MAC-22: The following text is revised on page IV.E-22 of the Draft EIR; New text is shown as underlined; deleted text is shown in ~~strikeout~~ format.

Mitigation Measure NOI-1b: *Construction Complaint Manager.* The Project Sponsor shall employ a Construction Complaint Manager who is qualified in conflict resolution, mediation, and public relations and has detailed knowledge of the construction activities. The Project Sponsor shall empower the Construction Complaint Manager to act constructively to minimize noise disturbances to the existing hospital and adjacent residences. The Alameda County Public Works Department shall be informed who the Construction Complaint Manager is and a regular meeting schedule shall be established between the County and the Construction Complaint Manager ~~City~~ to ensure ongoing communication and issue resolution.

The above revision is also presented in Chapter IV of this document, Revisions to the Draft EIR.

MAC-23: The comment is noted.

MAC-24: As discussed starting on Draft EIR page IV.B-4, the photosimulations are taken from public view corridors, which are areas in which views are available from publicly accessible vantage points, such as public streets, highways, parks, and other publicly controlled spaces. Consistent with Alameda County’s practice, public view corridors assessed in this EIR, for purposes of environmental analysis under CEQA, include “scenic vistas or scenic resources.” Based on the environmental consultants’ survey of the project area, the two selected vantage points presented in the Draft EIR (on pages IV .B-7 through IV.B-9) were identified as meeting the aforementioned criteria—namely, representing a public view and capturing the area’s scenic resources. The County considered a vantage point looking directly east across the Project Site from Nordell Road, however, this is a dead-end cul-de-sac that experiences minimal public traffic, thus it was not selected for consideration of the CEQA impact. This photosimulation is included as Figure VI-2 at the end of this chapter for informational purposes. Figure VI-1 identifies the location of the viewpoint from which the photosimulation is taken.

MAC-25: As discussed in Chapter II, under Section B., *Project Refinements Since Publication of the Draft EIR*, the Project Sponsor has modified the proposed living wall. As discussed there, the Draft EIR initially describes on page III-24 that the Proposed Project would incorporate along a section of Stanton Avenue a “living wall” (a wall with vegetation imbedded in the surface) and landscaped berm. Refinements proposed by the Project Sponsor pertain to an alternative approach to a “living wall” that incorporates vegetation within its wall structure. Since publication of the Draft EIR the Project Sponsor has refined the Proposed Project to incorporate a landscaped berm coupled with a sound wall planted with clinging vinery (versus planting imbedded in a wall), which will provide the same attractive visual screening and effective noise reduction described in the Draft EIR. This refinement was made due to considerations

of durability and relatively high maintenance associated with the “living wall” product. (See discussion and analysis in Chapter II, Section B.) Figure II-1 in this document presents a detailed plan and cross section of the proposed treatment.

Member Andy Frank

MAC-26: The County evaluated the Castro Valley Boulevard intersection with Wisteria Street related to traffic safety and operations. According to County Staff, the installation of a traffic signal at this location is advised and meets warrants as an appropriate installation. The County’s assessment of whether to install a new traffic signal includes consideration of its potential effects on the operation of nearby intersections, including safe distances between signals and signalization timing to ensure safe and efficient operations. In addition to improving traffic operations at the Castro Valley Boulevard / Wisteria Street intersection, the installation of a traffic signal will provide improved pedestrian and traffic safety.

The installation of a traffic signal at this location has been included as a project in the Agency’s Capital Improvement Program. The installation of the traffic signal is programmed for construction in 2010. The installation of the traffic signal will be constructed by the County; SMCCV will be responsible for its fair share of the cost. Also see Response to Comment MAC-7

MAC-27: See Response to Comment MAC-19.

Member Dean Nielsen

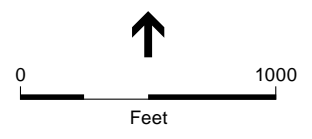
MAC-28: See Response to Comment MAC-19.

Member Dave Sadoff

MAC-29: The comment does not address the adequacy of the Draft EIR and is noted. As responded to by the Project Sponsor’s representative at the public hearing, the Proposed Project has a goal of achieving LEED Silver Certification.



← **A** Simulation Viewpoint



SOURCE: Thomas Brothers Maps; ESA

Sutter Medical Center, Castro Valley . 207766

Figure VI-1
Photosimulation Viewpoint Location Map



A. Existing view looking east from Nordell Road.



B. Visual simulation of proposed project.

CHAPTER VII

Responses to Comments Received at the Alameda County Planning Commission Public Hearing on the Draft EIR

The Alameda County Planning Commission held a public hearing on the Draft EIR on January 5, 2009. This chapter presents the full transcript of the public hearing, followed by the responses to each speaker's comments.

As in previous chapters, responses specifically focus on comments that pertain to the adequacy of the analysis in the Draft EIR or other aspects pertinent to the environmental analysis pursuant to CEQA. Comments that address topics beyond the purview of the Draft EIR or CEQA are noted for public record, but no response is required or provided, although provided in some cases (Response PC-1).

This chapter addresses only comments relevant to the public comments on the Draft EIR, which start on page 12 of the transcript included here.

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PUBLIC HEARING
ALAMEDA COUNTY PLANNING COMMISSION

SUTTER MEDICAL CENTER (EDEN)
CASTRO VALLEY
DRAFT ENVIRONMENTAL IMPACT REPORT
COMMUNITY DEVELOPMENT AGENCY

ORIGINAL

/

January 5, 2009

Reported by:
JOAN T. GRIER
CSR 8958

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1 BE IT REMEMBERED that, on Monday, January 5,
2 2009, commencing at 6:02 p.m. thereof, at Alameda County
3 Planning Commission, Public Hearing Room, 224 West Winton
4 Avenue, Hayward, California, the following hearing was
5 held, before me, JOAN T. GRIER, a Certified Shorthand
6 Reporter in the State of California.

7

8 PLANNING COMMISSIONERS:

9 Ken Carbone, Chair

10 Mike Jacob, Vice Chair

11 Frank Imhof

12 Alane Loisel

13 Richard Rhodes

14 Kathie Ready

15 Glenn Kirby

16

17 OTHER PARTICIPANTS:

18 Jana Beatty, Senior Planner, Alameda County

19 Community Development Agency

20 Jesus Armas, Armas Consulting Group

21

22 PUBLIC SPEAKERS:

23 Doug Jones

24 Suzanne Barba

25

1 P R O C E E D I N G S

2 -oOo-

3 COMMISSIONER CARBONE: We can move to the
4 regular calendar. Item No. 1, Zoning Unit ZU-2259,
5 Site Development Review For Sutter Medical Center
6 Replacement Hospital Project.

7 Staff, would you like to bring us up to speed
8 on this?

9 MS. BEATTY: Good evening, Commissioners.

10 Before you tonight is the comments hearing, one
11 of two comments hearings that we are holding on the Draft
12 EIR for the Sutter Medical Center Replacement Hospital
13 Project.

14 We had a hearing at the Castro Valley MAC last
15 month, and we would like to have a meeting in front of
16 you as well to gain your comments, if you have any, on
17 the Draft EIR as well as any members of the public.

18 And we would like to limit any comments you
19 might have tonight exclusively on the chapters within the
20 Draft EIR.

21 We plan on having several more hearings on the
22 project itself, but tonight we'd like to focus
23 exclusively on the Draft EIR. And you don't have to
24 comment on the Draft EIR. And even if you haven't
25 read it yet, that's perfectly fine. We have until

1 January 20th to get comments in both from public agencies
2 and any members of the public who wish to comment.

3 And tonight there are members of the Sutter
4 team who have been before you in the past, and they have
5 a brief presentation ready for you tonight.

6 And we also have a consultant here who is
7 writing both the Draft and the Final EIR. And she will
8 be listening very closely to any comments you may have
9 tonight. And if you have any brief questions, you can
10 also ask her questions as well.

11 And so with that, we can turn it over to the
12 Sutter team for their presentation.

13 MR. ARMAS: Thank you, Chair Carbone and
14 members of the commission. And thank you for the
15 opportunity to offer a few introductory remarks
16 regarding the plan, Sutter Medical Center of Castro
17 Valley Project.

18 As Ms. Beatty indicated, this evening is not a
19 matter of whether or not the project is meritorious. It
20 really is to afford the public and the commissioners and
21 other interested parties an opportunity to comment on the
22 Draft EIR, some of the issues that have identified there,
23 the impacts that have been noted, and the mitigation
24 measures that have been identified.

25 We thought it would be useful, since some

1 individuals may not be familiar with the campus and may
2 not be familiar with the hospital and its associated
3 facility, that a brief overview of the campus would be in
4 order.

5 So with your indulgence, Mr. Chair, we would
6 like to do a brief presentation.

7 COMMISSIONER CARBONE: Absolutely. Go ahead.

8 MR. ARMAS: Thank you. Again, the key thing to
9 keep in mind and what we would like to stress this
10 evening is that this project ultimately is around safety.
11 It is to conform to seismic standards that the state has
12 promulgated must be satisfied by 2013 if hospitals are to
13 remain open.

14 And as we know, we are both blessed and cursed
15 by our proximity to the Hayward fault. And that means
16 clearly that we need to be in a position to have a safe
17 medical facility that can respond in the unfortunate
18 event that the fault ruptures. And we know, given all
19 the activity of recent years, that it will rupture, and
20 there's high probability it will happen in the near
21 future. So we need to be ready for that.

22 What this project is about is making sure that
23 Sutter Medical Center is available to respond to the
24 medical needs of the community both in an emergency and
25 on an ongoing basis.

1 If I may, I will turn your attention first to
2 the campus. Again, this is the main hospital here with
3 Lake Chabot in this direction and Stanton in this
4 location.

5 Presently, there is a helistop here, and
6 the garage is here. There is the Laurel Grove
7 facility here. There's also a 42-unit apartment complex
8 that Sutter has purchased and which really makes it
9 possible for us to meet an important objective, which is
10 to keep the hospital open as the new facility is
11 constructed.

12 As noted in your staff report and described in
13 greater detail in the Draft EIR, this is a 230,000 square
14 foot hospital proposed to replace a facility that's
15 almost the same square footage, 235,000.

16 Of course Eden Hospital is some five decades
17 old. It opened in 1954. What's also important to note
18 here is Sutter is proposing to construct, concurrent with
19 the hospital, an 80,000 square foot medical office
20 building adjoining the hospital.

21 In that fashion, there will be seamless medical
22 services available and hospital services so that doctors
23 and patients can readily and conveniently move from one
24 facility to another as circumstances dictate.

25 You will also see, through the site plan, that

1 we have provided for improved pedestrian and vehicular
2 circulation. Today access to the garage, for example, is
3 from Lake Chabot. So that if you happen to be parked on
4 the campus and you need to access the garbage, you have
5 to go onto county streets and access the garbage in that
6 fashion. This will allow for interior circulation, which
7 will make it safer for all concerned.

8 We are pleased to say that the project meets
9 all parking requirements. And I noticed that on the
10 agenda you're slated to talk about the Green Building
11 Ordinance later tonight. And we're pleased to say that
12 Sutter is pursuing the Silver designation for this
13 project.

14 What's unique and interesting about this effort
15 is that we have two facilities, one that is under the
16 state jurisdiction and one that's under the county
17 jurisdiction. But specifically, the state has oversight
18 over the hospital. And we are working very closely with
19 the offices of the statewide health planning to get our
20 approval in order so that we can commence construction to
21 meet the 2013 deadline.

22 We have been able to work with OSHPAD to allow
23 for incremental review of our project so that we can be
24 in a position, should the board of supervisors, with your
25 recommendation ultimately approve this project, we're

1 able to move forward in a timely way.

2 It's important to note that although 2013 seems
3 a long way from today, when we really think about what's
4 involved in building a facility of this size, it really
5 is around the corner. And that's why we are pleased that
6 we're even before you now with the Draft EIR.

7 We do expect, as noted on the slide, that the
8 OSHPAD approvals will coincide with the EIR certification
9 later in the spring.

10 From the standpoint of county action, we will
11 need to ask you to consider some general plan and zoning
12 changes as noted on the slide. Again, as Ms. Beatty
13 indicated, those are not before you tonight. And we're
14 not asking for you to comment on those or to take action
15 on those.

16 But we do want to just remind everybody that
17 the County will be involved in granting its action
18 approvals on those elements, particularly as it relates
19 to the medical office building.

20 Just to give you a quick overview, the general
21 plan designation, for the most part, already conforms to
22 the project being proposed. The exception is that Sutter
23 did purchase the Pinecone Apartments, which have a
24 different general planning zoning designation. In order
25 to bring that into conformance with the plan project,

1 general planning changes and zoning changes are
2 necessary.

3 Assuming for the moment and for the sake of
4 argument that the approvals are secured both from your
5 recommendation and the board of supervisors, they would
6 have one comment, a general plan designation, and a
7 planning development zoning designation.

8 To give you an idea of the remaining steps, we
9 do, as noted previously, have a comment period that ends
10 on January 20th at 5:00. We welcome all kinds of
11 comments. Interested residents, agencies, yourselves, of
12 course.

13 We did have an opportunity to make a
14 presentation to the MAC. We've had an opportunity to
15 make a presentation to the Airport Landings Commission.
16 And later this week we're going to make a presentation to
17 the Parks, Recreation and Historic Preservation
18 Commission.

19 So we're trying to make sure that we
20 have as wide an array of audience that's looking at this
21 to make sure it's comprehensive to respond to the
22 concerns.

23 Following this, we hope to come back to you in
24 the spring. And then later in the summer, assuming
25 approvals, to commence the early phases of

1 construction.

2 Again, the goal is to have this facility
3 available for occupancy and operation come January 2013.

4 When and if it's approved, the final site plan
5 will represent the hospital here where the Pinecone
6 Apartments was located and adjoining medical office
7 building. As you can see, ample parking nearby, improved
8 circulation.

9 From a pedestrian point of view, it will be
10 possible to drop off and pick up patients in a very
11 convenient fashion. Patients will also be -- in a
12 seamless fashion able to move from the medical building
13 to the hospital.

14 We also noted in the Draft EIR the relocation
15 of the helistop. You can see it's moving slightly to the
16 north with the knoll that's located there being
17 reconfigured to receive the helistop.

18 With the removal of the Laurel Grove facility,
19 that will provide for ample parking. Largely, it's
20 expected to be accommodating to employee needs.

21 And the other thing that really comes about
22 through this project is an improved circulation and
23 directed access off Lake Chabot, trying to minimize
24 vehicular traffic on Stanton, thereby being more
25 responsive to some of the impacts on the residential

1 neighborhoods nearby.

2 We thought it important to share with
3 yourselves and those in the room what this building looks
4 like. We're very pleased with it. We think it's a
5 landmark building that really will be a testimony to not
6 only medical services but a shining star for Castro
7 Valley.

8 Another perspective as you approach the
9 entrance to the Hospital.

10 This is looking at it from the north. And what
11 we tried to communicate here is, unlike some facilities
12 where you seem to have a front door and back door, we
13 really wanted a 360 degree. And you can see the
14 architects have paid a fair amount of attention to the
15 architectural treatment of the buildings from various
16 perspectives.

17 You can see, over here, the helistop. I would
18 note that we've been working with the property owner that
19 owns this apartment complex and this triplex to make sure
20 that we're responsive to their concerns as it relates to
21 the relocation of the helistop.

22 When constructed and completed, this will give
23 you a perspective of what it would look like. We have
24 the hospital here, the medical office here. And, again,
25 a seamless transition between the two.

1 And from a nighttime perspective, here's what
2 we will see.

3 Again, that concludes that brief presentation.
4 And we have a variety of members of our team if there are
5 specific factual questions that come up. As Ms. Beatty
6 indicated tonight, it's really just to receive comments
7 and make sure that we can respond in a more complete
8 fashion in the Final EIR.

9 COMMISSIONER CARBONE: Why don't you have a
10 seat. I do have one speaker.

11 Is there anyone that wishes to speak on this
12 item that has not turned in a speaker card?

13 I have one request to speak here, and that's
14 from Doug Jones.

15 Can you please step forward.

16 MR. JONES: Thank you for allowing the time for
17 me to speak.

18 I'm a member of the San Leandro Community
19 Action Network. And there's a number of concerns that we
20 have about the project that are most specific to
21 fulfilling the patient care needs, acute care patient
22 care needs for this community.

23 In speaking to the idea that this is a project
24 that needs to move forward quickly, the planning
25 commission should keep in mind that this project is

PC-1

1 moving forward in Alameda County in advance of what will
2 surely be the much larger Alta Bates Summit projects.

3 So given the fact that surely Sutter Health
4 will be involved in those projects as well, we can
5 anticipate that they will be able to move forward with
6 those projects in a successful way before the 2013
7 expiration date for rebuilds.

8 The thing that we're concerned about in the
9 Eden Township Healthcare District is that Eden Medical
10 Center, Sutter Health, and the Eden Township Healthcare
11 District controls the fates of both the Castro Valley
12 Project and San Leandro Hospital.

13 Current plans would have it so that it creates
14 a possibility that the current 297 acute care beds and
15 two emergency rooms would be reduced to 130 acute care
16 beds and one emergency room, because the future of San
17 Leandro Hospital is very much up in the air.

18 There is no -- July 2009 is a determinate date
19 at this moment where Sutter Health could pull out its
20 support of San Leandro Hospital. What we see happening
21 here in this project is that they're asking for approval
22 of the project in Castro Valley before they make a
23 decision on San Leandro Hospital.

24 I think it's important for the Planning
25 Commission to consider the impact of approving this

PC-1
cont.

1 project and then having Sutter Health pull out from San
2 Leandro Hospital.

3 COMMISSIONER CARBONE: The scope of this
4 particular discussion here needs to be directed to staff.
5 And your concerns with this particular item need to be
6 directed to Jana Beatty. And that can be done via e-mail
7 in writing, or you can actually visit the office
8 regarding that.

9 MR. JONES: We feel it has some value for the
10 Planning Commission to consider whether the project is
11 going to be able to accommodate the number of patients
12 and the number of people that are going to be heading
13 onto this property. It's something that isn't an
14 explicit part of the DEIR, but it's something that
15 certainly everybody in the county should be thinking
16 about, including the Planning Commission.

17 COMMISSIONER CARBONE: Thank you. Anyone else?
18 One more. Suzanne Barba.

19 MS. BARBA: I wasn't going to speak, but since
20 I invested a lot of time in reading this, I thought -- I
21 was really happy to see that -- I have to call it Eden,
22 because I've been associated with Eden for so much
23 longer -- that they have moved the hospital so that it is
24 further away from Stanton Avenue, and because of the
25 Pinecone Apartments area that they were able to do so.

PC-1
cont.

PC-2

1 So that was a good thing.

2 And the helistop or heliport was also moved so
3 it would have less problems for the residents. And in
4 reading this thing, I can see that the glass is not going
5 to be so glary. So that it looks like they really bent
6 over backwards to do a lot of things to be a really good
7 neighbor for the people around it. Because this is such
8 a huge project.

PC-2
cont.

9 The question I had was, did you receive the
10 comment from the MAC meeting which -- there was some
11 comments that were brought up at that meeting. And since
12 I have the old report, I haven't seen anything new. So I
13 didn't know if you all had seen it.

PC-3

14 They had some questions about the traffic. And
15 I guess the one that involves Wisteria and putting a
16 traffic light there. I wondered about that, because to
17 me, it didn't seem like that was something that should be
18 done, and it's going to be an expensive thing.

19 And the increase in traffic and all, it's going
20 to be awful. And people in Castro Valley and the
21 surrounding areas that use it are going to have to suck
22 it up just like they have done with Caltrans and all the
23 disruption that's been caused by that, because it's a
24 temporary thing. The hospital, though slightly smaller,
25 it really doesn't draw that much traffic, I don't

PC-4

1 believe.

2 It's not like a movie theater that you go to.
3 You only have to go to it. You don't want to go to it.
4 Except for their educational programs, which are very
5 nice.

6 So that was the only question that I had. I
7 was wondering if you had seen their comments and whether
8 putting another traffic signal at Wisteria and Castro
9 Valley Boulevard was really necessary.

10 But I think the hospital and the planners --
11 because this wasn't the version that was going through
12 when I was on the board. And this is much improved, I
13 think, from that original one.

14 Thank you.

15 COMMISSIONER CARBONE: Thank you.

16 Is there anyone else that wishes to speak on
17 this item?

18 I'll close the public portion of this, and I'll
19 look to the council for questions and comments.

20 COMMISSIONER KIRBY: I'm not sure I have
21 anything really that specific yet. I've just briefly
22 looked at the document. I did get an opportunity to
23 visit the site and take a look at the plan a while back,
24 so it's been on my mind for a while. It looks like it's
25 a plan that has addressed the concerns of the community.

PC-4
cont.

PC-5

PC-6

1 As mentioned, we had an earlier version of a hospital,
2 and it's been completely redesigned. And many of the
3 concerns that the community brought up before have been
4 addressed.

PC-6
cont.

5 On the larger community, though, I have been
6 thinking about San Leandro Hospital. And the gentleman
7 who spoke earlier, I think it is appropriate to consider,
8 that if this project will result in a consolidation of
9 services that are provided elsewhere in the community,
10 it's not directly related to what this application is,
11 but I think it's a fair question to ask in the course of
12 this comment period.

PC-7

13 I'll be looking at this document and may be
14 providing more comments later. I'm very pleased with
15 what we've arrived at so far.

16 COMMISSIONER JACOB: That was going to be my
17 question for staff. I've never gone through this process
18 before since I've been on the commission, but how would
19 you address a project alternative question in the Final
20 EIR with regard to potential impacts on traffic and
21 things of that nature if you did have resolution on the
22 consolidated service question between the two campuses?

PC-8

23 MS. BEATTY: I wouldn't have an answer for you
24 right off the bat. It's something that we can -- if
25 that's going to be a formal comment, that can be

1 addressed in the Final EIR.

2 COMMISSIONER JACOB: And is it addressed as an
3 alternative to this project, or is it addressed as a
4 factor that's external to whether or not we're dealing
5 with it within the confines of this project?

6 MS. BEATTY: I'm consulting with our EIR
7 consultant. It's something that we would have to think
8 over, whether we would wrap it up into this EIR or in
9 discussions on the project. It may not necessarily be a
10 SEQA issue. It would definitely be a project issue.

11 So we'll get back to you. It could be in the
12 Final EIR. It could be responses just to the project
13 itself.

14 COMMISSIONER JACOB: Thank You.

15 COMMISSIONER CARBONE: Myself, I spent some
16 time over at the campus. And being involved with the
17 first project and the second project, at least from a
18 county board position, the second project here proposed
19 is a far superior project. And I think you guys are more
20 than on the right track.

21 And Ms. Barba's traffic circulation comment
22 regarding the second campus, it's going to be extremely
23 improved. And I see that it's going to be a real big
24 benefit for Castro Valley, and the design work included.
25 I compliment you on that.

↑
PC-8
cont.

PC-9

1 There's no one else that wants to speak on it,
2 so it's closed.

3 MR. ARMAS: Just in closing, thank you again
4 for your thoughtful consideration. We look forward to
5 coming back to you in the spring when we deal with the
6 project itself.

7 (Whereupon, the proceedings were
8 adjourned at 6:23 p.m.)

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1 I, JOAN T. GRIER, a Certified Shorthand
2 Reporter for the State of California, do hereby certify:

3 That the foregoing proceedings were reported at
4 the time and place therein stated by me, a Certified
5 Shorthand Reporter, and thereafter transcribed under my
6 direction.

7 I further certify that I am not interested in
8 the outcome of said action, nor connected with, nor
9 related to any of the parties in said action or to their
10 respective counsel.

11 IN WITNESS WHEREOF, I have hereunto set my
12 hand this 9th day of January, 2009.

13

14

15

16

17

Certified Shorthand Reporter

18

Certificate No. 8958

19

State of California

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Responses to Comments Received at the Alameda County Planning Commission Public Hearing Held January 5, 2009

Public Speaker Mr. Jones

PC-1: The Comment expresses a generalized statement of concern specific to fulfilling acute patient care needs for this community. More specifically, the Comment states concern about the potential reduction in acute care beds and emergency services for the area that would occur if San Leandro Hospital discontinues these services. The Comment recommends that the Planning Commission consider the impact of approving the Proposed Project in light of the possible changes to operations at the San Leandro Hospital that could increase the number of patients and people at the Proposed Project site. The Comment is noted.

The foregoing comments focus largely on the merits of the Proposed Project and only peripherally on specific project impacts. Certainly, comments made on the merits of the Proposed Project, whether in support or opposition, are important to the public discourse on the merits of the Proposed Project and whether it is viewed as an asset to the community. The request for comments on the Draft EIR is not, however, intended to solicit opinions on the merits of the Proposed Project but on the adequacy of the EIR to categorize and analyze project impacts. The DEIR was prepared to fulfill the County's obligation under CEQA to identify significant and potentially significant environmental impacts of the Proposed Project, regardless of the Proposed Project's merits. Per CEQA Guidelines Section 1531, the focus of an EIR is on physical impacts rather than social or economic issues, except where social or economic issues are known to have demonstrable physical impacts.

Under CEQA Guidelines Section 15093, a lead agency must balance consideration of adverse environmental impacts with economic, legal, social, technological or other benefits in deciding whether to approve a project. A lead agency has the authority to approve a project with significant and unavoidable impacts if the benefits of the project can be demonstrated to exceed its environmental costs. When a lead agency approves a project in spite of unavoidable adverse impacts, it must issue a statement of Overriding Considerations outlining its justifications.

Community benefits from the Proposed Project will be considered by the Planning Commission and Board of Supervisors, as well as advisory agencies, such as the Castro Valley Municipal Advisory Council, in weighing the merits of the Proposed Project. The merit-related issues identified by the commentators will be considered when the County takes action of the Proposed Project. For example, opinions about whether the Proposed Project, or particular facilities, programs or services are adequate to meet the needs of the community, or with respect to the schedule of approvals or how those approvals may or may not relate to other healthcare facility and program decisions being made elsewhere, or whether there are a sufficient number of hospital beds, are not required by CEQA to be addressed in the preparation of or contents of this EIR.

However, those factors may be important to decision-makers in their review of the Proposed Project.

Further, with respect to comments made regarding the future of San Leandro Hospital, the future of that facility has not been determined and, therefore, it is speculative to consider the future utilization of that hospital ~~even~~ or its future capacity, capability, expansion, modernization or conversion. Even if it were known the future distribution of medical services to other facilities, including, for example, to St. Rose Hospital, Alameda Medical Center or Kaiser, in the event San Leandro Hospital, or some portion, is closed or converted to other uses would be speculative. It should also be noted that these and other hospitals are at various stages of planning, development and/or regulatory review consistent with State and other jurisdictional requirements and processes. In sum, any potential physical impact of any future program or service changes at San Leandro or at any of these other facilities, is separate from the Proposed Project, is speculative and is not required to be analyzed for this Proposed Project. In any event, the EIR analysis of the Proposed Project was based on substantially higher utilization and efficiency ratios than currently exist. Therefore, the physical effect of increased capacity (on parking, traffic, etc.) has been considered in the EIR analysis.

Public Speaker Ms. Barba

- PC-2: The Comments address the merits of the Proposed Project and are noted.
- PC-3: See Response to Comment MAC-26 regarding the proposed traffic light at Castro Valley Boulevard intersection with Wisteria Street.
- PC-4: The Comment states concern with increased traffic resulting from the Proposed Project, and acknowledges that the limited traffic associated with the hospital compared to other uses. The extent to which the Proposed Project will result in significant traffic impacts is thoroughly analyzed in Section IV.C of the Draft EIR.

Also see Response to Comment MAC-26 regarding the proposed traffic light at Castro Valley Boulevard intersection with Wisteria Street.

- PC-5: The Comment addresses the merits of the Proposed Project and is noted.

Commissioner Kirby

- PC-6: The Comment addresses the merits of the Proposed Project and is noted.
- PC-7: See Response to Comment PC-1 regarding consideration of San Leandro Hospital combined with the Proposed Project. The Comment also addresses the merits of the Proposed Project and is noted.

Commissioner Jacob

PC-8: See Response to Comment PC-1. Based on that Response, further consideration of an alternative to the Proposed Project to consider the potential effects of the possible closure of San Leandro Hospital is not warranted in the Draft EIR as an environmental effect associated with the Proposed Project.

Commissioner Carbone

PC-9: The Comment addresses the merits of the Proposed Project and is noted.

APPENDIX A

List of Agencies That Received the Draft EIR

Sent 12/3/08 via Overnight Mail.

EPA Region 9
75 Hawthorne Street
San Francisco, CA 94105

Regional Water Quality Control Board*
Dale Bowyer
1515 Clay Street, Suite #1400
Oakland, CA 94612

California Air Resources Board*
Bob Fletcher
1001 "I" Street
Sacramento, CA 95812

Alameda County Congestion Mgmt Agency
Attn: Diane Stark
1333 Broadway, Suite 220
Oakland, CA 94612

California Dept. of Water Resources*
Attn: DPLA Environmental Review
1416 9th Street
Sacramento, CA 95814

BAAQMD
Planning Division
939 Ellis Street
San Francisco, CA 94109

Alameda Co. Dept. of Env. Health
Hazardous Materials Division
1131 Harbor Bay Parkway
Alameda, CA 94612

FAA, Chf., Air Space & Proc.
Branch AWP 530
15000 Aviation Boulevard
Hawthorne, CA 90250

Alameda County Public Works
Attn: Steve Hunte, Development Services
399 Elmhurst Street
Hayward, CA 94544

CA Dept of Transportation (Caltrans)
Division of Aeronautics – M.S. #40
Attn: Ron Bolyard
1120 N Street
P.O. Box 942873
Sacramento, CA 94273-0001

BART
Attn: F. Kenya Wheeler, Sr. Planner
300 Lakeside Drive
Oakland, CA 94604-2688

AT&T
ATTN: New Development Service
3949 Castro Valley Blvd
Castro Valley, CA 94546

CA Dept of Transportation (Caltrans)
Attn: Lisa Carboni
111 Grand Avenue
P.O. Box 23660
Oakland, CA 94623-0660

EBMUD
Attn: William Kirkpatrick
Water System Distribution Planning
375 11th Street, MS 701
Oakland, CA 94607

EBMUD, Office of Water Recycling
Attn: Linda Hu
375 11th Street, MS 702
Oakland, CA 94607

City of San Leandro
Planning Division
835 E. 14th Street
San Leandro, CA 94577

Association of Bay Area Governments
101 Eighth Street
Oakland CA 94607

Waste Management of Alameda Co.
172 98th Avenue
Oakland, CA 94603

Alameda County Library
2450 Stevenson Blvd.
Fremont, CA 94538

Pacific Gas & Electric Company
1919 Webster Street
Oakland, CA 94612

Castro Valley Library
20055 Redwood Road
Castro Valley, CA 94546

City of San Leandro
Community Development Department
ATTN: Luke Sims
835 East 14th Street
San Leandro, CA 94577

East Bay Regional Park District
Attn: Brad Olson
P.O. Box 5381
Oakland, CA 94605-0381

City of Hayward
Community and Economic Dev.
ATTN: David Rizk
777 B Street
Hayward, CA 94541

Castro Valley Unified School District
4400 Alma Ave.
Castro Valley, CA 94546

AC Transit
Attn: Nathan Landau
Long Range Planning Division
1600 Franklin Street, Suite 700
Oakland, CA 94612

Tyree Jackson
Castro Valley Sanitary District
21040 Marshall Street
Castro Valley, CA 94546-6098

Dept. of Toxic Substances Control
Denise M. Tsuji, Unit Chief
Northern CA Coastal Cleanup Ops Branch
700 Heinz Avenue
Berkeley, CA 94710-2721

Castro Valley Chamber of Commerce
3467 Castro Valley Blvd.
Castro Valley, Ca. 94546

APPENDIX B

Historical Resources Evaluation Documentation

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code

Reviewer

Date 1/28/09

Page 1 of 5

*Resource Name or #: Sutter Medical Center Castro Valley (SMCCV)

P1. Other Identifier: Eden Hospital

***P2. Location:** Not for Publication Unrestricted

***a. County:** Alameda

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Castro Valley

Date: 1993 **T** 3S ; **R** 2W ; **Sec** 1 ; **M.D.** **B.M.**

c. Address: 20103 Lake Chabot Road

City: Unincorporated Castro Valley **Zip:** 94546

d. UTM: Zone: 10 ; **mE/** **mN** (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APN: 084A-0279-005-10. Elevation: +168 to +208

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The Existing Hospital at Sutter Medical Center Castro Valley (SMCCV) is an approximately 235,500 sq.ft. hospital building with a five-story cruciform-shaped tower and a two-story mechanical penthouse (total seven stories), an irregular plan, and constructed of reinforced concrete. One and two-story additions are located at the base of the tower. The hospital entrance, located along the building's eastern elevation, has a covered walkway supported by concrete pillars. Roof forms are flat and clad with built-up asphalt and gravel where visible. Siding is smooth-finish painted concrete on the tower elevations, and painted and scored plaster on the first and second floor elevations. The hospital tower has concrete eaves which project about four feet from the façade to form a continuous band on the southern and western elevations only. Exterior concrete stair towers and emergency exit doors are located at the ends of the east and west tower wings. Fenestration on the tower consists of metal frame windows with fixed and casement style units, as well as multi-pane window walls at the ends of the hospital wings. Metal frame door frames with solid metal doors are located on the exterior emergency exits. Windows on the first and second floor additions are metal frame fixed units. Doors are metal pane automatic double doors with fixed glazing and panic hardware. The hospital was completed in November, 1954, but was soon expanded with a new lab addition to the north in 1956, additions to the north and south in 1972, new lobby to the east in 1983, a radiology department to the northwest in 1985, and an Intensive Care Unit (ICU) and conference room to the south in 1987. Overall the building is in good condition.

***P3b. Resource Attributes:** (List attributes and codes) HP 41: Hospital

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #)
Looking northeast

***P6. Date Constructed/Age and Sources:** Historic
 Prehistoric Both
1954 - 1985

***P7. Owner and Address:**
SMCCV
20103 Lake Chabot Road
Castro Valley, CA 94546

***P8. Recorded by:** (Name, affiliation, and address)
Brad Brewster,
ESA
225 Bush Street, San Francisco, CA
94104

***P9. Date Recorded:** 1/29/09

***P10. Survey Type:** (Describe)

Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Alameda County, *Sutter Medical Center, Castro Valley, Replacement Hospital Project Final EIR*, February, 2009

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

DPR 523A (1/95)

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) Sutter Medical Center Castro Valley (SMCCV)

- B1. Historic Name: Eden Township Hospital
- B2. Common Name: SMCCV
- B3. Original Use: Hospital
- B4. Present Use: Hospital

*B5. Architectural Style: Modern

*B6. Construction History: (Construction date, alterations, and date of alterations)

The original five-story hospital tower was built in 1951, but soon expanded to seven stories in 1953 to accommodate anticipated growth in the area, with completion in 1954. Multiple additions to the ground level of the building occurred over the next 30 years, including a lab expansion to the north in 1956, the north and south additions in 1972, new lobby to the east in 1983, a radiology department to the northwest in 1985, and an Intensive Care Unit (ICU) and conference room to the south in 1987.

*B7. Moved? No Yes Unknown Date: Original Location:

*B8. Related Features:

The building is surrounded by surface parking and a parking structure to the northeast. Four smaller medical office buildings (MOBs) are located to the north. The Laurel Grove Rehabilitation Hospital and the Chabot Medical Building are located immediately north and north east of the hospital, respectively. A helistop is located to the north, and the Pine Cone Apartments, a 42-unit apartment complex is located immediately to the west.

B9a. Architect: Stone & Mulloy of San Francisco

b. Builder: Williams & Burroughs of Burlingame

*B10. Significance: Theme: N/A

Area: N/A

Period of Significance: N/A

Property Type: Hospital

Applicable Criteria: N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

By the late 1940s, the population of Castro Valley, Hayward, San Leandro, San Lorenzo, and parts of Union city had become large enough to support a full-facility hospital. The Eden Township Healthcare District (ETHD) was formed in June 1948 to build and operate Eden Township Hospital as it was known then. Planning for Eden Hospital began in 1948-1949, and more than \$2 million in hospital bonds were issued for construction of the new hospital. Rural residential property along Lake Chabot Road belonging to the Stanton family was acquired for the new Eden Township Hospital. Construction of the hospital was temporarily delayed by the Korean War, so it wasn't until November, 1951 that ground was broken. During construction it became clear that population growth in the area was even greater than anticipated, and would require a larger hospital. In response, the District added to its original plan for a five-story structure with space for 149 licensed beds, resulting in a revised blueprint for a seven-story, 254-bed facility. Eden Township Hospital officially opened its doors to the public on November 15, 1954 with 259 employees on staff. The total cost of construction was \$2,914,000, with an additional \$2.1 million for operating capital for its first year of service (see Continuation Form)

B11. Additional Resource Attributes: (List attributes and codes) : HP41 - Hospital

*B12. References:

Alameda County, *Sutter Medical Center, Castro Valley, Replacement Hospital Project Draft EIR*, November, 2008.

Carey & Co., *20400-20410 Lake Chabot Road. Historic Resources Evaluation Report*, January, 2009.

Eden Medical Center, *Eden Medical Center: Growing with the Community for 50 Years*, 2004.

Personal Communication, Bob Bosold, Sutter Medical Center, with Brad Brewster, ESA, January 27, 2009.

B13. Remarks:

*B14. Evaluator: Brad Brewster, ESA

*Date of Evaluation: January 28, 2009

(This space reserved for official comments.)



*Recorded by: Brad Brewster, ESA

*Date: 1/29/09

Continuation

Update

The structure's original design by San Francisco architect Douglas Stone of the firm Stone & Mulloy created a building with a traditional cruciform or cross-shaped plan, with elevators, dumbwaiters, and nursing services located at the center, and hospital rooms radiating out from the core. The new hospital focused on general medicine, surgery, pediatrics, and obstetrics. Throughout the 1950s, Eden regularly set and exceeded its own records for births. Local papers would report the birth records results, under headlines such as "Eden Hospital Breaks All Records." Within a few years after opening, Eden reported more admissions and births than any East Bay hospital, and more newborns than any San Francisco hospital.

Primarily due to local growth and the need for additional medical facilities, Eden's first expansion started in 1956, with other major additions occurring in the early 1970s and mid-1980s. These additions to the first and second floor of the building included a new lab expansion to the north in 1956, two major the north and south additions in 1972, new lobby to the east in 1983, a radiology department to the northwest in 1985, and an Intensive Care Unit (ICU) and conference room to the south in 1987. The new ICU, which opened in January 1987, was staffed 24 hours a day by teams of surgeons, nurses and technicians. By the end of its first year, Eden's trauma center had treated more than 1,150 patients. The trauma center's value was most evident when more than 40 earthquake survivors of the 1989 Loma Prieta earthquake were treated. Eden's performance under intense pressure following the earthquake won regional and national attention, and earned the thanks of the community. Since 1989, Eden has served more than 24,000 trauma victims and their families, and has helped thousands of others through outreach programs to reduce trauma-related injuries and deaths. The managed care revolution hit the region's hospitals in the 1990s, leading to many hospital mergers or closures. In 1997, Eden Hospital affiliated with Sutter Health.

Architect: Douglas Dacre Stone (1897 - 1969)

Sutter Medical Center Castro Valley (SMCCV), then called Eden Township Hospital which opened in 1954, was designed by architect Douglas Dacre Stone. Born in Yokohama, Japan on March 10, 1897, Douglas Dacre Stone served in the US Navy from 1916-1918, and received his Master's degree in architecture from the University of California at Berkeley in 1922. He began his career as a designer for the firm Hyman and Appleton Architects in San Francisco in 1924. In 1928 Stone founded the firm of Stone and Mulloy Architects with Louis B. Mulloy (1910-1963) and became known for his hospital designs. In 1951, Silvio P. Marraccini joined the firm, at which time it was renamed Stone, Mulloy and Marraccini Architects. S.P. Patterson joined the firm in 1955 and it then became Stone, Mulloy, Marraccini and Patterson. Stone was appointed to the San Francisco Planning Commission in 1941 and also served as consultant to the State Hospital Advisory Council in 1943. A member of the California Chapter of the AIA, Stone was a member of various hospital associations including the International Hospital Federation. Prior to his retirement in 1967, Stone spent five months traveling between Moscow, Kiev and Leningrad displaying a model of the El Camino Hospital in Mountain View as part of the United States Information Agency's "Medicine USA" exhibit. Stone died on February 21st 1969 at the age of 71 at his home in San Francisco. Stone designed approximately 20 hospitals and medical buildings in Northern California during the post-war era, including the following:

1. Alexian Brothers Hospital, San Jose, 1963
2. Bakersfield Memorial Hospital, Bakersfield, 1956
3. Brookside Hospital, Rodeo, 1952-1954
4. Children's Hospital of the East Bay, Oakland, 1945
5. Eden Hospital, Castro Valley, 1954 (subject property)
6. El Camino Hospital, Mountain View, 1958
7. Letterman Army Medical Center, San Francisco, 1969 (demolished)
8. Pacific Presbyterian Medical Center, San Francisco, 1960
9. Peninsula Blood Bank, Burlingame, 1954
10. Peralta Hospital, Oakland, 1954
11. Peninsula Hospital, San Mateo, 1954
12. Pittsburg (now Los Medanos) Community Hospital, 1946
13. Sequoia Hospital, Redwood City, 1952
14. Sequoia Hospital, San Francisco, 1969
15. Sutter Community Hospital, Sacramento, 1955
16. Tuberculosis Hospital, Redwood City, 1954
17. United States Public Health Hospital, San Francisco, 1953
18. Valley Medical Center, San Jose, 1952
19. Vallejo General Hospital (now Sutter Solano Medical Center), 1969

Stone also designed the United States Government Federal Building (Phillip, Burton Federal Building) in San Francisco (1959), and the State Motor Vehicles Office Building in Sacramento.

*Recorded by: Brad Brewster, ESA

*Date: 1/29/09

Continuation

Update



Hospital Construction - 1953



Hospital Construction - 1954

*Recorded by: Brad Brewster

*Date: 1/29.09

Continuation

Update

Evaluation of Eligibility under the California Register of Historic Resources (CRHR) Criteria A - D

Criterion A (Events): Opened in 1954, Eden Hospital was one of several hospitals established to supply care for residents of Alameda County. Additions to the hospital over the past 30 years have included an intensive-care unit, an emergency department, and a trauma unit. Although Eden Hospital was built at a time when this area of Alameda County was semi-rural, and is currently an important community asset, its presence alone does not appear to have contributed significantly to the historic or cultural heritage of Castro Valley. Research did not reveal that the hospital is significantly associated with any important historic events or important medical discoveries. Although the fact that Eden Hospital broke birthing records in the 1950s was noteworthy at the time, and was indicative of the rapid post-war population growth in the area, the building itself does not readily convey this particular historical associations. In addition, the recent first and second floor additions and alterations to the hospital have also compromised the physical integrity of the original 1950s structure, and therefore its associations with any significant events it may have had at one time. As such, SMCCV does not appear to qualify for listing as an historic resource under Criterion A (events).

Criterion B (Persons): Although the hospital has employed numerous well-regarded doctors, nurses, and administrators over its 55 years of existence, research did not reveal any significant associations with important people on a national, state, or local level. As such, SMCCV does not appear to qualify for listing as an historic resource under Criterion B (persons).

Criterion C (Architecture): The building was designed in a Modern architectural style that was typical for its location and period of construction. The reinforced concrete cruciform shape for the hospital tower was also typical for many hospital designs of the era. The building's Modern design is therefore more typical, and not an exemplary embodiment of, the distinctive characteristics of Modern style of architecture or a type of construction.

The architect of the original building, Douglas Dacre Stone of the architecture firm of Stone & Malloy, was relatively prolific "hospital architect" in Northern California during the in the mid-twentieth century, and was noted in various trade publications for a few of his designs, such as the Peninsula Blood Bank. As such, he may be considered a 'master architect' under California Register criterion C. However, research did not reveal that his design for Eden Township Hospital in 1951/1954 was considered particularly ground-breaking at the time, nor was it one of the designs for which he may have become as a 'master' hospital architect (a requirement under Criterion C). SMCCV does not appear to be particularly significant or noteworthy for its association with Stone. Regardless of whether the architect of Sutter Medical Center would meet California Register criteria C as a 'master architect,' the recent first and second floor additions and alterations to the hospital have compromised the physical integrity of the original 1950s structure, and the building no longer conveys clear design associations with architect Douglas Dacre Stone. As such, SMCCV does not appear to qualify for listing as an historic resource under Criterion C (architecture).

Criterion D (information): Research did not reveal that SMCCV has the potential to yield any information important to history or prehistory. As such, Sutter Eden Medical Center does not appear to qualify for listing as an historic resource under Criterion D (information).

Due to a lack of historical and architectural merit, as well as reduced physical integrity, SMCCV does not meet any of the criteria for listing to the CRHR, and would not be considered a historic resource for California Environmental Quality Act (CEQA) purposes.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code

Reviewer

Date 1/28/09

Page 1 of 2

*Resource Name or #: Eden Professional Center

P1. Other Identifier: Sutter Medical Center Castro Valley (SMCCV)

***P2. Location:** Not for Publication Unrestricted

***a. County:** Alameda

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Castro Valley

Date: 1993 **T** 3S ; **R** 2W ; **Sec** 1 ; **M.D.** **B.M.**

c. Address: 20081-20101 Lake Chabot Road

City: Unincorporated Castro Valley Zip: 94546

d. UTM: Zone: 10 ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APN: 084A-0279-007.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Eden Professional Center is comprised of a cluster of four medical office buildings (three, one-story and one, two-story) located immediately north of the hospital. The buildings have rectangular plans and shallow-angle roofs, and are interconnected by a wood trellised breezeway or concrete walkways. Wall cladding is vertically-scored wood siding with a redwood stain. Roof cladding is standing seam metal. Eaves are angled and enclosed, with metal cornice trim, enclosed gutters, and metal downspouts. The buildings are constructed of modular metal frames on poured concrete slab foundations. Fenestration consists of vertically-oriented metal frame windows with fixed and hopper-style sashes. Doors are solid wood set in wood frames with metal hardware.

No visible alterations to these buildings have occurred since their original construction in 1978 and 1983. The buildings are in good condition.

***P3b. Resource Attributes:** (List attributes and codes) HP 41: Hospital

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #)
Looking northwest

***P6. Date Constructed/Age and**

Sources: Historic

Prehistoric Both

1978 & 1983

***P7. Owner and Address:**

SMCCV

20103 Lake Chabot Road

Castro Valley, CA 94546

***P8. Recorded by:** (Name, affiliation, and address)

Brad Brewster,

ESA

225 Bush Street, San Francisco, CA

94104

***P9. Date Recorded:** 1/29/09

***P10. Survey Type:** (Describe)

Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Alameda County, *Sutter Medical Center, Castro Valley, Replacement Hospital Project Final EIR*, February, 2009

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List):

DPR 523A (1/95)

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) Eden Professional Center

- B1. Historic Name: N/A
- B2. Common Name: Eden Professional Center
- B3. Original Use: Medical Office Building
- B4. Present Use: Medical Office Building
- *B5. Architectural Style: Contemporary
- *B6. Construction History: (Construction date, alterations, and date of alterations)

The cluster of three one-story buildings were built in 1978, with a separate but adjacent two-story building completed in 1983.

*B7. Moved? No Yes Unknown Date: Original Location:

*B8. Related Features:

Sutter Medical Center is located immediately to the south, and the 6-story parking garage immediately to the east.

- B9a. Architect: Bruce Dodd of San Francisco (3 modular buildings) and Robert C. Benson of Long Beach (The 2 story addition).
- b. Builder: Unknown

*B10. Significance: Theme: N/A Area: N/A
Period of Significance: N/A Property Type: Hospital Applicable Criteria: N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Built in 1978 and 1983 and designed by architects Bruce Dodd of San Francisco and Robert C. Benson of Long Beach, respectively, the Eden Professional Center is a cluster of four medical office buildings constructed to provide additional doctor's offices within immediate walking distance from the main hospital facility. Research did not reveal any important associations with historic events or people, and while the buildings were designed in a Modern modular style that was typical for the location and period, the design does not appear to embody the characteristics of the Modern style of architecture. Due to the building's lack of historic and architectural merit, the Eden Professional Center does not appear to be eligible for listing on the federal, state, or local listings of historical resources, and would not qualify as an historical resource for CEQA purposes.

B11. Additional Resource Attributes: (List attributes and codes) : HP41 - Hospital

*B12. References:

- Alameda County, *Sutter Medical Center, Castro Valley, Replacement Hospital Project Draft EIR*, November, 2008.
- Carey & Co., *20400-20410 Lake Chabot Road. Historic Resources Evaluation Report*, January, 2009.
- Eden Medical Center, *Eden Medical Center: Growing with the Community for 50 Years*, 2004.
- Personal Communication, Bob Bosold, Sutter Medical Center, with Brad Brewster, ESA, January 27, 2009.

B13. Remarks

*B14. Evaluator: Brad Brewster, ESA

*Date of Evaluation: January 28, 2009



(This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code

Reviewer

Date 1/28/09

Page 1 of 2

*Resource Name or #: Laurel Grove Rehabilitation Hospital

P1. Other Identifier: Sutter Medical Center Castro Valley (SMCCV)

***P2. Location:** Not for Publication Unrestricted

***a. County:** Alameda

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Castro Valley

Date: 1993 **T** 3S ; **R** 2W ; **Sec** 1 ; M.D. **B.M.**

c. Address: 19933/19991 Lake Chabot Road

City: Unincorporated Castro Valley Zip: 94546

d. UTM: Zone: 10 ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APN: 084A-0279-010-00.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Laurel Grove Rehabilitation Hospital is located immediately north of the SMCCV parking structure along Lake Chabot Road. The entrance to the building is on the southern elevation, accessed from an internal driveway which leads to Lake Chabot Road. This one-story medical building has an irregular plan with a flat roof clad in gravel and rolled asphalt, scored and painted stucco siding, and enclosed eaves with painted metal fascia trim. Fenestration consists of newer metal frame windows with fixed and sliding sashes. A newer multi-pane, metal frame window wall is located at the building's entrance, along with a pair of automatic metal frame double doors with fixed glazing. Concrete steps and wheelchair ramps with metal pipe railings lead to the front entrance.

Originally designed in 1959 and opening in 1960, alterations include an expansion to the east in 1961 and again in 1989. Overall renovations to the building also occurred during the 1989 expansion. The building is in good condition.

***P3b. Resource Attributes:** (List attributes and codes) HP 41: Hospital

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #)
Looking northwest



***P6. Date Constructed/Age and Sources:** Historic

Prehistoric Both

1959, 1961, 1989

***P7. Owner and Address:**

SMCCV
20103 Lake Chabot Road
Castro Valley, CA 94546

***P8. Recorded by:** (Name, affiliation, and address)

Brad Brewster,
ESA
225 Bush Street, San Francisco, CA
94104

***P9. Date Recorded:** 1/29/09

***P10. Survey Type:** (Describe)

Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Alameda County, *Sutter Medical Center, Castro Valley, Replacement Hospital Project Draft EIR*, February, 2009

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

DPR 523A (1/95)

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) Laurel Grove Rehabilitation Hospital

- B1. Historic Name: Chabot Surgical Hospital
- B2. Common Name: Laurel Grove Rehabilitation Hospital
- B3. Original Use: Hospital
- B4. Present Use: Hospital

*B5. Architectural Style: Modern

*B6. Construction History: (Construction date, alterations, and date of alterations)

Built in 1959, there were two additions to the building in 1961 and 1989, and overall renovations to the building in 1989.

*B7. Moved? No Yes Unknown Date: Original Location:

*B8. Related Features:

The 6-story parking garage at the Sutter Medical Center is located immediately to the south.

B9a. Architect: Confer, Willis and Anderson Architects of Oakland b. Builder: Unknown

*B10. Significance: Theme: N/A

Area: N/A

Period of Significance: N/A

Property Type: Hospital

Applicable Criteria: N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Built in 1959 and opening in April 1960, the Laurel Grove Rehabilitation Hospital was originally called the "Chabot Surgical Hospital." This hospital was formed by a group of doctors who broke with Eden Township Hospital to form their own private practice, and purchased a lot adjacent to the larger hospital on Lake Chabot Road. The original building was designed in a Modern architectural style by Confer, Willis and Anderson Architects of Oakland. There was an addition called "Laurel Grove Hospital Addition" completed in December 1961 by Charles Mullen P.E and Al Morris Associate of Hayward. The "Laurel Grove Addition and Renovations" was designed by Donald Harms, Architect of Napa in 1989. The District bought the Laurel Grove building in 1986. While designed in a Modern style that was typical for the location and period, the design does not appear to embody the characteristics of the Modern style of architecture. Physical alterations since the building's original construction, especially the 1989 expansion and renovation effort, have greatly altered its physical integrity, including its plan and materials. Due to the building's lack of historic and architectural merit, and its diminished physical integrity, the Laurel Grove Rehabilitation Hospital does not appear to be eligible for listing in the CRHR, and would not qualify as an historical resource for CEQA purposes.

B11. Additional Resource Attributes: (List attributes and codes) : HP41 - Hospital

*B12. References:

Alameda County, Sutter Medical Center, Castro Valley, Replacement Hospital Project Draft EIR, November, 2008.

Carey & Co., 20400-20410 Lake Chabot Road. Historic Resources Evaluation Report, January, 2009.

Eden Medical Center, Eden Medical Center: Growing with the Community for 50 Years, 2004.

Personal Communication, Bob Bosold, Sutter Medical Center, with Brad Brewster, ESA, January 27, 2009.

B13. Remarks:

*B14. Evaluator: Brad Brewster, ESA

*Date of Evaluation: January 28, 2009



(This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code

Reviewer

Date 1/28/09

Page 1 of 2

*Resource Name or #: Pine Cone Apartments

P1. Other Identifier: Sutter Medical Center

***P2. Location:** Not for Publication Unrestricted

***a. County:** Alameda

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Castro Valley

Date: 1993 **T** 3S ; **R** 2W ; **Sec** 1 ; M.D. **B.M.**

c. Address: 20004 Stanton Avenue

City: Unincorporated Castro Valley Zip: 94546

d. UTM: Zone: 10 ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APN: 084A-0279-002.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Pine Cone Apartments is a two-story, 42-unit apartment building approximately 33,530 sq. ft. in size with an irregular U-shaped form, flat roof forms clad in built-up asphalt, and smooth-finish painted stucco siding. Eaves are exposed with wood fascia board trim. Construction is wood framing over a reinforced concrete slab foundation. Fenestration consists of newer vinyl sliding windows and doors with vinyl trim. The breezeway entrance with a metal security gate is located on Stanton Avenue. The primary (western) elevation facing Stanton Avenue has a decorative concrete masonry block wall/solar screen along the southern end of this elevation, and a stucco-clad wall with vertically-oriented wood trim on the northern end of this elevation. Integrated into the concrete block wall is a horizontal wood trim band which runs from the entrance to the southwestern corner of the building. Newer canvas awnings and signage can also be found on this primary elevation. The building has a central courtyard with a pool, and surface parking on the southern and eastern portions of the property. Wood frame carport structures are located toward the rear (eastern) end of the property. The building also has wood frame decks off the some of the units on the northern and southern facades, as well as exterior concrete staircases leading to the second floor units. The building is in good overall condition.

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multi Family Property

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #)
Looking East

***P6. Date Constructed/Age and**

Sources: Historic

Prehistoric Both
1961

***P7. Owner and Address:**

SMCCV
20103 Lake Chabot Road
Castro Valley, CA 94546

***P8. Recorded by:** (Name, affiliation, and address)

Brad Brewster,
ESA
225 Bush Street, San Francisco, CA
94104

***P9. Date Recorded:** 1/29/09

***P10. Survey Type:** (Describe)

Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Alameda County, *Sutter Medical Center, Castro Valley, Replacement Hospital Project Final EIR*, February, 2009

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

DPR 523A (1/95)

***Required information**

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) Pine Cone Apartments

- B1. Historic Name: N/A
- B2. Common Name: Pine Cone Apartments
- B3. Original Use: Residential
- B4. Present Use: Vacant
- *B5. Architectural Style: Modern
- *B6. Construction History: (Construction date, alterations, and date of alterations)

The Pine Cone Apartments was constructed in 1961, with visible alterations to the fenestration in the 1990s. The building is currently vacant.

*B7. Moved? No Yes Unknown Date: Original Location:

*B8. Related Features:

SMCCV is located immediately to the east. The building is surrounded by fenced surface parking.

B9a. Architect: N/A

b. Builder: Hanson & Hanson

*B10. Significance: Theme: N/A

Area: N/A

Period of Significance: N/A

Property Type: Hospital

Applicable Criteria: N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

According to building permits on file with Alameda County, the Pine Cone Apartments was built in 1961 for owners (Kenneth) Hanson & Hanson of San Leandro for cost of \$280,000. The owners list themselves as the builders, but do not name an architect on the permits. The swimming pool, specifically, was built in 1961 by Roman Company of Napa, as named in a separate building permit. Later owners include L.B. Nelson & Associates (1965), Taube Associates of Belmont (1975), S&L Properties (1983), and Guy Laverty (1997). The building was designed in a Modern architectural style as Castro Valley and other parts of the Bay Area were experiencing a residential building boom during the post-war period. Located close to downtown Castro Valley and adjacent to the hospital, the apartments provided a greater residential density and therefore greater affordability, than the larger single family residences in the immediate area. The apartment building was purchased by the District in 2006, and the previous owner now manages the building for the District. Visible alterations include replacement vinyl frame windows and doors, canvas awnings, and metal entrance and vehicular gates. Although associated with the residential building boom experienced in Castro Valley and other parts of the Bay Area during the post-war period, the Pine Cone Apartments do not appear to have played a particularly important role in this area wide event, and research did not reveal any other associations with important events or people. While designed in a Modern style that was typical for the location and period, the design does not appear to embody the characteristics of the Modern style of architecture. Due to the building's lack of historic and architectural merit, the Pine Cone Apartments do not appear to be eligible for listing in the CRHR, and would not qualify as an historical resource for CEQA purposes.

B11. Additional Resource Attributes: (List attributes and codes) : HP3 - Multi Family Property

*B12. References:

Alameda County, *Sutter Medical Center, Castro Valley, Replacement Hospital Project Draft EIR*, November, 2008.

Alameda County, building permits # 73340 for APN 084A-0279-002.

Carey & Co., *20400-20410 Lake Chabot Road. Historic Resources Evaluation Report*, January, 2009.

Eden Medical Center, *Eden Medical Center: Growing with the Community for 50 Years*, 2004.

Personal Communication, Bob Bosold, Sutter Medical Center, with Brad Brewster, ESA, January 27, 2009.

B13. Remarks:

*B14. Evaluator: Brad Brewster, ESA

*Date of Evaluation: January 28, 2009

(This space reserved for official comments.)

