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1.0 OVERVIEW AND PURPOSE OF THE FINAL EIR

This document, together with the Draft Environmental Impact Report (Draft EIR) constitutes the Final Environmental Impact Report (Final EIR) for the proposed Sequoia Hospital Campus/Precise Plan in Redwood City, California.

Under the California Environmental Quality Act (CEQA), the Lead Agency is required, after completion of a Draft EIR, to consult with and obtain comments from public agencies having jurisdiction by law with respect to the proposed project, and to provide the general public with an opportunity to comment on the Draft EIR. The City of Redwood City, as the Lead Agency, is then required to respond to significant environmental issues raised in the review and consultation process, as described in CEQA Section 15132.

The 45-day public circulation of the Draft EIR for the Sequoia Hospital Campus/Precise Plan started on March 21, 2007. Subsequently, an amendment to the Draft EIR containing corrections to the text and conclusions in the Draft EIR regarding a traffic impact at one intersection was distributed to public agencies and the public on April 20, 2007. Changes were made to selected pages of the following sections:

- Summary Impact TRAN-1 and C-TRAN-1 Mitigation Measure
- Section 4.2 Transportation
- Section 5 Cumulative Impacts
- Section 6 Alternatives to the Proposed Project
- Section 8 Significant Unavoidable Impacts

Comments on the sections of the Draft EIR that were not revised were to be received in writing by no later than May 4, 2007. The review period for the revised portions of the Draft EIR (transportation, cumulative transportation impacts, and alternatives to the proposed project) was extended for an additional 45-day period, starting on April 20, 2007 and concluding on June 4, 2007. Between May 5, 2007 and June 4, 2007 new comments were to be submitted only on the revised portions of the Draft EIR.

1.1 FORMAT OF THE FINAL EIR

This document, which includes responses to comments and text revisions, has been prepared in accordance with Section 15088 of the CEQA Guidelines. In addition to Section 1.0 describing an overview of the purpose and format of the Final EIR, the Final EIR includes the following sections:

Section 2.0 List of Agencies and Individuals Receiving the Draft EIR

The agencies, organizations, and individuals who received copies of the Draft EIR or a notice of availability, are listed in this section. The locations where the Draft EIR could be reviewed during the 45-day circulation period are also included in this section.

Section 3.0 List of Agencies and Individuals Commenting on the Draft EIR

This section contains a list of all parties who submitted written comments on the Draft EIR.

Section 4.0 *Written Comments on the Draft EIR and Responses*

This section contains the written comments received on the Draft EIR and responses to those comments.

Section 5.0 *Responses to Comments Received on the Draft EIR at the April 17, 2007 Planning Commission Meeting*

This section contains a transcript of the comments received on the Draft EIR at the City of Redwood City Planning Commission Meeting on April 17, 2007, written comments from one Planning Commissioner, and responses to those comments.

Section 6.0 *Revisions to the Text of the Draft EIR*

Section 6.0 contains text revisions to the Draft EIR. Text revisions can be made as a result of comments received during the Draft EIR public review process, corrections or clarifications to the text, or to reflect modifications that have been made to the project to reduce impacts.

1.2 **PURPOSE OF THE FINAL EIR**

In conformance with the CEQA Guidelines (Section 15151), EIRs should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision on a project that takes into account environmental consequences. The Final EIR also is required to examine mitigation measures and alternatives to the project intended to reduce or eliminate significant environmental impacts.

Prior to approving the proposed project, the Lead Agency is required to certify that the Final EIR has been completed in compliance with the CEQA Guidelines, the decision-making body (in this case the Redwood City Council) has reviewed and considered the information contained in the Final EIR prior to project approval, and the Final EIR reflects the Lead Agency's independent judgment and analysis.

The CEQA Guidelines (Section 15091) and the State Public Resources Code (Section 21081) also require that, while the information in the Final EIR does not control the agency's ultimate discretion on the approval of a project, the agency must respond to each significant effect identified in the Final EIR by making written findings for each of those significant effects. Possible findings are:

- (1) Changes or alterations have been required in, or incorporated into, the project which will mitigate or avoid the significant effects on the environment.
- (2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
- (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities of highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

Findings made by the Lead Agency must be supported by substantial evidence in the environmental or administrative record for a proposed project.

2.0 AGENCIES AND INDIVIDUALS RECEIVING THE DRAFT EIR OR NOTICE OF AVAILABILITY OF THE DRAFT EIR

Federal

U.S. Fish and Wildlife Service

State of California

State Clearinghouse
Resources Agency
Department of Fish and Game, Region 3
Department of Parks and Recreation
Department of Water Resources
Office of Emergency Services
Office of Statewide Health Planning & Development
Caltrans, Division of Aeronautics
California Highway Patrol
Caltrans, District 4
Regional Water Quality Control Board, Region 2
Department of Toxic Substances Control
Native American Heritage Commission
State Historic Preservation Office
State Lands Commission

County of San Mateo

Health Department
Planning and Building Division
Public Works Department

Regional and Local Agencies

ABAG
Town of Atherton
Bay Area Air Quality Management District
Bay Area Water Supply & Conservation Agency
City/County Association of Governments of San Mateo County
Peninsula Corridor Joint Powers Board
SamTrans
City of San Carlos
San Francisco Public Utilities Commission
South Bayside System Authority
Town of Woodside

School Districts

Belmont-Redwood Shores School District
Redwood City School District
Sequoia Union High School District

Organizations and Individuals

Downtown Business Group
Redwood City Chamber of Commerce
San Carlos Airport Pilots Association
Property owners within 300 feet of Precise Plan boundaries
Scoping Meeting Attendees

The complete list of individuals receiving notice is on file at City of Redwood City Community Development Services Department.

The Draft EIR was also on file and available for review at the Redwood City Community Development Department, Redwood City Library, and City of Redwood City website.

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3.0 LIST OF AGENCIES AND INDIVIDUALS COMMENTING ON THE DRAFT EIR

3.1 WRITTEN COMMENTS

3.1.1 *Comment Period Ending May 4, 2007*

State Agencies

1. Department of Transportation May 1, 2006

Organizations and Individuals

2. Roger and Karen Anchartechar May 3, 2007
3. Jan and Mike Francis May 3, 2007
4. Barbara Evans May 4, 2007
5. Jim Gallagher May 4, 2007
6. Gloria Maldonado May 4, 2007

3.1.2 *Comment Period Ending June 4, 2007*

Organizations and Individuals

7. Gloria Maldonado June 4, 2007

3.2 PLANNING COMMISSION MEETING, APRIL 17, 2007

Comments were received from the City of Redwood City Planning Commission and the public at a hearing held by the Planning Commission on April 17, 2007. Members of the public who provided oral comments at the public meeting are listed below.

1. Diane Sexton
2. Stephen Sexton
3. Gary Fisher
4. Barbara Fisher

Oral comments were made by Commissioners Coddington, Gee, Holt, and Radcliffe and Chair Seybert. Written comments were also submitted by Commissioner Gee.

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4.0 WRITTEN COMMENTS ON THE DRAFT EIR AND RESPONSES

This section includes the comment letters and documents that were received on the Draft EIR during the public review period by the City of Redwood City. It also includes responses to those comments. Each comment document (letter, e-mail, or transcript) is reproduced in its entirety and followed immediately by the responses to identified comments on the substance of the Draft EIR.

Comment documents are arranged in chronological order by the date received within each category (i.e., *State Agencies, Organizations and Individuals*, and *Planning Commission Meeting*). Each comment document is identified by a number in the upper right corner of the letter or e-mail. Individual comments are then labeled with a reference number in the margin. Responses use the same corresponding numbering system.

Where the same comment has been made in more than one comment document or is similar to another comment, the response may direct the reader to a previous numbered response. Where a response requires revisions to the text of the Draft EIR, those revisions are generally described in the response, and included in Chapter 6.0 of this Final EIR.

Some comments do not raise significant environmental issues. A substantive response to such comments or statements of opinion is neither appropriate nor required under the context of CEQA. Such are comments are generally responded to with a “comment acknowledged” or “comment noted” reference, or a statement that no significant environmental issue has been raised. “Comment acknowledged” indicates that the comment will be forwarded (by its inclusion in this document) to the appropriate decision makers for their review and consideration.

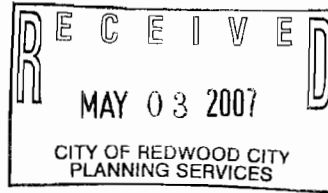
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DEPARTMENT OF TRANSPORTATION

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PHONE (510) 286-5505
FAX (510) 286-5559
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*Flex your power!
Be energy efficient!*



May 1, 2007

SM082240
SCH#2005012083

Ms. Maureen Riordan
City of Redwood City
1017 Middlefield Road
P.O. Box 391
Redwood City, CA 94064

Dear Ms. Riordan:

SEQUOIA HOSPITAL PRECISE PLAN – DRAFT ENVIRONMENTAL IMPACT REPORT

Thank you for including the California Department of Transportation (Department) in the environmental review process for the Sequoia Hospital Precise Plan project. The following comments are based on the Draft Environmental Impact Report (DEIR). Additional comments may be forthcoming pending further review of the document.

Forecasting and Highway Operations

- 1. Please include traffic forecasts for US-101 Northbound (NB) ramp/Whipple Avenue intersection and US-101 Southbound (SB) ramp/Whipple Avenue intersection. | 1-1
- 2. In Table 4.2-7, page 53, Project Trip Generation Rates and Estimates, the PM peak hour rate for Medical Office Building is lower than Institute of Transportation Engineers *Trip Generation, 7th Edition* rate. Please revise. | 1-2
- 3. In Table 4.2-10, page 58, Project Freeway Segment Capacity Analysis, the vehicle per hour per lane (VPHPL) capacity assumed in the two freeway segments (US-101 and I-280) should be converted to passenger car equivalents to provide more realistic capacity. | 1-3

Traffic

- 1. MM Trans 1.2: El Camino Real/Whipple Avenue (page 66, Amendment to DEIR)
The Department concurs with the identified improvement of the addition of a receiving lane for westbound (WB) right-turns, creating a “free” WB right-turn movement. | 1-4
- 2. MM Trans 1.3: I-280 NB Ramp and Edgewood Drive (page 67, Amendment to DEIR) | 1-5

“Caltrans improves mobility across California”

The Department concurs with the identified improvement to mitigate the project's impact by signalization of the intersection.

1-5
(Cont.)

Please work with the Department under the encroachment permit process on both MM Trans 1.2 and MM Trans 1.3 to assure the proper project coordination and follow-through.

1-6

Please feel free to call or email Sandra Finegan of my staff at (510) 622-1644 or sandra_finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,



TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c: Ms. Terry Roberts, State Clearinghouse

4.1 RESPONSE TO COMMENT LETTER 1: CALIFORNIA DEPARTMENT OF TRANSPORTATION

RESPONSE TO COMMENT 1-1:

The intersections at U.S. 101 and Whipple Avenue were not included in the analysis because the number of trips anticipated to be accessing these intersections would not substantially affect operations at these locations. The existing levels of service at the U.S. 101/Northbound ramp intersection is LOS B during the AM and PM peak hours. The U.S. 101 Southbound/Veterans Boulevard intersection currently operates at LOS C and D during the AM and PM peak hours, respectively. These levels of service would also indicate that no significant impact would occur at these locations during either peak hour.

RESPONSE TO COMMENT 1-2:

The trip generation rates used in the analysis were determined using the equation for Land Use Code 720 (Medical-Dental Office Building) in the Institute of Transportation Engineers (ITE) manual. They are consistent with standard traffic engineering practice and follow the guidelines established by the Institute of Transportation Engineers (ITE) in determining the appropriate rates.

RESPONSE TO COMMENT 1-3:

The lane capacities used in the analysis were not adjusted for passenger car equivalents to be consistent with the capacities used in San Mateo City/County Association of Governments (C/CAG) analyses and previous studies performed for development projects in Redwood City.

RESPONSE TO COMMENT 1-4:

The Department's concurrence with the concept of the identified mitigation measure is noted.

RESPONSE TO COMMENT 1-5:

The Department's concurrence with the identified mitigation measure is acknowledged. As described in the Amendment to the Draft EIR, this intersection is under the jurisdiction of Caltrans and the County of San Mateo. Signalization of the I-280 Northbound/Edgewood Road intersection is not a currently planned improvement by the County of San Mateo and there is no mechanism for the applicant to contribute to implement the identified mitigation measure. This impact, therefore, remains significant and unavoidable.

RESPONSE TO COMMENT 1-6:

The Department's comment regarding requirements for encroachment permits for work within Caltrans right-of-way are acknowledged.

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May 3, 2007

City of Redwood City
Maureen Riordan
1017 Middlefield Rd.
Redwood City, CA 94063

My family and I live at 140 Circle Rd. Our house is one of the closest residences to Sequoia Hospital. There are two issues that my family and neighbors on Circle Road think needs to be addressed with this project and would like to respond to the EIR report. One issue is the parking situation on Whipple Avenue and Circle Road and the traffic.

The EIR report states that the roadway will be narrowed in the area of the MOB and Circle/Whipple intersection in an effort to slow traffic on Whipple Avenue. Along with narrowing Whipple Avenue, there have been statements about painting the hospital side of the Whipple parking in this area "red" (p. 47). Painting the curbs red on the hospital side of Whipple is not something my family and neighbors are pleased about. There is currently a problem with hospital employees parking in the 2 hour zones for 8 hours or more and parking illegally. This will encourage and push employees to park on the residential streets that are limited to 2 hours and exacerbate a parking and loitering problem that we are currently having. This has made the neighbors very unhappy. On a daily basis, employees get off of work at 11:30PM and socialize at there cars and rev their engines and idle them right outside our house as if it is 5PM in the afternoon. The employees are loud at a time of the day when the neighborhood is sleeping and preparing for the next day. The employees use this area to park because it is most convenient. There is a parking structure that is not being used during this time of day and could easily facilitate the parking needs of these employees. Painting the curb red on the side of the hospital is not acceptable to the neighbors. The neighbors would prefer that the south side of Whipple be painted red all the way to the park and that the north side (hospital side) help with parking. The Circle Road neighborhood is not pleased with the current Whipple road configuration represented in the EIR. The hospital side should remain as parking and the neighborhood side should be painted red all the way to the park.

2-1

We are also concerned about how the parking will be affected during construction. Again, if there is limited spaces, employees will park in our resident illegally. Who will enforce this? Currently, no tickets are issued to these employees that are illegally parked, unless we call the RWC police and ask them to come and ticket the cars. We would like an executed plan and contact information of who will be enforcing this and where we can call if it is not enforced.

2-2

The other issue is the traffic that is created by hospital employees and visitors. Circle Road is regularly used for employees and hospital visitors to drive on to get to Sequoia. As recorded in the report by Fehr & Peers, about 584 cars travel on our road every day. It states that the cars average was over 2 mph of the speed limit. We have at least 6 small children on this street and we constantly see cars speeding up and down the street and not

2-3

stopping at stop signs. It is very unsafe and there should not be this amount of traffic in a residential area. There is a need for a stop sign at the intersection of Whipple Ave and Circle Road north of Upland Road. The addition of more doctors' offices to the northwest side of the campus will create more traffic flow at the Whipple/Circle intersection. The current situation causes cars to quickly accelerate across Whipple on to Circle Road so that it they can get across. The long stretch of Whipple Ave that turns onto Upland often has cars traveling 45-50mph. Therefore cars leaving and coming to the hospital need to accelerate to cross Whipple from both sides. On a street where there are 3 households with 2 small children at each; this can be a bad situation. My wife and I often tell cars going up and down Circle Road to and from the hospital to slow down. Adding more doctors' offices to this area will increase traffic and the likelihood of cars speeding through this neighborhood street with children present. Since traffic will increase in this area due to this project, the neighbors of Sequoia on Circle Rd. strongly encourage that (2) stop signs be added on Whipple Ave. and Circle Road n/o Upland Road to keep an unsafe situation from getting worse.

**2-3
(Cont.)**

It was noted in the EIR report that there is a need for a green left turn light at the intersection of Whipple and Alameda. It is not stated and recommended that there is also a green left turn put in at Whipple and Alameda going south bound. This intersection is extremely unsafe and dangerous and there needs to be turn signals going both North and South onto Alameda from Whipple Ave.

2-4

We would also like to note that if Dove Beeger Park is going to have a cross walk to it and be a place for visitors to go from the main entrance of the hospital, it needs to be improved and needs to look more appealing.

2-5

Thank you for considering our requests and response to the EIR report.

Roger and Karen Anchartechahar
140 Circle Road
Redwood City, CA 94062

4.2 RESPONSE TO COMMENT LETTER 2: ROGER AND KAREN ANCHARTECHAHAR

RESPONSE TO COMMENT 2-1:

The commentor raises concerns that “painting the curb red”(i.e., establishing no parking zones) on the north side of Whipple Avenue, adjacent to the Sequoia Hospital site, could result in more parking on residential streets by hospital employees. A preference for a no parking zone on the south side of Whipple Avenue to Dove Beeger Park is also identified.

Text on page 47 of the Precise Plan (rather than the Draft EIR) describes, in general terms, proposed no parking zones at the loading area (service) entrance to allow adequate truck turning radius space per City standards and along an approximately 100 foot section roughly opposite Dove Beeger Park to facilitate pedestrian access at the mid-block crosswalk.

Under the proposed project, approximately six to nine parking spaces would be lost on the north side of Whipple Avenue. An estimated five parking spaces would be removed opposite Dove Beeger Park and approximately one to four spaces may be removed near the service entrance. Relocating the no parking zones to the opposite side of the street would not provide for adequate truck turning radius space at the service driveway entrance to the loading dock and relocating the no parking zone adjacent to the crosswalk at Dove Beeger Park to the opposite side of the road would not meet the goal of improved pedestrian access and visibility at the crosswalk. Designating additional areas as no parking zones would further reduce parking supply in the area for residents, their guests, and others who park legally on public streets. As described in the EIR, the project includes adequate onsite parking at buildout for the proposed hospital and medical office uses.

The comment regarding existing parking problems in the neighborhood is acknowledged. Illegal parking on residential streets is an enforcement issue. While not an environmental issue, the commentor’s concerns and preferences for parking zones on Whipple Avenue may be considered by the decision makers during consideration of the components of the Precise Plan.

RESPONSE TO COMMENT 2-2:

The Redwood City Police Department is responsible for the enforcement of parking regulations. They should be contacted regarding parking enforcement on public streets.

In order to address neighborhood concerns regarding construction, a condition of approval has been added to the project (see **Section 6.0 Revisions to the Text of the Draft EIR** on page 65 of this document). Sequoia Hospital will designate a neighborhood construction disturbance coordinator responsible for responding to complaints about construction parking, truck staging, and other related construction issues. The contact information for the neighborhood construction coordinator shall be posted at the project boundary and mailed to neighbors within 500 feet of the project site prior to the start of construction. The disturbance coordinator shall determine the cause of complaints and require that reasonable measures be implemented to correct the problem. The neighborhood construction disturbance coordinator will not ticket vehicles; however, they will work with contractors and neighbors to resolve complaints and concerns.

RESPONSE TO COMMENT 2-3:

Based upon the transportation analysis, the proposed project would not result in impacts to traffic level of service or safety that would be avoided by the installation of stop controls at Whipple

Avenue and Circle Road north of Upland Road. Stop signs, therefore, are not required as a part of the project.

The proposed narrowing of Whipple Avenue from 48 feet to 36 feet described in the Precise Plan should result in some traffic calming along this roadway segment. Placing stop signs on Whipple Avenue conceivably could result in more traffic on Circle Drive if motorists took routes to limit encountering stops on the sloped section of Whipple Avenue. Stops at these locations could also have secondary effects on nearby residential receptors, including noise from increased braking and acceleration. Stop signs at these locations, therefore, are not being considered further at this time.

RESPONSE TO COMMENT 2-4:

Under cumulative conditions, a *right*-turn overlap in the signal timing may be needed to meet acceptable levels of service at this intersection. The number of left turns from Whipple Avenue onto Alameda de las Pulgas is projected to be less than 100 during either peak hour. A new, separate left turn signal on Whipple Avenue, in either direction is not required to provide acceptable levels of service under project or cumulative conditions.

The addition of dedicated left turn movements from Whipple Avenue to Alameda de las Pulgas could require acquisition of additional road right-of-way and removal of street parking. Installation of this improvement is not required or proposed by the project.

RESPONSE TO COMMENT 2-5:

The Precise Plan calls for installation of new pedestrian access from Dove Beeger Park. The design of crosswalks will be reviewed by the City Engineer, Redwood City Architectural Review Committee and the Planning Commission prior to approval of a Planned Community Permit that includes street improvements on Whipple Avenue.

Jan and Mike Francis
259 Upland Road
Redwood City, CA 94092
Phone: (650) 299-0806
Fax: (650) 299-0872

francisj@pacbell.net

June 8, 2007

Via e-mail: mriordan@redwoodcity.org

Ms. Maureen Riordan
Senior Planner
Planning Services
City of Redwood City
1017 Middlefield Road
Redwood City, CA 94063

Re: Draft Environmental Impact Report ("EIR") and Draft Precise Plan for Sequoia Hospital

Dear Ms. Riordan:

Our home is located west of the hospital, directly behind the existing skilled nursing facility and proposed Medical Office Building ("MOB"). We love our home and its location; however the proposed project has caused us some concern. Please consider the following comments:

- 1) Placement of landscaping around the MOB parking lot, especially along the north and west property boundaries will help maintain our privacy and protect our backyard from view. **3-1**
- 2) Lighting in and around the MOB and parking lot be situated in such a manner as to not be invasive or create any "light pollution". **3-2**
- 3) Mechanical equipment on the MOB rooftop be screened and/or landscaped from view to minimize noise. Until a design-level noise assessment of the final site plan is prepared (Section 4.3.3.2), noise levels and its impact on the residences located on Upland Road are unknown and difficult to address here. **3-3**
- 4) Neither the EIR nor the Draft Precise Plan fully address noise levels in connection with the delivery of office supplies, medical supplies, and waste pick-up to and from the MOB and should be included in the report. **3-4**
- 5) Neither the EIR nor the Draft Precise Plan fully address where refuse, medical waste and biohazards from the MOB will be stored for pick-up and should be included in the report. **3-5**
- 6) Shade and Shadow Impacts. Section 4.1.2.4 of the EIR addressed this issue for the homes surrounding Dove Beeger Park and the residences on Acacia Lane, but did not include the residences on Upland Road. Since the proposed MOB will be set back approximately 110' from the nearest property line to the west, it is important that Upland Road be included in the report too. **3-6**

- 7) Neither the EIR nor the Draft Precise Plan address the issue of reflection and glare from the sun. MOB windows facing west may cast a reflection back toward our home and neighbors. This should be considered and included in the report too. **3-7**
- 8) Our swimming pool is setback approximately five feet from and runs approximately 33 feet parallel to the retaining wall to the west and we are concerned that the proposed construction may cause damage to our pool and/or backyard. The EIR and Draft Precise Plan does not address the effect the demolition of the skilled nursing facility, grade work and MOB construction will have on the existing retaining walls, surroundings and residences on Upland Road. These issues should be considered and included in the report too. **3-8**
- 9) Neither the EIR nor Draft Precise Plan address the removal of the non-working electrical transformer and a communication cable currently located behind the skilled nursing facility and the effect it will have on the surrounding area. These issues should be considered and included in the report too. (Attachments A and B) **3-9**

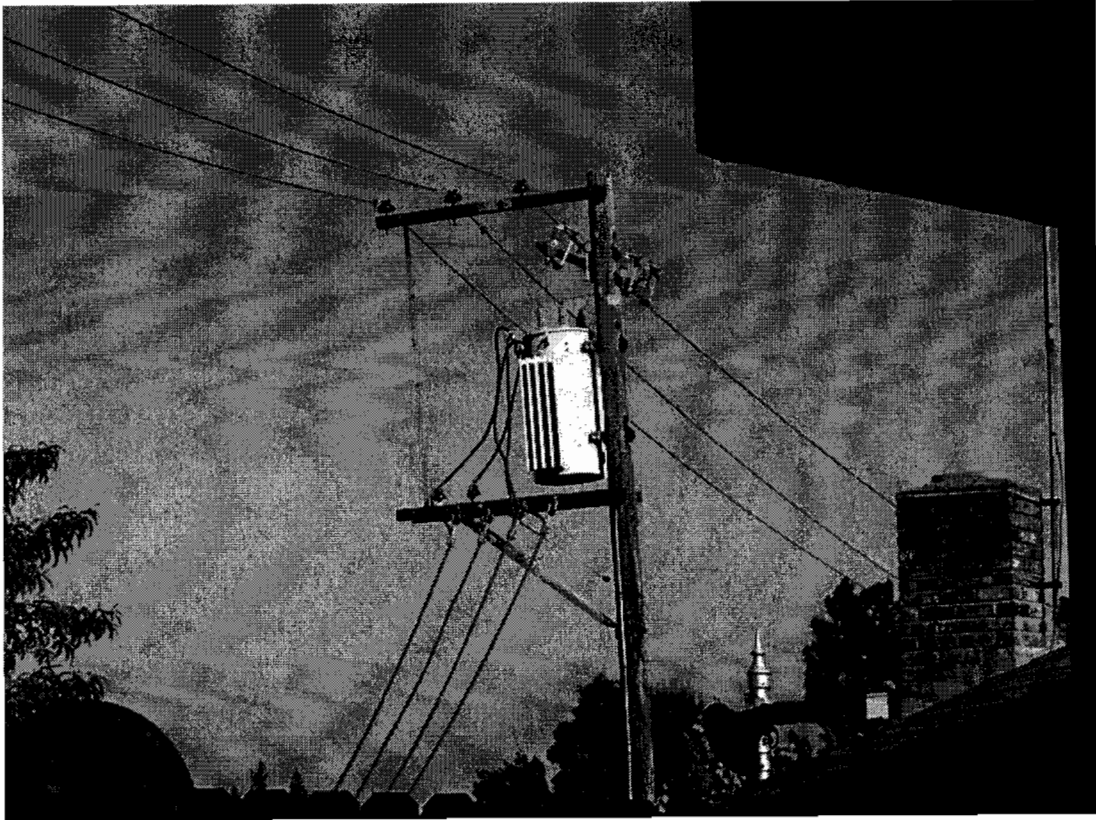
Thank you for the opportunity to comment on both the Draft EIR and Draft Precise Plan.

Respectfully submitted,

Jan and Mike Francis

cc: Glenna Vaskelis, President, Sequoia Hospital via e-mail Glenna.vaskelis@chw.edu





4.3 RESPONSE TO COMMENT LETTER 3: JAN AND MIKE FRANCIS

RESPONSE TO COMMENT 3-1:

Measures to screen adjoining properties from the proposed medical office parking area are discussed in Section 4.10.2.2 of the Draft EIR. Based on this review of the design measures included in the proposed project and the required architectural design review of final design that will be completed by the City of Redwood City, the Draft EIR concluded that implementation of the proposed Precise Plan would not result in significant impacts to visual or aesthetic resources, including from lighting and glare.

Text has been added to Land Use section of the EIR to clarify that landscape screening of the parking lot is included as a component of the Precise Plan (see **Section 6.0 Revisions to the Text of the Draft EIR**). The proposed final design of the medical office building and surrounding landscaping has not been submitted to the City of Redwood City. Landscape plans for the medical office building, including the adequacy of screening between the parking area and adjacent residential uses will be reviewed by the Redwood City Architectural Review Committee prior to approval of a Planned Community Permit for the medical office building and parking lot.

RESPONSE TO COMMENT 3-2:

As noted in Response 3-1 above, lighting impacts were addressed in Section 4.10.2.2 of the Draft EIR. Lighting design, including the potential for excessive glare, will also be reviewed by the Architectural Review Committee prior to approval of a Planned Community Permit for the medical office building and parking lot.

RESPONSE TO COMMENT 3-3:

While the exact noise levels from mechanical equipment at the closest residences are not known at this time, the project is required to meet the noise standards in the City of Redwood City Municipal Code. As shown on page 76 of the Draft EIR, average noise levels (in any hour) from mechanical equipment will be limited to 50 dBA or less during the daytime and 45 dBA or less at night at the closest residential property line (Mitigation Measure NOI 1.1 on pages 76-77 of the Draft EIR). Noise levels at the closest residences from mechanical equipment would be at or below these levels. The Draft EIR concludes that with the incorporation of this mitigation measure, noise impacts from mechanical equipment would be less than significant.

RESPONSE TO COMMENT 3-4:

Deliveries and waste collection by waste haulers would occur intermittently at the site. Noise levels would be similar to noise from other delivery trucks and garbage trucks in the neighborhood. A loading dock that could receive semi-trucks and trailers is not proposed at the medical office building.

The proposed medical office building would be set back 110 feet from the closest residence. While the location of trash enclosures and access for deliveries is not known at this time, screening and the proposed separation distance between the building and residences would limit disturbance from these activities. The location of trash enclosures and delivery areas will be reviewed by the Redwood City Architectural Review Committee and Planning Commission prior to approval of a Planned Community Permit for the medical office building and parking lot.

RESPONSE TO COMMENT 3-5:

Refuse and medical waste, including biohazardous waste, would be segregated and stored separately. State regulations require that medical waste be stored in secured areas. The location of refuse and medical waste storage areas have not been finalized at this time. Refuse storage areas will be reviewed by the Architectural Review Committee to ensure they are adequately setback from adjacent residential uses prior to approval of a Planned Community Permit for the medical office building.

RESPONSE TO COMMENT 3-6:

As noted in Section 4.1.2.4, residences to the west would not be shaded by the proposed new structures. This includes residences on Upland Road. As shown on Figures 4.1-4, 4.1-5, and 4.1-6, due to the orientation of the residences on Upland Road to the Sequoia Hospital campus, the proposed medical office building and parking structure would not cast shadows on the private open space of residences to the west. The Draft EIR, therefore, concluded that a shade and shadow impact would not occur. At the latitude of Redwood City, shadows of tall objects are cast to the northwest, north, and northeast. Text has been added to the EIR to specifically address the residential properties adjacent to the site on Upland Road (see **Section 6.0 Revisions to the Text of the Draft EIR** on page 61 of this document).

RESPONSE TO COMMENT 3-7:

Glare and reflection are discussed on page 131 of the Draft EIR. As discussed, the medical office building is not anticipated to include substantial reflective glass surfaces that could result in glare impacts and landscape screening would be planted along the western boundary of area. The commentor's request to consider reflected glare from windows during final design review is noted.

RESPONSE TO COMMENT 3-8:

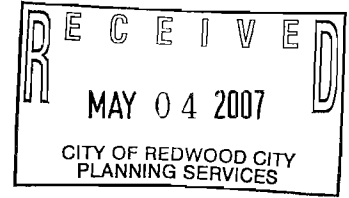
Building demolition and site grading can be sources of vibration. The project does not include pile driving or other similar substantial sources of groundborne vibration during construction, however.

Currently, there is no indication that vibration from construction would cause damage to the existing retaining wall or pool. Supplemental information on groundborne vibration from construction activities prepared by Illingworth & Rodkin has been added to the EIR as Appendix J (see **Section 6.0 Revisions to the Text of the Draft EIR**). Based upon a review of the conceptual plans for the medical office building, vibration could be felt at these locations; however, the anticipated level of ground vibration would not cause structural damage. The applicant has indicated that they plan to further assess the existing condition of the retaining wall prior to construction.

RESPONSE TO COMMENT 3-9:

The project applicant has indicated that the pole currently provides electrical services for the Skilled Nursing Facility and will likely serve as the power drop for the proposed Medical Office Building. Modifications to the electrical service (i.e., the pole mounted transformer) may be made; however, all options have not been determined at this stage of design.

BARBARA L. EVANS
107 Alameda de las Pulgas
Redwood City, CA 94062-2711
650-366-3048



May 4, 2007

Ms. Maureen Riordan
Senior Planner
Planning Services
City of Redwood City
1017 Middlefield Road
Redwood City, CA 94063

**RE: Draft Environmental Impact Report for the Sequoia Hospital
Campus Precise Plan**

Dear Ms. Riordan:

As a nearby neighbor of Sequoia Hospital I have considerable concerns regarding several aspects of the proposed re-development and expansion of existing facilities on the Sequoia Hospital Campus.

With respect to the intersection of Alameda de las Pulgas and Edgewood Road which is in close proximity to my home, I cannot reconcile the City's goal to maintain the neighborhood character and the City's endorsement of a project which will exacerbate the conditions currently operating at LOS levels of E and F during peak periods.

4-1

The DEIR focuses on various impacts at completion of the project and devotes much less discussion to implications during the construction period. In several places the DEIR states that any impact during construction is considered to be temporary, yet the project is to extend for a period of six to seven years. We neighbors are expected to tolerate several and considerable irritants, many of which are possible detriments to our health and safety during construction and this should not be treated as temporary or trivial, as in 25-30 trucks per day ; noise, dust, vibration; excavation, demolition and transportation of hazardous material in our residential neighborhood. Soil excavation, compaction and pile drivers are not quiet, non polluting activities.

4-2

Pg. 29 of Geologic and Geotechnical Evaluation discusses on-site measures to mitigate dust which potentially contains asbestos in the excavated material, however it does not address dust mitigation during the transit of the excavated material to the disposal site. To reduce exposure to those of us who live on the transit route, cover the trucks.

4-3

Ms. Maureen Riordan

May 4, 2007

Page two

Emergency Vehicle Preemption (EVP): Where do you propose existing traffic, and added construction traffic, to pull over to allow the emergency vehicle through? The street is only so wide with no shoulder and all lanes are currently at capacity. Also, additional lights, horns and sirens increase the noise pollution for the neighborhood.

4-4

Construction Traffic and Parking: Suggest amending the hours for delivery and off-hauling to avoid and peak hours both morning and evening. How can we add 25-30 truck trips per day to neighborhood streets operating at or near capacity now and call it "significant but unavoidable" impact? The DEIR and ancillary materials do not discuss several aspects of construction traffic including any wait zone for next-available truck for either delivery or off-haul, or the implication of 15 miles per hour restriction on trucks hauling hazardous material, or the speed at which a fully loaded off haul vehicle can be expected to travel on the uphill grade of Edgewood Road.

4-5

Thank you for addressing these and other significant matters in amending the DEIR.

Sincerely,



Barbara L. Evans

4.4 RESPONSE TO COMMENT LETTER 4: BARBARA EVANS

RESPONSE TO COMMENT 4-1:

The commentor’s opinion regarding the City’s stated goal for maintaining the neighborhood character at the intersection of Alameda de las Pulgas and Edgewood Road is acknowledged and may be considered by the decision makers (Redwood City Council) during their deliberations on the proposed project.

RESPONSE TO COMMENT 4-2:

As stated in the Draft EIR, construction on the 13-acre Sequoia Hospital Campus will extend over a period of six to seven years. Construction activities will move around the site as each phase of construction is completed. Demolition of the existing Skilled Nursing Facility at the western end of the 13-acre site would take place over an approximately seven week period (refer to Table 2-3 on page 19 of the Draft EIR). Construction of a temporary parking area at this location would take an additional three weeks. In the northern and northeastern area of the site, site clearing and excavation for the hospital parking garage would take approximately 11-12 weeks (two months, 3 weeks). Pile driving for foundations is not proposed for either the hospital pavilion or medical office building. As the commentor notes, demolition, soil excavation and compaction activities are substantial source of construction noise.

As discussed on page 75 of the Draft EIR, with the exception of the construction staging area, construction activities are not expected to take place adjacent to a particular receptor for more than a 10-month period.

Construction on the site will occur over an extended time period and it is acknowledged that this could be irritating to residents. When evaluating whether a significant construction noise impact would occur under CEQA, the potential for the noise levels from construction activities to interfere with speech and nighttime sleep was considered along with the length of time specific residential areas would be exposed to construction noise. Temporary noise levels that would interfere with speech would be limited to areas closest to the loudest construction activities (i.e., demolition and grading and excavation) during specific daylight hours. As noted above, the noisiest construction activities would not occur over the entire redevelopment period.

Proposed hours for construction, delivery, and off-haul of excavated soil materials are:

Construction	7:00 AM to 7:00 PM (one hour less in the evening than allowed in the Redwood City Municipal Ordinance)
Deliveries	7:00 AM to 4:00 PM
Off-haul	8:00 AM to 4:00 PM

The proposed construction and delivery hours would avoid evening and nighttime sleep disturbance of residents (and hospital patients) during the period of 7:00 PM to 6:59 AM. Noise generating activities would be limited to weekdays only. For these reasons, construction noise impacts, while annoying, were not considered a significant adverse impact under CEQA.

Like noise, levels of truck traffic, excavation activities and dust generation will vary throughout implementation of the proposed project. Measures are included in the project to avoid or reduce adverse impacts associated with construction to a less than significant level.

Construction of a large project in proximity to residences and residential streets could result in annoyances to residents in the area. Measures, such as designation of a noise disturbance coordinator

to facilitate communication between residents and the project sponsor and their contractors, are included in the project to reduce or limit these annoyances when they occur.

Based upon the proposed phasing of onsite construction activities and the measures included in the project to reduce construction noise exposures to residential uses, construction noise impacts would be less than significant, as described in the Draft EIR.

RESPONSE TO COMMENT 4-3:

Measures to reduce public exposure to naturally-occurring asbestos are discussed in Section 4.4.2.5 Air Quality, Construction Impacts of the Draft EIR (refer to pages 85 and 86 of the Draft EIR text). The regulations known as Asbestos Airborne Toxic Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations (California Code of Regulations Title 17, Section 93105) require proper handling of loads taken off-site when naturally-occurring asbestos is present. Locally these measures are enforced by the Bay Area Air Quality Management District. Text has been added to the EIR to clarify that loads of excavated material must be adequately wetted and either covered with tarps or loaded such that the material does not extend to beyond the top of the cargo compartment of the truck or within six inches of the top of the cargo compartment on the sides (see **Section 6.0 Revisions to the Text of the Draft EIR** on page 69 of this document).

As described in the Draft EIR, implementation of BAAQMD requirements for handling of naturally occurring asbestos would avoid significant air quality impacts from asbestos emissions during construction.

RESPONSE TO COMMENT 4-4:

This comment regarding the effect of street widths and the capacity on finding a place to pull over for emergency vehicles is noted. Vehicles can typically maneuver away from the travel lane to allow emergency vehicles to pass. The installation of an Emergency Vehicle Preemption (EVP) device at an intersection would allow emergency vehicles with appropriate equipment to override signal cycles and limit conflicts with on-coming traffic. It would not result in an increase in emergency vehicles operating with lights, horns and sirens in the area or a new environmental impact not identified in the Draft EIR.

RESPONSE TO COMMENT 4-5:

The proposed delivery hours would avoid delivery and off-hauling during PM peak hours (after 4:00 PM). Deliveries could occur during the AM peak period. To restrict deliveries during this time could extend the length of construction and is not currently proposed.

To clarify, the significant unavoidable transportation impacts identified in the Draft EIR were level of service impacts to intersections from project traffic at project buildout. The City is requiring a Construction Logistics Plan to limit impacts to residential neighborhoods. The plan will define truck routes, parking, and allowed hours for construction traffic.

As noted in the Draft Logistics Plan (page 3 in Appendix B of the Draft EIR), concrete trucks may stage, as required, in the on-site staging area. Off-haul of soil materials in trucks would not occur on a daily basis and only when materials are ready for removal. The applicant has indicated that off-haul trucks would be coordinated for the most efficient removal of materials (i.e., little or no waiting on or near the site).

Comments and concerns regarding construction traffic and staging have been provided to the City Engineering and Construction Manager for consideration. As noted in the Draft EIR, the final

construction logistics plan will be approved by the City Engineering and Construction Manager prior to the start of construction.

The 15 mile per hour restriction on trucks hauling soil with naturally-occurring asbestos would apply to the unpaved project site and not public roads.

The posted speed limit on Edgewood Road is 45 miles per hour. Based upon information provided by the applicant's construction consultants, the uphill grade on Edgewood Road will reduce the amount of time for trucks to reach speed limit; however, is not anticipated that truck speeds will be under one-half of the posted limit.

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-----Original Message-----

From: Nancy Gallagher [mailto:king4@pacbell.net]

Sent: Friday, May 04, 2007 9:13 AM

To: PLG-Maureen Riordan

Cc: Vaskelis, Glenna L. - SEQ

Subject: Sequoia Hospital EIR

Maureen:

As the comment period expires for the Sequoia Hospital EIR, it is my impression that San Carlos city officials have yet to weigh in on the prospect of utilizing Brittan Avenue as the route for soil removal.

The consultants have indicated that it may be premature to apply for a hauling permit and that the issue may be more appropriately addressed in the Final EIR. It would be disappointing, however, if it is determined after the fact that provisions of the San Carlos ordinance--and significant fees incorporated in the city's municipal code--cannot be accommodated within the project.

Dramatic traffic increases, both during and subsequent to project completion, are inevitable for the Whipple Corridor. In the interest of fairness, however, we are relying on project planners to provide traffic volume equity throughout east-west corridors, both in Redwood City and in San Carlos, a partner in the Hospital District.

Thanks for the opportunity to comment, and for your past courtesies.

Jim Gallagher
4 King St.
Redwood City, CA 94062

5-1

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4.5 RESPONSE TO COMMENT LETTER 5: JIM GALLAGER

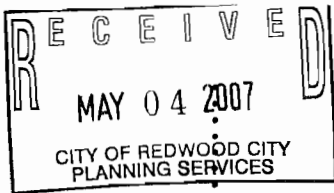
RESPONSE TO COMMENT 5-1:

Based upon further review, the proposed route for trucks over 3,000 tons to and from U.S. 101 has been modified. They would follow the most direct route to and from U.S. 101 and the site via Whipple Avenue. The text and graphics in the Draft EIR have been revised to reflect this change (see **Section 6.0 Revisions to the Text of the Draft EIR**). These revisions do not change any of the conclusions in the Draft EIR regarding the significance of construction transportation impacts.

The intersection of Alameda de las Pulgas and Brittan Avenue in San Carlos is not wide enough to accommodate right turns from Alameda de las Pulgas to Brittan Avenue.

Whipple Avenue is not a designated truck route, but as with other public streets, can be used for construction deliveries and hauling under state law. To offset additional wear on Whipple Avenue from fully loaded trucks, the project applicant will make a contribution of \$120,000 to the City's Pavement Management Account. This would pay for the equivalent of two slurry seals on Whipple Avenue.

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COMMENT LETTER 6

131 Alameda de las Pulgas
Redwood City, California
94062

May 4, 2007

Maureen Riordan
Attention Planning Department
1017 Middlefield Road
Redwood City, California
94063

Sequoia Hospital

Dear Ms. Riordan:

I am writing to express my concerns with the process used to inform neighbors living in close proximity to the proposed project, those citizens who had asked to be notified by the department about the status /progress of the project, and the public .

I, like many of the neighbors of Sequoia Hospital, subscribe to the San Mateo County Times to obtain information about Redwood City. You informed me that the public notification required was placed in the Daily Journal because it was free and deemed more accessible. This publication is not available in my neighborhood. Cost does not determine accessibility. My belief is that if the City of Redwood City and the planning Department were sincere in having information about the project disseminated other more widely distributed print media would be used.

I expected to receive notification regarding this project not only because I reside very close to Sequoia Hospital but also because I specifically called to request notification.

I am also concerned that the one informational meeting I received an invitation to, was late afternoon (4:00 P.M. or 5:00 P.M.) was at a time when working people without discretionary hours could not attend.

This scarcity of information on a project that has many environmental concerns regarding noise pollution, air pollution caused by demolition and excavation of existing buildings, earth movement because of grading, pile drivers etc. should be thoroughly divulged and discussed by the community.

This appears to be very similar to the process used by the City when the Cinema Complex was built and which brought about distrust of City officials.

Sincerely,

Gloria Maldonado

- Cc: Barbara Pierce, Mayor
- Roseanne Foust, Vice Mayor
- Alicia Aguirre
- Ian Bain
- Jim Hartnett
- Diane Howard

6-1

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4.6 RESPONSE TO COMMENT LETTER 6: GLORIA MALDONADO

RESPONSE TO COMMENT 6-1:

In accordance with CEQA Guidelines Section 15087, the Lead Agency, the City of Redwood City, provided public notice of the availability of the Draft EIR in a local newspaper and by mailing notices to property owners of contiguous parcels. Notice was also provided on the City's website.

The Redwood City Daily News is the City's official newspaper for publication of legal notices. The public notification distance for projects in Redwood City is a 300-foot radius from the property boundary (Zoning Ordinance Article 49, Notice of Public Hearings). Unfortunately the commentor's property is just outside of the 300-foot radius for the hospital site. However, as discussed with City staff, all documents for the project have been available on the City's website (www.redwoodcity.org) since March 2007. The documents are also available at the main Redwood City Library and at the Redwood City Planning Department.

With regard to the concern about a late afternoon meeting, all City-sponsored meetings of the Planning Commission have been held at their regular meeting time of 7:00 PM. Section 15201 of the CEQA Guidelines describes public participation as an essential part of the CEQA process. The City of Redwood City is committed to an open process and prior to circulation of the Draft EIR held two scoping meetings, one in 2005 and one in 2006.

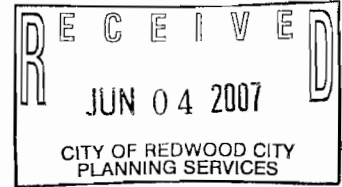
Copies of the Draft EIR, Draft EIR Amendment and Precise Plan were delivered to the commentor on May 7, 2007 along with a copy of the public notice extending the public review period on the transportation section of the Draft EIR to June 4, 2007. The Draft EIR addresses the issues noted in the comment, including operational noise and air quality and noise levels during construction.

Written comments can be provided to City staff or the commentor can attend the public hearings before the Planning Commission and/or City Council once these dates have been established. The commentor's name has been added to the mailing list for the Sequoia Hospital Campus Precise Plan for all future public hearing notifications.

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COMMENT LETTER 7

131 Alameda de las Pulgas
Redwood City, California
94062
June 4, 2007



Maureen Riordan, Senior Planner
1017 Middlefield Road
Redwood City, California
94063

RE; Sequoia Hospital

Dear Ms. Riordan:

Thank you for hand delivering the copy of the Sequoia Hospital Draft Environmental impact Report, EIR Addendum and Precise Plan. I am hoping that at the urging of the Planning Department the City will publish its notices in print media that is accessible to all not just "free" media that is not accessible to all.

7-1

The afternoon meeting I referred to was held by Sequoia Hospital not the Planning Commission. If the City wishes to have citizen input it would be helpful if the Planning Commission also published the agenda for the meetings.

I am opposed to this project because of the increase in traffic that it will bring to our neighborhood and the added pollution that comes with cars idling while waiting for the signal to change on Edgewood Road especially during the "peak hours". There has been an increase in traffic on Alameda, Whipple, and Edgewood. So much so, that a signal was placed at Scenic and Edgewood Road. During the morning hours it is not uncommon to see vehicles in the turning lane lined up past Acacia as drivers wait for a signal change on Edgewood Road. There are always at least 10 cars waiting for the signal to change to continue on the Alameda to San Carlos.

7-2

The day that the big rig jack knifed on 101 the traffic was bumper to bumper from 12:30 P.M. Until 7:00 P.M. Vehicles were backed up from Whipple to Edgewood from Hopkins to Whipple from Brewster Avenue to Edgewood.Road from Edgewood to Arroyo. When there are problems on 101 the alternate route is Alameda to 280 in both directions.

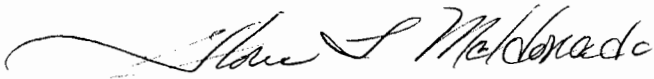
After reading the Addendum, **it is clear that the project will be approved**, even though the residents affected by the construction and will be adversely affected by both traffic and increased pollution and according to your report there would be significant impact from the proposed project would contribute to cumulative impacts at three signalized and one unsignalized intersections during one or more peak hour period.” The City has not made an actual count of the vehicles using the Alameda from Jefferson to Edgewood. The problem areas that will be significantly impacted have been minimized and solutions to mitigate these problems cannot be made because several are under the purview of different agencies. The City has stated that it does not want to change the residential area. *“The improvements required to expand the intersection capacity (additional turning lanes) would ultimately attract greater volumes, and be contradictory to the City’s goal of maintaining neighborhood character in the area. This is not a feasible mitigation and therefore the impact is significant and unavoidable.”* But, with the new construction the City will have to be looking to expand the intersections capacities at the expense of the residents.

7-3

It is clear that the decision has been made. I am requesting that there be no construction on Saturdays. The Saturday construction on the new buildings on Acacia increased the traffic, noise, and pollution.

7-4

Sincerely,



Gloria L. Maldonado

Cc. Barbara Pierce, Mayor
Rosanne Foust, Vice Mayor
Alicia Aguirre
Ian Bain
Jim Hartnett
Diane Howard

4.7 RESPONSE TO COMMENT LETTER 7: GLORIA MALDONADO

RESPONSE TO COMMENT 7-1:

The commentator's opinion regarding publication of notices is noted. As noted in Response to Comment 6-1, the Redwood City Daily News is the City's official newspaper for publication of legal notices.

Agendas for Planning Commission meetings are available at City Hall and on the City of Redwood City website (<http://www.redwoodcity.org/government/bcc/plan/meetings.aspx>) prior to hearings.

RESPONSE TO COMMENT 7-2:

The commentator's opinions regarding traffic conditions and generation of traffic by the project are noted. Since they do not raise questions regarding the adequacy of the EIR, no further response is required.

RESPONSE TO COMMENT 7-3:

The Draft EIR and amendment to the Draft EIR disclose the environmental effects of the project. The approval of the proposed project, which includes a General Plan amendment and Precise Plan, is a discretionary action that will be made by the City Council of Redwood City. The Council may approve, reject, or modify the proposed project.

Transportation impacts of the project were evaluated using the accepted methodology of the City of Redwood City and the San Mateo City/County Association of Governments (C/CAG). Traffic counts at intersections along Alameda de las Pulgas were incorporated in the traffic analysis. Only those intersections that would experience an increase of 10 or more cars per lane during one of the peak hour periods due to the proposed project were studied. These included seven intersections along Alameda de las Pulgas between Edgewood Road and Brewster Avenue. The intersection of Alameda de las Pulgas and Jefferson Avenue did not meet the criteria for evaluation under the City of Redwood City's standards for transportation analyses.

The project will fund identified mitigation measures at Alameda de las Pulgas and Whipple Avenue. As the commentator quotes from the EIR, identified mitigation measures to the intersection of Alameda de las Pulgas and Edgewood Avenue would be contradictory to the current goal of the City for maintaining the neighborhood character in the area and the project would contribute to cumulative impacts at three signalized and one unsignalized intersections. This comment does not identify a new environmental impact not identified in the Draft EIR.

RESPONSE TO COMMENT 7-4:

As described above in Response to Comment 7-3, a decision on the proposed General Plan amendment and Precise Plan has not been made. The City Council of Redwood City will vote on the General Plan amendment and Precise Plan, with input and recommendations by the Planning Commission.

As stated on page 75 of the Draft EIR, noise-generating construction activities will be limited to daytime hours on weekdays. No noise generating construction work on Saturdays is proposed as a part of the project.

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5.0 RESPONSES TO COMMENTS RECEIVED ON THE DRAFT EIR AT THE APRIL 17, 2007 PLANNING COMMISSION MEETING

Oral comments and questions on the Draft EIR were recorded at a public hearing of the City of Redwood City Planning Commission on April 17, 2007. Comments were provided by the public and Planning Commissioners. Written comments were also submitted by Planning Commissioner Gee. Individual comments are noted and numbered on the minutes of the public hearing on the following pages. Responses that correspond to the numbered comments are provided after the minutes.

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PLANNING COMMISSION PUBLIC HEARING COMMENTS

Commissioner Gee asked what EVP meant?

Chair Seybert replied it is a strobe light that is used to activate the green light at intersections, for emergency vehicles to pass through.

Bruce Fukuji, Fukuji Planning & Design, gave a presentation:

The Precise Plan is a companion document to what has been prepared already, this builds-out between now and 2015 and creates a framework for people who have not been involved in the project to be able to understand the context behind what the vision is, what was intended, and what the design principals were, that were informing the choices and decisions that shaped the plan.

Some of the items looked at were: the ease of public access and circulation on the site, especially with a hillside setting; how to create attractive street frontages; how to create a unified campus environment, so that it is an attractive coherent place; and a healing environment for patients, visitors and staff.

In order to enable this project to move forward, what is being asked of the City Council is to amend the General Plan. The existing General Plan designations surrounding area is single family residential and the hospital site itself is commercial office. The existing zoning is professional office for the hospital and the medical office buildings. R-1 (residential single family to the north), R-1-10 is to the South of Whipple, 10,000 sq ft minimum lot area for residential. The change to the existing zoning is "P" (Planned Community District zoning) for the entire area.

Along Alameda De Las Pulgas the existing redwood trees will be maintained. There will be a 125 foot setback on Whipple Avenue in order to create a new landscape open space for the campus.

The major entrance to the hospital is being proposed to change from Alameda to Whipple; by doing so it allows the building entrances to be oriented towards the public street to make it visible for first time visitors. Employee parking entrances will be off of Alameda, there will be one way access off of Whipple for emergency vehicles and two way access off of Alameda. There is also a proposed new bus stop.

Streetscape capital improvements: new street trees will be created along Whipple Avenue, Alameda and at entrance off Alameda.

Chair Seybert stated that the ramp system will allow strollers or wheelchairs to make it to the entrance.

PUBLIC HEARING

Diane Sexton, Redwood City resident, stated that the speed limit listed on Whipple Avenue is 30 MPH and needs to be looked into. Regarding the traffic, the hospital needs to consider how the construction trucks are using the access roads and the tonnage of dirt and concrete. She suggested the freeways should be used rather than Whipple Avenue. She stated that she has not received any letters regarding this meeting (notification).

5-1

Stephen Sexton, Redwood City resident, stated that the traffic on Whipple Avenue gets worse every year, there are also inadequate places to cross on foot and no stop signs on the street.

5-2

Gary Fisher, resident, stated that there is a lot of traffic going 50 MPH and accidents that occur; he suggests a speed limit of 25 MPH.

5-3

Barbara Evans, resident, construction trucks are going up and down Edgewood Road and the intersection will be more severely impacted. She would like to see the delivery of construction materials restricted during the peak hours.

5-4

**M/S (Coddling/Gee) to close the Public Hearing.
Motion Passed**

Commissioner Radcliffe pointed out that the hospital has made parking arrangements for the staff and construction workers off-site. In some of the road assessments, Edgewood Road was only accessed from 280 to the Alameda and not further down. Why wasn't Edgewood looked at regarding a bike lane issue? In the document, it stated that the truck routes would be going down Brittan Avenue, not Whipple Avenue, which needs to be changed. Was there asbestos found in the serpentine, and are the trucks being covered when they are on the road?

5-5

Commissioner Coddling referred to page 171 of the Draft EIR, Vol. 1, regarding the growth inducing impact. There is a sentence he does not understand "the conformance of the Precise Plan that the policies in the General Plan would avoid or reduce significant impacts on the environments associated with this new growth in medical office space to the less than significant level." He suggests that there be a better explanation of this in the Final EIR.

5-6

Commissioner Gee congratulated Sequoia Hospital, the community, and staff on this great project. He would like to see some Precise Plan objectives stated about the site lines from the residences on Upland Street. Regarding parking decks, there is a parking deck that is visible from the MOB parking up towards the residential area, as well as the parking deck from the new parking structure. He would like to see some commentary regarding light pollution mitigation at night, assuming those parking decks will be illuminated at night.

He would also like all rooftop equipment to be screened. Page 27, needs to be consistent with the definition of building heights. On illustration figure 10, elevations given, he did not know what those numbers meant. It would be helpful to find some elevations for the residential homes on Upland. He would like to see design guidelines for exterior signage.

5-7

EIR – Mitigations: Mitigation 1.2, temporary patches need to be done well and correctly regarding utility connections. They should not just be a patched trenched area. The whole street needs to be re-paved. Mitigation C-TRAN – 1.2, it would be helpful to understand what a fair share contribution is and what they are contributing to.

Known areas of controversy in the summary are the potential increase in traffic and spillover into resident areas needs to be better addressed. Figure 4.2-5, bus stop improvements, the driveway into the new parking structure shows it in and out, but the site plan shows an island in the loop road, so that no one can make a left turn into the first driveway into the parking garage, is that correct?

Page 61, "access point should be monitored to determine the effect of volume," what happens if there are problems, and what would the solutions be to those problems?

He mentioned that the truck routes in that area need more work. Regarding the Geologic Section, it does not propose piles and does not encourage sheet piles, so he is curious to see more language in the FEIR of what is exactly going to be done for slope stability during excavation, so that it is consistent with the EIR.

5-7
(Cont.)

Commissioner Holt referred to the pictures of the views of the hospital from Blandford of the parking structure is very stark compared to the beautiful landscaping all along Alameda and Whipple.

5-8

Chair Seybert applauded Sequoia Hospital for its public participation process that has been a model for other cities to follow. He would encourage Sequoia Hospital to get a group together from the hospital (employees) to look at progressive ways of doing traffic mitigation. He would encourage Sequoia Hospital staff and the City to look at the traffic on Whipple and would encourage residents on Whipple to stay involved in this process.

Jon Lynch, City Engineer, would like to get feedback and an opinion from the Planning Commission regarding overhead facilities (electrical & telephone) along Whipple and Alameda and if they would like it to be underground.

Chair Seybert replied that he likes the idea of fair and appropriate in-lieu fees and the City being able to decide city wide where that money is used most appropriately, this would allow the City more flexibility.

Commissioner Gee stated that if the vision of the City, for example, is to underground all utilities along Whipple, then everyone along Whipple needs to pay their own share and not just put it on one developer or one property owner. Regarding in-lieu fees everyone should contribute to be consistent Citywide.

This item will return sometime in July, 2007.

7. NORTH MAIN STREET PRECISE PLAN – (Public Hearing)

Mr. Passanisi mentioned that when the Main Street Precise Plan was originally sent out to the Planning Commission last week, only chapter 2 (Development Standards and Urban Design Guidelines) was sent out, chapters 1, 3 and 4 were not included.

The entire document was put on the City's website for public access. This afternoon staff e-mailed the Planning Commissioners and dropped off hard copies of the entire North Main Street Precise Plan, so that the entire document would be reviewed before the meeting tonight. The added chapter totaled 10 pages and included the following:

Chapter 1 – context, background, existing plans, and Precise Plan's issues and goals.

Chapter 3 – Capital improvement and the streetscape frontage renovations needed to promote an urban streetscape character.

Chapter 4 – actions required to put the new policies in place including amendments to the General Plan and Zoning Map and Capital improvements include street trees, lights and pedestrian crossings.

Mr. Mehra mentioned Valerie Young, Contract Planner for the Planning Department, who assisted in working on the CEQA portion of the document and was assisted by a couple of consultants, who wrote the traffic and noise studies for this Precise Plan. Terry Bottomley from Bottomley and Associates, an urban design consultant was hired to draft the Precise Plan.

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5.1 RESPONSES TO ORAL COMMENTS BY DIANE SEXTON

Based upon these comments, the speed limit on Whipple Avenue in residential areas west of El Camino Real is being reexamined. It appears feasible to reduce the speed limit from 30 miles per hour to 25 miles per hour. Possible modification of permitted speeds will be a process independent of the environmental review and project consideration of the Sequoia Hospital Campus Precise Plan.

The commentor's opinion regarding using freeway access and streets other than Whipple Avenue for construction trucks are noted. Truck travel on local streets is required to access the site from either U.S. 101 or I-280. As previously discussed in Response to Comment 5-1, the proposed route for trucks over 3,000 tons to and from U.S. 101 has been modified. Whipple Avenue would be used because it is the most direct route and the intersection of Alameda de las Pulgas and Brittan Avenue in San Carlos is not wide enough to accommodate right turns from Alameda de las Pulgas to Brittan Avenue. The text and graphics in the Draft EIR have been revised to reflect this change (see **Section 6.0 Revisions to the Text of the Draft EIR**). These revisions do not change any of the conclusions in the Draft EIR regarding the significance of construction transportation impacts.

The City of Redwood City and the project applicant are considering payment of fees for the accelerated additional wear on Whipple Avenue by fully loaded trucks.

Written Notice of Public Hearing

As discussed in Response to Comment 6-1, in accordance with CEQA Guidelines Section 15087, the Lead Agency, the City of Redwood City, provided public notice of the availability of the Draft EIR and the April 17, 2007 public hearing in a local newspaper and by mailing notices to property owners of contiguous parcels. Notice was also provided on the City's website.

The public notification distance for projects in Redwood City is a 300-foot radius from the property boundary (Zoning Ordinance Article 49, Notice of Public Hearings). In addition, notices are mailed to all organizations and individuals persons requesting notification of public hearings in writing. The commentor's contact information has been added to the City's mailing list for the Sequoia Hospital Campus Precise Plan project and should receive notices of public hearings on this project in the future.

5.2 RESPONSES TO ORAL COMMENTS BY STEPHEN SEXTON

The commentor's concerns regarding traffic, speed limits, existing travel speeds on Whipple Avenue and the difficulty of exiting driveways under existing conditions are noted.

The Redwood City Police Department is responsible for the enforcement of speed limits on Whipple Avenue. These comments have been provided to the Police Department and future enforcement actions may be considered within residential areas.

There are few (two) stop controlled intersections and marked crosswalks on Whipple Avenue between El Camino Real and Alameda de las Pulgas. As discussed in Response 5.1 above, the speed limit on Whipple Avenue in residential areas west of El Camino Real is being reexamined. It appears feasible to reduce the speed limit from 30 miles per hour to 25 miles per hour. Possible modification of permitted speeds along this stretch of Whipple Avenue will be a process independent of the environmental review and project consideration of the Sequoia Hospital Campus Precise Plan.

Construction and project traffic will utilize Whipple Avenue, as evaluated in the EIR. The project would not create a new safety hazard, and therefore, no new environmental impact not disclosed in the Draft EIR.

5.3 RESPONSES TO ORAL COMMENTS BY GARY FISHER

As described in Response 5.1, it appears feasible to reduce the speed limit on Whipple Avenue (in residential areas) from 30 miles per hour to 25 miles per hour. Possible modification of permitted speeds will be a process independent of the environmental review and project consideration of the Sequoia Hospital Campus Precise Plan.

The commentator also stated that parking on the south side of Whipple Avenue near Sequoia Hospital was needed for his guests. Under the proposed project, parking on the south side of Whipple Avenue (in front of residences) would not be modified.

5.4 RESPONSES TO ORAL COMMENTS BY BARBARA EVANS

The proposed delivery hours would avoid delivery and off-hauling during PM peak hours (after 4:00 PM). As previously discussed in Response to Comment 4-5, deliveries could occur during the AM peak period. To restrict deliveries during this time could extend the length of construction and is not currently proposed.

5.5 RESPONSES TO ORAL COMMENTS FROM PLANNING COMMISSIONER RADCLIFFE

Edgewood Road, between Alameda de las Pulgas and El Camino Real, is a curving residential street and it is not anticipated that the project would result in a substantial increase in traffic on this roadway segment or a substantial impact to bike safety. The transportation impact analysis, therefore, did not evaluate the bike lane at this location.

As previously discussed in Response to Comment 5-1, the proposed route for trucks over 3,000 tons to and from U.S. 101 has been modified. Whipple Avenue would be used because it is the most direct route and the intersection of Alameda de las Pulgas and Brittan Avenue in San Carlos is not wide enough to accommodate right turns from Alameda de las Pulgas to Brittan Avenue. The text and graphics in the Draft EIR have been revised to reflect this change (see **Section 6.0 Revisions to the Text of the Draft EIR**). These revisions do not change any of the conclusions in the Draft EIR regarding the significance of construction transportation impacts.

BAAQMD requirements for off-hauling soil materials that contain over one percent naturally-occurring asbestos call for measures to proper handling of loads taken off-site when naturally-occurring asbestos is present (also refer to **RESPONSE TO COMMENT 4-3** in this document). Loads of excavated material must be adequately wetted and either covered with tarps or loaded such that the material does not extend to beyond the top of the cargo compartment of the truck or within six inches of the top of the cargo compartment on the sides (see **Section 6.0 Revisions to the Text of the Draft EIR** on page 69 of this document).

5.6 RESPONSES TO ORAL COMMENTS FROM PLANNING COMMISSIONER CODDING

The text of the EIR has been revised to focus the conclusion on the growth inducing impacts of the project (see **Section 6.0 Revisions to the Text of the Draft EIR** on page 70 of this document).

**5.7 RESPONSES TO ORAL COMMENTS FROM PLANNING COMMISSIONER
GEE**

The Design Guidelines in the proposed Precise Plan (page 26) establish the design intent to control and minimize lighting impacts on surrounding residential areas and outline measures that will be employed to reduce off-site light impacts. At the time of final design, architectural drawings will be submitted to the City for design review and approval per Article 52 of the Redwood City Zoning Ordinance and the requirements of the Precise Plan. As stated in the Draft EIR, with the requirements for a lighting plan included in the project, new lighting within Area A would not result in substantial lighting or glare impacts.

As noted on page 130 of the Draft EIR, a grade change of approximately 10-15 feet provides some separation between existing residences to the west and the proposed parking deck within the Precise Plan area.

The General Development Standards for Signage are provided on page 25 of the Precise Plan. Design review of project signage would be completed to ensure clarity, aesthetic quality, campus-wide consistency, legibility and compatibility with surrounding residential neighborhood.

Contractors excavating within road rights-of-way will be required to repair streets to City standards. Currently, repaving of entire street sections is not required for utility work.

The project proposes to construct improvements for the identified cumulative impact at the Alameda de las Pulgas/Whipple Avenue intersection prior to issuance of building permits for the medical office building. The text of the Draft EIR has been revised to reflect this change.

The project has been revised to include designating a neighborhood construction disturbance coordinator responsible for responding to complaints about construction parking, truck staging, and/or reports of project construction trucks over three tons using routes other than Edgewood Road, Alameda de las Pulgas, Whipple Avenue, or Brittan Avenue (see **Section 6.0 Revisions to the Text of the Draft EIR** on pages 65 and 67 of this document). The contact information for the neighborhood construction coordinator shall be posted at the project boundary and mailed to neighbors within 500 feet of the project site prior to the start of construction. The disturbance coordinator shall determine the cause of complaints and require that reasonable measures be implemented to correct the problem. The neighborhood construction disturbance coordinator may also serve as the noise disturbance coordinator as outlined in Standard Condition 4.3-4 on page 76 of the Draft EIR.

Figure 4.2-5 Bus Stop Improvements has been revised to show the planned median in the northern project driveway (see **Section 6.0 Revisions to the Text of the Draft EIR** on page 63 of this document).

Regarding monitoring of the on-site access, modifications in signage or staff to assist with traffic control would be possible solutions if high traffic volumes during peak activity periods at the hospital entrance area caused backups.

The applicant has indicated that where driven sheet piles could not be used, an alternative method that would provide adequate slope stability is over excavation with 2:1 slopes.

**5.8 RESPONSES TO ORAL COMMENTS FROM PLANNING COMMISSIONER
HOLT**

The view from the Blandford/Alameda de las Pulgas intersection is of the largest gap in landscaping along the project's Alameda de las Pulgas frontage. Landscaping may soften this view in the future; however, trees with limited spread may be used by the parking structure and driveway access points to maintain visibility for motorists and pedestrians.

**PLANNING COMMISSIONER
GEE COMMENTS
PUBLIC HEARING 5.9**

SWINERTON MANAGEMENT & CONSULTING INC.

MEMORANDUM

To: Tom Passanisi
From: Jeff Gee
Date: April 18, 2007
Subject: Comments on 4/17/07 Planning Commission Agenda Items

As requested, the following are my written comments on two items that appeared before the Planning Commission on April 17, 2007. If you have any questions or need any clarification, please let me know.

Item 6. Sequoia Hospital – Environmental Impact Report and Precise Plan (Public Hearing)

Precise Plan

Figure 9 – the building office section should show all rooftop structures, including mechanical equipment, exhaust ducts, screen walls, etc. In addition, any lighting fixtures on the exposed parking decks should be shown, with any architectural elements that will be used to mitigate glare and reflection off of parked cars.

Page 23,

Page 26, Rooftop Equipment – “All” rooftop equipment shall be screened (including exhaust ducts, stacks, etc.)

Page 27, Building Heights – Please make sure that the definition of building heights is consistent with all codes so that there is consistency.

Figure 10; please define the building height references that are shown (e.g., top of parapet, top of slab, etc).

Figure 10; please indicate elevation points for the residences on Upland.

Site Planning, page 37, a section on exterior signage and wayfinding signage should be added. There is a section in the development standards; however, the architectural form of the signage should have some parameters (as well as the street address should be included!).

Architectural lighting control and mitigations should be articulated for lighting on the exposed parking decks (e.g., cut off shields, reduced lighting levels after midnight, trellis features to reduce reflected glare from parked cars, etc.)

DEIR, Volume I – EIR Text

MM AIR-1.2 There should be some reference to mitigation to the accelerated wear and tear on surface streets that are utilized as construction routes. Resurfacing of these streets, or a fair contribution towards timely resurfacing of streets used for construction routes should be a required mitigation. | **5.9-1**

MM C-TRAN-1.2: A “fair contribution” to intersection improvements should be clearly defined. In addition, I am not a fan of “dumb” stoplight – those that cycle through all light functions, regardless of traffic. A “smart” stoplight should be the minimum (if required). | **5.9-2**

Additional comment, there is no reference as to any new utility connections that may be required in the adjacent streets. This should be identified along with a requirement to resurface the street affected, curb-to-curb and intersection-to-intersection. Asphalt patching of trenches should not be allowed. | **5.9-3**

Page xvii, Known Areas of Controversy – The mitigations for potential “increased cut-through traffic and parking spill over in the residential neighborhoods to the south” need to be articulated. It is my understanding that the neighborhoods are beginning to be impacted with the painting of a red curb along the north side of Whipple. | **5.9-4**

Figure 2-5, the section through the site should include the residences along Upland Ave. and Upland Ave., and Alameda de las Pulgas and the buildings immediately across the street on Alameda. | **5.9-5**

Figure 4.2-5 suggests that it is possible to make a left turn into the parking structure from the loop road, creating a potential queuing problem onto Alameda. However, I believe that the site plan shows a median on the loop road in this area, preventing the possibility of a left turn. This should be clarified. | **5.9-6**

Page 23, Policy C-2, “...green building energy conserving materials” should be defined. Does this mean the use of fly ash in the concrete? Waste reduction and minimization? Other? | **5.9-7**

Page 61, 1st paragraph, “This access point should be monitored to determine the...” What is the mitigation if this becomes a problem? | **5.9-8**

Page 62, Truck Routes – The use of Brittan Ave. in San Carlos will be a problem. | **5.9-9**

Page 63, 3rd paragraph, truck routes should be solely approved by the City Engineers. Construction plans and specification should clearly state that any violations of approved construction traffic routes would result in the immediate removal of the violator from the project. | **5.9-10**

Page 97, MM GEO 4.1-1, since sheet piling and piles are not permitted, the shoring system should be identified both in the geotechnical report and the DEIR so appropriate mitigations may be identified (if required). | **5.9-11**

Page 131, Light and Glare – language should be included to address nighttime light pollution, both from exterior lighting and interior lighting.

5.9-12

Page 136, Proposed Water Conservation Measures – Can the landscape irrigation system be designed for the potential use of recycled water for irrigation?

5.9-13

Item 7. North Main Street Precise Plan (Public Hearing)

Page 1, Description of the Project – background should be provided as to how the precise plan area was defined (this may be addressed in the chapters that we were provided on 4/17)

CEQA comments not provided since the PC acted on 4/17.

Appendix A

Chapter II, Page 9, 2 – The allowed uses (or not allowed uses) in Areas A, and B should be clearly stated

Chapter II, Page 9, B, Affordable Housing, additional language should be included providing a foundation for the 15%. Endorsement of this by the Housing and Human Concerns Committee would also provide additional support and basis.

Chapter II, Page 9, II, Building Heights – the definition of building heights in this section should be consistent with other, existing city codes and ordinances.

Page 10, Land Use Areas – I would like to see some discussion about the compatibility of the proposed Precise Plan Areas with existing zoning along the Veterans Blvd. Corridor.

Page 11, I would like to see some level of “fit” analysis of the 10’ side yard setbacks and the 20’ requirement between buildings. In addition, I would like to know how this is consistent with the “urban village” requirements stated in the urban design guidelines (page 16).

Page 11, H, Creekside Setbacks, I believe that there may be an inconsistency in the document regarding development distances from the top of bank (25’) and the defined creekside trail improvements (I came up with a 2’ difference).

Page 12, 3 Trail Visitor Parking – this section should be clarified as to the distribution of the stalls between areas A, B or C. E.g., does the first development provide all three stalls, does the last development?

Page 16, Urban Design Guidelines, what is an “Urban village environment”?

Page 16, I Building Orientation and Design – Has the ARC reviewed these guidelines? My preference is that ARC review these guidelines and approve or provide input.

Additional Comments

Use of recycled water – commercial (non-residential areas) and landscape areas should be designed (e.g., dual plumbing) to accept the future use of recycled water.

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5.9 RESPONSES TO WRITTEN COMMENTS FROM PLANNING COMMISSIONER GEE

RESPONSE TO WRITTEN COMMENT 5.9-1

To offset the additional wear and tear on streets from fully loaded haul trucks, the project applicant will make a contribution of \$120,000 to the City's Pavement Management Account. This would pay for the equivalent of two slurry seals on Whipple Avenue.

RESPONSE TO WRITTEN COMMENT 5.9-2

This mitigation would only require modification of an existing traffic signal to add a green right turn arrow signal for westbound Whipple Avenue at Alameda de las Pulgas. Loops in the street pavement that control signal cycles would continue to operate.

RESPONSE TO WRITTEN COMMENT 5.9-3

Alameda de las Pulgas is schedule for repaving in the summer of 2007. Current policy states that if streets have been repaved within five years, the street shall be restored for the full street width (curb to curb) for a distance of 50 feet on either side of the trench cut. This impact will have to be measured in the field after all the trenching is complete.

RESPONSE TO WRITTEN COMMENT 5.9-4

The Precise Plan includes the interim use of valet parking for visitors and off-site parking with shuttle service for employees and some construction workers to avoid and limit impacts to the surrounding neighborhood. As described in Response 5.7 on page 49 of this document, the project has been revised to include a neighborhood construction disturbance coordinator responsible for responding to complaints about construction parking, truck staging, and other issues. The disturbance coordinator shall determine the cause of complaints and require that reasonable measures be implemented to correct the problem.

Refer to Response to Comment 2-1 for a discussion of modifications to street parking along Whipple Avenue.

RESPONSE TO WRITTEN COMMENT 5.9-5

A graphic included in the Precise Plan (Figure 9: Medical Office Building Sections) shows the relationship between the closest residence and the proposed medical office building. As noted on page 130 of the Draft EIR, a grade change of approximately 10-15 feet provides some separation between existing residences to the west and redevelopment within the Precise Plan area.

Residences on Alameda de las Pulgas opposite the Sequoia Hospital campus are at or below roadway grades. They are set back from Alameda de las Pulgas, a four lane street with median. The proposed parking structure would be set back 40 feet or more from Alameda de las Pulgas.

RESPONSE TO WRITTEN COMMENT 5.9-6

Figure 4.2-5 Bus Stop Improvements has been revised to show the planned median in the northern project driveway (see **Section 6.0 Revisions to the Text of the Draft EIR** on page 63 of this document).

RESPONSE TO WRITTEN COMMENT 5.9-7

The text has been revised to clarify the energy conserving measures included in the project (see **Section 6.0 Revisions to the Text of the Draft EIR** on page 61 of this document). At this time the use of fly ash in concrete is not proposed.

RESPONSE TO WRITTEN COMMENT 5.9-8

The discussion on page 61 of the Draft EIR addresses a possible on-site operational issue that could be addressed as a part of final design or during operation of the facility. The operator of the hospital could add signage or on-site traffic control during periods when backup occurs. As this on-site circulation issue is not anticipated to impact intersections or City streets, it would not be a new environmental impact.

RESPONSE TO WRITTEN COMMENT 5.9-9

As previously discussed in Response to Comment 5-1, the proposed route for trucks over 3,000 tons to and from U.S. 101 has been modified. Whipple Avenue would be used because it is the most direct route and the intersection of Alameda de las Pulgas and Brittan Avenue in San Carlos is not wide enough to accommodate right turns from Alameda de las Pulgas to Brittan Avenue. The text and graphics in the Draft EIR have been revised to reflect this change (see **Section 6.0 Revisions to the Text of the Draft EIR** on pages 65 and 67 of this document). These revisions do not change any of the conclusions in the Draft EIR regarding the significance of construction transportation impacts.

RESPONSE TO WRITTEN COMMENT 5.9-10

The final construction staging plan will be reviewed and approved by the City of Redwood City Engineering and Construction Manager, with input from the City Engineer. The City Engineer will designate the approved truck route; violators are subject to citation under the City Ordinance and Vehicle Code.

RESPONSE TO WRITTEN COMMENT 5.9-11

The applicant has indicated that where driven sheet piles could not be used, an alternative method that would provide adequate slope stability is over excavation with 2:1 slopes.

RESPONSE TO WRITTEN COMMENT 5.9-12

The Design Guidelines in the proposed Precise Plan (page 26) establish the design intent to control and minimize lighting impacts on surrounding residential areas and outline measures that will be employed to reduce off-site light impacts. These measures have been added to the text of the EIR (see **Section 6.0 Revisions to the Text of the Draft EIR** on page 69 of this document). At the time of final design, architectural drawings will be submitted to the City for design review and approval per Article 52 of the Redwood City Zoning Ordinance and the requirements of the Precise Plan. As stated in the Draft EIR, with the requirements for a lighting plan included in the project, new lighting within Area A would not result in substantial lighting or glare impacts.

RESPONSE TO WRITTEN COMMENT 5.9-13

The near-term focus (2010) of the City's recycled water project is to serve customers in the areas of the City east of U.S. 101 (Redwood Shores, the Bayfront, and the Seaport). The long-term project is intended to serve recycled water city-wide, but expansion to the Alameda de las Pulgas area will require additional environmental and design review for the remote pumping facilities that would be required for that expansion. If recycled water is ultimately delivered to the Sequoia Hospital area, the hospital will be given the opportunity to use recycled water for irrigation and other approved non-potable uses at that time. Irrigation systems for the project will be required to have separate meters, and complete separation from buildings and other potable water uses.

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6.0 REVISIONS TO THE TEXT OF THE DRAFT EIR

This section contains revisions to the text of the Draft EIR dated March 2007, as amended on April 20, 2007. Revised or new language is underlined. All deletions are shown ~~with a line through the text~~.

Page

v-vi
(Amendment) Summary (Transportation Impacts); **revise** MM TRAN-1.2 as follows:

MM TRAN-1.2: El Camino Real and Whipple Avenue. The project sponsor shall install an Emergency Vehicle Pre-Emption (EVP) acceptable to Caltrans at this intersection to avoid delays for emergency vehicle response (i.e., Code 3 [lights and sirens] police, fire service, and ambulance).

An improvement has been identified for this location in the Redwood City Traffic Impact Mitigation Fee Study (TIMFS). The identified improvement includes the addition of a receiving lane for westbound right-turns from Whipple Avenue to northbound El Camino Real, creating a “free” westbound right-turn movement. This improvement would reduce the delay at the intersection to 54.6 seconds (LOS E) compared to 60.2 seconds under background conditions. This would mitigate the project impact in the PM peak hour.

The Peninsula Corridor Joint Powers Board (Caltrain) operates commuter rail service on a rail line in the immediate vicinity of the El Camino Real and Whipple Avenue intersection.

The applicant would make a \$30,000 contribution for the addition of a receiving lane at this location, considered by the City of Redwood City to be a fair share of identified improvements. This contribution would be required to be paid into escrow prior to issuance of an occupancy permit for the proposed medical office building, to be held for a period of up to years following full occupancy of the proposed medical office building, should the City and Caltrans agree to install the improvement. The contribution would be refunded to the applicant in event such improvement is not made.

This measure is conceptual at this time and aAny improvement to El Camino Real would require Caltrans approval. At this time, lacking Caltrans approval, implementation of this mitigation is not assured. This impact, therefore, is significant and unavoidable.

viii
(Amendment) Summary (Transportation Impacts); **revise** MM C-TRAN-1.2 and MM C-TRAN-1.3 as follows:

MM C-TRAN-1.2: Alameda de las Pulgas and Whipple Avenue. The mitigation required to provide acceptable levels of service at this intersection is provide a right-turn overlap on the westbound approach (i.e., cars can turn right when there is a green for left turn movements on Alameda de las Pulgas). The level of service during the AM peak hour with the proposed mitigation measure would be LOS D (51.0 seconds of delay). During the PM peak hour, the intersection would operate at LOS C with 32.9 seconds of delay with the mitigation. The project sponsor shall ~~contribute a fair share contribution to~~ construct the right-turn overlap on

~~the westbound approach prior to issuance of an occupancy permit for the medical office building. this improvement. Modifications to the intersection would be made by the City of Redwood City no later than the time that unacceptable LOS E conditions are determined to be imminent by the City of Redwood City. With implementation of this mitigation, the cumulative impact would be less than significant.~~

MM C-TRAN-1.3: El Camino Real and Whipple Avenue. An improvement has been identified for this location in the Redwood City Traffic Impact Mitigation Fee Study (TIMFS). The identified improvement includes the addition of a receiving lane for westbound right-turns from Whipple Avenue to northbound El Camino Real, creating a “free” westbound right-turn movement. The level of service analysis indicates that this improvement would reduce the delay to 99.2 seconds (LOS F) under Cumulative Project Conditions compared to 106.4 seconds under Cumulative No Project Conditions. A fair share contribution by the project sponsor to reduce the project contribution to delay would mitigate the project impact.

The Peninsula Corridor Joint Powers Board (Caltrain) operates commuter rail service on a rail line in the immediate vicinity of the El Camino Real and Whipple Avenue intersection.

The applicant would make a \$30,000 contribution for the addition of a receiving lane at this location, considered by the City of Redwood City to be a fair share of identified improvements. This contribution would be required to be paid into escrow prior to issuance of an occupancy permit for the proposed medical office building, to be held for a period of up to years following full occupancy of the proposed medical office building, should the City and Caltrans agree to install the improvement. The contribution would be refunded to the applicant in event such improvement is not made.

This measure is conceptual at this time and aAny improvement to El Camino Real would require Caltrans approval. At this time, lacking Caltrans approval, implementation of this mitigation is not assured. This impact, therefore, is significant and unavoidable.

Page 10 Section 2.2.2 New Hospital and Medical Office Building Facilities within Area A; **revise** the first sentence on the page as follows:

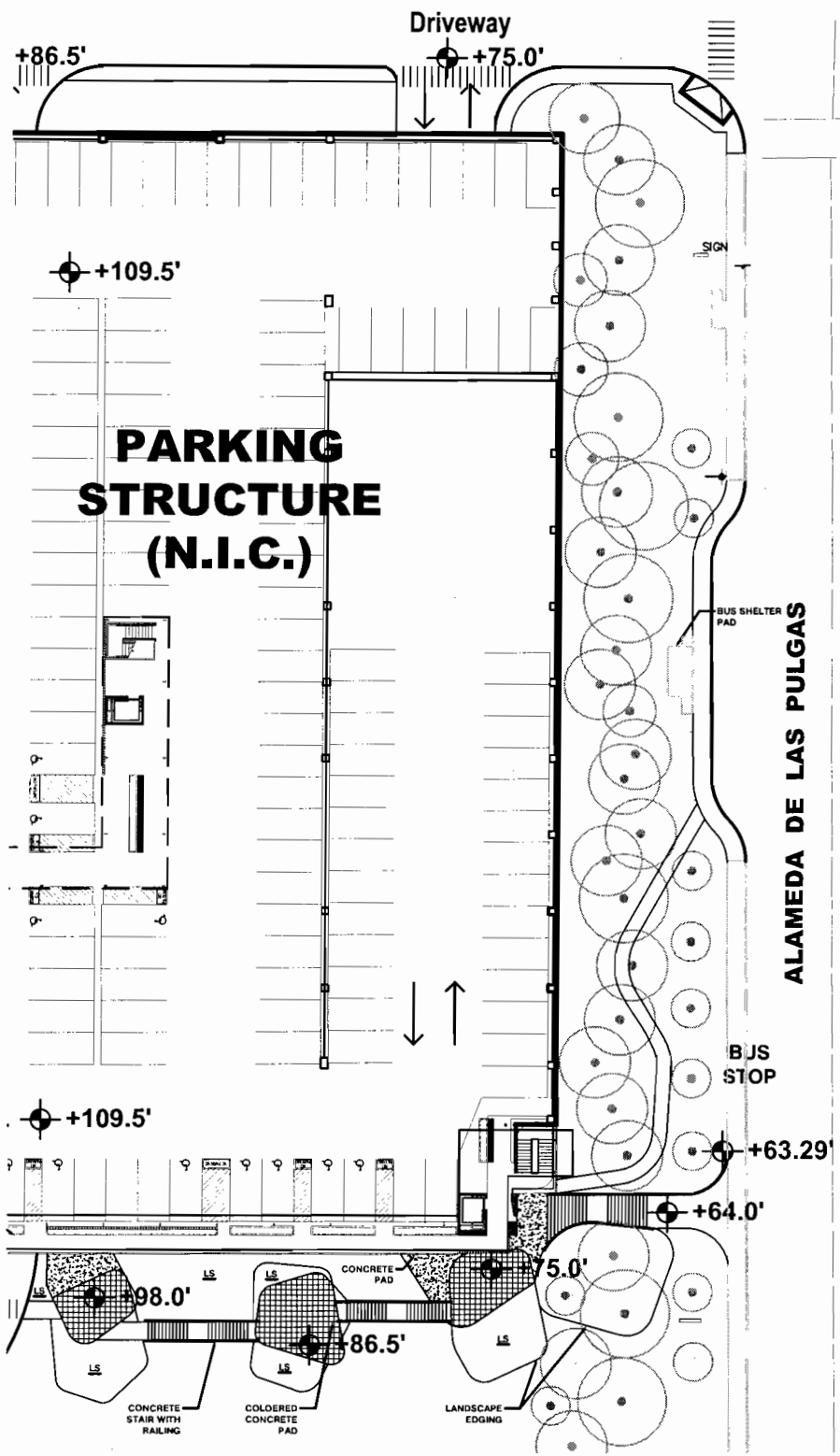
(In) summary, the campus includes approximately 148,270 square feet of new additional hospital space (106,004 square feet net after existing building demolition), a new 16,833 square foot central plant to serve the hospital, a 50,000 square foot medical office building, and a 4.5-level parking garage to serve the campus.

Page 13 Section 2.2.2.3 Building Heights and Setbacks; **revise** the first sentence under the heading as follows:

The maximum height of the existing hospital building is 74.5-feet above grade at the central part of the structure.

- Page 18 Section 2.2.2.7 Relocation of Services and Parking During Construction; **revise** the last sentence in the fifth paragraph of the page as shown:
- The new parking garage would provide ~~652~~670 parking spaces.
- Page 19 Section 2.2.2.8 Construction Phasing; **insert** after the first complete sentence on the page:
- Construction traffic and parking is also discussed in Section 4.2.3.3 starting on page 62 of the Draft EIR.
- Page 23 Section 3.1.3 Conservation Element; **revise** the second paragraph under the Policy C-2 consistency discussion as follows:
- The new hospital facilities will also incorporate green building energy conserving ~~materials- equipment~~ and design that will reduce the use of nonrenewable energy resources. These measures are outlined in *Section 4.12.2.24 Energy Impacts (Design and Operation)* in this EIR. Examples include high efficiency lighting, variable frequency drives on fan and pump motors, integrated lighting controls, and energy efficient transformers.
- Page 34 Section 4.1.2.2 Land Use Conflicts; **insert** the following text after the second paragraph:
- Under the proposed Precise Plan, the medical office building would be set back from the existing single-family residences on Upland Road, with planted landscape edges and trees to screen parking from view. The adequacy of screening for privacy between the parking area and residential uses will be reviewed by the Redwood City Architectural Review Committee prior to approval of a Planned Community Permit for the medical office building.
- Page 34 Section 4.1.2.4 Shade and Shadow Impacts; **revise** the first sentence in the second paragraph under the section heading as follows:
- Residences to the west (on Upland Road), south (on Whipple Avenue and Circle Road), and east (on Alameda de las Pulgas), and Dove Beeger Park would not be shaded by the new structures between the hours of 9:00 AM and 3:00 PM at any time of the year.
- Page 57 Section 4.2.3.2 Project Conditions (Project Freeway Segment Levels of Service); **revise** the first complete sentence on the page as follows:
- Study segments of U.S. 101 and I-280 were analyzed during the AM and PM peak hours to determine if a significant amount of project traffic would be added to these freeway segments.
- Page 60 Figure 4.2-5; **replace** Figure 4.2-5 Bus Stop Improvements as shown on the following page.

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Source: Moon Mayoras Architects, Inc.

BUS STOP IMPROVEMENTS

FIGURE 4.2-5 (REVISED)

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Pages 62-63 Section 4.2.3.3 Construction Traffic and Parking (Truck Routes); **revise** the last sentence starting on page 62 as follows:

Large trucks traveling to and from U.S. 101 would use Whipple Avenue ~~Brittan Avenue (in the City of San Carlos)~~ to access Alameda de las Pulgas and the project site (refer to revised Figure 4.2-6).

Page 64 Figure 4.2-6; **replace** Figure 4.2-6 Truck Routes as shown on the following pages.

Page 66 Section 4.2.3.3 Construction Traffic and Parking; **insert** after the second paragraph on the page:

Although the project would not result in a significant parking impact during construction, the project sponsor, as a condition of approval, shall be responsible for designating a neighborhood construction disturbance coordinator responsible for responding to complaints about construction parking, truck staging, and/or reports of project construction trucks over three tons using routes other than Edgewood Road, Alameda de las Pulgas, Whipple Avenue, or Brittan Avenue. The contact information for the neighborhood construction coordinator shall be posted at the project boundary and mailed to neighbors within 500 feet of the project site prior to the start of construction. The disturbance coordinator shall determine the cause of complaints and require that reasonable measures be implemented to correct the problem. The neighborhood construction disturbance coordinator may also serve as the noise disturbance coordinator as outlined in Standard Condition 4.3-4 on page 76 of the Draft EIR.

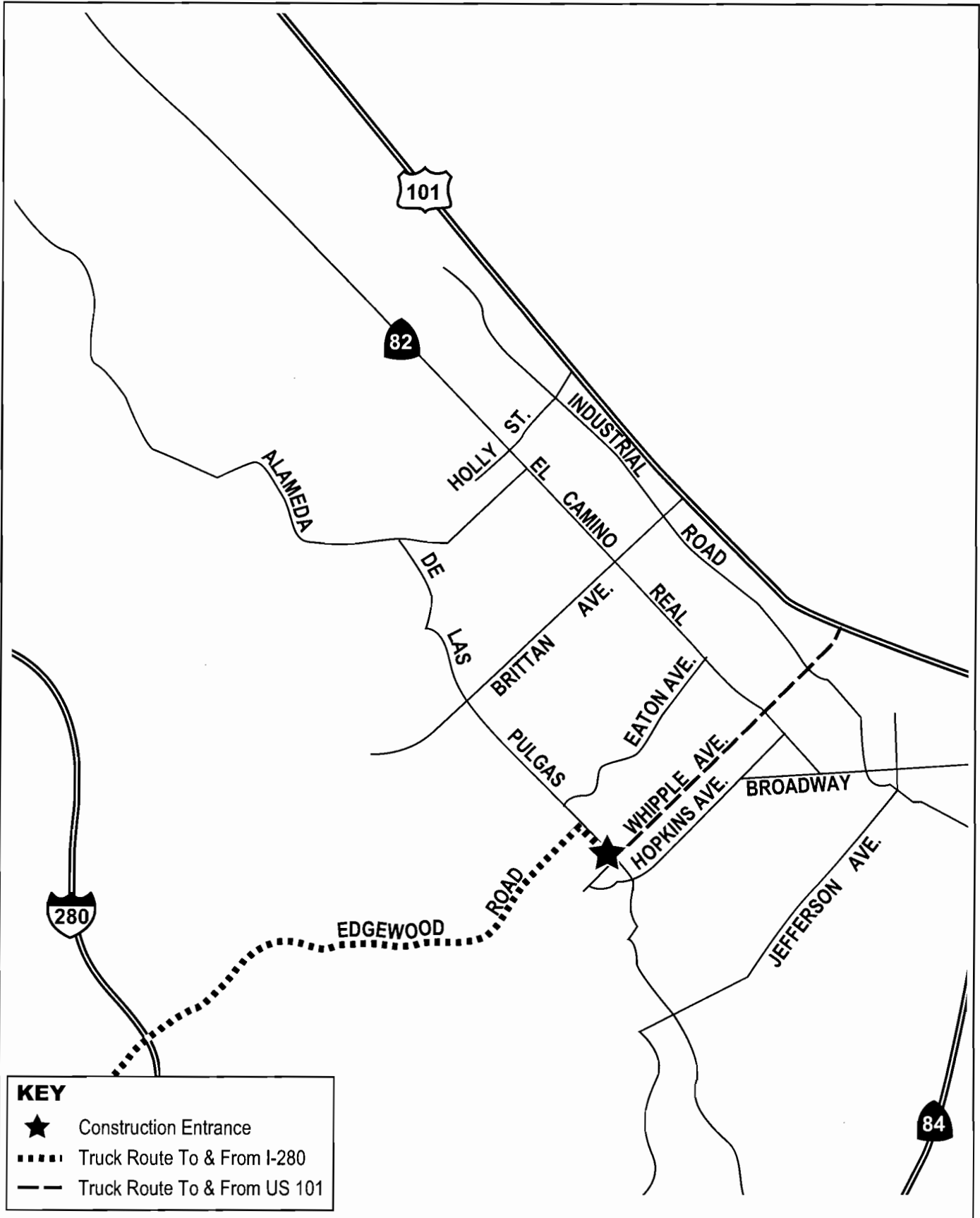
Page 66-67
(Amendment) Section 4.2.3 Mitigation and Avoidance Measures; **revise** MM TRAN-1.2 in the Draft EIR amendment as follows:

MM TRAN-1.2: El Camino Real and Whipple Avenue. The project sponsor shall install an Emergency Vehicle Pre-Emption (EVP) acceptable to Caltrans at this intersection to avoid delays for emergency vehicle response (i.e., Code 3 [lights and sirens] police, fire service, and ambulance).

An improvement has been identified for this location in the Redwood City Traffic Impact Mitigation Fee Study (TIMFS). The identified improvement includes the addition of a receiving lane for westbound right-turns from Whipple Avenue to northbound El Camino Real, creating a “free” westbound right-turn movement. This improvement would reduce the delay at the intersection to 54.6 seconds (LOS E) compared to 60.2 seconds under background conditions. This would mitigate the project impact in the PM peak hour.

The applicant would make a \$30,000 contribution for the addition of a receiving lane at this location, considered by the City of Redwood City to be a fair share of identified improvements. This contribution would be required to be paid into escrow prior to issuance of an occupancy permit for the proposed medical office building, to be held for a period of up to years following full occupancy of the proposed medical office building, should the City and Caltrans agree to install the improvement. The contribution would be refunded to the applicant in event such improvement is not made.

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KEY	
★	Construction Entrance
.....	Truck Route To & From I-280
- - -	Truck Route To & From US 101

TRUCK ROUTES

FIGURE 4.2-6 (REVISED)

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This measure is conceptual at this time and aAny improvement to El Camino Real would require Caltrans approval. At this time, lacking Caltrans approval, implementation of this mitigation is not assured. This impact, therefore, is significant and unavoidable.

Page 86 Section 4.4.2.5 Construction Impacts; **insert** the following text after the ninth bulleted item on page 86:

Loads of excavated material transported from the site must be adequately wetted and either covered with tarps or loaded such that the material does not extend to within six inches of the top of the cargo compartment of the truck on the sides or extend above the top of the cargo compartment (California Code of Regulations, Title 17, Section 93105(e)(4)(F).

Page 131 Section 4.10.2.2 Impacts from the Redevelopment of Sequoia Hospital Campus (Area A); **revise** the second paragraph on the page as follows:

Light and Glare

The proposed hospital pavilion structure, medical office building, and parking garage would not include substantial reflective glass surfaces that could result in glare impacts. The hospital pavilion would be set back 110 feet from the closest residential property line, which will limit the potential for light spill over onto adjoining properties. At the western boundary of Area A, landscape screening would be planted at the interface between the proposed medical office parking area and existing residences. A lighting plan will be reviewed by the City's Architectural Review Board and it is anticipated that security lighting around buildings and parking areas would be directed downward and not spill over onto adjacent properties. The Design Guidelines in the Precise Plan call for the use of architectural design, lamp selection, lamp height, landscape screening, building setbacks and other means to reduce off-site light impacts. Redevelopment of Area A, therefore, would not result in substantial glare impacts to surrounding land uses or lighting spillover impacts.

Page 159 Section 5.1.2.2 Cumulative Transportation; **revise** MM C-TRAN-1.2, as follows:

Alameda de las Pulgas and Whipple Avenue. The mitigation required to provide acceptable levels of service at this intersection is provide a right-turn overlap on the westbound approach (i.e., cars can turn right when there is a green for left turn movements on Alameda de las Pulgas). The level of service during the AM peak hour with the proposed mitigation measure would be LOS D (51.0 seconds of delay). During the PM peak hour, the intersection would operate at LOS C with 32.9 seconds of delay with the mitigation. The project sponsor shall ~~contribute a fair share contribution to~~ construct the right-turn overlap on the westbound approach prior to issuance of an occupancy permit for the medical office building. this improvement. ~~Modifications to the intersection would be made by the City of Redwood City no later than the time that unacceptable LOS E conditions are determined to be imminent by the City of Redwood City.~~ With implementation of this mitigation, the cumulative impact would be less than significant.

Page 159

Section 5.1.2.2 Cumulative Transportation; **revise** MM C-TRAN-1.3: El Camino Real and Whipple Avenue, as follows:

MM C-TRAN-1.3: El Camino Real and Whipple Avenue. An improvement has been identified for this location in the Redwood City Traffic Impact Mitigation Fee Study (TIMFS). The identified improvement includes the addition of a receiving lane for westbound right-turns from Whipple Avenue to northbound El Camino Real, creating a “free” westbound right-turn movement. The level of service analysis indicates that this improvement would reduce the delay to 99.2 seconds (LOS F) under Cumulative Project Conditions compared to 106.4 seconds under Cumulative No Project Conditions. The project sponsor would make a fair share contribution by the project sponsor to the City of Redwood City for the addition of a receiving lane at this location, which would reduce the project contribution to delay and would mitigate the project impact.

The applicant would make a \$30,000 contribution for the addition of a receiving lane at this location, considered by the City of Redwood City to be a fair share of identified improvements. This contribution would be required to be paid into escrow prior to issuance of an occupancy permit for the proposed medical office building, to be held for a period of up to years following full occupancy of the proposed medical office building, should the City and Caltrans agree to install the improvement. The contribution would be refunded to the applicant in event such improvement is not made.

This measure is conceptual at this time and aAny improvement to El Camino Real would require Caltrans approval. At this time, lacking Caltrans approval, implementation of this mitigation is not assured. This impact, therefore, is significant and unavoidable.

Page 171

Section 7.0 Growth Inducing Impacts: **revise** the conclusion as follows:

Conclusion: The project would not directly result in population growth in the City of Redwood City or induce growth through the extension of new utilities or infrastructure. The project would serve planned population growth in the City of Redwood City and would not set a new precedent which might allow or encourage other development to occur outside the urban envelope. The conformance of the Precise Plan to the policies in the General Plan would avoid or reduce significant impacts on the environmental associated with new growth in medical office space to a less than significant level.

Volume II
Technical
Appendices

Insert the memorandum on the following pages as Appendix J, Construction Vibration (Potential for Construction Damage at 259 Upland Road).

ILLINGWORTH & RODKIN, INC.
Acoustics • Air Quality

505 Petaluma Boulevard South
Petaluma, California 94952

Tel: 707-766-7700
www.Illingworthrodkin.com

Fax: 707-766-7790
illro@illingworthrodkin.com

MEMO

Date: May 11, 2007

To: Nora Monette
David J. Powers and Associates
1885 The Alameda, Suite 204
San Jose, California 95126

From: Fred M. Svinth

Subject: Potential for Construction Damage at 259 Upland Road

Item 8 of the comment letter from the residents of 259 Upland Road states that;

"Our swimming pool is setback approximately five feet from and runs approximately 33 feet parallel to the retaining wall to the west and we are concerned that the proposed construction may cause damage to our pool and/or backyard. The EIR and Draft Precise Plan does not address the effect the demolition of the skilled nursing facility, grade work and MOB construction will have on the existing retaining walls, surroundings and residences on Upland Road. These issues should be considered and included in the report too."

To address this concern we present the following discussion of demolition and construction related ground borne vibration levels and their potential impact on adjacent residences:

Background Information and Vibration Criteria

Ground vibration from demolition and construction work consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods that are typical used to quantify vibration amplitude. One is the Peak Particle Velocity (PPV) and another is the Root Mean Square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. While the RMS vibration velocity amplitudes have been used by some regulatory agencies to evaluate human response to transportation related groundborne vibration, the PPV descriptor, with units of mm/sec. or in/sec., is typically used to evaluate impulsive ground vibration, such as that produced during demolition, excavation and construction activities.

Structural damage and people's response to ground vibration has been best correlated to the vertical velocity component of ground motion. Table 1, below, shows accepted criteria for PPV levels produced by continuous or repetitious ground induced vibration versus the reactions of people and the effects on buildings.

Table 1 – Reaction of People and Damage to Structures for Continuous Vibration Levels

Velocity Level, PPV (mm/sec)	Human Reaction	Effect on Structures
0.15 to 0.30	Threshold of perception: Possibility of intrusion	Vibration unlikely to cause damage of any type
2.0	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	Level at which continuous vibrations begin to annoy people	Virtually no risk of “architectural ¹ ” damage to normal structures
5.0	Vibrations annoying to people in buildings	Threshold at which there is a risk of “architectural” damage to normal dwellings such as plastered walls or ceilings.
10 to 15	Vibrations considered unpleasant by people subjected to continuous vibrations	Vibration at this level would cause “architectural” damage and possibly minor structural damage.

¹ The term “architectural damage” refers to minor, non-structural, cosmetic damage in such areas as the surface finishes in wood framed structures.

The annoyance levels shown in Table 1 should be interpreted with care since vibrations may be found to be annoying at much lower levels than those shown, depending on the level of activity or inactivity the individual. Elderly, retired, or others staying mostly at home, people reading or studying in a quiet environment, and people involved in vibration sensitive activities are example of people potentially annoyed by vibration at very low levels. To these and other sensitive individuals even vibrations at the threshold of perception can be annoying.

Frequently, low-level vibrations can cause irritating secondary vibration, such as a slight rattling of windows, doors or stacked dishes. The rattling sound can give rise exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where groundborne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

Construction Vibration Levels

Based on a review of published data, vibration levels produced by demolition and construction activities at the MOB site are expected to generate the following PPV levels at 10 m (33 feet):

- 2.5 mm/s for pavement breakers
- 2.5 mm/s for vibratory rollers
- 2.0 mm/s for trenchers
- 3.0 mm/s for heavy earthmoving equipment

From a review of preliminary plans and sections of the New MOB and site observations demolition and construction work, under worst-case conditions, may take place within 10 feet of the existing retaining wall. Using a Rayleigh wave propagation model, published factors for average soil damping ratios, and the above vibration levels for demolition and construction activities the groundborne vibration levels at the pool face (5 feet inside the property line may reach PPV levels of 4.5 to 6.0 mm/s with heavy earth moving equipment within 10 feet of the property line. Based on a review of Table 1, this level of groundborne vibration would be annoying and perhaps unpleasant but would not cause any structural damage to an inground concrete pool. Ground vibration levels would be higher at the face of the retaining wall; at between 6 to 9 mm/s PPV, however, this level of ground vibration also would not cause any structural damage to a reinforced concrete retaining wall. Due to attenuation from wave propagation vibration levels within the home would be much lower than those at the pool or retaining wall face, and while they may be perceptible would not pose any risk of structural or 'architectural' (i.e. cosmetic) damage to the home.

Final EIR
APPENDIX A

Letters from State Clearinghouse



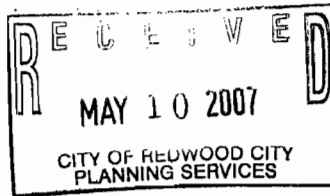
ARNOLD SCHWARZENEGGER
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

May 4, 2007



Maureen Riordan
Redwood, City of
1017 Middlefield Road
Redwood City, CA 94064

Subject: Sequoia Hospital Campus/Precise Plan
SCH#: 2005012083

Dear Maureen Riordan:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on May 3, 2007, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2005012083
Project Title Sequoia Hospital Campus/Precise Plan
Lead Agency Redwood City

Type EIR Draft EIR

Description The Sequoia Hospital Campus/ Precise Plan project proposes: 1) text changes to the General Plan; 2) adoption of a Precise Plan; and 3) zoning changes from PO (Professional Office) and R1 (Residential) to Planned Community District (P District) within the 18-acre Precise Plan area. The proposed zoning and Precise Plan would allow construction of new hospital facilities, a medical office building, and parking facilities to support the Sequoia Hospital campus. The Sequoia Hospital Precise Plan is proposed to guide future growth within the entire Precise Plan area including building orientation, vehicular and pedestrian circulation, parking and emergency vehicle access, building heights, setbacks, and architectural character.

Lead Agency Contact

Name Maureen Riordan
Agency Redwood, City of
Phone 650-780-7287
email
Address 1017 Middlefield Road
City Redwood City
Fax
State CA **Zip** 94064

Project Location

County San Mateo
City Redwood City
Region
Cross Streets Alameda de las Pulgas and Whipple Road
Parcel No.
Township 5S **Range** 4W **Section** **Base**

Proximity to:

Highways US 101, SR 82
Airports
Railways
Waterways
Schools
Land Use Hospital and Medical Offices/ Zoning: PO (Professional Office) and R1/ GP: Commercial/ Office

Project Issues Biological Resources; Geologic/Seismic; Noise; Traffic/Circulation; Water Quality; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 3; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 4; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission; State Lands Commission

Date Received 03/20/2007 **Start of Review** 03/20/2007 **End of Review** 05/03/2007



ARNOLD SCHWARZENEGGER
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

June 5, 2007

Maureen Riordan
Redwood, City of
1017 Middlefield Road
Redwood City, CA 94064



Subject: Sequoia Hospital Campus/Precise Plan
SCH#: 2005012083

Dear Maureen Riordan:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on June 4, 2007, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

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

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

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

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

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2005012083
Project Title Sequoia Hospital Campus/Precise Plan
Lead Agency Redwood City

Type EIR Draft EIR

Description The Sequoia Hospital Campus/Precise Plan project proposes: 1) text changes to the General Plan; 2) adoption of a Precise Plan; and 3) zoning changes from PO (Professional Office) and R1 (Residential) to Planned Community District (P District) within the 18-acre Precise Plan area. The proposed zoning and Precise Plan would allow construction of new hospital facilities, a medical office building, and parking facilities to support the Sequoia Hospital campus. The Sequoia Hospital Precise Plan is proposed to guide future growth within the entire Precise Plan area including building orientation, vehicular and pedestrian circulation, parking and emergency vehicle access, building heights, setbacks, and architectural character.

Lead Agency Contact

Name Maureen Riordan
Agency Redwood, City of
Phone (650) 780-7287 **Fax**
email
Address 1017 Middlefield Road
City Redwood City **State** CA **Zip** 94064

Project Location

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Waterways
Schools Clifford ES
Land Use Hospital and Medical Offices / Zoning: PO (Professional Office) and R1 / GP: Commercial/ Office

Project Issues

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 3; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 4; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission; State Lands Commission

Date Received 04/19/2007 **Start of Review** 04/19/2007 **End of Review** 06/04/2007

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION

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OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5559
TTY (800) 735-2929



*Flex your power!
Be energy efficient!*

May 1, 2007

Ms. Maureen Riordan
City of Redwood City
1017 Middlefield Road
P.O. Box 391
Redwood City, CA 94064

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6/4/07
e

RECEIVED
MAY - 1 2007
STATE CLEARING HOUSE

SM082240
SCH#2005012083

Dear Ms. Riordan:

SEQUOIA HOSPITAL PRECISE PLAN - DRAFT ENVIRONMENTAL IMPACT REPORT

Thank you for including the California Department of Transportation (Department) in the environmental review process for the Sequoia Hospital Precise Plan project. The following comments are based on the Draft Environmental Impact Report (DEIR). Additional comments may be forthcoming pending further review of the document.

Forecasting and Highway Operations

1. Please include traffic forecasts for US-101 Northbound (NB) ramp/Whipple Avenue intersection and US-101 Southbound (SB) ramp/Whipple Avenue intersection.
2. In Table 4.2-7, page 53, Project Trip Generation Rates and Estimates, the PM peak hour rate for Medical Office Building is lower than Institute of Transportation Engineers *Trip Generation, 7th Edition* rate. Please revise.
3. In Table 4.2-10, page 58, Project Freeway Segment Capacity Analysis, the vehicle per hour per lane (VPHPL) capacity assumed in the two freeway segments (US-101 and I-280) should be converted to passenger car equivalents to provide more realistic capacity.

Traffic

1. MM Trans 1.2: El Camino Real/Whipple Avenue (page 66, Amendment to DEIR)
The Department concurs with the identified improvement of the addition of a receiving lane for westbound (WB) right-turns, creating a "free" WB right-turn movement.
2. MM Trans 1.3: I-280 NB Ramp and Edgewood Drive (page 67, Amendment to DEIR)

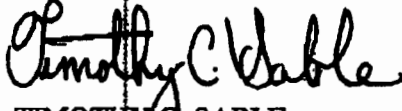
Ms. Maureen Riordan
May 1, 2007
Page 2

The Department concurs with the identified improvement to mitigate the project's impact by signalization of the intersection.

Please work with the Department under the encroachment permit process on both MM Trans 1.2 and MM Trans 1.3 to assure the proper project coordination and follow-through.

Please feel free to call or email Sandra Finegan of my staff at (510) 622-1644 or sandra.finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,



TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c: Ms. Terry Roberts, State Clearinghouse