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**Final
Environmental Impact Report
For
The Amended Preliminary Plan
For
The Modesto Redevelopment Project**

Prepared for:
REDEVELOPMENT AGENCY OF
THE CITY OF MEDESTO

August 1991

EXHIBIT 8

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PREFACE

This document was prepared in accordance with the California Environmental Quality Act (CEQA) and CEQA Guidelines, and is an addendum to the Draft Environmental Impact Report (Draft EIR) of March, 1991. Together with the Draft EIR, this document constitutes the Final Environmental Impact Report (Final EIR) for the Amended Preliminary Plan for the Modesto Redevelopment Project in the City of Modesto, California, subject to review and certification by the Redevelopment Agency of the City of Modesto.

The Draft EIR for this project, along with the Preliminary Report to the City of Modesto: Proposed Amended Redevelopment for the Modesto Redevelopment Project, Chapters I-VII (Burns & Watry, Inc., and Williams-Kuebelbeck & Associates, Inc., May, 1991), was circulated to responsible agencies and other interested parties on June 12, 1991. A public hearing was held on the Draft EIR before the City of Modesto Planning Commission on July 1, 1991. This Final EIR responds to all written and recorded oral comments received on the Draft EIR through the close of the comment period, July 29, 1991.

1. PROJECT DESCRIPTION AND OBJECTIVES

1.1 REDEVELOPMENT PROJECT OBJECTIVES

The principal purpose of redevelopment is to remedy conditions contributing to blight by providing new public improvements, replacing inadequate public facilities, and revitalizing facilities within the redevelopment area. To be considered a viable redevelopment project, specific findings must be made regarding blight, the necessity for redevelopment, and the economic feasibility of the project. Blight, as defined by the Community Redevelopment Law, may encompass buildings which are unfit and unsafe; inadequate public improvements, open space and utilities; and inadequate traffic and parking facilities. Blight can also be characterized by a prevalence of depreciated values, impaired investments, social and economic maladjustment, or other conditions which cannot reasonably be expected to be reversed or alleviated by private enterprise action alone. Blight need not apply to every parcel in the entire redevelopment area. Land and buildings which are not blighted may be included in the redevelopment area; however, the redevelopment area as a whole must exhibit one or more of the conditions described in the law as blighting influences.

Specific objectives of redevelopment include: eliminating slums and blight, stabilizing the tax base, increasing employment opportunities, improving and increasing the supply of low and moderate income housing, and creating an adequate social, economic and psychological environment. In general, redevelopment projects may include the rehabilitation of structures; provision of open space, public works and utilities; the expansion or improvement of housing, commercial, industrial and public improvements, facilities and related activities. In addition to these projects, the Community Redevelopment Law requires that 20 percent of tax increment revenues be used to increase and improve the supply of low and moderate income housing unless certain findings are made. In general, redevelopment projects may be undertaken only within the area in which funds are generated (i.e., the redevelopment area). However, the housing allocation may be applied citywide and public works improvements can occur outside the redevelopment area if they benefit the redevelopment project.

1.2 LOCATION AND DESCRIPTION OF THE REDEVELOPMENT AREA

LOCATION

The City of Modesto is located in Northern California, approximately 100 miles east of San Francisco and on State Route 99 (SR 99) 100 miles south of Sacramento (see Figure 1-1). Geographically, Modesto is positioned along the Tuolumne River in California's Central Valley. Modesto is the largest population center in Stanislaus County and is also the county seat.

THE REDEVELOPMENT AREA - DESCRIPTION AND BACKGROUND

On January 7, 1991, the Planning Commission adopted an expanded project area for the Modesto redevelopment project. The expanded area is predominantly zoned commercial and industrial. It includes all of the downtown, the major commercial entrances to downtown, and the industrial area northwest of downtown which straddles SR 99 and 9th Street. Also included are a neighborhood commercial strip along Paradise Road and Stanislaus County Center No. 3.

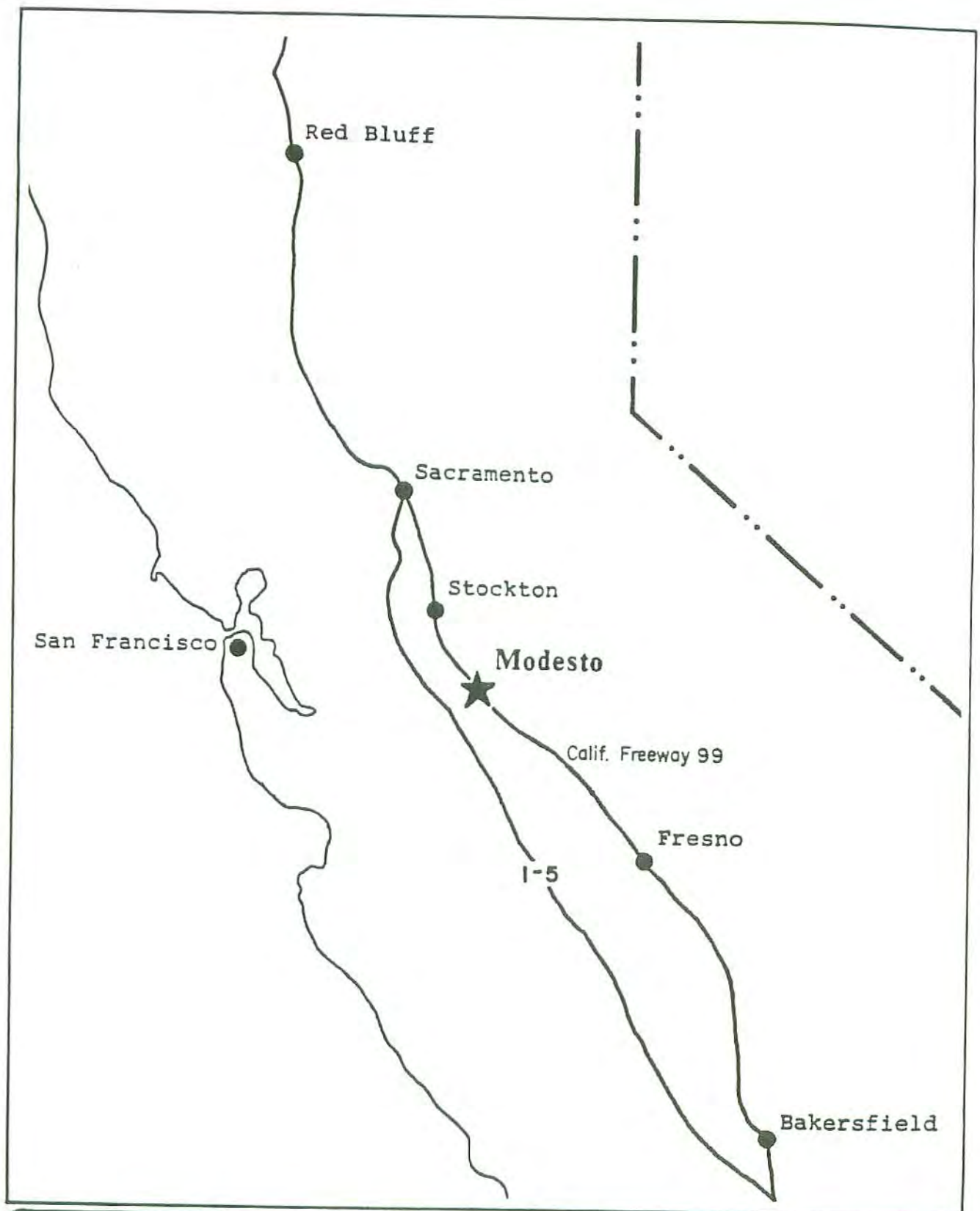


FIGURE 1-1 REGIONAL LOCATION

Figure 1-2 presents a map of the project area. The southern portion of the project area includes the city's older, central business district. The project area extends northwest from downtown and follows an irregularly shaped corridor to the site of Modesto Junior College West.

The project area boundaries for the Modesto redevelopment project were selected after: review and consideration of the goals and policies of the Modesto Urban Area General Plan; examination of the provisions of Section 33320.1 of the Community Redevelopment Law regarding percentage of urban development and blight; and the provision of specific examples of blighted conditions within the city. It should be noted that not all conditions within the redevelopment area are blighted; however, sufficient blight exists to designate the area for redevelopment.

Within the context of the preceding considerations, the city selected the specific project area boundaries for the following reasons:

- Lands within the proposed project area are in need of revitalization to ensure continued infrastructure services, safety, and public recreation for Modesto's present and future residents.
- The proposed project area encompasses lands encumbered by such blighting influences as: inadequate or outmoded public circulation improvements, parking facilities, utility infrastructures and storm drainage facilities; inadequate or poorly maintained landscaping; and public recreation facilities.
- The above conditions have resulted in trends toward unsafe traffic and pedestrian conditions, impaired investments, and physical and economic stagnation - trends which have precluded lands in the project area from being developed to their real market potential, despite their favorable regional location and proximity in Stanislaus County.
- The extent of these blighting and negative effects is such that lands within the proposed project area have become a physical and economic burden on the city which cannot be alleviated or reversed by private enterprise acting alone.
- Redevelopment of the proposed project area would enhance Modesto to its residents and visitors and would improve and expand the community's supply of affordable housing for low and moderate income persons and households.
- Redevelopment of the proposed project area would further the goals and policies of the adopted Modesto Urban Area General Plan, as well as the city's long-range objectives for orderly "in-fill" development pursuant to the General Plan.

1.3 PROJECT DESCRIPTION

Preliminary planning for the Modesto Redevelopment Project by Agency staff includes a number of public improvements intended to eliminate blight within the described project area. As the plan adoption process proceeds, input will be sought from both the public and elected officials on the nature of projects

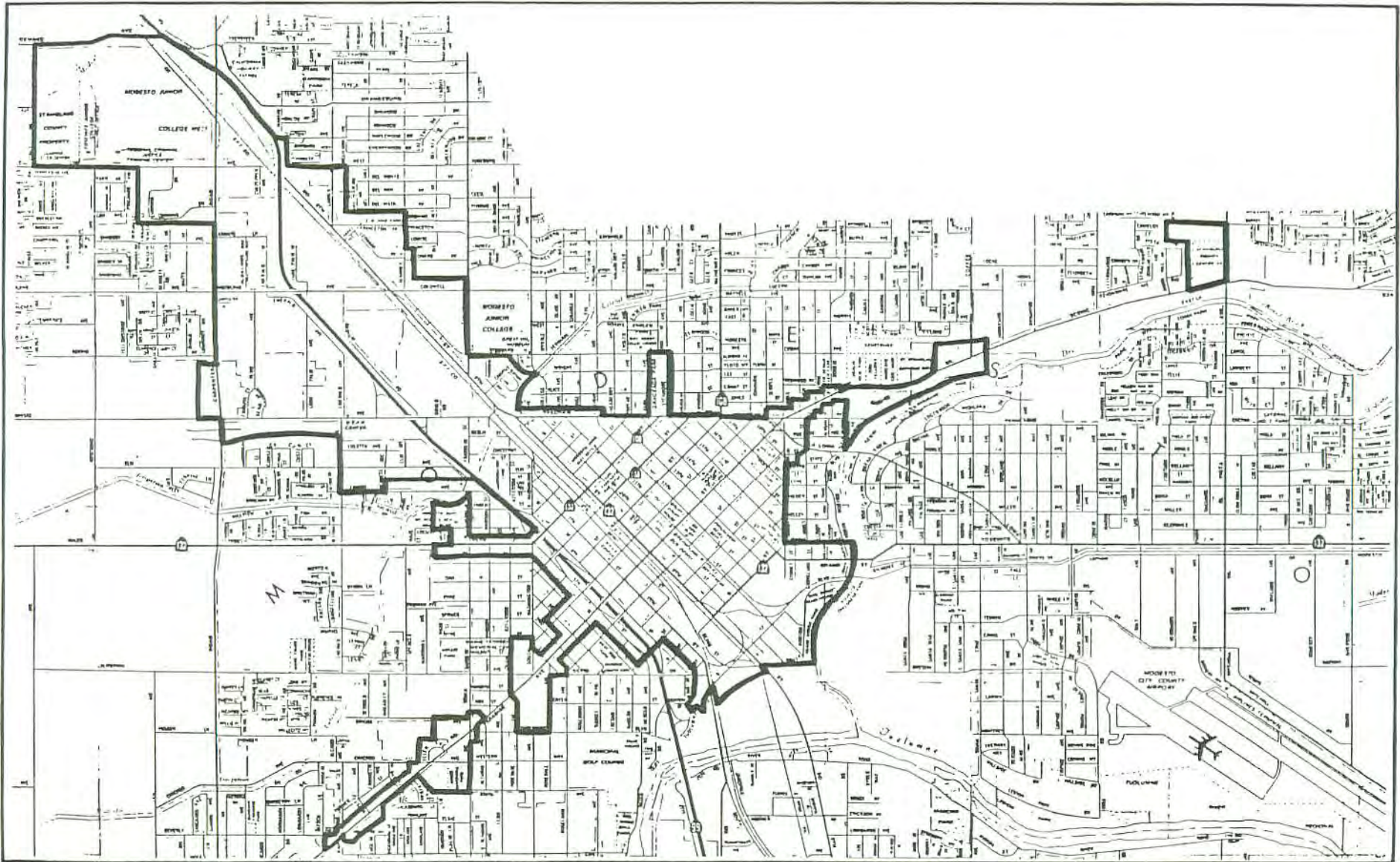


FIGURE 1-2 MAP OF THE REVISED PROJECT AREA

and improvements which should be undertaken. Following (Table 1.1) is a preliminary list of potential improvements prepared by Agency staff. The project is planned for implementation over a 40-year period.

1.4 INTENDED USE OF THE EIR

The Redevelopment Agency of the City of Modesto, as the Lead Agency, will use this Environmental Impact Report (EIR) for the proposed Redevelopment Plan to identify any significant adverse environmental consequences of the proposed redevelopment project. Responsible agencies were contacted during the Notice of Preparation phase to determine the scope of work relating to possible adverse environmental consequences of this project (refer to Appendix A of the Draft EIR for Notice of Preparation letters). The city will consider the impacts of the redevelopment project and the effects of the mitigation measures as the project is reviewed by the Planning Commission and City Council. A decision on project approval/denial is made independently by the Agency and City Council, after considering the EIR and the recommendations of the Planning Commission and all public comments. The Redevelopment Agency is responsible for certifying the adequacy of the EIR. The Agency and city must both make findings pursuant to the California Environmental Quality Act (CEQA).

The EIR is presented in two documents, the Draft EIR (DEIR) and the Final EIR (FEIR). The Draft EIR consisted of the following:

- a) a project description;
- b) a summary of impacts, recommended mitigation measures (the significance of each impact will be identified with and without mitigation), and mitigation monitoring provisions;
- c) a discussion of the environmental setting;
- d) a discussion of environmental impacts of the redevelopment project and recommended mitigation measures (incremental and cumulative impacts will be identified); and
- e) other discussion required by the California Environmental Quality Act (CEQA).

The Final EIR adds the following:

- a) A listing of individuals and agencies commenting on the Draft EIR;
- b) A reproduction of all comments on the Draft EIR submitted during the official comment period; and
- c) Responses to each comment received.

TABLE 1-1. ITEMIZED REDEVELOPMENT PLAN PROJECTS

Water System

Much of the redevelopment survey area is served by old 4 to 6 inch water lines. Lines of this size are frequently inadequate for proper fireflow and need to be increased in size for uses of any significant density. As new development has occurred some new 10 inch lines have been installed, but a major upgrading of the system is needed.

Sewer System

Much of the survey area is served by sewers that are 80 to 100 years old, have flat grades, undersized brick manholes and are cross connected to the storm sewer system. The lines are also heavily loaded and cannot absorb much additional capacity. For the area to continue to grow and develop will require major reconstruction of the existing sewer system.

There are also some pockets in the area which are on septic tanks and these areas need to be served by the sewer system.

The main collector and subtrunk lines downtown are on D, F, H, J and L Streets. The line on H Street is an example. This line is only 8 inches in diameter and serves a myriad of commercial and governmental uses along H Street including the Shops at Lincoln School, Modesto City Hospital, the library, commercial businesses, City Hall, the Courthouse, the County Administration Building etc. These lines need to be replaced with large diameter pipe or paralleled with a new system.

Other specific problem areas include the line on Kansas Avenue, from the freeway to 9th Street, which is only 6 inches in diameter, is overloaded and has a very flat grade. The Emerald Avenue line and lift station are also potential problems for the industrial part of the redevelopment area. Most of the industrial area both east and west of the freeway north of Kansas feed into the Emerald Avenue line. The lack of capacity in this line and lift station may restrict the growth of existing uses or the location of new industrial uses. Finally, the line which runs on Jefferson Street is a collector line for part of the redevelopment area. Lack of capacity in this line could as well pose limitations on growth and development in the area.

Storm Drainage System

A good percentage of the redevelopment area has positive storm drainage. The various collector lines feed into the main line on 9th Street which flows to the Tuolumne River. The line size on 9th Street is 48 inches. Because the size is far too small, areas on 9th Street will routinely flood with very little rainfall. And because of inter-connections with the sewer system, storm runoff can cause sewer system back-up problems in adjacent buildings. The 9th Street line needs to be 96 inches in size to adequately handle storm water runoff.

(CONTINUED)

TABLE 1-1 (CONTINUED). ITEMIZED REDEVELOPMENT PLAN PROJECTS

One area served by rockwells is the industrial area west of the freeway. This area also experiences street flooding with very little rainfall. An engineering study is needed to determine what might be done to improve drainage in this area.

Street Lighting

The street lighting system within various parts of the redevelopment survey area is in need of repair and replacement, including the replacement of antiquated high voltage street lighting circuits. A fund might also be established as well for the general upgrading and replacement of fixtures as redevelopment occurs within the area.

Traffic Signals

The following traffic signal projects within the redevelopment area have been identified but are currently unfunded:

- 9th/D signal modification
- Carpenter/N. 9th, new signal
- 8th/L, new signal
- J/16th, new signal
- Paradise/Jefferson, new signal
- 12th/D, new signal
- 14th/L, new signal

There are other proposed traffic signal projects within the redevelopment area but these are to be funded through the City Capital Facilities Fee program.

Most traffic signals within the area are pre-timed, that is they are not traffic responsive. Traffic flow would be improved by converting the signals to the traffic actuated mode. Upgrading the traffic controllers at each signal would also allow for centralized control of the signals in conjunction with other signals in the City.

There are roughly 60 signals in the redevelopment area, which would benefit from upgraded controllers and actuated signals.

Streets: Cape Seal and Slurry Seal

Based on the City's Pavement Management System and visual inspection, a number of streets within the redevelopment area are in need or either a cape or slurry seal. Without such seals, the point at which these streets will need to be overlaid or reconstructed will be hastened.

(CONTINUED)

TABLE 1-1 (CONTINUED). ITEMIZED REDEVELOPMENT PLAN PROJECTS

Streets: Overlays

Based on the City's Pavement Management System and visual inspection, a number of streets within the redevelopment area need to be overlaid. The exact thickness of the overlay can only be determined through testing and engineering analysis. Therefore, actual costs may vary. If these overlays are not performed in the near future, some of these streets may require reconstruction rather than overlay. The following is a preliminary list of overlay projects:

8th Street, G to I
 8th Street, K to Kansas
 10th Street, H to K
 10th Street, B to Morton
 11th Street, B to Morton
 11th Street, J to H
 11th Street, L to Needham
 12th Street, F to G
 12th Street, L to Needham
 14th Street, D to G
 16th Street, G to Needham
 17th Street, Burney to Needham
 18th Street, G to H
 19th Street, Burney to Downey
 C Street, 7th to Sierra
 Carpenter, Bluegum to overpass
 Downey Avenue, Scenic to McHenry
 Emerald Avenue, Granite to Woodland
 Emerald Avenue, Woodland to freeway
 Emerald Avenue, Kansas to 200 feet south
 Franklin Street, Kansas to south end
 Granite Lane, Carpenter to McWill
 Graphics Drive, Woodland to Kansas
 Haney Avenue, 9th to Leonard
 I Street, 13th to Downey
 Jefferson Street, Elm to south end
 Kansas Avenue, Carpenter to Lone Palm
 Lone Palm, Woodland to 400 feet north end
 M. L. King Drive, Paradise to Briggs
 McWilliams, Woodland to Granite
 N Street, 9th to 11th
 Needham, 9th to McHenry
 Nellie, Needham to Lat. 4
 O Street, 10th to 11th
 Oakdale Road, Scenic to Surrey
 P Street, 9th to Needham
 Princeton, Carver to Haney

(CONTINUED)

TABLE 1-1 (CONTINUED). ITEMIZED REDEVELOPMENT PLAN PROJECTS

Scenic Drive, 19th to Scenic Hospital
Semple, Downey to 200 feet north
Sierra, 7th to C
Sutter, Paradise to South
Washington, 6th to 8th

Streets: Reconstruction and Widening

A large number of streets within the redevelopment area have major load related damage requiring reconstruction of the full street section. Other streets have been overlaid a number of times resulting in excessive cross slopes. These streets, too, need to be reconstructed.

There are five key projects in the list below. The five projects result in the widening or reconstruction of the key east/west and north/south streets in the area. These projects are the widening and reconstruction of Woodland, reconstruction and widening of Kansas and its interchange at 99, reconstruction of 9th Street, and reconstruction of G and H Streets.

7th Street, G to Washington
9th Street, L to Briggsmore
10th Street, L to Needham
11th Street, J to L
12th Street, G to L
13th Street, H to Needham
14th Street, L to Needham
B Street, 7th to 12th
Beard Avenue, B to D
Beech Street, Franklin to E. end
Bluegum Avenue, Carpenter to Poust
Bluegum Avenue, Carpenter to E. end
Briggs, Martin Luther King to 500 feet west
Carpenter, 4 lanes Kansas to 99
Coldwell, 9th to Tully
D Street, 6th to 7th
D Street, 9th to Beard
Elm, Jefferson to Washington
Emerald, Kansas to 99
F Street, 9th to 12th
Franzia Court, Kansas to Reno
G Street, 6th to Burney
H Street, 9th to 19th
H Street, 3rd to 9th
I Street, 3rd to 5th
I Street, 6th to 13th
Jefferson, 8th to Elm
K Street, 6th to 9th

(CONTINUED)

TABLE 1-1 (CONTINUED). ITEMIZED REDEVELOPMENT PLAN PROJECTS

Kansas, reconstruct Emerald to Lone Palm
Kansas, reconstruct 9th to Emerald
Kansas, widen Carpenter to 99
Kansas/99 interchange
Lone Palm, Kansas to Emerald
M Street, 9th to 11th
Morton Boulevard, B to 9th
Reno, Kansas to Woodland
Scenic, portion south of Center 3
Stoddard, Tully to 100 feet west Arc.
Tully, 9th to 300 feet south Leonard
Virginia, Needham to 200 feet north
Woodland, 9th to Carpenter
Woodland, widen to 4 lanes

* 9th Street is the key transportation link between all areas of the redevelopment project. It is proposed not only to reconstruct the street but to substantially upgrade it as well.

Bridges

The 7th Street bridge provides access to and from the redevelopment area from the south. It has a severe load restriction of 5 tons, limiting truck and bus traffic. The bridge needs to be replaced.

The 9th Street bridge needs a protective coating applied to the bridge superstructure to prolong its life.

Streets: Other Improvements

A number of other street improvement projects have been identified as shown below for traffic circulation and traffic safety within the redevelopment area.

In addition, a key future circulation problem continues to be the connection and G and H Streets to Scenic Drive. Initial improvements have already been made in this area to improve traffic flow. However, the redevelopment of the survey area with higher densities will require further measures. It is proposed that this critical connection be studied to identify long range solutions to the problem.

Plane and grade streets
Curb, gutter, sidewalk work
Downtown alley reconstruction
Rubber mat railroad crossings
Traffic signal preemption for emergency vehicles
Traffic study
9th Street track relocation (local share)

(CONTINUED)

TABLE 1-1 (CONTINUED). ITEMIZED REDEVELOPMENT PLAN PROJECTS

Parking

There is a parking deficiency in the downtown part of the redevelopment area. A consultant study is currently underway to determine more precisely the extent of and geographical distribution of the deficiency. When the study is completed a more precise program for increasing parking can be prepared.

It is also felt that one or two industrial area parking projects may be necessary to sustain the economic health of these areas. Further consultation with the land owners and businesses in these areas will be needed to pin down these needs.

Parking projects might also include repairing or upgrading of existing parking lots.

Commercial, Industrial, Historic Renovation

There are many buildings in the redevelopment area which are candidates for renovation for reasons such as structural deficiencies and obsolete lay-out. The renovation and upgrading of these structures will not only prolong the economic life of these buildings, but put them on a footing to successfully compete in the marketplace.

There are other buildings in the area which are in need of modifications for handicapped access.

Finally, because this is the oldest area of Modesto, there are buildings of historic significance which may warrant preservation.

It is possible that a loan fund could be established to provide below market rate interest loans to property owners for these purposes.

Beautification and Parks Projects

Much of the redevelopment area lacks the traditional amenities found in other parts of Modesto. These include open space and park areas. As the area is redeveloped with higher densities, preservation of green spaces will become more important.

The Downtown Action Committee's report dated February 1990 identified a number of potential beautification projects. Among them were landscaped entries to the area, replacement of missing trees, a central park along 9th Street with a trail system along 8th Street, an outdoor concourse in the Courthouse area, areawide clean-up programs, street banners and art in public places. The Downtown Action Committee also recommended that design review guidelines be prepared for the higher intensity commercial areas downtown (excluding the higher intensity industrial areas).

(CONTINUED)

TABLE 1-1 (CONTINUED). ITEMIZED REDEVELOPMENT PLAN PROJECTS

Included as potential redevelopment projects are: Consultant study of potential beautification projects within entire redevelopment area and development of commercial design review standards; Park and beautification projects such as those identified in the Downtown Action Committee report; and Utility undergrounding.

Day Care Facilities

An emerging problem for all employers is the provision of day care. There are currently only 5 licensed care facilities within the redevelopment area. Provision of or underwriting of new day care facilities could provide an important competitive advantage to business within the area.

Fire Facilities

1. Administration Building

Fire Department administration is currently housed in Station No. 1 on 11th Street. Station No. 1 contains 16,800 square feet. This size is inadequate for the administrative offices and the other departmental functions since this station houses more equipment than any other station.

Construction of a new administration building is proposed downtown.

2. Station No. 1 Renovation

About one-third of the service area of Station No. 1 is within the redevelopment survey area. This station needs to be expanded and renovated in order to house new equipment needed for a higher density downtown and to upgrade its structural safety.

3. Equipment Maintenance Building

Shop facilities for the department are located at Station No. 1, but are limited to one engine bay. A new maintenance building with four bays is needed.

4. Equipment

Two pieces of equipment, an air/lighting vehicle and a heavy rescue vehicle, are proposed to be housed at Station No. 1. While this equipment would be used citywide, it would be of particular importance to the redevelopment area with its anticipated higher density uses.

(CONTINUED)

TABLE 1-1 (CONTINUED). ITEMIZED REDEVELOPMENT PLAN PROJECTS

Police Headquarters

The Police Department Headquarters are located downtown on 11th Street. The total square footage of the building is 24,000. This is inadequate for either the current or future city. Plans have been drawn for a new building, which in conjunction with renovation of the existing building, will provide 76,000 square feet at the same site downtown. Also included in the project are construction of a parking garage and a storage building and service garage.

Amtrak Station

The City is about to begin construction of a Transportation Center on 9th Street between I and K Streets. The Center will be home for the local transit systems and Greyhound. If Amtrak service is moved from the Santa Fe to the Southern Pacific tracks, an Amtrak station will need to be added to the Center. At this time it is felt the most likely station option would be a freestanding building on the west side of the tracks on 8th Street.

City Hall

"City Hall" is currently housed in three buildings; City Hall, the building formerly home to Crocker Bank, and the City Hall Annex. All are located on the block bounded by 10th, 11th, H and I Streets. Total square footage is roughly 80,000.

An additional 44,000 square feet are projected to be needed in the future as the City grows. The costs of this new space is covered by the City's Capital Facilities Fee.

Plans also call for the renovation of City Hall and the Crocker building, and replacement of the Annex space.

There is also a current deficiency of parking for City Hall of roughly 50 spaces.

Performing Arts Theaters

In 1988 the Redevelopment Agency completed construction of Modesto Centre Plaza. Modesto Centre Plaza is a multi-purpose community and conference facility of roughly 60,000 square feet. Included with the construction was a four story parking garage.

In 1990 the Red Lion Hotel and Centre Plaza Office Tower opened immediately adjacent to Modesto Centre Plaza.

(CONTINUED)

TABLE 1-1 (CONTINUED). ITEMIZED REDEVELOPMENT PLAN PROJECTS

The final phase of this joint public private development partnership is the construction of performing arts theaters. A private, non-profit corporation, the Modesto Arts Foundation, is undertaking a fund raising drive for construction of the theaters.

At this point, the Foundation has not made any requests to the Agency for participation in the theaters. One possibility, though, is for privately raised funds to go directly into the theaters, with redevelopment funds being used to increase project parking. The seating capacity of the theaters has yet to be determined. Capacities for the large theater of from 1,700 to 2,500 have been suggested. At one parking space per three seats, a total of roughly 570 to 830 spaces would be needed. Approximately 70,000 square feet of land would also be required for this parking.

Modesto Centre Plaza Expansion

In 1988 the Redevelopment Agency completed construction of Modesto Centre Plaza. Modesto Centre Plaza is a multi-purpose community and conference facility of roughly 60,000 square feet.

Since its opening about two and one-half years ago, also 1,600 events have occurred at the Centre. In short, the Centre is being booked close to capacity on many days. The most critical need for additional space is for multi-purpose exhibit space. The new space will allow for continued expansion of this business within the redevelopment area.

Senior Citizens Center

The Senior Citizens Center is located at the northwest corner of Scenic Drive and Bodem Avenue. Total square footage is 10,980. The building is in need of renovation.

2. LISTING OF COMMENTORS ON THE DRAFT EIR

The following is a list of organizations and persons whose comments were received by the Redevelopment Agency of the City of Modesto concerning the Draft EIR for the Amended Preliminary Plan for the Modesto Redevelopment Project. Copies of the letters received are reproduced in Section 3. Responses to comments raising significant environmental issues are provided in Section 4 of this Final EIR. The following list includes all comments received as of July 31, 1990.

A letter dated August 14, 1991, was received by the Fiscal Review Committee from Wedin Enterprises, consultant to the Modesto City School District, the Modesto High School District, the Stanislaus County Office of Education, and the Yosemite Community College District concerning the potential impacts of the proposed project on these school systems. The issues raised in this letter will be responded to in an upcoming report to be issued by the Fiscal Review Committee and then to be responded to by the Redevelopment Agency when that report has been received.

List of Commentors

- A. Pacific Gas and Electric Company, Steven J. Knaebel, Service Planning Supervisor, letter, June 18, 1991.
- B. California Rural Legal Assistance, Ricardo Cordova, Attorney at Law, letter, July 26, 1991.
- C. Daniel Marsh, 320 Locust St., Modesto, CA 95351, letter, July 28, 1991.
- D. Governor's Office of Planning and Research, State of California, David C. Nunenkamp, Deputy Director, Permit Assistance, letter, July 29, 1991.
- E. Modesto Irrigation District, Frank Gomes, Chief, General Services Division, letter, July 31, 1991, with attachments.

3. COMMENTS RECEIVED CONCERNING THE DRAFT EIR

All comment letters received as of July 31, 1991, by the Redevelopment Agency of the City of Modesto concerning the Draft EIR for the proposed Amended Preliminary Plan for the Modesto Redevelopment Project are presented in this section. Specific comments within each letter have been numbered in the letter margins. The responses in Section 4 are correspondingly numbered.

A

Pacific Gas and Electric Company

Stanislaus Division
Gas and Electric Operations
P.O. Box 3031
Modesto, CA 95353
209/576-6669



June 18, 1991

Modesto Redevelopment Agency
City Hall
801 11th Street
Modesto, CA 95353

Attn: John Mayer, Environmental Review Coordinator

Subject: Draft EIR, Amended Redevelopment Plan

Dear Mr. Mayer:

Pacific Gas & Electric Company has reviewed both the Draft Environmental Impact Report (EIR) and the Red-Lined Copy amended Redevelopment Plan for the Modesto Redevelopment Project. We find no objections in reference to existing gas facilities.

A1

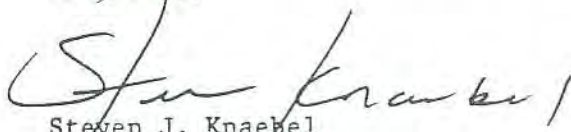
However, each improvement of facilities that will require relocation, installation or removal of gas utilities will need review by PG&E and will be assessed on its own merit. Attached for information are the general gas Rules 2, 15 and 16 that PG&E will follow in determining individual cost for each customer if applicable.

A2

Please provide all future plans of reconstruction to: Pacific Gas & Electric Company, Service Planning Department, P. O. Box 3031, Modesto, CA 95353.

If you have any further questions on the information enclosed, you may contact Leland H. Castro at extension (209) 576-6505.

Sincerely,


Steven J. Knaebel
Service Planning Supervisor

SJK:nmv

LAW OFFICES
CALIFORNIA RURAL LEGAL ASSISTANCE

TENTH STREET PLAZA
950 - 10TH STREET, SUITE 23-A
P.O. BOX 3384
MODESTO, CALIFORNIA 95353-3384
(209) 577-3811

July 26, 1991



City of Modesto Redevelopment Agency
City of Modesto City Council
City Hall
801 11th St.
Modesto, CA 95354

Re: Comments On The Draft Environmental Impact
Report For The Amended Redevelopment Plan
For The Modesto Redevelopment Project

Dear Council Members:

California Rural Legal Assistance represents several residents of the City of Modesto who live in and around the Project Area for the Amended Redevelopment Plan for the Modesto Redevelopment Project (hereinafter Amended Plan). On behalf of these clients we are submitting the following comments on the Draft Environmental Impact Report for the Amended Plan.

I. The Draft EIR Is Deficient Because It Lacks An Analysis Of Social And Economic Impacts Associated With The Dislocation Of Low And Moderate Income Residents From Residential Property Within The Project Area. B1

CEQA requires that the EIR include an analysis of the Amended Plan's related economic and social impacts. CEQA Guidelines 15131(a); Citizens For Sensible Development of Bishop Area v. County of Inyo (4th Dist. 1985), 217 Cal. Rptr. 893, 905; Citizens For Quality Growth v. City Of Mount Shasta (3d Dist. 1988), 243 Cal. Rptr. 727, 734. Since the Draft EIR fails to analyze the project's potential impacts associated with the dislocation of low and moderate income residents of the Project Area, it is deficient.

Under CEQA, the displacement of a large number of people is presumptively a significant effect. Title 14, California Code of Regulations Appendix G(m). The loss of rental housing is subject to environmental review. Greenbaum v. City of Los Angeles (1984), 153 Cal. App. 3d 391. Further, CEQA Guidelines require

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City Hall
Modesto, CA 95354
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that an EIR assess changes induced in population distribution and concentration and that related social and economic consequences be considered in assessing the significance of physical effects. Title 14, California Code of Regulations §§ 15064, 15126, 15131, 15382.

Very low, low and moderate income displacement and housing loss are direct and foreseeable consequences of the projects considered by the Amended Plan. These consequences are anticipated in the Draft EIR which notes, "(p)lan implementation may result in the displacement of affordable housing"; "(s)ome displacement of existing buildings and houses will be necessary to construct some of the planned improvements; and "(a)dverse housing impacts could result from roadway realignments or road extensions if they involve demolition of housing units and/or relocation of low or moderate income persons." The Draft EIR makes the finding that "(d)isplacement is expected to be minimal." This finding is conclusionary, unsupported by any study or data.

So that an assessment of the Amended Plan's environmental impacts, needed mitigation, and project alternatives accurately account for the effects of very low, low and moderate income displacement and housing loss, we ask that the following be incorporated into the EIR:

(1) A survey of the very low, low, and moderate income housing units located in the Project Area which includes an identification of factors necessary in assessing potential impacts of dislocation, including:

- (a) the number of occupants of each housing unit
- (b) the age and income of housing unit occupants
- (c) data on whether the unit is rental or owner occupied
- (d) duration of occupancy by the unit's present occupant or occupants

(2) An analysis identifying those very low, low, and moderate income units expected to be destroyed as a result of Agency activity in the Project Area, including an assessment of the number of persons and families that will be displaced from these units.

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(3) An analysis identifying those very low, low, and moderate income units expected to be destroyed as a result of private commercial activity in the Project Area, including but not limited to those properties expected to be destroyed or converted to commercial uses owing to their designation as nonconforming use property under the Amended Plan.

(4) An analysis assessing the very low, low, and moderate income housing vacancy and availability rate, broken down by income category:

- (a) within the Project Area
- (b) within the City of Modesto
- (c) within Stanislaus County areas in proximity to the Project Area.

(5) An analysis of the impact that very low, low, and moderate income housing relocation will have upon the areas in 4(a) -4(c) in terms of:

- (a) availability and affordability of existing housing
- (b) population density
- (c) strain on area services
- (d) traffic
- (e) water services
- (f) air quality
- (g) school services

II. The Draft EIR Is Deficient Because It Fails To Adequately Analyze The Cumulative Impacts Of The Amended Plan And Other Approved Or Forseeable Projects Including Redevelopment Projects Adopted By Stanislaus County And The City Of Ceres.

B2

Under CEQA, an EIR must analyze the cumulative impacts associated with a project and with other foreseeable projects that, when taken together, might have a significant effect on the environment. CEQA Guidelines §§ 15130, 15355. To be legally adequate a cumulative impact analysis must consider the total potential impacts of projects that might have associated or cumulative impacts such that it "assesses cumulative damage as a

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whole greater than the sum of its parts." Environmental Protection Information Center v. Johnson (1985) 216 Cal. Rptr. 502, 515. Further, "(t)he requirements for a cumulative impact analysis must be interpreted so as to afford the fullest possible protection of the environment within the reasonable scope of the statutory and regulatory language." Citizens to Preserve the Ojai v. Board of Supervisors (2d Dist. 1985), 222 Cal. Rptr. 247, 253 citing Friends of Mammoth v. Board of Supervisors (1972), 104 Cal. Rptr. 771.

The discussion of cumulative impacts in the Draft EIR is not adequate to meet even minimal legal requirements. The Cumulative Impacts chapter consists of less than half a page and contains no real analysis. It refers back to Section 3 of the Draft EIR but the little cumulative impact analysis presented in the Section 3 subsections is insufficient under CEQA.

For example, the EIR fails to consider the cumulative impacts associated with the City of Ceres Redevelopment Project, the proposed Ceres/Stanslaus County Redevelopment Project, and the Stanislaus County Redevelopment Project. Clearly, the cumulative impacts that these projects taken together will have on traffic, air quality, water quality, and other environmental factors associated with population growth, should be analyzed in order to fulfill the requirements of CEQA. See Las Virgenes Homeowners Federation, Inc. v. County of Los Angeles (2d Dist. 1986) 223 Cal. Rptr. 18. The cumulative impacts of the Amended Plan and the Stanislaus County Redevelopment Project should be carefully assessed. Since two of the subareas targeted for industrial development by the Stanislaus County Redevelopment Project abut the City of Modesto, there is a likelihood that these two redevelopment projects taken together will exacerbate the strains on the environment associated with accelerated growth. An appropriate analysis of this should be undertaken in the EIR. Furthermore, the EIR fails to sufficiently analyze the cumulative impacts of foreseeable development associated with growth generated by the Amended Plan itself. An analysis of these impacts should be undertaken in the EIR.

III. The Draft EIR Is Impaired Because It Relies On Unverified Assumptions In Pollutant Emissions Calculations.

B3

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Some of the assumptions made in preparing the calculations for Appendix B, Determination Of Relative Emissions Change Due To The Project are unverified. These include the assumptions that: the population of Modesto in the year 2000 with the project is equivalent to the projected population of Modesto in the year 2005 without the project; on average each household makes 10 trips per day with an average length of 6.0 miles; the average vehicle speed is 30 mph for trips within Modesto. No data is presented in either Appendix B or anywhere else in the Draft EIR to verify these assumptions.

These three assumptions are used in a calculation of the VMT for Modesto. The VMT for Modesto is then used in a calculation of projected CO, HC, and NOx pollutant emissions for both project and no project alternatives. Since the assumptions underlying the VMT calculation are unverified, the projected calculation of CO, HC, and NOx emissions is suspect. Further, the projected pollutant emissions calculations don't take into account cumulative impacts on growth associated with the Ceres Redevelopment Project, the proposed Ceres/Stanislaus County Redevelopment Project, and the Stanislaus County Redevelopment Project that might exacerbate pollutant emissions production.

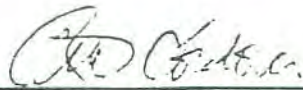
We ask that the calculations presented in Appendix B be done using verified data and that any assessment of pollutant emissions production take into account the cumulative impacts of the Amended Plan, the Ceres Redevelopment Project, the Ceres/Stanislaus County Redevelopment Project, the Stanislaus County Redevelopment Project, and other approved or foreseeable projects such as the approved Social Services Complex project.

For the forgoing reasons the Draft EIR is deficient and should be amended and recirculated as required by CEQA.

Respectfully Submitted,

CALIFORNIA RURAL LEGAL ASSISTANCE

By



RICARDO CORDOVA
Attorney at Law

July, 28, 1991



To: City of Modesto Planning Department

From: Daniel Marsh, 320 Locust St., Modesto 95351

Subject: Comments on the Draft EIR for the Redevelopment Agency, i.e.,
for the amended Preliminary Plan

1. At the very least, 20% of the monies received from the tax increment must be used for low-moderate income housing. As a land use question, what would be the cause and effect of building these units on the urban growth patterns of Modesto. I stress that it would have a negative environmental impact on the growth patterns of Modesto, because such housing would be housing which would be in the thousands of units, would have to be located on the urban fringe of the city. Infilling would not be considered as a total answer because of the non-availability of open acreage in the city limits. Could not most of the units be planned into the Villiage Concepts that the city has, thus lessening the impact on the erosion of the prime farm land. The loss of prime productive agriculture land has been and will be a negative impact on the area's main economic base, What is the negative economic multiplier. An example, The Stanislaus County recent Redevelopment plan states that over ten thousand single family low to moderate income housing units will be created with about one hundred million dollars of tax increment funds. Hundreds of acres of new virgin land will be needed to meet the created demand. The air quality comments in the DEIR do not explain the added effects of such induced growth with the added population and traffic. Please as a question answer what mitigations can be had for air quality mitigation, given that we are at non-attainment in four of six categories now required by the Clean Air Act. This is going to require some careful explaining in the FEIR, since the Statement of over riding concerns cannot any longer be offset by some CEQA monitoring precess, basic public health standards at at question. At least a model of a statistical health risk projection is warranted here.

2. There is in the proposal a plan to create an industrial sector along the Highway 99 corridor. These types of industries or sites would have to be of the non air polluting kinds given that such plants would be surrounded by residential and office commercial urban influences. What types of mitigations can be had to make such industrial facilites at least in asthetics and beauty of place. Bad planning of sites would have a negative economic impact on surrounding residential commerical real estate values if such sites and not well planned around such established neighborhoods that are very well developed and certainly not blighted. Coal fired incinerators and co-generation plants for the production of electricity are out of the question. Such industrial sites must be in all aspects of place and purpose in harmony and asthetics very compatible and uniform to the present existence of the rest of the City.

3. Can the Redevelopment agency adopt rules to eliminate the need for condemnation by the use of forced emminent domain on existing residential properties. Residential as well as commercial-industrial must co-exist in the City of Modesto's inner core. For years, the California Redevelopment Act has meant urban removal rather than renewal for inner city residents. This is a very serious question to ask and answer in the FDIR, since there are at least over one thousand existing residential units in the development core area. This policy question must be answered for it has a negative impact on current residen

Daniel Marsh

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
SACRAMENTO, CA 95814

Jul 29, 1991

JOHN MAYER
CITY OF MODESTO
801-11TH STREET
MODESTO, CA 95354Subject: CITY OF MODESTO REDEVELOPMENT PLAN EIR
SCH # 90021233

Dear JOHN MAYER:

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

D1

Please call Russell Colliau at (916) 445-0613 if you have any questions regarding the environmental review process. When contacting the Clearinghouse in this matter, please use the eight-digit State Clearinghouse number so that we may respond promptly.

Sincerely,

A handwritten signature in cursive, appearing to read "David C. Nunenkamp".

David C. Nunenkamp
Deputy Director, Permit Assistance

July 31, 1991

John Mayer
Environmental Review Coordinator
CITY OF MODESTO
P. O. Box 642
Modesto, CA 95353

SUBJECT: Draft Environmental Impact Report for the Amended
Preliminary Plan for the Modesto Redevelopment Project

Dear Mr. Mayer:

In review of the above referenced subject and in addition to the previous comments made by the Modesto Irrigation District on January 10, 1991 (letter attached), we offer the following comments:

Electric Operations

1. Existing overhead facilities in the Modesto Redevelopment Project planning area include 12kV distribution lines, 69kV transmission lines, along with overhead transformers, secondary services, and other related distribution facilities. E1
2. The District prefers that existing overhead facilities be utilized to the extent practicable due to economic, reliability, and operating concerns. (Refer to the attached District letter dated April 21, 1983, concerning this subject.) Costs for relocation and/or undergrounding of the District's facilities at the request of others will be borne by the requesting parties; estimates for undergrounding or relocating existing facilities will be supplied upon request. E2
3. The District is in the process of studying a future gas turbine generation station located on District property on Woodland Avenue across from the District's corporation yard. If the District proceeds with this generation station, construction and reconstruction of overhead transmission and distribution lines will be required in the redevelopment area. E3
4. In reference to Page 3.9-3 Utilities of the EIR, the numbers used reference the number of customers rather than kilowatthours. The total kWh sales for 1989 were E4

John Mayer
City of Modesto
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July 31, 1991

1,644,000,000 kWh with 620,500,000 kWh going to residential,
949,700,000 kWh being used for commercial/industrial, and
73,800,000 going to other uses.

Irrigation Operations

As mentioned in our original EIR comments we anticipate only a limited impact on the MID irrigation facilities. The District will still require construction of masonry walls along MID canal rights-of-way and the relocation of irrigation pipelines in certain areas. The only other major area of concern is storm drainage facilities. New EPA storm water regulations will result in closer scrutiny of new systems discharging into existing canals. Ample time should be allowed for the design and approval of these systems. E5

Additional Comments

The Modesto Irrigation District Corporation Yard is located on Woodland Avenue, west of Ninth Street. The District also owns land on the south side of Woodland on both sides of Graphics Drive. Any construction, redesign and reconstruction projects involving the widening of Woodland Avenue will have a significant impact on the District's current and future utilization of these properties. Therefore, the District is against any proposed changes to the current width of Woodland Avenue. E6

Thank you for the opportunity to respond.

Sincerely,



FRANK GOMES
Chief, General Services Division

FG/bw
Attachment

c: R. Hamilton
B. Ketscher
S. LaBarbera



Modesto
Irrigation
District

1000
1000
1000
1000
1000

January 10, 1991

John Mayer
CITY OF MODESTO
801 - 11th Street
Modesto, CA 95354

COPY

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report for City of Modesto's Redevelopment Plan

Dear Sirs:

In review of the above-referenced subject, the Modesto Irrigation District offers the following comments:

Electric Operations:

1. Existing overhead facilities in the "redevelopment survey area" include 12kV distribution lines, 69kV and 115kV transmission lines along with overhead transformers, secondary services, and other related distribution and substation facilities.
2. The District prefers that existing overhead facilities be utilized to the extent practicable due to economic, reliability, and operating concerns. Costs for relocation and/or undergrounding of the District's facilities at the request of others will be borne by the requesting party; estimates for undergrounding or relocating existing facilities will be supplied upon request.

Irrigation Operations:

The proposed redevelopment area should have only a limited impact on MID irrigation facilities. The District may require replacement of existing irrigation facilities and construction of solid masonry walls along canal rights-of-ways as parcels are redeveloped. The District will request irrigation sign-offs on irrigated land that is developed. Irrigation easements or right-of-ways will be required along facilities which are rerouted or which are not currently covered by such dedications. Use of the existing canal system for storm drainage discharge will require MID Board approval.

Additional Comments:

The Modesto Irrigation District's Corporation Yard is located on Woodland Avenue, west of 9th Street. Traffic along Woodland Avenue has become more congested and we anticipate more congestion in the future. Any construction, redesign and re-construction projects at the Woodland and Kansas Avenue interchanges will have a significant impact on the District and its ability to safely pull out onto Woodland Avenue. The District has recently appointed a committee to review the needs of our Service Center. One of its tasks is to address the traffic issues on Woodland Avenue. The "District's Needs Assessment Committee" is very interested in what the future plans are for any construction in the area of our Corporation Yard. This committee requests of the City and its consultants to keep the District informed as to any projects within this area. Again, any construction in this area will have a significant impact on the District and its ability to serve its customers.

Thank you for the opportunity to respond.

Sincerely,

MODESTO IRRIGATION DISTRICT

DEBRA BROOKS
General Services Analyst

DB/rf

attachment

c: L. Cook
F. Gomes
R. Hamilton
B. Ketscher
S. LaBarbera

MODESTO IRRIGATION DISTRICT

1231 eleventh street • p.o. box 4060 • Modesto, California 95352 • Phone (209) 533-1111

April 21, 1983

COPY

City of Modesto
Public Works Department
Building Inspection Department
P. O. Box 642
Modesto, California 95353

Subject: Downtown Improvement District

Gentlemen:

This is in response to your inquiry regarding District electric serving policy in the downtown Modesto area. For clarity this policy should be stated for both the case where a customer requests new or increased service and the case where the customer wishes to make minor modifications to his system without increase of existing load.

District requirements for new service or increased service beyond the capability of existing District facilities are:

1. For service with ultimate requirements of less than 75 KVA, the customer must accept underground service at a point along the alley line of his property which is determined by the District. For service with ultimate requirements in excess of 75 KVA, the customer is required to provide space and certain facilities for the installation of a pad mounted transformer by the District on the customer's property. The customer's underground service must then terminate at this transformer. The purpose of this policy is to facilitate connection to the District's underground system, which exists or is proposed in all downtown alleys.
2. The customer must accept 120/208V wye service. This is because the 120/208V wye system is the most efficient system for serving underground mixed three-phase and single-phase loads. The use of this system reduces both capital and M & O costs for the District and, therefore, for the customer.

April 21, 1983

3. The customer's metering equipment must meet the District's standards. These standards are those of the Western Utilities Electric Service Standardization Committee and are consistent throughout the western states.

It is neither the policy nor the prerogative of the District to attempt in any way to assess or to enforce any local, state or federal regulation regarding electrical or fire safety as they apply to our customers. However, in cases where a customer is required to rewire his installation by an agency having jurisdiction even though new or increased load is not involved, District policy attempts to address the varied situations that can be created in a consistent and equitable manner. In general, our policy in such situations is as follows:

1. If the service entrance equipment is required by others to be replaced, the District also requests the installation of meter mounting equipment which meets present District standards.
2. If the changes required by others to service entrance equipment are extensive, the District requests that the customer consider undergrounding of his service at that time. Depending upon the physical situation, this could be the most prudent course for the customer. It, however, is not a policy requirement.
3. If a combination of existing overhead three-phase and single-phase services to a single new service is required by others, District policy, of necessity, then reverts to the new or increased load case and all previously stated requirements for that case apply.

While the foregoing does not purport to cover all of the unique physical situations that could present themselves in a rewire situation, it represents fairly the District's general policy position.

District Electric Service Rule No. 2, Section A, Paragraph 3 states; it is the responsibility of the customer to determine the type of service available at any particular location by inquiry at the District office prior to final design or the purchase of any equipment.

4. RESPONSES TO SIGNIFICANT ENVIRONMENTAL ISSUES RAISED IN COMMENTS ON THE DRAFT EIR

A.1 Commentor finds no objections to Draft EIR's characterization of existing gas facilities.

Response. Comment noted.

A.2 Commentor states that each improvement of facilities that will require relocation, installation or removal of gas utilities will need review by PG&E and will be assessed on its own merit.

Response. Language to this effect has been added to the summary table of impacts under Section 3.9, "Public Utilities."

B.1 The commentor states that the Draft EIR is deficient because it lacks an analysis of social and economic impacts associated with the dislocation of low and moderate income residents from residential property within the project area.

Response. An EIR must consider the social and economic impacts of dislocation of significant numbers of residents only if such dislocation is part of the proposal. The Draft EIR now states "because some of the redevelopment projects have alternatives, and plans are not final, it is not certain how many properties require acquisition to complete the Redevelopment Project at this time" (p. 3.1-5). If dislocations are not part of the current plan, the EIR need not address them. If significant dislocations are proposed at some future point in time, the environmental impact of the dislocations should then be evaluated. Project EIRs are required for projects which will have impacts beyond ones foreseeable under the program EIR of the Redevelopment Plan. Such will be subsequent EIRs which can build on this EIR. The Draft EIR in fact addresses the potential relocation issues by providing a relocation mitigation measure (see Section 3.1, "Land Use and Planning").

The Preliminary Report to the City of Modesto (Williams-Kuebelbeck & Associates, Inc., 1991) counts housing units based upon three census tracts and finds 2,246 residential units in the area. However a large housing area in census tract 17, one of those counted is not part of the project. Also, some housing, especially in the downtown or census tract 18 area, has been removed since 1980 through private activity.

The city staff recently completed a windshield survey of the project area and counted about 1,000 residential units in the area (Herrero, 1991). In addition to those mentioned above, that count includes 180 units in the Ralston Towers and a senior citizen high-rise at 17th and I Streets. This is a federally subsidized senior citizen project which is an asset to the project area and is not in any danger due to redevelopment. This leaves roughly half of the 1,000 housing units, and the Redevelopment Agency is currently looking into ways to modify the boundaries of the project area to further reduce the number of units potentially impacted (Herrero, 1991).

While the Redevelopment Plan does not incorporate a complete plan for how the 20 percent of funds for low-income housing will be allocated, the money will be spent in accordance with the City of Modesto General Plan. A substantial part of the low-income units within the redevelopment area are slated to be improved with these funds. 175 units are at Paradise Village, a rental complex at Paradise and Chicago. This complex was specifically included in the project area so that such funds could be utilized for improvements. Thus these 175 units are not in jeopardy. 92 units, mostly single-family, are located in the Elm Avenue residential area, which is in the county but for which the county gave the Redevelopment Agency of the City of Modesto redevelopment jurisdiction. The county gave this jurisdiction upon the Redevelopment Agency's agreeing to assist in upgrading the housing and housing infrastructure in the area. These units are also in no jeopardy from redevelopment.

- B.2 The commentor states that the Draft EIR is deficient because it fails to adequately analyze the cumulative impacts of the amended plan and other approved or foreseeable projects, including redevelopment projects adopted by Stanislaus County and the City of Ceres.

Response. The traffic section of the DEIR addresses in detail the potential cumulative impacts of projects and plans in the surrounding area.

The Stanislaus County and City of Ceres redevelopment projects were reviewed. No apparent incompatibilities as far as land use were found. Transportation corridors would need to be developed with an understanding of the adjacent jurisdictions' overall plans, not just redevelopment plans. Like the Modesto Redevelopment EIR, the impacts analyzed are chiefly of the "public improvement" nature. Issues such as housing, relocation, and others are addressed only to the extent that specific impacts can be known, given the uncertainty at this time as to what new businesses, housing development, etc. will be locating there.

- B.3 The commentor states that the Draft EIR is impaired because it relies on unverified assumptions in pollutant emissions calculations.

Response. The assumption that population in the year 2000 with redevelopment is the same as would occur in the year 2005 without redevelopment is a made with the intent to show the impact of accelerated growth that redevelopment can have on a given city and its sphere of influence. This assumption was made with the assistance of the City of Modesto Planning Department, and although it represents only an approximation, it is a conservative figure that probably tends to overestimate the growth impact of redevelopment. Without specific project proposals, more precise impacts on growth from redevelopment is not possible.

The assumption that the average household makes ten vehicle trips per day is taken directly from trip generation rates for single-family housing as determined by the Institute of Traffic Engineers (ITE), Trip Generation, 4th Edition.

The assumption that the average trip length is 6.0 miles is derived from the URBEMIS3 air quality model of the California Air Resources Board. The URBEMIS model estimates varying average trip lengths of between 2.4 miles and 5.2 miles for the Fresno-Kern Region (San Joaquin Valley Air Basin), depending on trip type. Taking into consideration the need for a conservative estimate, a trip length of 6.0 miles was chosen.

The assumption of an average vehicle speed of 30 miles per hour was also taken from the URBEMIS3 air quality model of the California Air Resources Board. The default values for vehicle speed in the URBEMIS program is 35 miles per hour. Taking into consideration the need for a conservative estimate, an average vehicle speed of 30 miles an hour was chosen.

Cumulative impact assessment is addressed within the Carbon Monoxide Impact subsection, which uses traffic generation prediction of known approved projects as well as the proposed redevelopment project to predict local ambient concentrations of carbon monoxide in 1995. Regional cumulative impacts of other redevelopment plans are not readily quantifiable, as project-specific information is not available.

The assumptions used in the calculation of vehicle miles traveled (VMT) from Modesto and the resultant emission estimates are reasonable for the level of detail required in the EIR, and any additional work would not be cost beneficial, nor would it yield significantly different results (Elizer, 1991).

C.1 Commentor states that, at the very least, 20 percent of the monies received from the tax increment must be used for low to moderate income housing.

Response. This point is acknowledged. The law requires that not less than 20 percent of the tax increment must be used in the enterprise of providing low or very low income housing.

C.2 The commentor states his belief that the redevelopment project would have a negative impact on the growth patterns of Modesto, expecting that there will be thousands of units, that they would be new units on the urban fringe, and that they would require the use of large amounts of productive agricultural land. He wonders why such units could not be planned with the city's Village Concepts.

Response. The strategy for use of the 20 percent tax increment has yet to be formulated. Clearly, some funds could be channeled to inlaying areas. New growth areas will be guided by a new General Plan to be developed in 1993-1994. Most new growth will occur within urban villages. The new General Plan and each Village Specific Plan will be subject to CEQA review. Impact on prime agricultural land must be analyzed in the EIRs for both the new General Plan and each Village Specific Plan (Nichols, 1991).

C.3 The commentor asks, "What is the negative economic multiplier?" and then cites an example: "The Stanislaus County recent Redevelopment plan states that over ten thousand single-family low to moderate income housing units will be created with about one hundred million dollars of tax increment funds. Hundreds of acres of new virgin land will be needed to meet the created demand."

Response. The connection between this question and the example cited with the proposed plan which is the subject of this EIR are not clear. It cannot be assumed that the housing monies from this project will be spent in a way which is detrimental to virgin land or productive farm land. The environmental impacts on any proposed project which may convert prime agricultural land to urban uses must be addressed in a project EIR.

C.4 The commentor raises questions about air quality impacts which he states have not explained the added effects of induced growth, population, and traffic.

Response. The effects of induced (accelerated) growth on air quality resulting from the redevelopment plan are addressed in the subsection entitled "Regional Air Quality Impacts" and in Table 3.4-4. Growth predictions are also used in the traffic generation figures employed in the carbon monoxide analysis.

Air quality mitigation exists in the form of offsets from other sources within the Air Basin, Transportation Control Measures (TCMs), proactive measures to promote use of public transportation, parking strategies, and ridesharing/telecommuting incentives. It is likely that all of these type of mitigation measures will be included in the Air Quality Attainment Plan to be developed by the San Joaquin Valley Unified Air Pollution Control District.

Health risk assessment for "criteria pollutants" is governed by state and federal Ambient Air Quality Standards. These standards were developed to protect the health of "sensitive" individuals such as the elderly, children, and persons with respiratory problems. Frequency and degree of violation of these standards is used to indicate health risk to a given population and are used by the local Air Pollution Control District in planning strategies to determine consistency with state and federal clean air acts statutes.

Industries located along the Highway 99 corridor emitting significant quantities of airborne emissions would have to apply for a permit from the local Air Pollution Control District. Conditions of such permitting would require the determination of the maximum ground level concentrations of pollutants, which would be added to background levels and compared to the state and federal ambient air quality standards. A health risk assessment for toxic air contaminants may also be required. All of these procedures are designed to protect the health of persons in surrounding land uses. The local air quality district has the authority to deny a permit if a proposed industry will adversely impact nearby surrounding land uses.

C.5 The commentator observes that the plan creates an industrial sector along the Highway 99 corridor. The commentator also states that industries which might locate there would have to be of the non-air-polluting kind, given that such plants would be surrounded by residential and office commercial urban influences.

Response. Comment noted.

C.6 The commentator observes that poor planning and ugly facilities would have a negative influence on surrounding residential and commercial real estate values and asks what types of mitigations can make industrial facilities in the Highway 99 corridor aesthetically pleasing.

Response. Comment noted. The Redevelopment Agency is proposing aesthetic mitigation measures (see section 3.2, "Visual/Aesthetics") in the Draft EIR which address these concerns. In addition, potential impacts of specific project proposals which may not be fully covered in this redevelopment plan EIR must be addressed in subsequent project EIRs.

C.7 The commentator comments that coal-fired incinerators and co-generation plants for the production of electricity are out of the question, as they would be incompatible with the harmony and aesthetics of the rest of the city.

Response. Comment noted.

C.8 The commentator asks that the Redevelopment Agency forego the use of the power of eminent domain to condemn residential properties in the project area, and asks rather that the agency plan so as to make forced condemnation unnecessary.

Response. The Draft EIR provides mitigation measures such as relocation assistance where needed. Also, the Redevelopment Agency is currently looking at modifying the boundaries of the project area to reduce the number of residential units potentially impacted under the redevelopment plan. Although such revisions will not be able to eliminate all potential residential impacts, it is the intent of the agency to minimize any negative impacts, offset any unavoidable ones through the judicious use of the tax increment funds which will be set aside for the improvement of the quality and quantity of low-income housing.

D.1 The Governor's Office of Planning and Research provides notification that the Redevelopment Agency has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Response. Acknowledgment of compliance noted.

E.1 The commentor provides information about existing electric facilities in the redevelopment plan area.

Response. Information noted.

E.2 The Modesto Irrigation District (MID) expresses preference for overhead electric facilities where practicable in the redevelopment project area, considering economic, reliability, and operating concerns. The MID reiterates that while the District will provide undergrounding cost estimates upon request that the costs of relocation and/or undergrounding facilities at the request of others will be borne by the requesting parties.

Response. Comment noted.

E.3 The commentor says that the Modesto Irrigation District is in the process of studying a future gas turbine generation station located on District property on Woodland Avenue across from the District's corporation yard. If the District proceeds with this generation station, construction and reconstruction of overhead transmission and distribution lines will be required in the redevelopment area.

Response. Comment noted.

E.4 The commentor provides kilowatthour sales figures for 1989 to augment information in the Draft EIR on p. 3.9-3, which cites the number of customers.

Response. Comment noted.

E.5 The commentor observes that the MID anticipates only a limited impact on its facilities but requests that ample time be allowed for the design and approval on any modifications that may be required.

Response. Comment noted.

E.6 The commentor notes that the MID Corporation Yard is located on Woodland Avenue, west of Ninth Street, and other District-owned properties are located on the south side of Woodland Avenue on both sides of Graphics Drive. The MID opposes any changes to the current width of Woodland Avenue.

Response. The City of Modesto Public Works and Transportation Director indicates that staff feels strongly that a four-lane facility will be needed in the future to provide reasonable traffic circulation and safety in this corridor (Elizer, 1991). There are several traffic studies that support this contention, and Woodland's major roadway status is contained in the Circulation Element of the General Plan.

MID's July 31, 1991 letter states that the District is against any proposed changes to the current width of Woodland Avenue. However, the District's January 10 letter indicates that "traffic along Woodland Avenue has become more congested, and we anticipate more congestion in

the future." There is no doubt that the roadway has problems today and will have increasing problems in the future (Elizer, 1991). Public Works and Transportation must continue to recommend an improved four-lane cross section, but is willing to work with MID and other property owners to build a sub-standard cross section in sub-standard right-of-way to minimize the impacts of the project (Elizer, 1991).

5. REVISED SUMMARY TABLE

The major project impacts are summarized in Table 5-1. The significance of each impact is noted along with the required or recommended mitigation measures. The significance of each impact with and without mitigation is also noted. This table has been revised upon receiving and responding to comments on the Draft EIR. Added lines are highlighted. The following impact categories are used in Table 5-1: (B) beneficial impact; (NS) not significant impact; (PS) potentially or possibly significant impact; and (S) significant adverse impact.

TABLE 5-1. REVISED SUMMARY OF IMPACTS, MITIGATION MEASURES AND MITIGATION MONITORING PROGRAM

IMPACT	MITIGATION MEASURES	MITIGATION MONITORING PROGRAM	
3.1 LAND USE			
<p>Some displacement of existing buildings and houses will be necessary to construct some of the planned improvements, which may be compensable in accordance with state law. (PS)</p>	<p>The Redevelopment Agency should design and locate roadway, parking, and public service projects to minimize the need for acquiring private property. Compensation for such property will be provided as required by state law. The location of redevelopment projects should also minimize potential adverse impacts to surrounding property values. (NS)</p>	<p>The City of Modesto's Office of Planning and Community Development shall monitor all recommended mitigation measures pertaining to land use impacts.</p>	
<p>Plan implementation may result in the displacement of affordable housing. (PS)</p>	<p>The Redevelopment Agency should develop and implement a relocation assistance program if redevelopment projects directly result in relocation of low to moderate income residents. (NS)</p>		
<p>Secondary development which occurs as a result of the redevelopment project should remain within General Plan policies and land use regulations, in order to avoid significant impacts. (PS)</p>	<p>Land use regulations and General Plan policies should be enforced to mitigate potential adverse impacts from secondary development caused by redevelopment.</p> <p>Specific measures to mitigate land use impacts which may occur as a result of secondary development should be determined on a case-by-case basis using the City of Modesto's environmental review process. (NS)</p>		
<p>Temporary impacts from construction of redevelopment projects may violate allowable land uses and zoning provisions. (PS)</p>	<p>Temporary impacts from construction such as excessive noise, increased dust, equipment parking, and excavation should be minimized using noise and dust abatement procedures and conscientious construction practices. (NS)</p>		
3.2 VISUAL/AESTHETICS			
<p>The assemblage and disposition of parcels for modern commercial development, the assistance to existing property owners to upgrade their facilities, and the implementation of development standards for parking, signs, and landscaping should each have the</p>	<p>None required.</p>	<p>The City of Modesto Office of Planning and Community Development shall monitor all recommended mitigation measures pertaining to visual resources to ensure compliance.</p>	
<p>(B) = Beneficial (S) = Significant (NS) = Not Significant (LS) = Less Than Significant (PS) = Potentially Significant</p>			

(CONTINUED)

TABLE 5-1 (CONTINUED). REVISED SUMMARY OF IMPACTS, MITIGATION MEASURES AND MITIGATION MONITORING PROGRAM

IMPACT	MITIGATION MEASURES	MITIGATION MONITORING PROGRAM
<p>effect of improving the physical character of Modesto. (B)</p> <p>Although the initial impacts of projects may include unsightly construction areas, obstruction of views by machinery, reduced or hazardous pedestrian and vehicle access, dust and particulate matter in the air, and other visually negative impacts, this plan will eventually result in improved aesthetic conditions such as reduced traffic congestion and beautification of the downtown area parking lots, signs, and streets, ultimately providing a suitable environment for the well-being of Modesto residents. (NS)</p> <p>Potential secondary visual impacts may occur due to the construction of future projects which are facilitated by the redevelopment infrastructure improvements. The potential to disrupt or block view corridors or view opportunities is possible, depending on proposed structure heights, bulks, and specific locations; however, at this time, the specific impacts are not known. (PS)</p>	<p>Visual buffers such as temporary fences should be installed during construction phases to minimize the short-term adverse visual impacts which inevitably result from these phases. (NS)</p> <p>The applicants should be required to design landscaping so as to complement project development and to minimize views of the sites from residences and major view corridors.</p> <p>Owners of frontage properties should be encouraged to maintain and repair their structures and landscaping in conjunction with public improvements to streets.</p> <p>Development should be consistent and designed to blend with the existing character of surrounding sites.</p> <p>The undergrounding of utility lines should be undertaken, where feasible, along public streets at the time of construction or reconstruction.</p> <p>Streetside landscaping should buffer residential, commercial, industrial, and recreational areas from one another.</p> <p>Dwellings and other structures should be concentrated into neighborhood units to help preserve</p>	
<p>(B) = Beneficial (S) = Significant (NS) = Not Significant (LS) = Less Than Significant (PS) = Potentially Significant</p>		

(CONTINUED)

TABLE 5-1 (CONTINUED). REVISED SUMMARY OF IMPACTS, MITIGATION MEASURES AND MITIGATION MONITORING PROGRAM

IMPACT	MITIGATION MEASURES	MITIGATION MONITORING PROGRAM	
<p>Detailed site architectural and landscaping plans are not available for potential redevelopment projects such as the Amtrak Station, City Hall, Performing Art Theaters, Centre Plaza Expansion, and Senior Citizens Center, and hence it is difficult at this preliminary stage of planning to determine compliance with the General Plan's design guidelines. (PS)</p>	<p>Large areas of open space and agriculture.</p> <p>Beard Brook Park and Graceada Park should be recognized, and maintained and enhanced as primary assets of the redevelopment area. (NS)</p> <p>Further evaluation of the site design impacts should be conducted by the city when the design plans for the Amtrak Station, Performing Arts Theaters, and other projects facilitated by the Redevelopment Plan become available, in order to determine compliance with the Modesto General Plan Guidelines. Future topographic conditions, grading operations, proposed landscaping, open space buffer zones, exterior building materials, and roof-mounted equipment, if any, should be included in the review. (NS)</p>		
<p>3.3 TRAFFIC AND CIRCULATION</p>			
<p>The projected improvements to streets, roadways, and intersections would facilitate continued development within the redevelopment area in accordance with General Plan designations/zoning and continued roadway improvements needed to maintain acceptable roadway operating characteristics and avoid adverse impacts. (B)</p>	<p>The agency/city should continue to review and evaluate traffic-related impacts associated with specific projects within the redevelopment areas as they are proposed. Traffic-related impacts should be mitigated in accordance with the city's LOS policy.</p> <p>The city should assess traffic impact fees from future development to fund roadway improvements required, to mitigate impacts of future buildout of the city.</p> <p>The agency/city should participate in a comprehensive plan for construction of roadway improvements required to accommodate future buildout of the city, including widening of Kansas Avenue, upgrading Carpenter Avenue to expressway status, and constructing a new SR 132 expressway between the city's urban limit and SR 99.</p>	<p>The City of Modesto Traffic Engineering Division shall ensure the implementation of these mitigation measures.</p>	
<p>(B) = Beneficial (S) = Significant (NS) = Not Significant (LS) = Less Than Significant (PS) = Potentially Significant</p>			

(CONTINUED)

TABLE 5-1 (CONTINUED). REVISED SUMMARY OF IMPACTS, MITIGATION MEASURES AND MITIGATION MONITORING PROGRAM

IMPACT	MITIGATION MEASURES	MITIGATION MONITORING PROGRAM
<p>The various street and infrastructure improvements will create temporary adverse impacts to the safety and convenience of motorists and pedestrians. (S)</p>	<p>The agency/city should continue to monitor traffic volume and congestion levels in the downtown area, particularly on B, G, H, K, L, 7th, 9th, and 14th Streets, and implement improvements as needed.</p> <p>The agency/city should consider replacing the existing 7th Street bridge over the Tuolumne River and widen the 9th Street bridge to safely accommodate bicycle and pedestrian traffic.</p> <p>The agency/city should continue to work with CALTRANS to improve access to SR 99 including upgrading interchanges at Briggsmore Avenue and at Kansas Avenue.</p> <p>Developers should implement roadway improvement/traffic mitigation measures suggested as part of the environmental review of currently proposed projects, as those projects are constructed. (B)</p> <p>Coordinate plans for construction within street rights-of-way with officials of the police and fire departments. Ensure that adequate detour routes are established if through traffic is to be temporarily suspended.</p> <p>Time construction activity in travel lanes to occur during off-peak hours. Peak hours may be different for collector streets, arterials, and the downtown area.</p> <p>Complete trenching across all streets in segments to allow at least one travel lane to remain open at all times with the use of decking.</p> <p>Use flagpersons wherever construction equipment is operating in existing roadways.</p>	
<p>(B) = Beneficial (S) = Significant (NS) = Not Significant (LS) = Less Than Significant (PS) = Potentially Significant</p>		

(CONTINUED)

TABLE 5-1 (CONTINUED). REVISED SUMMARY OF IMPACTS, MITIGATION MEASURES AND MITIGATION MONITORING PROGRAM

IMPACT	MITIGATION MEASURES	MITIGATION MONITORING PROGRAM
	<p>Implement plans to control pedestrian and bicycle movements across the construction right-of-way.</p> <p>Use flagpersons whenever opposing traffic flows are required to use a single traffic lane. (NS)</p>	
<p><u>3.4 AIR QUALITY</u></p> <p>Earthmoving, hauling and other construction activities would result in localized and temporary increases in the levels of ten micron particulates (PM₁₀). Construction vehicles travelling over unpaved roadways will also result in temporary increases in levels of PM₁₀. (S)</p> <p>The difference in the emissions decrease with or without the redevelopment project is less than one percent of the total Stanislaus County emissions. (LS)</p>	<p>The following mitigation measures would minimize particulate emissions to acceptable levels in the event that construction emissions present a nuisance to surrounding residents:</p> <ul style="list-style-type: none"> - Areas of soil redistribution should be watered down twice daily or as necessary to trap fugitive dust and particulates during construction until planting, grass growth, or building coverage reduce the need for such measures. - If water is limited, soil binders such as soil cement may be spread in conjunction with watering, or sheet coverings such as burlap may be used on small areas. Areas covered with soil binders should be turned over prior to revegetation. - During periods of excessive wind speeds, construction should be temporarily suspended. - Disturbed areas should be revegetated or paved, as soon as possible, to reduce dust during construction activities. (LS) <p>None required.</p>	<p>Determinations of consistency with the 1989 Rules and Regulations should be made on a project-by-project basis as development occurs within and outside of the redevelopment area.</p>
<p>(B) = Beneficial (S) = Significant (NS) = Not Significant (LS) = Less Than Significant (PS) = Potentially Significant</p>		

(CONTINUED)

TABLE 5-1 (CONTINUED). REVISED SUMMARY OF IMPACTS, MITIGATION MEASURES AND MITIGATION MONITORING PROGRAM

IMPACT	MITIGATION MEASURES	MITIGATION MONITORING PROGRAM
<p>The redevelopment project would have the effect of reducing congestion and idling time at intersections through the construction of intersection improvements and roadway widening. Roadway widening will allow for the smoother flow of additional traffic, relieving congestion. The combination of roadway improvements, and decreasing exhaust emissions in the future, would result in lower CO levels at congested areas; the redevelopment project area would generally contribute to a beneficial effect upon localized CO levels. (B)</p> <p>Cumulatively, no significant impact to regional or local air quality is foreseen. However, because of the scope of the Redevelopment Plan, this analysis cannot predict the effect of future development projects indirectly related to the Redevelopment Plan. (LS)</p> <p><u>3.5 NOISE</u></p> <p>Construction of the proposed project would temporarily increase noise levels generated in the redevelopment area. (S)</p>	<p>Individual projects resulting from the redevelopment project could elevate local carbon monoxide levels in excess of state and federal standards. Consequently, individual projects should be evaluated by the lead agency for the need for an environmental impact analysis on a project-by-project basis.</p> <p>Future development projects should be evaluated on a project-by-project basis to ensure compliance with current air quality regulations. (LS)</p>	
	<p>All construction vehicles and equipment should be properly muffled. California state noise standards for delivery motor vehicles should be met.</p> <p>In residential areas, construction operations and related travel in the vicinity of the project site to and from the construction area should be limited to between the hours of 7:30 A.M. and 6:00 P.M., Monday through Saturday.</p> <p>The Redevelopment Agency should inform the public of proposed construction timelines to minimize potential annoyance related to construction noise. (NS)</p>	
<p>(B) = Beneficial (S) = Significant (NS) = Not Significant (LS) = Less Than Significant (PS) = Potentially Significant</p>		

(CONTINUED)

TABLE 5-1 (CONTINUED). REVISED SUMMARY OF IMPACTS, MITIGATION MEASURES AND MITIGATION MONITORING PROGRAM

IMPACT	MITIGATION MEASURES	MITIGATION MONITORING PROGRAM
<p>Secondary traffic noise impacts to existing sensitive land uses resulting from development facilitated by the redevelopment project. (S)</p>	<p>In areas with existing or projected noise levels above the standards of the General Plan, retrofitting existing structures and neighborhoods with noise dampening equipment is a possible solution to existing and projected noise impacts. Soundwalls could be placed in areas where structures are not oriented towards the noise source.</p> <p>The city should provide noise reduction information such as ceiling/roof and/or wall modifications to homeowners and commercial business owners who are considering reconstruction or remodeling to improve the noise attenuating capabilities of their structures. (NS)</p>	<p>The City of Modesto Office of Planning and Community Development shall monitor all recommended mitigation measures pertaining to noise impacts.</p>
<p>Secondary traffic noise impacts to future sensitive land uses resulting from development facilitated by the redevelopment project. (PS)</p>	<p>Structures in impacted locations should be evaluated for their conformance to city noise standards.</p> <p>For proposed projects which will generate a substantial number of motor vehicle trips in the area, acoustical analyses may be conducted as part of the city's environmental review process.</p> <p>Soundwalls and noise insulation strategies designed by an acoustical engineer should be considered and installed, where appropriate. Double-paned windows, weather seals, and other insulation measures should be considered on any new building which faces busy roadways.</p> <p>Specific measures to mitigate noise impacts which may occur as a result of secondary development should be determined on a case-by-case basis using the city's environmental review process. (NS)</p>	<p>The City of Modesto Office of Planning and Community Development shall monitor all recommended mitigation measures pertaining to noise impacts.</p>
<p>(B) = Beneficial (S) = Significant (NS) = Not Significant (LS) = Less Than Significant (PS) = Potentially Significant</p>		

(CONTINUED)

TABLE 5-1 (CONTINUED). REVISED SUMMARY OF IMPACTS, MITIGATION MEASURES AND MITIGATION MONITORING PROGRAM

IMPACT	MITIGATION MEASURES	MITIGATION MONITORING PROGRAM	
3.6 BIOLOGY/ECOLOGY			
<p>Various potential redevelopment projects, including street widening and reconstruction, storm drainage improvements, bridge construction, and construction of various structures, could potentially require removal of urban vegetation such as street trees and landscaping shrubs. The impact of removal of this vegetation in the project area would be insignificant, as it provides only minimal value to wildlife. (NS)</p>	<p>Any trees removed during the construction process should be replaced with trees of suitable type, size, and density. Replacement trees should have low maintenance requirements, should be visually aesthetic, and should be types specified by the City of Modesto Parks and Recreation Department. Native trees should be given preference, as they generally require less irrigation and are more valuable to wildlife. (NS)</p>	<p>The City of Modesto Planning Department shall require proponents of future projects to specifically indicate the fate of mature trees on future project sites and to submit appropriate landscaping plans, subject to approval by the Department of Parks and Recreation.</p>	
<p>Silt and dust generation could have a significant localized impact during construction if allowed to coat leaf surfaces. Additionally, construction activities could impact vegetation not scheduled for removal by damaging roots or branches which extend into the construction area. (PS)</p>	<p>Temporary fencing should be placed around trees during grading and construction activities to prevent inadvertent damage. Construction within the dripline of mature trees should be avoided to the maximum extent feasible. Standard construction practices to minimize dust and silt generation and their runoff into streams (e.g., watering of construction sites and use of temporary catch basins) should be employed. (NS)</p>	<p>The City of Modesto Building Inspectors shall visit project sites to ensure compliance with the recommended vegetation protection measures. Failure of the applicants to comply will result in the cessation of construction activity until remedial action has been proposed and approved.</p>	
<p>The replacement of the 7th Street bridge could affect a few individual native trees along the Tuolumne River, either directly by removal or indirectly by erosion and deterioration of ecological conditions. (PS)</p>	<p>Each individual native tree removed from a riparian area to accommodate bridge projects must be replaced on a seven-to-one basis by trees of the same species, as per CDFG guidelines. (NS)</p>		
3.7 GEOLOGY			
<p>Accelerated erosion could occur during the construction phase without the use of proper erosion control measures.</p>	<p>Cuts and fills and removal of vegetation shall be minimized.</p>	<p>Prior to issuance of building permits, building plans should indicate the use of treated concrete and steel members, if indicated by soil testing results.</p>	
<p>Excessive grading could cause erosion and slumps, especially along the banks of Dry Creek. (NS)</p>	<p>To mitigate grading impacts, revegetation of cut and fill slopes shall be carried out.</p>		
<p>(B) = Beneficial (S) = Significant (NS) = Not Significant (LS) = Less Than Significant (PS) = Potentially Significant</p>			

(CONTINUED)

TABLE 5-1 (CONTINUED). REVISED SUMMARY OF IMPACTS, MITIGATION MEASURES AND MITIGATION MONITORING PROGRAM

IMPACT	MITIGATION MEASURES	MITIGATION MONITORING PROGRAM
<p>Seismic activity from distant faults could result in moderate groundshaking. Groundshaking can significantly impact proposed buildings and structures included in the project area. (S)</p>	<p>Land should be excavated and graded during the dry season, from May to October.</p> <p>Catch basins shall be used to retain sediment on site. (NS)</p> <p>Seismic design requirements of the Uniform Building Code shall be satisfied in order to ensure that project structures are designed to withstand the effects of groundshaking. (NS)</p>	<p>No building permits should be issued if structures do not conform to earthquake standards of the Uniform Building Code.</p>
<p>Landslides and slumps could occur from poorly planned grading along the banks of Dry Creek. (PS)</p>	<p>The grading requirements of the Building Code shall be followed. (NS)</p>	
<p><u>3.8 DRAINAGE/HYDROLOGY/WATER QUALITY</u></p>		
<p>Impacts on drainage ways could occur during construction activities. Accelerated erosion due to the exposure of soils to wind and rain could result in sedimentation and reduced drainage capacity of creeks and ditches. (S)</p>	<p>The grading requirements of the Building Code must be followed, especially along Dry Creek, in order to prevent alteration of the watercourse. (NS)</p>	<p>Building permits should not be issued until drainage plans have been approved by the City of Modesto Public Works Department.</p> <p>A City of Modesto Public Works Construction Inspector should inspect the construction site for the proper use and maintenance of catch basins.</p>
<p>Development of previously undeveloped land will increase the amount of impervious surfaces and stormwater runoff. (PS)</p>	<p>Impacts on storm drainage due to increases in impervious surfaces shall be mitigated on a project-by-project basis. The improvements to the storm drain capacity with redevelopment will more than accommodate increased flows. (NS)</p>	
<p>Flooding of the area along Dry Creek may limit development in this part of the project area. The southern edge of the proposed redevelopment area is located within a 100-year floodplain along Dry Creek. (PS)</p>	<p>Construction of any improvements requires the approval of requisite state and federal agencies as is presently required.</p>	
<p>(B) = Beneficial (S) = Significant (NS) = Not Significant (LS) = Less Than Significant (PS) = Potentially Significant</p>		

(CONTINUED)

TABLE 5-1 (CONTINUED). REVISED SUMMARY OF IMPACTS, MITIGATION MEASURES AND MITIGATION MONITORING PROGRAM

IMPACT	MITIGATION MEASURES	MITIGATION MONITORING PROGRAM
<p>The primary concerns for water quality are increases of pollutants in stormwater runoff from urban areas and accelerated erosion and resulting turbidity and siltation due to construction activities. (PS)</p>	<p>Future developments should mitigate increases in street contaminants such as oil and grease that enter surface waters in the project area.</p> <p>Land should be excavated and graded during dry construction seasons, from April to November. (NS)</p>	
<p>3.9 PUBLIC SERVICES</p>		
<p>The City of Modesto Fire Department will experience impacts associated with fire safety during the construction of new buildings and projects. During project construction, increased traffic congestion, water supply, and safety problems may develop. Impacts may result from the implementation of specific sewer upgrade projects. These impacts include the disruption of city streets and the associated health and safety risks. The health and safety impact of these projects would need to be addressed on a case-by-case basis. (PS)</p>	<p>Public safety impacts associated with major infrastructure improvements shall be mitigated by coordination among the Public Works and Transportation, Police, and Fire Departments.</p> <p>Before the initiation of any redevelopment project impacting traffic flow, the Chief of Police and Fire Chief shall be informed of specific project location, duration of construction, and alternate routes available.</p> <p>A traffic flow plan shall be approved by the city traffic engineer prior to construction of each roadway improvement project.</p> <p>Public agencies and private developers should consider the undergrounding of utilities where feasible. (NS)</p>	<p>The city Planning Department shall monitor all proposed mitigation measures to ensure they are implemented. This would require the Planning Department to coordinate redevelopment projects among the city traffic engineer, the Police and Fire Departments, the Public Works Department, PG&E, and the Modesto Irrigation District. The city Planning Department should inform all parties of proposed projects and ensure all parties coordinate efforts to ensure public safety.</p> <p>The Police Department should monitor the effectiveness of this plan during the construction phases of each roadway improvement project.</p>
<p>Street widenings, street realignments, and other projects may have temporary impacts on the existing location of electric and gas lines. Due to obstructions, it is likely that relocating 12 Kv overhead lines would not be practical. It is the policy of the MID to require the cost of undergrounding of electric lines to be borne by the requesting party. (NS)</p>	<p>No mitigation required.</p> <p>Improvement of facilities that will require relocation, installation or removal of gas utilities shall be submitted to PG&E for their review and assessment.</p>	
<p>As the Modesto city schools are currently experiencing overcrowding conditions in many</p>	<p>The agency and all entities receiving a share of the property tax will be negotiating regarding</p>	<p>The Redevelopment Agency shall negotiate facility improvements with Modesto city schools to</p>
<p>(B) = Beneficial (S) = Significant (NS) = Not Significant (LS) = Less Than Significant (PS) = Potentially Significant</p>		

(CONTINUED)

TABLE 5-1 (CONTINUED). REVISED SUMMARY OF IMPACTS, MITIGATION MEASURES AND MITIGATION MONITORING PROGRAM

IMPACT	MITIGATION MEASURES	MITIGATION MONITORING PROGRAM	
<p>of their schools, growth resulting from the redevelopment project will have a negative impact. Residential growth will increase student enrollment and overcrowding, unless more school facilities are provided. The school facilities in the redevelopment area have not been specifically identified as potential recipients of redevelopment financing. The Modesto Junior College is exploring agreements with the city to privately develop parts of the West Campus and retaining all or parts of the resulting tax revenues for campus facility development. Agreements may prevent further overcrowding by making more facilities feasible. (PS)</p> <p>The redevelopment project should have a positive impact on the local construction economy. The project proposes the construction of a number of facilities which would benefit local builders and contractors. The overall fiscal effect of the redevelopment project on the city would be positive. Beautification of the downtown area and alleviation of traffic congestion would likely entice more consumers into the downtown area, allowing for a sustained economic recovery of the area. Based on the past experience of Burns & Watry and Earth Metrics with similar redevelopment projects, tax increment financing appears to be the principal source of long-term redevelopment funding available to the city at this time. Some projects may be partially funded through capital facility fees. The city, however, plans to investigate the use of other funding sources, such as assessment districts, to fund proposed projects. Several city</p>	<p>impacts as part of the redevelopment fiscal review process. (NS)</p> <p>To reduce adverse effects of the Redevelopment Plan on any taxing entity, Community Redevelopment Law allows for the formation of a fiscal review committee composed of one representative from each of the affected taxing entities. Within 15 days after receiving notification that a fiscal review committee has been created, and prior to sending a Redevelopment Plan to the fiscal review committee, the Agency shall commence consultation with the committee regarding the impact of the proposed redevelopment project upon the affected taxing entities. If the report of the fiscal review committee concludes that the Redevelopment Plan will cause a financial burden or detriment upon one or more members of the committee, the report may include recommended actions to be implemented by the Agency which would alleviate or eliminate the financial burden or detriment. This would include, but not be limited to, the following:</p> <ul style="list-style-type: none"> - Amendments to the Redevelopment Plan which would modify the total amount of tax increments 	<p>ensure proper consideration of growth impacts to schools.</p> <p>The agency will monitor the recommended fiscal mitigation measures. The Redevelopment Agency shall coordinate all fiscal considerations with the city Planning Department to ensure their compliance with recommended measures.</p>	
<p>(B) = Beneficial (S) = Significant (NS) = Not Significant (LS) = Less Than Significant (PS) = Potentially Significant</p>			

(CONTINUED)

TABLE 5-1 (CONTINUED). REVISED SUMMARY OF IMPACTS, MITIGATION MEASURES AND MITIGATION MONITORING PROGRAM

IMPACT	MITIGATION MEASURES	MITIGATION MONITORING PROGRAM
<p>service departments funded through the City of Modesto general fund could be affected by the tax increment financing method. Property tax increases from this area would not accrue to the general fund, and departments such as police and fire would experience increased service demand due to the cumulative effects of redevelopment growth. (S)</p>	<p>to be received by the Redevelopment Agency, the duration of the Redevelopment Plan, the size of the project area, in kind or number, specific projects proposed to be undertaken by the Agency, or include specific actions or projects to be undertaken by the Agency which would reduce or eliminate the detrimental fiscal effect upon the members of the fiscal review committee.</p> <p>- Payments by the Agency to the taxing entity which is adversely affected by the Redevelopment Plan. (NS)</p>	
<p><u>3.10 CULTURAL RESOURCES</u></p>		
<p>Archaeological resources not previously identified within the redevelopment area, due to the lack of a comprehensive survey, might be uncovered. Discovery would be most likely in areas not previously disturbed. Subsurface construction activities, such as grading, could result in damage to these archaeological resources. If this were to occur, by law all construction activities shall cease until a qualified archaeologist has been contacted. (PS)</p>	<p>Land alteration work shall be stopped if archaeological resources are observed during construction activities. A qualified archaeologist shall be notified. Prompt evaluations shall then be made regarding the finds, and a course of action acceptable to all concerned parties determined. (NS)</p>	<p>The city Office of Planning and Community Development shall monitor recommended mitigation measures to ensure compliance.</p>
<p>As with most areas in California, there is a possibility that Native American burial sites would be encountered during construction. (PS)</p>	<p>In the event that human remains are observed during construction activities, halt all excavation or disturbance of the site until the county coroner has been informed. If the remains are of Native American origin, notify the Native American Heritage Commission within 24 hours. Local Native American Associations and descendants of the deceased should be informed and make recommendations for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code, Section 5097.89. (NS)</p>	
<p>(B) = Beneficial (S) = Significant (NS) = Not Significant (LS) = Less Than Significant (PS) = Potentially Significant</p>		

(CONTINUED)

TABLE 5-1 (CONTINUED). REVISED SUMMARY OF IMPACTS, MITIGATION MEASURES AND MITIGATION MONITORING PROGRAM

IMPACT	MITIGATION MEASURES	MITIGATION MONITORING PROGRAM
<p>There are buildings listed in the Historic Resources Inventory in the project area. The construction of redevelopment projects may have adverse effects upon known and unknown historic resources in the area. Specific projects identified as part of the Predevelopment Plan include the reconstruction of J Street and a street overlay from 13th to Downey. These projects may have adverse effects upon the McHenry Mansion on 15th and I Street, and the U.S. Post Office at 12th and I Streets. The Redevelopment Plan proposes the renovation and upgrading of candidate buildings which are structurally deficient and have "obsolete lay-out." Some of the currently undefined "candidate" buildings may be potentially historically significant resources. The renovation of these structures without proper historical identification and due consideration may destroy their historical integrity. (S)</p>	<p>The city shall make every reasonable effort to preserve the integrity of any potentially significant historic buildings in the redevelopment area. A finding of historical significance for buildings in the redevelopment area should be agreed upon by the Landmark Preservation Commission and submitted to the city council for approval. This list should be circulated to the Planning Department, the Building Inspection Department, and the Redevelopment Agency for reference. Once designated, any application for permits for demolition or remodeling shall be referred to the Landmark Preservation Commission. The Commission shall either approve or suggest changes to the permit in order to comply with the historical nature of the site prior to issuance of the permit. If an historic structure may be affected, the Landmark Preservation Commission, a qualified architectural historian, and the city engineer shall agree upon solutions to mitigate any significant impacts.</p>	
<p>(B) = Beneficial (S) = Significant (NS) = Not Significant (LS) = Less Than Significant (PS) = Potentially Significant</p>		

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