Draft Addendum

to the

ESCONDIDO RESEARCH AND TECHNOLOGY CENTER SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT

for the proposed

ERTC Specific Plan Amendment, City of Escondido General Plan Amendment and Hospital/Medical Campus

Palomar Pomerado Healthcare District
15255 Innovation Drive
San Diego, CA 92128

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I. INTRODUCTION

This Addendum to the Final Environmental Impact Report (FEIR) for the Escondido Research and Technology Center (ERTC), SCH No. 2001121065, has been prepared ~~for~~ by Palomar Pomerado Healthcare District (PPH) in accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15164. It updates the FEIR that was prepared for the City of Escondido (City) and certified on XXX **[GET DATE FROM CITY OF ESCONDIDO]**. The FEIR is available for review at the City of Escondido Planning Department, which is located at 201 North Broadway, Escondido, CA 92025.

The primary purpose of the Addendum is to evaluate the potential environmental effects of proposed modifications to the ERTC Specific Plan, which consist of changes to the footprint and allowable land uses on Planning Areas 4 and 5. A Specific Plan Amendment (SPA) would be approved to implement the proposed changes, which include increasing the total acreage of Planning Area 4 and reducing the total acreage of Planning Area 5. In addition, the SPA identifies hospital/medical facilities as an allowable use in Planning Area 4. The FEIR included an evaluation of the potential impacts of development of an industrial business park on Planning Areas 4 and 5. A General Plan Amendment (GPA) would also be approved, which would include hospital/medical facilities as an allowable use in the ERTC Specific Planning Area. This Addendum is intended to evaluate the potential impacts of development of a hospital/medical campus on Planning Area 4 of the SPA to determine if the changes and additional detail beyond that analyzed in the FEIR meet any of the requirements for the preparation of a Subsequent or Supplemental EIR per Sections 15162-15163 of the State CEQA Guidelines. This section of the CEQA Guidelines would require a Subsequent or Supplemental EIR if any of the following conditions apply:

- Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

- Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:

    - The project will have one or more significant effects not discussed in the previous EIR;
    - Significant effects previously examined will be substantially more severe than shown in the previous EIR;

- Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15164 of the State CEQA Guidelines states that an Addendum to an EIR may be prepared "if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." If none of the aforementioned conditions are met, a subsequent or supplemental EIR is not required. Rather, an agency can:

- Decide that no further environmental documentation is necessary; or
- Require that an addendum be prepared.

Since some changes are proposed in the ERTC SPA, including the reconfiguration of Planning Areas 4 and 5 and a change in allowable land uses on Planning Area 4, PPH has decided to prepare an addendum to the FEIR.

II. BACKGROUND DISCUSSION

FEIR

In 2002, the FEIR analyzed the environmental impacts of the proposed ERTC Specific Plan, set forth mitigation measures, and was certified. At the time of FEIR certification, Planning Areas 4 and 5 were anticipated to be developed as an industrial business park. Since that time, the site has undergone rough grading consistent with the ERTC EIR. However, no industrial business park has been constructed on Planning Areas 4 and 5 and the site remains undeveloped.

PALOMAR MEDICAL CENTER

PPH has prepared a Facilities Master Plan that proposes repair, replacement and expansion projects for both Palomar Medical Center in Escondido and Pomerado Hospital in Poway, as well as the development of outpatient satellite centers in communities throughout the District, in order to improve access to local healthcare services and meet projected future demands. One objective of the Facilities Master Plan is to improve and expand the total combined number of patient beds in all the PPH hospital facilities by approximately 70 percent. This increase is based on projected future demand for hospital beds at PPH facilities. Expansions or improvements to Pomerado Hospital and satellite facilities are subject to separate CEQA review and are not covered in this Addendum.

The existing Palomar Medical Center requires a substantial expansion in order to meet the goals of the Facilities Master Plan. Currently, the need to admit patients of specific types or acuities at Palomar Medical Center often exceeds bed availability. Necessary improvements include the provision of additional hospital beds and expanded inpatient and outpatient services.

Palomar Medical Center also requires structural improvements, including compliance with current State-required seismic standards for hospitals. The required structural improvements are so intensive that it would not be fiscally prudent to complete these activities while maintaining critical hospital functions. Therefore, the option to construct a replacement hospital at a new location was selected, rather than to structurally improve and expand the existing hospital.

POTENTIAL HOSPITAL SITES

A wide range of possible locations were considered for the development of a new hospital to replace the existing Palomar Medical Center. PPH worked with City staff and elected officials to find a suitable site. The PPH Board signed a resolution stating that it is preferable to keep the location of the new hospital within the City of Escondido. A site size of approximately 40 acres was targeted as the ideal site size for the new hospital. A list of the potential site locations considered and the reasons why they were/were not selected is provided below.

Site 1 (Old K-Mart site). This site is located at the intersection of Centre City Parkway and West Mission Avenue. The site size of 28 acres was considered to be too small for the construction of a new hospital/medical campus. Development of the hospital at this site would require the acquisition

of the Albertson's across street in addition to the K-mart site. The offer was entered into separate escrow and sold before PPH had completed all planning efforts.

Site 2 (El Norte Parkway site). This site is located near I-15 and El Norte Parkway. This site was approximately 51 acres, which would be adequate for a new hospital/medical campus. It was rejected because it would require condemnation of over 40 residences and businesses.

Site 3 (Escondido Research and Technology Center). This is the proposed project site. The site was selected because it is close to the 40 acre goal, includes grading and infrastructure, and has good freeway access.

Site 4. This site is located between Gamble Lane and Hamilton Lane. The site is approximately 20 acres, which does not meet the 40 acre goal. In addition, it was rejected because it is a super fund site and would require substantial hazardous materials clean up effort.

Site 5. This site is located at Felicita Road and I-15 and is approximately 14 acres in size. It was rejected because it was too small and purchased by private developer.

Site 6 (San Marcos site). This site is located in the City of San Marcos near SR-78 and Twin Oaks Valley Road. This site is approximately 184 acres. PPH considered this site; however, there were issues with infrastructure and land acquisition. The site was ultimately rejected because PPH would prefer to keep the hospital in Escondido. The City of San Marcos is currently pursuing other development plans for the site.

Site 7 (Mountain Meadows Road site). This site is located near I-15/Mountain Meadow Road/Deer Springs Road. This site was rejected because infrastructure would be cost prohibitive, it would require a change in zoning, is within the jurisdiction of the County of San Diego, and is far from police services.

ERTC SPECIFIC PLAN AMENDMENT

The construction of a hospital on Planning Areas 4 and 5 of the ERTC Specific Plan would require amendments to the existing ERTC Specific Plan and the City's General Plan to include a hospital/medical campus as an allowable use in these areas. Therefore, a new environmental analysis is being prepared to determine whether the change in designated land use at this location would result in any new or substantially more severe environmental impacts than those impacts identified by the FEIR.

III. PROJECT DESCRIPTION

The "proposed project" for the purposes of this Addendum is the implementation of an SPA to the existing ERTC Specific Plan, the implementation of a GPA to the existing City General Plan and the construction of a new hospital/medical campus consistent with the SPA and GPA. The project is located in the City of Escondido, California (Figure 1).

GENERAL PLAN AMENDMENT

The General Plan Amendment would revise Chapter VIII, Specific Planning Areas, to include hospital/medical facilities as an allowable use in Specific Planning Area 8, Harmony Grove Specific Plan Area.

SPECIFIC PLAN AMENDMENT

The focus of the Specific Plan Amendment is to include hospital/medical, and medical research and education uses as allowable land uses in the ERTC Specific Planning Area.

Specifically, the ERTC SPA accomplishes the following:

- Increases the total acreage of Planning Area 4 from 17.37 acres to 35.4 acres and increases the total building area allowed in Planning Area 4.

- Reduces the total acreage of Planning Area 5 from 22.6 acres to 4.8 acres and decreases the total building area allowed in Planning Area 5.

- Identifies hospitals and medical clinics as allowable land uses in Planning Area 4, including, but not limited to, the following:

    - Long and short-term medical care including outpatient surgery centers, imaging centers, mental health clinics, outpatient clinics, rehabilitation clinics
    - Doctor's offices
    - Emergency treatments
    - Medical-related research and education facilities
    - Medical, dental and optical laboratories
    - Pharmacies
    - Ambulance and paramedic services
    - Medical-related helicopter services
    - Parking lots and parking structures
    - Pole, roof and building-mounted facilities that incorporate stealth designs or are screened from public view
    - Central power plant to support primary uses
    - Ancillary support services including food services, storage, and other uses incidental to the primary use

- Other uses the Community Development Director determines to be similar in nature

- Revises the ERTC Design Policies so that the architectural style of the hospital and medical uses in Planning Area 4 may vary from the industrial buildings in the other planning areas. However, all development in the ERTC shall be designed in a manner that creates a visually coherent and functional environment.

- Establishes unique Architectural Design Guidelines for Planning Area 4, which allows it to differentiate itself as a unique but cohesive parcel in the ERTC. Design guidelines for the following elements have been established:

  - Character
  - Facades
  - Fenestration and Curtain Wall
  - Structure
  - Roof Forms
  - Mechanical Equipment
  - Building Entrances
  - Materials
  - Colors and Finishes
  - Design Details
  - Rear Elevations

- Establishes specific landscape guidelines for Planning Area 4 which allows for a more native and naturalized plant palette.

- Identifies specific lighting requirements for the hospital and heliport uses in Planning Area 4, including perimeter lighting at the deck, a beacon, obstruction lights, and a lighted windcone. Requires that all heliport lighting shall be designed in a manner to avoid unnecessary glare or spillover onto adjacent properties to the fullest extent possible.

- Establishes environmental regulations for Planning Area 4 associated with medical waste storage/disposal and helicopter traffic.

- Establishes the following parking ratios for hospital and medical uses:

  - Hospital Inpatient: 1.25 spaces per patient bed.
  - Hospital Outpatient Facility: 5 spaces per 1,000 square-feet of gross floor area.
  - Laboratory and Food Service: 1 space per 575 square-feet of gross floor area.
  - Central Service Warehouse: 1 space per 800 square-feet.

The revisions to the Specific Plan would be in conformance with applicable State law and the City General Plan, as identified in Section IV of the SPA. All other aspects of the ERTC Specific Plan would remain unchanged.

NEW HOSPITAL/MEDICAL CAMPUS

Location

The proposed hospital/medical campus would be constructed on Planning Area 4 of the proposed ERTC SPA (Figure 2). The approximately 35-acre project site is located along the western side of Citracado Parkway, south of Vineyard Drive, in the western portion of the City of Escondido (Figure 3). The property is currently vacant and has been cleared of vegetation and undergone preliminary grading.

Proposed Buildings and Services

Planning Area 4 would be developed into a hospital/medical campus with approximately 1.2 million gross square feet (GFS) of building space. Figure 4 identifies the proposed hospital/medical campus concept plan. The project would construct a new 453-bed hospital, with approximately 360 beds provided for general inpatient services and the remaining 93 beds provided as part of a women's center. The hospital building would have several wings with varying numbers of floors and would be generally located in the north-central portion of the proposed hospital campus. Two, nine-story nursing towers in the central portion of the hospital would provide 314,000 gsf of building space for the 360 inpatient beds. Diagnostic and treatment services would be provided in a two-story, 228,000 gsf wing in the southwestern portion of the hospital. The diagnostic and treatment services wing would include emergency services, imaging, surgery, an outpatient diagnostic center, and hospital support services. The women's center would be located in the three-story northeastern wing of the hospital building, providing a total of 110,000 gsf of building space. The women's center would offer the following services: labor and delivery, neonatal intensive care unit (NICU), post partum, and an outpatient center.

A separate central services building would provide approximately 91,000 gsf of building space for a reference lab, a warehouse, information technology/information systems (IT/IS), and food services. The central services building would be one story in height and would be located in the southern portion of the hospital campus.

A hospital support building would be constructed on the campus to provide 258,000 gsf of building space in four stories for support services, administrative services, a conference center, and outpatient services. The hospital support building would be located just southeast of the main hospital building in the center of the hospital campus.

In addition, a separate outpatient services building would be constructed in the central portion of the hospital campus. This building would provide approximately 160,000 gsf of building space in four stories.

Finally, a 50,000 gsf central plant would be constructed in the northeastern corner of the site. This building would be three stories in height. As a project design feature, a noise study will be prepared

to the final design of the central plant facility to ensure that necessary noise abatement measures are incorporated into the building plans to attenuate the equipment noise to comply with the applicable City noise ordinance criteria at the property lines.

Site Access

General vehicular access to the hospital campus would be provided from two proposed entrance driveways off Citracado Parkway. Each of these driveways would connect directly to a different hospital drop-off area and to a service loop road located along the perimeter of the hospital property. The northern driveway entrance would connect directly to a drop-off circle near the women's center. The southern entrance driveway would connect directly to a drop-off circle between the outpatient services building, central services building and the southern parking structure. The emergency services area of the diagnostic and treatment wing would be accessible from both entrance driveways via the service loop road and another driveway connecting to the emergency drop-off circle.

Near the southern boundary of the site, a service vehicle driveway would be constructed off Citracado Parkway for use by emergency and service vehicles. This service entrance would also connect to the service loop road. From this entrance, service vehicles would be directed along the southern and western portions of the service loop road to the service loading area and emergency services area located in the west-central portion of the campus.

A fourth driveway would be constructed to access the central plant building. This entrance driveway would be located off Citracado Parkway in the northeastern corner of the site.

Parking

A mixture of surface and garage parking spaces would be provided in the northern and southwestern portions of the campus. A total of 2,595 parking spaces would be provided onsite. Surface parking lots would be located along the northern and northwestern site boundaries and would connect to the central loop road. In addition, two five-story parking structures would be located in the southwestern portion of the site, also connecting to the central loop road.

Proposed Landscape Plan

The hospital/medical campus would provide landscaping consistent with the landscape design guidelines identified in the ERTC SPA for Planning Area 4. A proposed landscape concept plan is provided in Figure 5.

Helipad

Location and Approvals. A helipad would be constructed onsite for helicopters transporting trauma patients. The preferred location for the helipad is on the roof of the western nursing tower in the northwestern portion of the hospital campus. The helipad would require the issuance of an "airspace determination" letter from the FAA, as required by Part 157 of the Federal Aviation

Regulations. The project would also require review by the Airport Land Use Commission, which is the San Diego Regional Airport Authority (SDRAA). The project would also require the issuance of two permits by Caltrans Division of Aeronautics (DOA). The DOA would issue a Heliport Site Approval Permit after all approvals from other agencies have been issued, and a Heliport Permit to authorize flight operations upon post-construction inspection.

Operations. The helipad would be available for helicopter use 24 hours a day. The existing Palomar Medical Center averaged approximately 23 helicopter trips per month from January through June 2005 (personal communication, Cheryl Graydon, PPH, August 1, 2005). Since the proposed hospital/medical campus would replace the existing hospital as the regional center for trauma patients, it is anticipated that the operations at the proposed hospital/medical campus would be similar to those at the existing Palomar Medical Center.

Flight Paths. The flight paths proposed to serve the helipad are identified in Figure 6. Flight Path B would be the preferred approach path and is anticipated to be used for approximately 70 percent of all helicopter trips. This approach path would be from the southwest and located entirely over industrial and commercial uses west of the I-15 corridor. Paths A, C, and D would provide alternate routes that would be used if wind conditions would not allow helicopters to approach from Path B. Each of these alternate routes would be used for approximately 10 percent of all helicopter approach trips. The Flight Path A approach would be from the northwest, the Flight Path C approach would be from the north east and the Flight Path D approach would be from the southeast.

Flight Path A is the preferred departure path and is anticipated to be used for approximately 70 percent of all helicopter departure trips. This path is 180 degrees from Flight Path B and would depart in the same direction (northwest) as Flight Path B would arrive. The Flight Path A alignment would be located mostly over industrial areas. The remaining Paths B, C, and D would provide alternative routes to accommodate varying wind conditions. Each alternative route would be used for approximately 10 percent of all helicopter departure trips.

Offsite Improvements

The proposed hospital/medical campus would include offsite traffic improvements to five City intersections and interchanges. PPH would make fair share contributions into specific City intersection improvement funds for each of the following project improvements.

- Restriping the eastbound approach on West 9th Street at Auto Park Way to a right-turn lane, a shared through/right lane, and a left-turn lane and the provision of right-turn overlap phasing on the eastbound approach.
- Improvement of the Valley Parkway/I-15 interchange to increase interchange capacity.
- Improvement of the SR-78/Nordahl Road interchange.
- Signalization of the Harmony Grove Road/Howard Avenue intersection with dedicated left-turn lanes.

Project Construction

Phasing. The proposed hospital campus would be constructed in four phases. Some phases of construction would be sequential, while others would overlap or occur concurrently. Construction is anticipated to begin in 2006.

Phase I would include site preparation, utilities construction and any additional grading work. This phase would last for approximately one year, beginning in mid-2006 and finishing in mid-2007.

Phase 2 would include construction of the central plant, central services and the hospital support building. This phase would last for approximately three years from mid-2007 to mid-2010. Construction of the central plant and central facilities buildings would each last approximately 18 months. Construction of the hospital support building would last approximately 30 months.

Phase 3 would include construction of the hospital building. This phase is anticipated to last approximately 42 months, beginning in early 2008 and finishing in mid-2011.

Phase 4 would include construction of the two parking structures and the outpatient services building. The parking structures would each take approximately 12 months to construct and the outpatient services building would take approximately 24 months to construct. The timing of construction has not been determined for this phase.

Dust Control. Dust control measures would be incorporated into the project to reduce fugitive dust emissions during excavation and grading activities. The following best management practices (BMPs) would be implemented during construction:

- Multiple applications of water during grading between dozer/scraper passes
- Paving, chip sealing or chemical stabilization of internal roadways after completion of grading
- Use of sweepers or water trucks to remove "track-out" at any point of public street access
- Termination of grading if winds exceed 25 mph
- Stabilization of dirt storage piles by chemical binders, tarps, fencing or other erosion control

IV. ENVIRONMENTAL ISSUES

The following pages describe environmental issues for the proposed project. Each section contains an analysis of project modifications and potential impacts resulting from the changes, if any. This analysis has been undertaken, pursuant to the provisions of CEQA and its Guidelines, to provide decision makers with a factual basis for determining whether any modifications to the project, changes in circumstances, or receipt of new information not available during preparation of the FEIR that would require additional review or preparation of a subsequent or supplemental EIR. The findings for each environmental topic area are summarized in the analyses that follow. The impacts from the proposed ERTC Specific Plan Amendment and hospital/medical campus have been evaluated under a maximum development scenario with 1.2 million gsf generating an ADT count of 17,060 trips (LLG 2005).

A. LAND USE AND PLANNING

Existing Environmental Setting

Please see Section 2.1 of the certified FEIR for a summary of the existing environmental setting for land use.

FEIR

Please see Section 5.1 of the certified FEIR for an analysis of the potential land use effects of the ERTC Specific Plan.

The FEIR identifies that the proposed ERTC project is located in Specific Planning Area No. 8 of the Escondido General Plan. Specific Planning Area No. 8, known as the Harmony Grove Specific Planning Area, or Quail Hills, was anticipated to be developed into a high-quality industrial park which would expand Escondido's industrial and employment base. The ERTC Specific Plan amends and supersedes the Quail Hills Specific Plan. The ERTC Specific Plan designates 10 planning areas, land uses, and the circulation system for the project area.

The FEIR concluded that based on the current land use designation assigned to the proposed project site under the Quail Hills Specific Plan, implementation of the ERTC Specific Plan would be inconsistent with the General Plan. This would result in a significant land use impact. Mitigation incorporated into the project consists of a GPA, which ensures consistency with the City's General Plan goals and objectives established within the Land Use Element and Circulation Element. The ERTC Specific Plan implements the General Plan, the City's Zoning Ordinances, and provides guidelines for the development of the property. Implementation of the GPA as part of the project mitigates land use impacts to below a level of significance. When the FEIR was certified, no significant impacts were identified for conflicts with environmental plans or policies, incompatibility with existing land uses in the vicinity, impacts to agricultural resources, or disruption of an established community.

The MMRP Mitigation Measures adopted in the FEIR are included in Attachment 1 to this Addendum.

Proposed Project Modifications

The ERTC Specific Plan modifications evaluated in this Addendum include primarily the reconfiguration of Planning Areas 4 and 5, identification of hospital/medical as an allowable land use in Planning Area 4, and new design guidelines for Planning Area 4. A General Plan amendment would also be processed which would identify hospital/medical services as an allowable use. Also analyzed in this EIR Addendum is the development of a 1.2 million gsf hospital to be constructed on Planning Area 4, which was previously designated for business park uses.

As part of the project, a GPA to the City's General Plan and an SPA to the existing ERTC Specific Plan would be implemented. The GPA would revise the General Plan to include hospital/medical as an allowable land use in Planning Area 8 (Quail Hills Specific Plan). The SPA would revise the ERTC Specific Plan to increase the total acreage of Planning Area 4 to approximately 35 acres and decrease the total acreage of Planning Area 5 to approximately 4 acres. The SPA would also include hospital/medical campus with helicopter operations as an allowable use in Planning Area 4 of the ERTC Specific Plan. The SPA would establish a set of unique design standards for the hospital campus while still maintaining a visually coherent and functional environment with the rest of the ERTC Planning Areas. The project would be required to be consistent with the design guidelines identified for Planning Area 4 in the SPA. Helicopter operations would be subject to all applicable federal, state and local regulations which would ensure consistency with surrounding land uses.

The proposed hospital would be located on Planning Area 4, to the west of the proposed power plant. The power plant would be located on Planning Area 1 of the ERTC Specific Plan. Planning Area 3 and Citracado Parkway would separate the hospital from the power plant. The power plant would be required to comply with all applicable federal, state and local regulations regarding design, air quality, noise, and hazards impacts, which would ensure that the power plant would not result in any unique health risks or hazards. As required by law, the power plant would adopt an emergency response plan which would reduce the potential for health risks or hazards associated with an emergency situation. Due to the distance of the power plant from the hospital, noise from the power plant would not result in auditory disturbances at the hospital. In addition, the power plant would be consistent with the design guidelines identified in the ERTC Specific Plan and would not result in a visual impact to the hospital. As discussed in Section C., Air Quality, air quality at the hospital would not be impacted by the power plant. Therefore, the proposed hospital/medical campus would be compatible with the surrounding land uses within the ERTC Planning Area, including the proposed power plant.

As identified in the FEIR, the project vicinity is dominated by urban development. Industrial parks and other heavily urbanized landscapes occupy the area immediately to the east of the ERTC Specific Planning area. The areas to the north and northwest are also dominated by urban land uses. Land uses to the south and southwest of the ERTC Specific Planning areas are dominated by rural development, eucalyptus groves, and fallow agricultural fields. Therefore, the proposed

hospital/medical campus would be an extension of the existing urbanized area of Escondido and has located compatible uses next to existing residences and industrial areas.

Implementation of a GPA would ensure project consistency with the City's General Plan because it would identify hospital/medical facilities as an allowable use in Planning Area 8 (Quail Hills Specific Plan). The ERTC Specific Plan supersedes the Quail Hills Specific Plan as the land use planning document for Planning Area 8 of the General Plan. Therefore, the GPA would allow the construction of a hospital/medical campus in the ERTC Specific Plan area. The SPA would implement the General Plan, the City's Zoning Ordinance, and provide new design guidelines for development of Planning Area 4. Design of the proposed hospital would be required to be consistent with the design guidelines identified in the SPA for Planning Areas 4. The guidelines identified in the previous ERTC Specific Plan and analyzed in the FEIR would remain in effect for the other Planning Areas. Therefore, the project would not result in a conflict with applicable plans or policies.

The analysis and conclusions in the FEIR regarding effects to agricultural resources and disruption of an established community are adequate to address the proposed ERTC SPA and proposed hospital/medical campus. No impacts would occur with respect to these issues.

Implementation of the GPA and SPA and construction of a new hospital/medical campus on Planning Area 4 of the ERTC Specific Plan would not result in increased potential impacts from land use and planning above those anticipated in the FEIR. Therefore, the proposed ERTC Specific Plan modifications and proposed new hospital/medical campus are consistent with the FEIR.

Findings

The proposed project is consistent with the certified FEIR and will not result in any new significant plan conformance and land use compatibility impacts. Therefore, the comparison of anticipated plan conformance and land use compatibility effects of the proposed project with the impacts disclosed in the previous certified EIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions Not Required. The ERTC Specific Plan Amendment and proposed hospital/medical campus will not result in any new significant plan conformance and land use compatibility impacts, nor is there substantial increase in the severity of impacts from that described in the certified FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the land use analysis was undertaken for the ERTC Specific Plan compared to the proposed SPA that would require major changes to the certified FEIR.

No New Information Showing Greater Significant Effects Than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the certified FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant land use impact requiring major revisions of the certified FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Since the proposed SPA would not result in significant impacts with respect to plan conformance and land use compatibility, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant land use effects identified in and considered by the certified FEIR.

B. TRANSPORTATION/CIRCULATION

Existing Environmental Setting

Please see Section 2.2 of the certified FEIR for a summary of the existing environmental setting for transportation and circulation in the project area.

FEIR

Please see Section 2.2 of the certified FEIR for an analysis of the potential transportation and circulation effects of the ERTC Specific Plan.

The FEIR analyzed existing and future operations at 30 key intersections and 31 street segments in the project vicinity. The FEIR also provided a freeway analysis and a discussion of project site access. Potentially significant direct impacts were identified at 2 signalized intersections, 2 unsignalized intersections, 7 street segments, and for project access along Citracado Parkway, based on significance criteria identified in the FEIR. Potentially significant cumulative impacts were identified at 5 signalized intersections, 7 unsignalized intersections, 8 street segments and 2 freeway segments. The FEIR proposed Transportation/Circulation mitigation measures for direct and cumulative traffic impacts. Implementation of mitigation measures identified in the FEIR would reduce all direct project impacts to below a level of significance. Implementation of FEIR mitigation measures would partially reduce cumulative traffic impacts; however, the FEIR found that there is no feasible way to mitigate freeway impacts to below a level of significance. Therefore, the proposed project would have a significant and unmitigable cumulative traffic impact.

The FEIR states that the total trip generation for the entire ERTC Specific Plan project area is assumed to be around 20,000 Average Daily Traffic (ADT), which is less than half the total ADT identified in the Quail Hills Specific Plan that it supersedes. If the overall trip generation of the ERTC Specific Plan remains below 20,000 ADT, the traffic study would remain valid. If the total trip generation exceeds 20,000 ADT, additional studies would be necessary. Individual Planning Area trip generation could exceed the assumed trip generation in the traffic report by up to 10 percent as long as the total Specific Plan Area trip generation estimate of 20,000 ADT is not exceeded. If the trip generation of an individual Planning Area exceeds the assumed trip generation by more than 10 percent, the impact of this additional amount of trips should be analyzed. The FEIR identifies a trip generation of 4,480 ADT for Planning Area 4 and 5,630 ADT for Planning Area 5, for a total trip generation of 10,110 ADT for both Planning Areas. The total peak hour trips for Planning Areas 4 and 5 is identified as 1,214 ADT for both the AM and PM peak hours.

The MMRP Mitigation Measures adopted in the FEIR and applicable to the proposed project are included in Attachment 1 to this Addendum.

Proposed Project Modifications

The proposed hospital/medical campus would include onsite circulation, parking and access improvements. In addition, the project would include offsite improvements to a number of intersections and street segments in addition to those adopted in the certified FEIR. The proposed traffic/circulation improvements are listed below. For a more detailed discussion, refer to Section III, Project Description.

Onsite Traffic/Circulation Improvements

- Construction of a central loop road along the perimeter of the project site.
- Construction of four new driveways off Citracado Parkway to access the site.
- Signalization of the two middle driveways off Citracado Parkway.
- Northern and southern driveways would allow inbound left-turns but outbound left-turns would be prohibited.

Offsite Traffic/Circulation Improvements **[ARE ANY OF THESE INCLUDED IN THE CITY'S CIP PROGRAM? IS A FUNDING SYSTEM IN PLACE?]**

- Make a fair share contribution towards restriping the eastbound approach on West 9th Street at Auto Park Way to a right-turn lane, a shared through/right lane, and a left-turn lane and the provision of right-turn overlap phasing on the eastbound approach.
- Make a fair share contribution toward the future improvements of the Valley Parkway/I-15 interchange to increase interchange capacity.
- Make a fair share contribution toward the planned improvement of the Nordahl Road/SR-78 westbound ramps intersection and Nordahl Road/SR-78 ramp meter. The development agreement between PPH and the City of Escondido would require the City to complete the improvements prior to operation of the hospital/medical campus.
- Make a fair share contribution toward the signalization of the Harmony Grove Road/Howard Avenue intersection with dedicated left-turn lanes.

A new traffic study was completed for the proposed hospital/medical campus by LLG Engineers (2005) and is provided as Attachment 2. The traffic study took into account both direct and cumulative traffic impacts, including new projects not previously considered. According to new traffic study, the proposed hospital/medical campus would generate a total of 17,060 ADT, with 1,204 trips in the AM peak hour and 1,786 trips in the PM peak hour. This is approximately 6,950 ADT more than was anticipated for Planning Areas 4 and 5 of the ERTC Specific Plan. However, the total AM peak hour trips would be 10 ADT less for the proposed hospital than the number anticipated in the FEIR. The total PM peak hour trips for the project area would be approximately 572 ADT greater than the number anticipated in the FEIR. These additional trips in the PM peak hour would impact two street segments, one signalized intersection and one unsignalized intersection, as listed above, that were not included in the previous traffic analysis for the ERTC Specific Plan. However, with implementation of the fair share contributions for the offsite circulation improvements and the City's commitment to improvements to the Nordahl Road/SR-78 intersection, as listed above, the proposed ERTC SPA, GPA and new hospital/medical campus

would not result in any new significant traffic impacts that were not previously identified in the FEIR.

The traffic study for the SPA also identified impacts to street segments, signalized intersections, unsignalized intersections, and freeway segments that have been mitigated for as part of the ERTC EIR. The ERTC traffic study identified mitigation measures that would reduce these impacts to below a level of significance, with the exception of the significant freeway segment impacts, which were found to be significant and unmitigable in the FEIR Findings of Fact and Statement of Overriding Considerations. The FEIR mitigation measures were incorporated into the ERTC Specific Plan project and are identified in the adopted MMRP for that project. Therefore, these impacts have already been mitigated for with the mitigation measures identified in the FEIR.

The proposed hospital would include the provision of 2,595 parking spaces to serve patients, visitors, and staff. This number of parking spaces was determined based upon parking ratios identified in the ERTC SPA, which are based on City Standards. The project would provide two parking spaces for each inpatient hospital bed, five parking spaces per 1,000 gsf for MOB and outpatient services, one parking space per 575 gsf for the reference laboratory and food services, and one parking space per 800 gsf for the warehouse. Therefore, adequate onsite parking would be provided for the proposed hospital/medical campus, consistent with City standards.

The MMRP Mitigation Measures adopted in the FEIR and applicable to the proposed project are included in Attachment 1 to this Addendum.

Findings

The proposed project is consistent with the certified FEIR and will not result in any new significant traffic impacts. Therefore, the comparison of anticipated traffic effects of the proposed project with the impacts disclosed in the previous certified EIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions Not Required. The ERTC Specific Plan Amendment and proposed hospital/medical campus will not result in any new significant traffic impacts, nor is there substantial increase in the severity of impacts from that described in the certified FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the traffic analysis was undertaken for the ERTC Specific Plan compared to the proposed SPA that would require major changes to the certified FEIR.

No New Information Showing Greater Significant Effects Than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the certified FEIR may occur. Based on the information and analysis above,

there is no substantial new information that there will be a new significant traffic impact requiring major revisions of the certified FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Since the proposed SPA would not result in significant traffic impacts, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant traffic effects identified in and considered by the certified FEIR.

C. AIR QUALITY

Existing Environmental Setting

Please see Section 2.3 of the certified FEIR for a summary of the existing environmental setting for air quality.

FEIR

Please see Section 2.3 of the certified FEIR for an analysis of the potential air quality effects of the ERTC Specific Plan.

An air quality analysis was prepared for the FEIR, which included the analysis of impacts associated with construction activities (including all elements of the Specific Plan, land use compatibility issues, and traffic) and site-specific impacts associated with operation of the power plant. The FEIR identified the following potentially significant impacts to air quality: short-term construction impacts associated with blasting and exceedences of daily quarterly emissions of NO_x, PM_{10} and ROC; operational impacts associated with exceedences of CO, ROC, NO_x, and PM_{10} from operation of the ERTC Specific Plan and significant impacts associated with exceedences of operational emissions at the proposed power plant. Mitigation measures were incorporated into the project to reduce both construction and operational impacts. While the mitigation measures prescribed would reduce air pollutant emissions to the degree technically feasible, the project would still result in temporary significant adverse air quality impacts from construction activities and long-term adverse air quality impacts from operational emissions associated with implementation of the ERTC Specific Plan. Therefore, the FEIR concluded that construction and operation of the project would have a significant and unavoidable adverse impact on regional air quality.

Mitigation measures were also incorporated into the project for the proposed power plant, which would reduce impacts to below a level of significance. In addition, the San Diego Air Pollution Control District (SDAPCD) licensing and permit review processes require the power plant to adopt best available control technology and lowest achievable emission rates as required by state and federal law. Therefore, the FEIR concluded that operation of the power plant would not result in significant unmitigable adverse impacts to air quality.

The MMRP Mitigation Measures adopted in the FEIR and applicable to the proposed project are included in Attachment 1 to this Addendum.

Proposed Project Modifications

A new air quality analysis was prepared for the proposed ERTC SPA and hospital/medical campus by Scientific Resources Associated (November 2005). This report is provided as Attachment 3. The report indicated that project construction would not exceed the screening level thresholds for the maximum daily emissions and annual emissions of criteria pollutants. Impacts associated with odor

during construction were also found to be less than significant. Therefore, project criteria pollutant emissions during construction would not cause a significant impact on air quality.

The air quality analysis also evaluated project operational emissions from traffic and area sources such as energy use and stationary sources operating at the hospital's central plant facility. An estimate of operational emissions was prepared for the proposed project, which identified that emissions of all CO would be above the screening-level threshold. Emissions of all other criteria pollutants would be below the screening-level threshold. Because the maximum daily and annual operational emissions of CO would be above the screening-level thresholds, further evaluation of the potential for impacts associated with CO emissions was conducted. CO "hot spots" modeling was conducted at 11 project intersections to evaluate the impacts of project-plus-cumulative-projects on ambient CO concentration in the project vicinity. As identified in the air quality analysis, no exceedances of the CO standard would occur, and operation of the project would not cause or contribute to a violation of an air quality standard.

The air quality analysis also provides a discussion of the potential for power plant pollutant emissions to impact the hospital as a nearby sensitive receptor. As required by the California Energy Commission's Siting Regulation, a public health evaluation was prepared to assess potential human health risks to receptors located in the vicinity of the Palomar Energy Project. While the proposed hospital location was not known at the time the public health evaluation was prepared, the evaluation was required to assess potential health risks at locations outside of the Palomar Energy Project's boundaries, including the entire ERTC, including the proposed hospital site. The public health evaluation predicted health risks (cancer, chronic non-cancer, and acute non-cancer) associated with exposure to emissions from the Palomar Energy Project. The public health evaluation found that none of these health risks would occur. The maximum lifetime cancer risk was predicted to be well below the significance threshold for cancer. The maximum chronic non-cancer risk and the maximum acute non-cancer risk were both predicted to be below levels at which adverse health effects would occur. Therefore, based on the public health evaluation, the Palomar Energy Project would not pose an unacceptable health risk to patients or workers at the proposed hospital/medical campus.

Since the construction and operation of the proposed hospital/medical campus would not result new significant impacts associated with pollutant emissions, and the ERTC SPA and GPA would ensure that the proposed hospital/medical campus is in substantial conformance with the General Plan in terms of land use and intensity, the proposed project would not result in increased potential impacts to air quality resources above those anticipated in the FEIR. Therefore, the proposed ERTC SPA modifications are consistent with the FEIR.

Findings

The proposed project is consistent with the certified FEIR and will not result in any new significant air quality impacts. Therefore, the comparison of anticipated air quality effects of the proposed project with the impacts disclosed in the previous certified EIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the

State CEQA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions Not Required. The ERTC Specific Plan Amendment and proposed hospital/medical campus will not result in any new significant air quality impacts, nor is there substantial increase in the severity of impacts from that described in the certified FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the air quality analysis was undertaken for the ERTC Specific Plan compared to the proposed SPA that would require major changes to the certified FEIR.

No New Information Showing Greater Significant Effects Than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the certified FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant air quality impact requiring major revisions of the certified FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Since the proposed SPA would not result in significant air quality impacts, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant air quality effects identified in and considered by the certified FEIR.

D. NOISE

Existing Environmental Setting

Please see Section 2.4 of the certified FEIR for a summary of the existing environmental setting for noise.

FEIR

Please see Section 2.4 of the certified FEIR for an analysis of the potential noise effects of the ERTC Specific Plan.

The FEIR concludes that implementation of the ERTC Specific Plan would result in potential construction, operational, and traffic noise impacts. Noise impacts from project construction was determined to be significant because noise levels would exceed the City's 75 dBA noise standard at the property line of the nearest residences to the project. Mitigation measures were identified that would reduce noise impacts; however, noise levels may still exceed the City 75-dBA noise standard. Because there were no feasible mitigation measures to reduce this impact to below a level of significance, construction noise impacts were considered to be significant and unmitigable. Project operational noise from stationary sources would be less than significant, with the exception of the proposed power plant. Operation of the power plant would result in a significant noise impact due to turbine noise and startup and shutdown noises. Mitigation measures have been incorporated into the project which would reduce noise impacts associated with operational stationary noise sources to below a level of significance. Finally, project operational noise from mobile sources, specifically traffic, were found to be significant. Mitigation measures were incorporated which would reduce impacts, except along Citracado Parkway, which was found to result in a significant and unmitigable noise impact in the FEIR Findings of Fact and Statement of Overriding Considerations.

The MMRP Mitigation Measures adopted in the FEIR and applicable to the proposed project are included in Attachment 1 to this Addendum.

Proposed Project Modifications

A new noise analysis was conducted for the proposed ERTC SPA, GPA and hospital/medical campus by Pacific Noise Control (November 2005). This study is provided as Attachment 4. According to the study, construction of the proposed hospital would result in lower construction noise levels than those associated with the previous Specific Plan facilities due to less loud activities, such as blasting. Noise associated with the proposed SPA construction activities would comply with the City's noise ordinance criteria and would not exceed the allowable noise levels at adjacent property lines. The proposed hospital would involve the following long-term operational noise sources not addressed in the certified FEIR: emergency helicopter flights, mechanical equipment at the central plant, and additional project-generated traffic. According to the noise study, the projected helicopter noise levels would be less than 45 dB CNEL at the closest homes located directly to the west and would comply with the applicable CNEL noise criteria. The maximum noise level

associated with the helicopter flights could occasionally result in sleep disturbances for some nearby residents. However, based on helicopter flight data for the existing Palomar Medical Center, only four to five nighttime helicopter flights are anticipated at the proposed hospital per month. Therefore, this impact is not considered to be significant.

The hospital's central plant facility would include noise-generating equipment including cooling towers, generators, boiler, chiller, pumps and air compressors. Noise levels at the central plant would have the potential to exceed City and County noise ordinance criteria at the nearest homes and City noise ordinance criteria for industrial uses located along the northern property boundary. The project would include noise attenuation features to be incorporated into the building plans to achieve project compliance with the applicable City and County noise ordinance criteria at the property lines. Noise abatement measures incorporated into the project would include the following: sound attenuators, acoustical louvers for the generators, sound-rated doors, sound absorption material, equipment enclosures, selecting relatively quieter equipment, sound walls, and/or orienting louver openings to the east away from noise sensitive areas. In addition, a noise study would be prepared prior to the final design of the central plant facility in order to verify that applicable City and County noise ordinance criteria are met at the property lines.

Noise levels associated with additional project-generated traffic during the PM peak hour (see Section B, Transportation/Circulation) would not result in significant impacts because they would not result in a noise level increase of more than 3 dB over the existing level, which is the threshold for the audible hearing range. As compared to the existing noise level, the project's direct noise impact would be 1 dB. The project's noise level increase associated with near-term cumulative with project traffic would be approximately 3 dB. Therefore, both the direct and cumulative project noise level increases would be less than significant.

Emergency transport vehicles would be arriving/departing from the hospital. On an infrequent and intermittent basis, emergency sirens generate noise levels of up to 100 dB at a distance of 50 feet. However, noise from sirens during an emergency is exempt from the City's noise ordinance criteria. In addition, sirens are typically used in route to clear traffic and are not normally used at the hospital. Therefore, noise impacts from emergency sirens would not be significant.

Findings

The proposed project is consistent with the certified FEIR and will not result in any new significant noise impacts. Therefore, the comparison of anticipated noise effects of the proposed project with the impacts disclosed in the previous certified EIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions Not Required. The ERTC Specific Plan Amendment and proposed hospital/medical campus will not result in any new significant noise impacts, nor is there substantial increase in the severity of impacts from that described in the certified FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the noise analysis was undertaken for the ERTC Specific Plan compared to the proposed SPA that would require major changes to the certified FEIR.

No New Information Showing Greater Significant Effects Than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the certified FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant noise impact requiring major revisions of the certified FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Since the proposed SPA would not result in significant noise impacts, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant noise effects identified in and considered by the certified FEIR.

E. HAZARDS

Existing Environmental Setting

Please see Section 2.5 of the certified FEIR for a summary of the existing environmental setting for hazards.

FEIR

Please see Section 2.5 of the certified FEIR for a discussion of the potential hazards associated with implementation of the ERTC Specific Plan.

The FEIR provided an analysis of potential hazards to public health and safety from emissions of silica dust during excavation and grading activities, exposure to electromagnetic forces (EMF), and storage, transport, or use of gas or regulated substances. The FEIR found that fulfilling the requirements of both the California Code of Regulations and the SDAPCD regulations would adequately mitigate potential impacts to public health and safety posed by silica dust. In addition, mitigation measures for fugitive dust have been incorporated into the FEIR (see Attachment 1). The FEIR also found that the project would not pose a threat to public health and safety from exposure to EMF or onsite gas storage. Therefore, the FEIR concluded that implementation of air quality mitigation measures to reduce future dust and adherence to all applicable state, federal and local regulations would ensure that impacts to public health and safety would be below a level of significance.

The FEIR concluded that the project would not result in a significant impact to public health and safety from accidental explosion associated with storage of compressed gases at the power plant and industrial facilities. Location of hydrogen tanks at the power plant would be in conformance with applicable building and fire codes and operation of the plant consistent with electric power industry safety standards would ensure that impacts would be less than significant.

The MMRP air quality Mitigation Measures adopted in the FEIR and applicable to the proposed project are included in Attachment 1 to this Addendum.

Proposed Project Modifications

The proposed hospital/medical campus would involve the routine transport, use, and disposal of hazardous materials consisting mostly of medical waste. These activities are regulated by federal, state and local laws which would prevent the accidental exposure of persons to hazardous materials or release of hazardous materials into the environment. The new hospital/medical campus would be required to comply with all regulations related to the transport, use and disposal of hazardous waste. Therefore, no significant impact would occur.

The proposed hospital/medical campus would include operation of a helipad for transport of trauma patients. The helipad would be operational on a 24-hour basis but would average less than one

helicopter trip per day. The operation of the helipad is regulated by federal, state and local laws which are intended to reduce risks of accidents associated with helicopters. Compliance with all regulations would ensure that the operation of helipad would not pose a risk to public health and safety from accidental helicopter accidents and, therefore, impacts would be less than significant.

Risk of accidental explosion to the proposed hospital/medical campus from compressed gas storage would be less than significant for the same reasons as identified in the FEIR for the proposed onsite power plant and industrial facilities. Therefore, the ERTC SPA and proposed hospital/medical campus would not result in a new adverse impact related to hazardous materials that was not identified in the FEIR. Therefore the ERTC Specific Plan modifications and proposed new hospital/medical campus are consistent with the FEIR.

Findings

The proposed project is consistent with the certified FEIR and will not result in any new significant hazards to the public. Therefore, the comparison of anticipated public hazards of the proposed project with the impacts disclosed in the previous certified EIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions Not Required. The ERTC Specific Plan Amendment and proposed hospital/medical campus will not result in any new significant public hazards, nor is there substantial increase in the severity of impacts from that described in the certified FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the public hazards analysis was undertaken for the ERTC Specific Plan compared to the proposed SPA that would require major changes to the certified FEIR.

No New Information Showing Greater Significant Effects Than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the certified FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant public hazards impact requiring major revisions of the certified FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Since the proposed SPA would not result in significant public hazards, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant public hazards identified in and considered by the certified FEIR.

F. BIOLOGICAL RESOURCES

Existing Environmental Setting

The proposed project site, consisting of Planning Area 4 as identified in the ERTC SPA, has been cleared and rough graded consistent with the implementation of the ERTC Specific Plan. Therefore, the site is currently devoid of vegetation and does not support any biological resources.

FEIR

Please see Section 2.6 of the certified FEIR for an analysis of the potential biological resources effects of the ERTC Specific Plan.

The FEIR anticipated that all biological resources within the limits of the ERTC Specific Plan project area would be removed by project development, with the exception of the resources located within an area to be preserved in Planning Areas 6 and 7. The FEIR analysis concluded that direct and indirect significant impacts would occur from implementation of the proposed project. Direct impacts were identified for sensitive upland and wetland habitats and special status species. Indirect impacts to resident wildlife were identified, including some special status species, from construction activities and project operational features such as noise, lighting and drainage. Mitigation measures were incorporated into the FEIR which would reduce all significant impacts to biological resources to a less than significant level. These mitigation measures are identified in Attachment 1.

Proposed Project Modifications

As discussed above, Planning Area 4 has been cleared and rough graded as part of implementation of the ERTC Specific Plan and is devoid of biological resources. Therefore, the SPA and proposed hospital/medical campus would not result in increased potential impacts to biological resources above those anticipated in the FEIR. The ERTC SPA modifications are consistent with the FEIR with respect to impacts to biological resources.

Findings

The proposed project is consistent with the certified FEIR and will not result in any new significant biological resources impacts. Therefore, the comparison of anticipated biological resources effects of the proposed project with the impacts disclosed in the previous certified EIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions Not Required. The ERTC Specific Plan Amendment and proposed hospital/medical campus will not result in any new significant biological resources impacts, nor is there substantial increase in the severity of impacts from that described in the certified FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the biological resources analysis was undertaken for the ERTC Specific Plan compared to the proposed SPA that would require major changes to the certified FEIR.

No New Information Showing Greater Significant Effects Than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the certified FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant biological resources impact requiring major revisions of the certified FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Since the proposed SPA would not result in significant biological resources impacts, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant biological resources effects identified in and considered by the certified FEIR.

G. AESTHETICS

Existing Environmental Setting

The existing environmental setting of the project site, identified as Planning Area 4 in the ERTC SPA, is different from the existing conditions section of the FEIR. Since certification of FEIR, the site has been cleared and rough graded and is now devoid of any vegetation or other biological resources. Please see Section 2.7 (Aesthetics) of the certified FEIR for a summary of the existing environmental setting of Specific Plan areas surrounding the project site for aesthetics.

FEIR

Please see Section 2.7 of the certified FEIR for an analysis of the potential aesthetic effects of the ERTC Specific Plan. Visual resource or aesthetic impacts are generally defined in terms of a project's physical characteristics and potential visibility and the extent to which the project's presence will change the perceived visual character and quality of the environment in which it will be located.

The FEIR evaluated potential adverse impacts to scenic vistas, scenic resources, project site visual character, and light/glare. The FEIR concluded that the architectural design, height maximums, and landscape plan proposed in the Specific Plan would ensure that the proposed project is developed in a cohesive and aesthetically sensitive manner, and would not cause a significant visual quality impact. No significant impacts would occur from project lighting because the project would be consistent with the Lighting Standards identified in the Specific Plan, which include shielding of outdoor lighting fixtures, equipping the lighting fixtures with automatic timing devices, and limiting the amount of light necessary to illuminate the intended objects. The FEIR concluded that the proposed transmission line improvements and new power plant would not result in a significant impact to aesthetics.

Nine key observation points (KOPs) were analyzed for visual impacts by comparing the existing condition to the proposed condition after implementation of the ERTC Specific Plan. No significant visual impacts were identified to the KOPs. The ERTC Specific Plan was analyzed for consistency with the Viewshed Protection section of the Community Open Space and Conservation Element of the Escondido General Plan. The FEIR concluded that the project would not conflict with the policies identified in these General Plan Elements. Further, project design measures have been incorporated into the Specific Plan pertaining to landscaping, signage, lighting, and streetscape treatments. Therefore, the FEIR concluded that the project would not have an adverse impact on a scenic vista, would not substantially degrade scenic resources or substantially degrade the existing visual character or quality of the site and its surroundings, nor would it create substantial light or glare which would adversely affect daytime or nighttime views in the area. Therefore, the ERTC Subarea Plan would not result in any significant aesthetics impacts.

Proposed Project Modifications

The proposed project modifications are limited to Planning Area 4, as defined in the SPA. The SPA identifies specific design guidelines for the development of a hospital/medical campus on Planning Area 4. The new design guidelines would ensure that the entire ERTC Specific Plan Area, including the proposed hospital/medical campus, creates a visually coherent and functional environment to establish a strong sense of identity through the entire area. The maximum height limit for Planning Area 4 would be the same as that identified in the FEIR, which is 120 feet above grade. Project consistency with SPA design measures would ensure the project's compatibility with the existing visual character and quality of the site and its surroundings.

Project lighting would be consistent with the Lighting Standards identified in the SPA and would not result in significant effects associated with light and glare.

The project would be consistent with the applicable General Plan policies regarding viewshed protection, as identified in the Viewshed Protection section of the Community Open Space and Conservation Element. The analysis provided in the FEIR for the proposed ERTC Specific Plan is adequate to address impacts from the proposed ERTC SPA and proposed hospital/medical campus. Therefore, the project would not conflict with applicable General Plan viewshed protection policies.

The hospital would consist of several buildings with varying heights ranging from one to nine stories in the inpatient towers. The inpatient towers would not exceed the height limit identified in the SPA. However, the inpatient towers may be visible from some of the KOPs identified in the FEIR, including KOP 4, 5, 6, 7, 8 and 9. The view of the proposed hospital from these KOPs would be partial at best and would be partially blocked by intervening vegetation, buildings, and other structures. In addition, the views from KOP 6, 7, 8 and 9 would be so distant from the proposed hospital that the hospital would not be the focal point of the view, but rather a distant object, if visible at all. Therefore, the ERTC SPA and proposed hospital/medical campus are not anticipated to result in a significant impact to a scenic vista.

The proposed modifications related to the ERTC SPA and proposed hospital/medical campus would not result in potential impacts to aesthetic resources. Therefore the ERTC SPA modifications are consistent with the FEIR.

Findings

The proposed project is consistent with the certified FEIR and will not result in any new significant aesthetics impacts. Therefore, the comparison of anticipated aesthetic effects of the proposed project with the impacts disclosed in the previous certified EIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions Not Required. The ERTC Specific Plan Amendment and proposed hospital/medical campus will not result in any new significant aesthetics impacts, nor is there substantial increase in the severity of impacts from that described in the certified FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the aesthetics analysis was undertaken for the ERTC Specific Plan compared to the proposed SPA that would require major changes to the certified FEIR.

No New Information Showing Greater Significant Effects Than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the certified FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant aesthetics impact requiring major revisions of the certified FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Since the proposed SPA would not result in significant aesthetics impacts, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant aesthetics effects identified in and considered by the certified FEIR.

H. WATER QUALITY

Existing Environmental Setting

Please see Section 2.8 of the certified FEIR for a summary of the existing environmental setting for hydrology and water quality.

FEIR

Please see Section 2.8 of the certified FEIR for an analysis of the potential water quality effects of the ERTC Specific Plan.

The FEIR concluded that the project's compliance with all applicable policies and regulations related to water quality would ensure that the project would not result in a significant impact associated with impacts to water quality. No mitigation measures are necessary.

Proposed Project Modifications

The proposed hospital/medical campus would be required to comply with the City's Storm Water Management Requirements and Local Standard Urban Storm Water Mitigation Plan (approved by City Council Resolution 2002-268 in November 2002). This manual identifies the required construction and permanent water quality BMPs that must be implemented for new private and public development projects occurring in the City of Escondido. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared for the proposed hospital/medical campus to reduce potential impacts to water quality from construction activities. The SWPPP would identify specific construction storm water BMPs that would be implemented during project construction. Permanent storm water BMPs would also be required to ensure that project runoff does not impact downstream receiving waters. Project compliance with the City's Storm Water Management Requirements and Local Standard Urban Storm Water Mitigation Plan would ensure that the project would not result in a significant impact to water quality.

With compliance with City regulations, the ERTC SPA and proposed hospital/medical campus are not anticipated to permanently alter the water quality of the project site. Therefore, the ERTC Specific Plan modifications are consistent with the FEIR.

Findings

The proposed project is consistent with the certified FEIR and will not result in any new significant water quality impacts. Therefore, the comparison of anticipated water quality effects of the proposed project with the impacts disclosed in the previous certified EIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions Not Required. The ERTC Specific Plan Amendment and proposed hospital/medical campus will not result in any new significant water quality impacts, nor is there substantial increase in the severity of impacts from that described in the certified FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the water quality analysis was undertaken for the ERTC Specific Plan compared to the proposed SPA that would require major changes to the certified FEIR.

No New Information Showing Greater Significant Effects Than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the certified FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant water quality impact requiring major revisions of the certified FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Since the proposed SPA would not result in significant water quality impacts, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant water quality effects identified in and considered by the certified FEIR.

I. PUBLIC SERVICES AND UTILITIES

Existing Environmental Setting

Please see Section 2.9 of the certified FEIR for a summary of the existing environmental setting for public services and utilities.

FEIR

Please see Section 2.9 of the certified FEIR for an analysis of the potential public services and utilities effects of the ERTC Specific Plan.

The FEIR analyzes impacts to fire protection, police protection, schools, public facilities maintenance, water service, wastewater/sewer services and solid waste as a result of the ERTC Specific Plan. Significant impacts are identified for fire protection and schools only. The project is located over three miles from Escondido's Fire Station No. 1, and has an anticipated response time of 8 minutes, which would result in a significant impact to fire protection services. To mitigate for significant impacts to fire protection services, sprinklers would be installed in onsite buildings. In addition, depending on future tenant uses in the light industrial area, special fire protection systems, training, or other mitigation, as determined by the City Fire Marshal, would be required. The project's residential component would result in the addition of new students to schools that are currently over capacity, which would result in a significant impact. To mitigate for school capacity impacts, the developer is required to pay school fees at the time of construction. With incorporation of these mitigation measures, all public service and utility impacts would be mitigated to below a level of significance.

The MMRP Mitigation Measures adopted in the FEIR and applicable to the proposed project are included in Attachment 1 to this Addendum.

Proposed Project Modifications

The ERTC SPA and proposed hospital/medical campus would not exceed the demand for public services including fire and police protection, and schools, beyond that accounted for in the FEIR. The FEIR assumed that Planning Area 4 would be developed with industrial uses, while this Addendum assumes it would be developed with a hospital. It is anticipated that a hospital/medical campus would have a lesser demand for fire and police services than an industrial facility because the hospital would be required by the State to implement fire prevention and protection measures. In addition, the new hospital/medical campus would result in significant changes in population or add residents to the area that would require an increased level or need of fire or police protection. Finally, the proposed project would have no effect on schools because it would not result in population or housing increases in the area. Therefore, the fire and police protection identified for the ERTC Specific Plan would be adequate for the proposed hospital/medical campus. No new impacts would occur with respect to public services.

The proposed hospital/medical campus would result in increases in water and sewer demand above those identified in the FEIR. The water and sewer pipelines proposed to be constructed under Citracado Parkway to serve the ERTC Specific Plan area may require upsizing to accommodate the proposed hospital/medical campus and the remaining planning areas within the ERTC Specific Plan. However, the upsized pipelines would go in the same location and have the same impacts as those proposed in the FEIR. Therefore, the environmental impacts associated with pipeline construction for water and sewer service have been adequately analyzed in the FEIR and the proposed hospital/medical campus would not result in a significant impact.

The proposed project would result in an increase in the need for water supply and treatment as compared to the FEIR. However, correspondence with the Rincon del Diablo Municipal Water District, which supplies the area with water service, states that the District will not be significantly impacted by the proposed project. In addition, based on information provided by the City of Escondido Public Works Division, which provides water treatment for the project area, the City will be able to handle the capacity generated by the ERTC SPA, including the proposed hospital/medical campus. Therefore, the proposed project would not result in any new impacts as compared the FEIR. **[PENDING RESPONSE FROM RDMWD AND CITY OF ESCONDIDO PUBLIC WORKS]**

The proposed hospital/medical campus would generate non-hazardous solid waste from normal hospital operations. As identified in the FEIR, solid waste generated for the ERTC Specific Plan area would be disposed of at Sycamore Landfill in Santee, California. The proposed hospital/medical campus would be expected to generate a similar amount of solid waste as is currently generated at the existing Palomar Medical Center **[NEED GENERATION RATE FROM PPH].** A portion of this solid waste generation was included in the FEIR analysis, from the proposed industrial facilities on Planning Areas 4 and 5. While the total waste generated for the ERTC SPA would be approximately **XX** tons/year greater than the amount anticipated in the FEIR, the increase would not exceed current or planned landfill capacities in the County, which are identified as more than 62 million tons in the County of San Diego Integrated Waste Management Plan Countywide Siting Element – Final Draft (May 2004). Since the increase in solid waste generation from the proposed ERTC SPA would not exceed current or planned landfill capacities, and would also represent a minimal increase relative to current disposal quantities, the proposed hospital/medical campus would not result in a significant impact with respect to solid waste. Therefore, the proposed project would not result in any new solid waste impacts as compared to the FEIR.

Modifications to the project would not result in increased potential impacts to public services and utilities above those anticipated in the FEIR. Therefore the project modifications are consistent with the FEIR.

Findings

The proposed project is consistent with the certified FEIR and will not result in any new significant public services and utilities impacts. Therefore, the comparison of anticipated public services and utilities effects of the proposed project with the impacts disclosed in the previous certified EIR support the required CEQA findings summarized below. Specifically, none of the conditions defined

in Sections 15162 and 15163 of the State CEQA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions Not Required. The ERTC Specific Plan Amendment and proposed hospital/medical campus will not result in any new significant public services and utilities impacts, nor is there substantial increase in the severity of impacts from that described in the certified FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the public services and utilities analysis was undertaken for the ERTC Specific Plan compared to the proposed SPA that would require major changes to the certified FEIR.

No New Information Showing Greater Significant Effects Than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the certified FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant public services and utilities impact requiring major revisions of the certified FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Since the proposed SPA would not result in significant public services and utilities impacts, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant public services and utilities effects identified in and considered by the certified FEIR.

J. CULTURAL RESOURCES

Existing Environmental Setting

Please see Section 2.10 of the certified FEIR for a summary of the existing environmental setting for cultural resources.

FEIR

Please see Section 2.10 of the certified FEIR for an analysis of the potential cultural resources effects of the ERTC Specific Plan.

A cultural resources survey was conducted for the proposed project site. The FEIR identifies one potentially significant impact to unknown cultural resource deposits from clearing and grading in areas where vegetation obscured ground visibility during the cultural resources survey. A mitigation measure has been incorporated into the FEIR which would reduce this impact to below a level of significance. The mitigation requires that a cultural resources monitor be present during all initial clearing and excavation activities. If cultural resources are found, the mitigation measure provides steps to be followed to ensure that the cultural materials are not impacted further by construction. The FEIR identified no other significant impacts to cultural resources.

The MMRP Mitigation Measures adopted in the FEIR and applicable to the proposed project are included in Attachment 1 to this Addendum.

Proposed Project Modifications

The proposed project site has been cleared and graded as part of implementation of the ERTC Specific Plan. Consequently, any cultural resources that may have been located onsite would no longer be present. Therefore, the ERTC SPA and proposed hospital/medical campus would not result in a significant impact to cultural resources and the project modifications are consistent with the FEIR.

Findings

The proposed project is consistent with the certified FEIR and will not result in any new significant cultural resources impacts. Therefore, the comparison of anticipated cultural resources effects of the proposed project with the impacts disclosed in the previous certified EIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions Not Required. The ERTC Specific Plan Amendment and proposed hospital/medical campus will not result in any new significant cultural resources impacts, nor is there substantial increase in the severity of impacts from that described in the certified FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the cultural resources analysis was undertaken for the ERTC Specific Plan compared to the proposed SPA that would require major changes to the certified FEIR.

No New Information Showing Greater Significant Effects Than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the certified FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant cultural resources impact requiring major revisions of the certified FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Since the proposed SPA would not result in significant cultural resources impacts, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant cultural resources effects identified in and considered by the certified FEIR.

K. GEOLOGIC HAZARDS

Existing Environmental Setting

Please see Section 2.11 of the certified FEIR for a summary of the existing environmental setting for geologic hazards.

FEIR

Please see Section 2.11 of the certified FEIR for an analysis of the potential geologic hazards of the ERTC Specific Plan.

The FEIR found that the project would have the potential to result in a geologic hazard if recommendations in the preliminary geotechnical study, prepared by Geocon Incorporated (1999), are not followed. Therefore, a mitigation measure has been incorporated into the project which requires that a geotechnical engineer and engineering geologist review the grading plans prior to finalization to verify their compliance with the recommendations of the preliminary geotechnical report and determined the necessity for additional recommendations and/or analysis. Implementation of this mitigation measure would reduce impacts to below a level of significance. No other impacts associated with geologic hazards were identified.

The MMRP Mitigation Measure adopted in the FEIR and applicable to the proposed project is included in Attachment 1 to this Addendum.

Proposed Project Modifications

The preliminary geotechnical analysis prepared for the ERTC Specific Plan would also be adequate for the ERTC SPA because the underlying features of the project site have not changed. In addition, the geologic hazards analysis provided in the FEIR would be adequate to address impacts associated with the ERTC SPA and proposed hospital/medical campus. Implementation of the geologic hazards mitigation measure identified in the FEIR would adequately mitigate this impact to below a level of significance. No new mitigation measures would be required.

The ERTC SPA and proposed hospital/medical campus would not result in increased potential geologic hazards impacts above those anticipated in the FEIR. Therefore, the proposed ERTC Specific Plan modifications are consistent with the FEIR.

Findings

The proposed project is consistent with the certified FEIR and will not result in any new significant geologic hazards impacts. Therefore, the comparison of anticipated geologic hazards effects of the proposed project with the impacts disclosed in the previous certified EIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and

15163 of the State CEQA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions Not Required. The ERTC Specific Plan Amendment and proposed hospital/medical campus will not result in any new significant geologic hazards impacts, nor is there substantial increase in the severity of impacts from that described in the certified FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the geologic hazards analysis was undertaken for the ERTC Specific Plan compared to the proposed SPA that would require major changes to the certified FEIR.

No New Information Showing Greater Significant Effects Than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the certified FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant geologic hazards impact requiring major revisions of the certified FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Since the proposed SPA would not result in significant geologic hazards impacts, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant geologic hazards effects identified in and considered by the certified FEIR.

V. DOCUMENT AVAILABILITY

Documents referenced in this Addendum that are not provided as Attachments may be reviewed at PPH Facilities Planning and Development office, 15255 Innovation Drive, San Diego, CA 92128.

VI. REFERENCES

City of Escondido

2002 *Escondido Research and Technology Center Specific Plan.*

2002 *Final Environmental Impact Report for the Escondido Research and Technology Center Specific Plan (SCH# 2001121065).* November.

2002 *Storm Water Management Requirements and Local Standard Urban Storm Water Mitigation Plan.* Approved by City Council Resolution 2002-268. November.

1990 *General Plan.*

County of San Diego

2004 *Integrated Waste Management Plan Countywide Siting Element.* May.

Linscott Law & Greenspan Engineers (LLG)

2005 *Traffic Impact Analysis Palomar Medical Center West, Escondido, California.* July 14.

Pacific Noise Control (PNC)

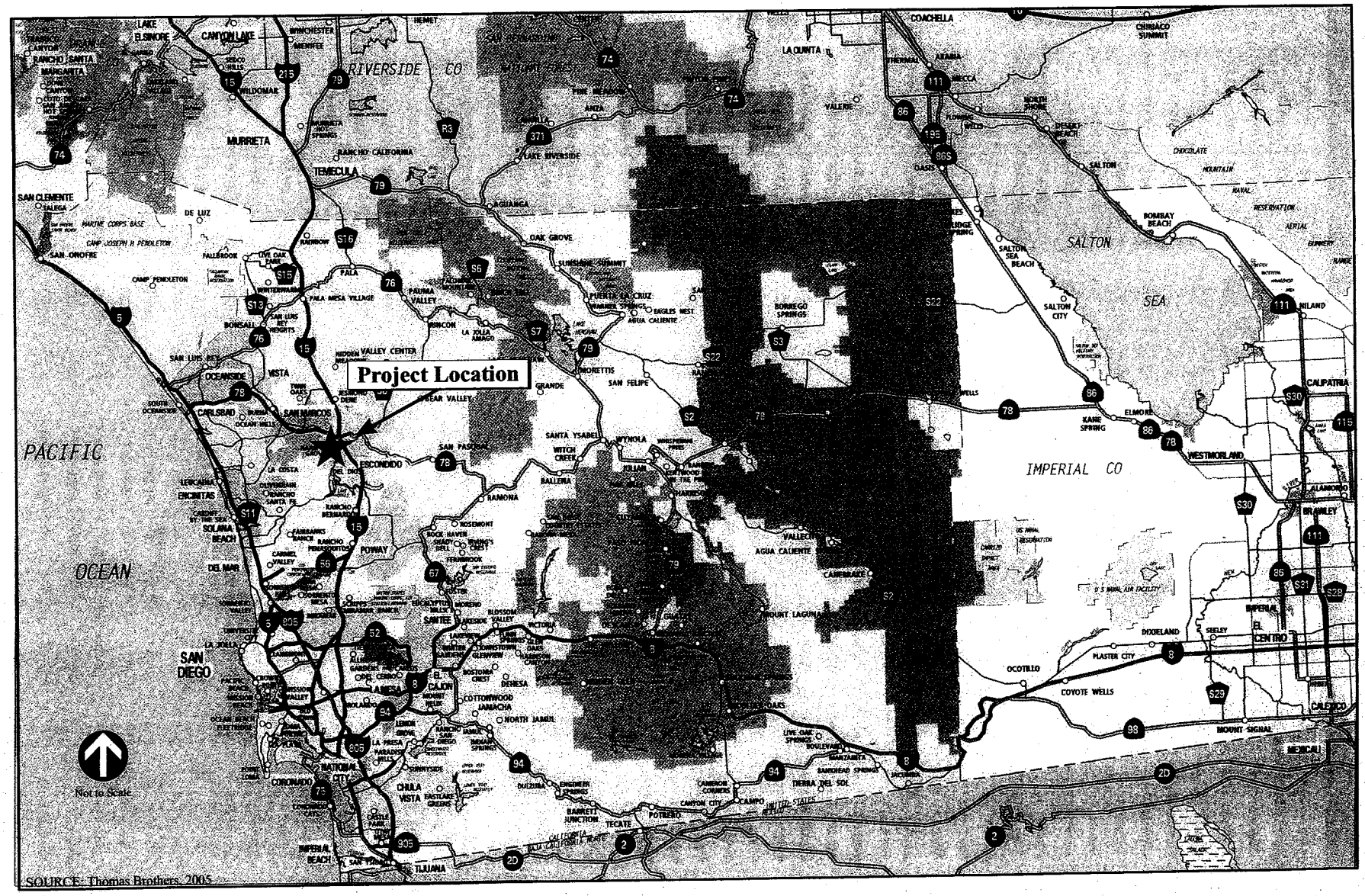
2005 *Palomar Medical Center West Environmental Noise Assessment.* November 14.

Palomar Pomerado Healthcare District (PPH)

2004 *Facilities Master Plan.* July.

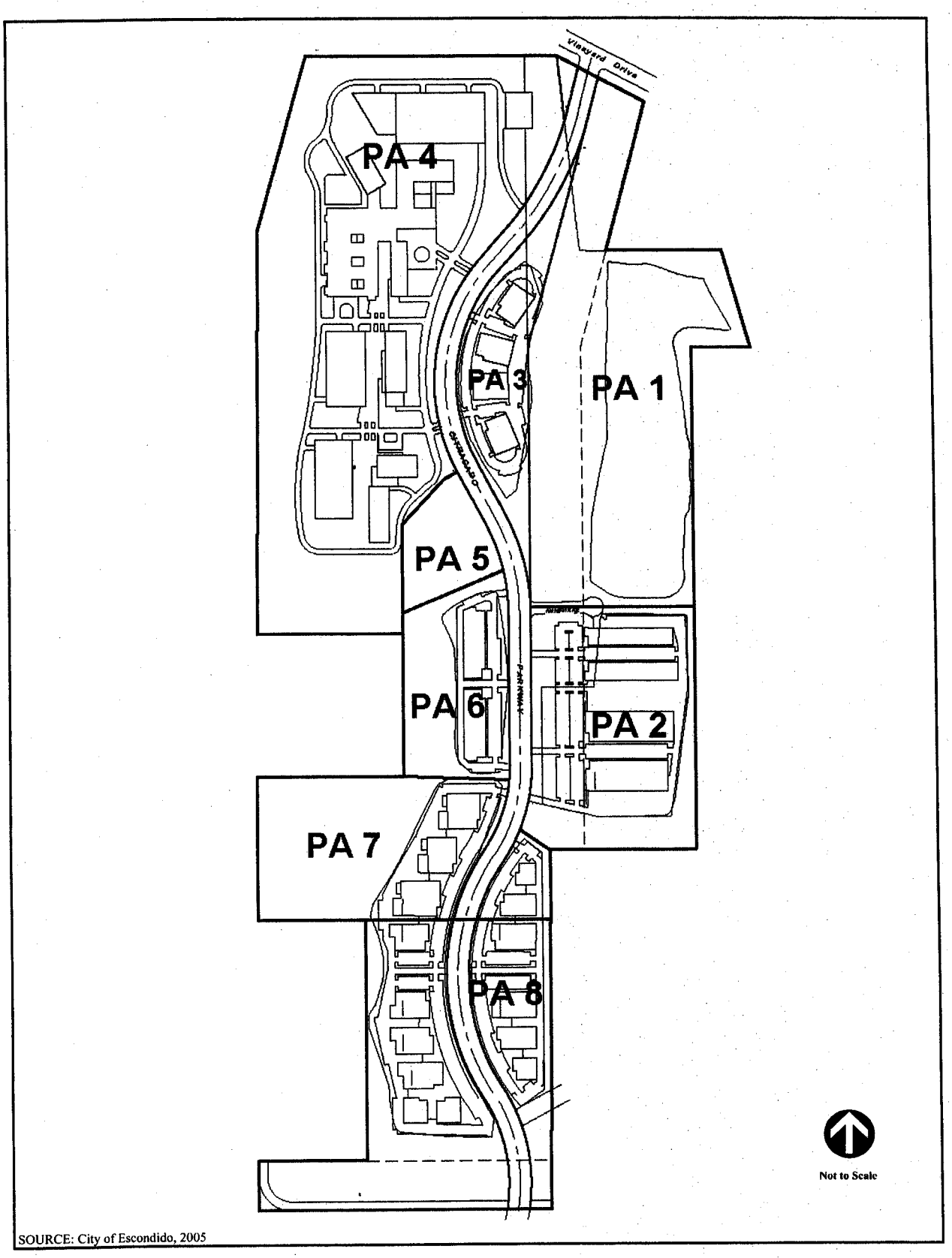
Scientific Resources Associated (SRA)

2005 *Air Quality Technical Report Palomar Medical Center West.* October 21.



REGIONAL LOCATION MAP

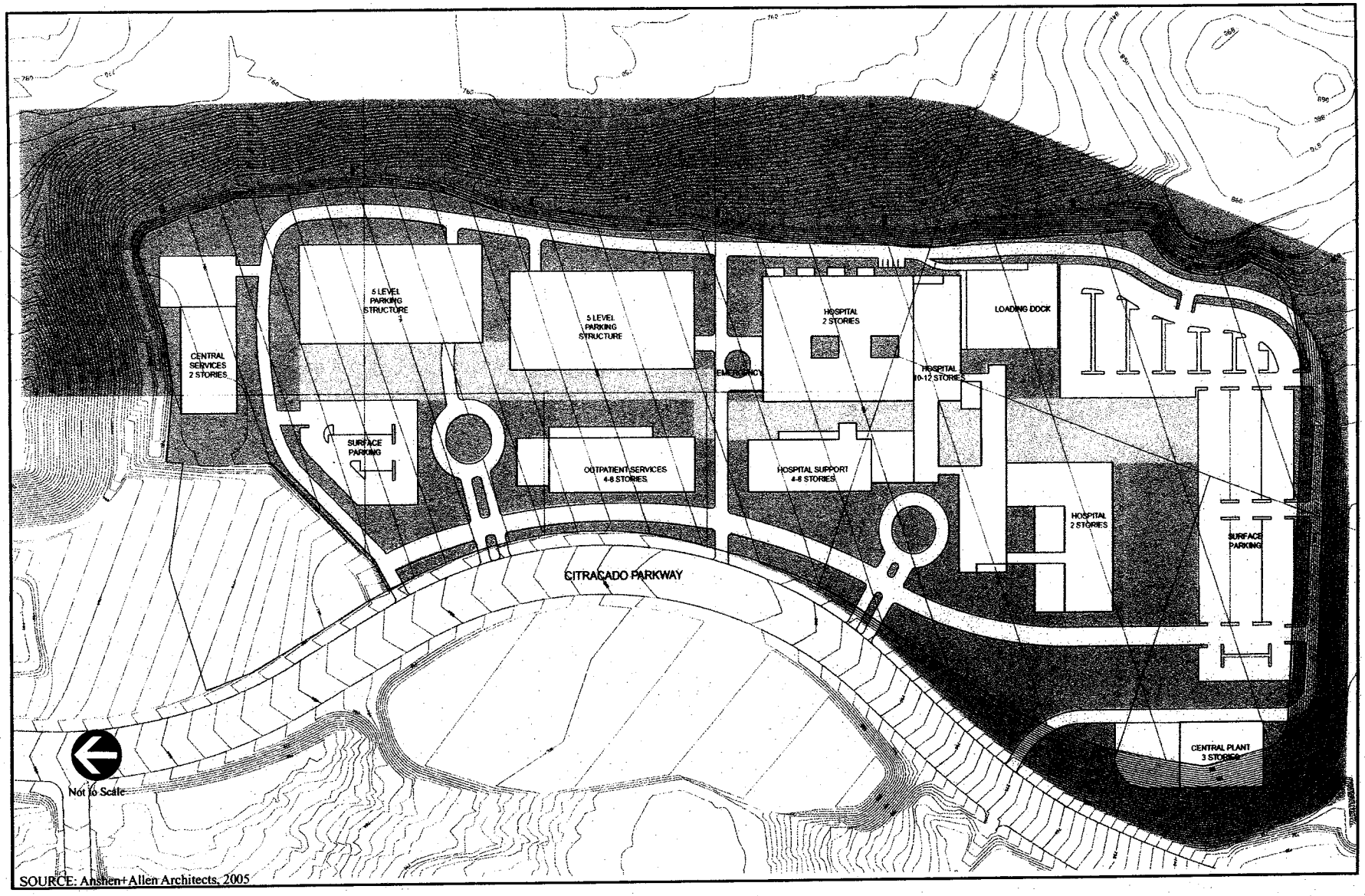
FIGURE 1



SOURCE: City of Escondido, 2005

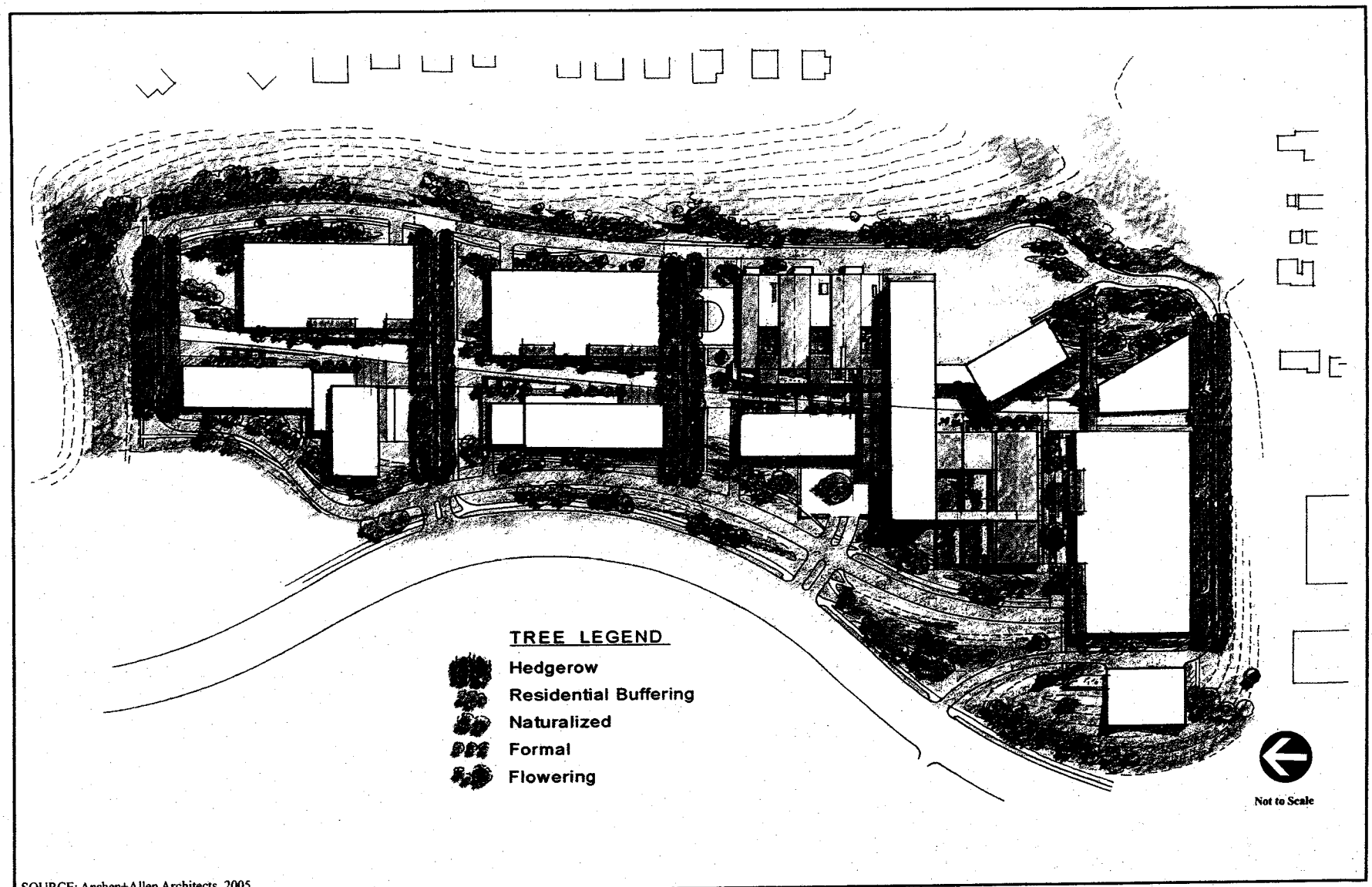
PROPOSED SPECIFIC PLANNING AREAS **FIGURE 2**

PROPOSED HOSPITAL/MEDICAL CAMPUS LOCATION **FIGURE 3**



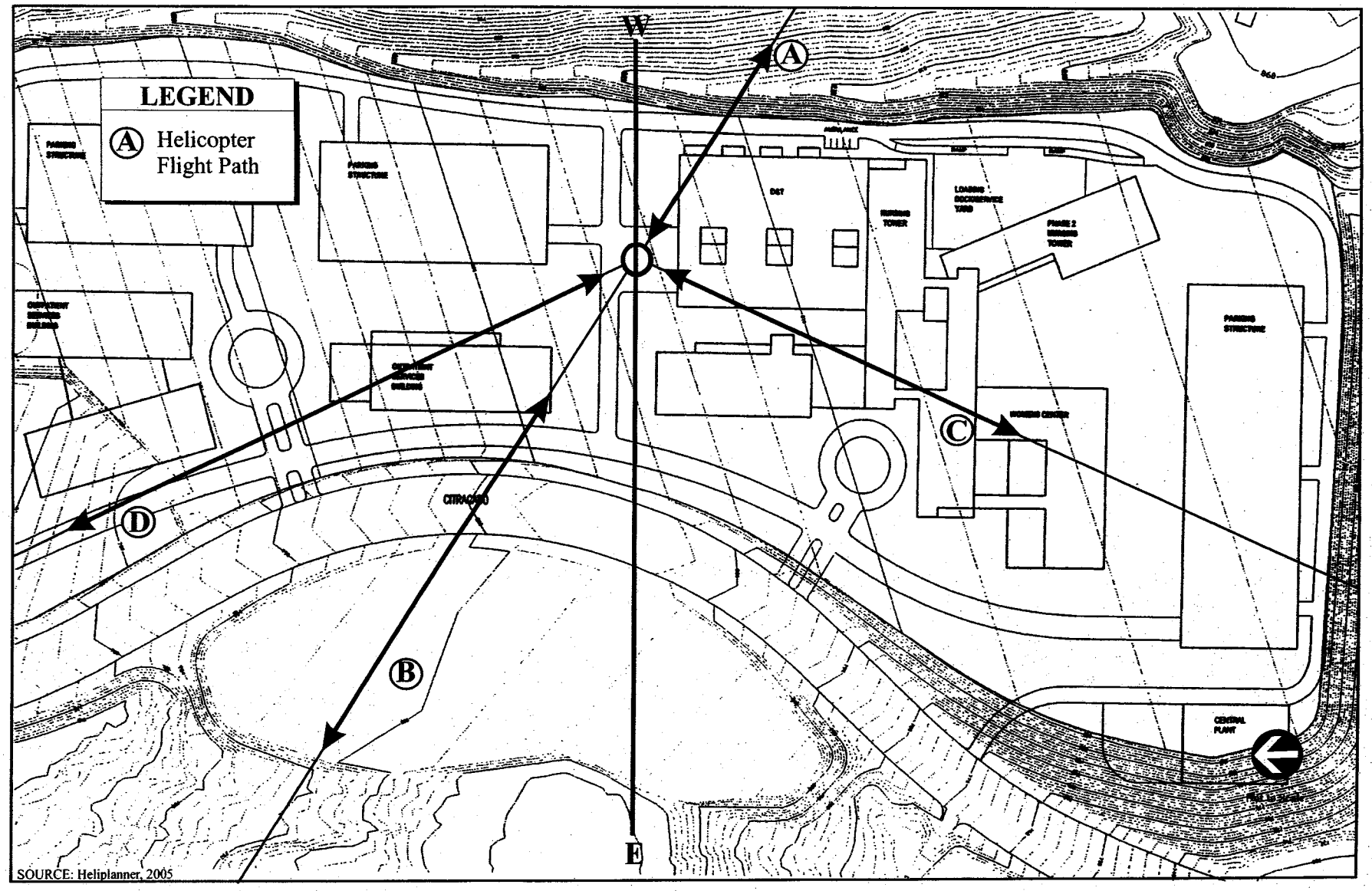
SOURCE: Anshen+Allen Architects, 2005

PROPOSED HOSPITAL/MEDICAL CAMPUS CONCEPT PLAN **FIGURE 4**



SOURCE: Anshen+Allen Architects, 2005

CONCEPTUAL HOSPITAL/MEDICAL CAMPUS LANDSCAPE PLAN **FIGURE 5**



PROPOSED HELICOPTER FLIGHT PATHS **FIGURE 6**

ATTACHMENT 1:

MITIGATION MONITORING AND REPORTING PROGRAM

(TO BE PROVIDED)

ATTACHMENT 2:

TRAFFIC IMPACT ANALYSIS (LLG 2005)

LINSCOTT
LAW &
GREENSPAN
engineers

TRAFFIC IMPACT ANALYSIS

PALOMAR MEDICAL CENTER WEST

Escondido, California
July 14, 2005

LLG Ref. 3-05-1555

Prepared by:
Kalyan Yellapu
Transportation Engineer II

Under the Supervision of:
John Boarman, P.E
Principal

Linscott, Law & Greenspan, Engineers
4542 Ruffner Street
Suite 100
San Diego, CA 92111
858.300.8800 T
858.300 8810 F
www.llgengineers.com

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F.	Existing + Project + Cumulative Projects Peak Hour Intersection Analysis Worksheets

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TRAFFIC IMPACT ANALYSIS

PALOMAR MEDICAL CENTER WEST

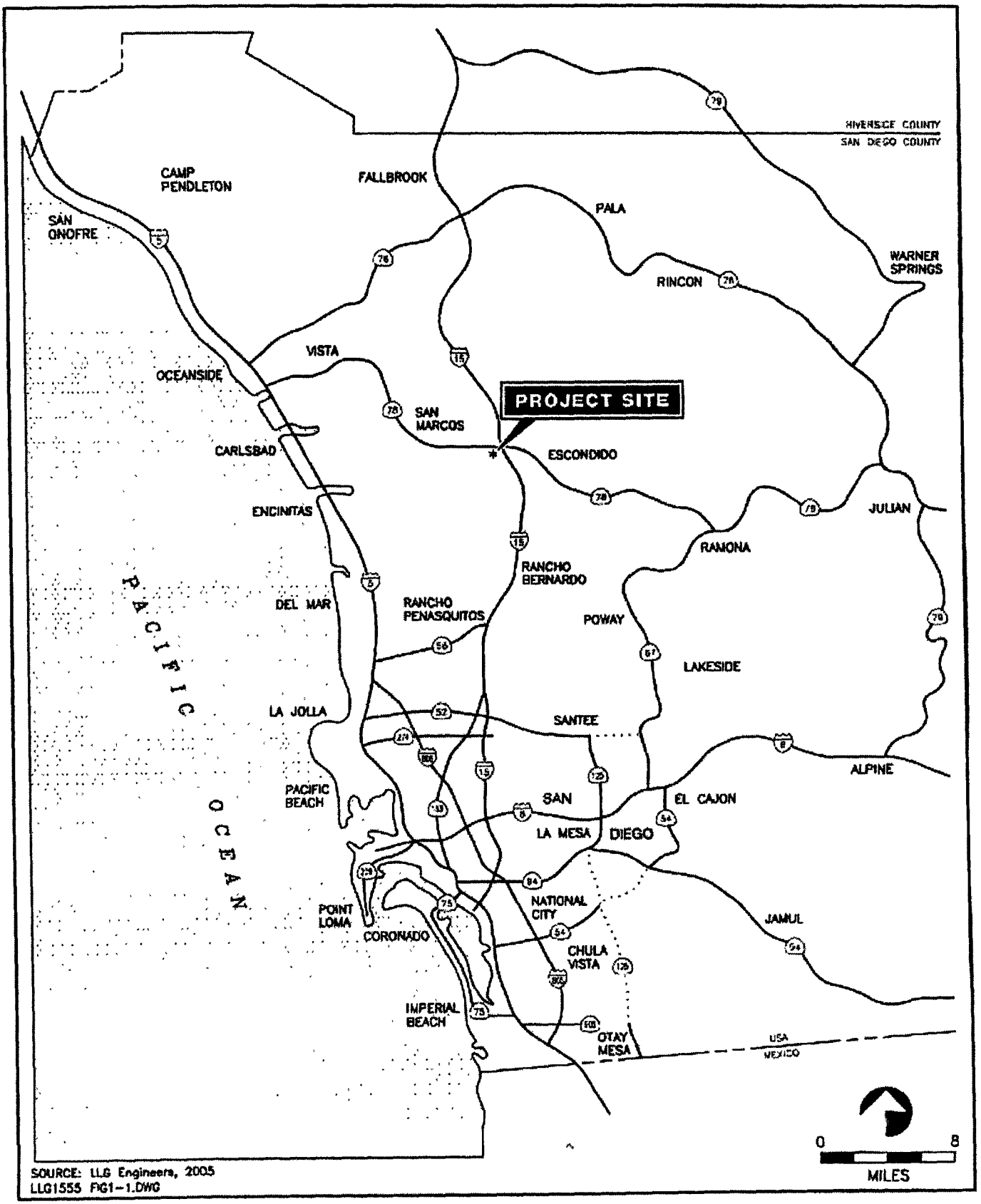
Escondido, California
July 14, 2005

1.0 INTRODUCTION

This traffic study has been prepared to determine and evaluate the potential traffic impacts to the local roadway system due to the proposed Palomar Medical Center West development in the City of Escondido. The project proposes the construction of a new hospital facility on Planning Areas 4 and 5 of the adopted Escondido Research and Technology Center (ERTC) Specific Plan site. The project site is located in the western section of the City of Escondido, south of SR-78 and southwest of the Vineyard Drive/Citracado Parkway intersection. *Figure 1-1* shows the general vicinity of the project and *Figure 1-2* shows a more detailed project area map. The traffic generated by the project has been added to the existing on-street traffic volumes and the traffic impacts were analyzed at several key intersections and street segments within the project area.

The following items are included in this report:

- Project Description;
- Existing Conditions Assessment;
- Traffic Analysis Approach & Methodology;
- Significance Criteria;
- Analysis of Existing Conditions;
- Trip Generation/Distribution/Assignment;
- Cumulative Projects Analysis;
- Analysis of Future Scenarios;
- Congestion Management Program Compliance;
- Access and Parking
- Significance of Impacts; and
- Conclusions/Mitigation measures.



SOURCE: LLG Engineers, 2005
LLG1555 FIG1-1.DWG

LINSCOTT LAW & GREENSPAN
engineers

Figure 1-1

VICINITY MAP

PALOMAR MEDICAL CENTER WEST

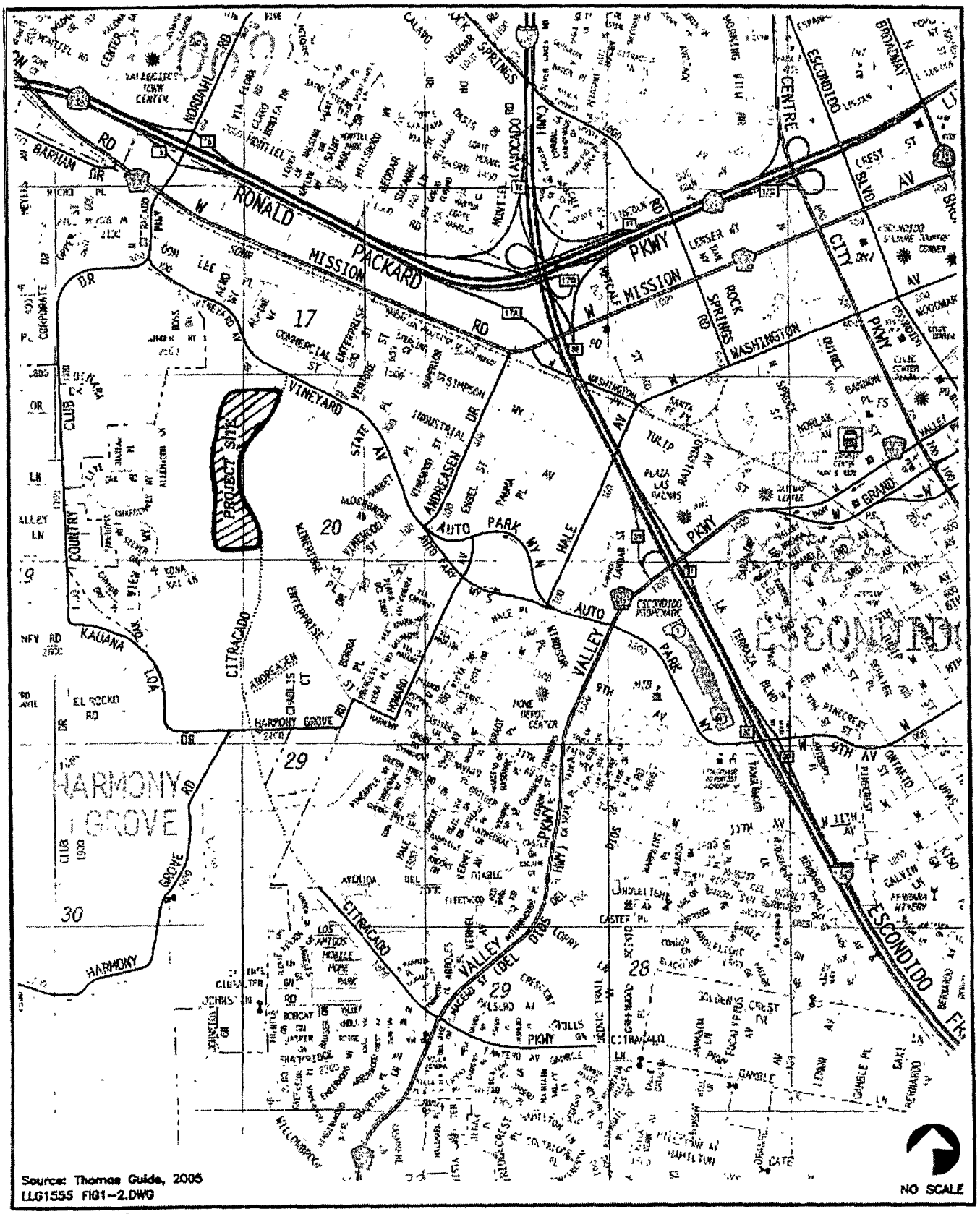


Figure 1-2

PROJECT AREA MAP

PALOMAR MEDICAL CENTER WEST

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2.0 PROJECT DESCRIPTION

2.1 Project Location

The project proposes the construction of a new hospital facility on Planning Areas 4 and 5 of the adopted Escondido Research and Technology Center (ERTC) Specific Plan site. The two lots are located along the western side of Citracado Parkway, south of Vineyard Drive in the western portion of the City of Escondido.

2.2 Project Description

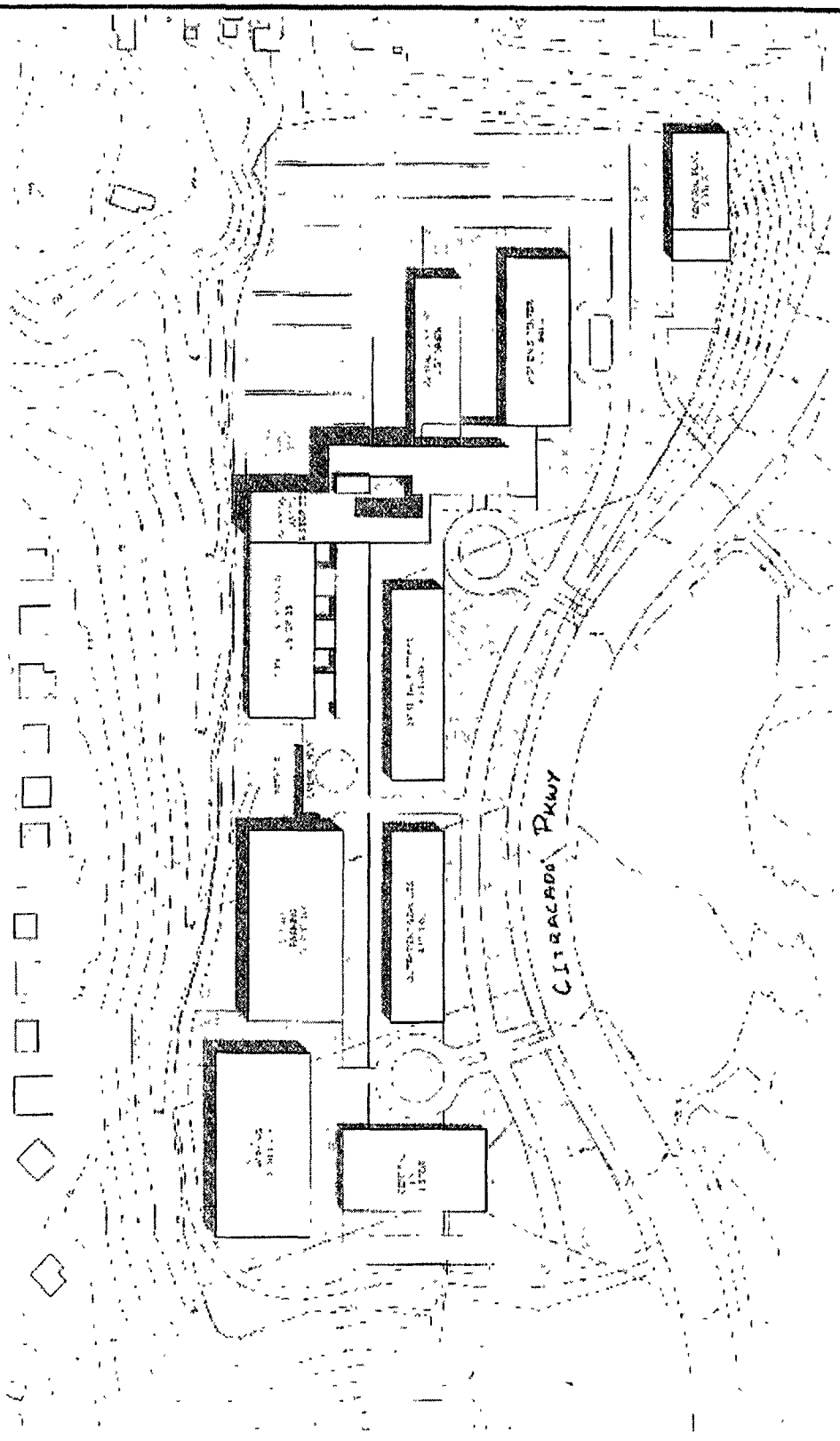
The project would construct a new 453-bed hospital building. The hospital building would have several wings with varying numbers of floors and would be generally located in the north-central portion of the proposed hospital campus. Approximately 360 beds would be provided for general inpatient services, while the remaining 93 beds would be provided as part of a women's center. Two, nine-story nursing towers in the central portion of the hospital would provide space for the 360 inpatient beds. Diagnostic and treatment services would be provided in a two-story, wing in the southwestern portion of the hospital. The diagnostic and treatment services wing would include emergency services, imaging, surgery, an outpatient diagnostic center, and hospital support services. The women's center would be located in the three-story northeastern wing of the hospital building, providing a total of 110,000 gsf of building space. The women's center would offer the following services: labor and delivery, neonatal intensive care unit (NICU), post partum, and an outpatient center.

A central services building would provide for a reference lab, a warehouse, information technology/information systems (IT/IS), and food services. The central services building would be one story in height and would be located in the southern portion of the hospital campus.

A hospital support building would be constructed on the campus to provide building space in four stories for support services, administrative services, a conference center, and outpatient services. The hospital support building would be located just southeast of the main hospital building in the center of the hospital campus.

In addition, a separate outpatient services building would be constructed in the central portion of the hospital campus. This building would provide approximately 160,000 gsf of Medical office space in four stories. Finally, a 50,000 gsf central plant would be constructed in the northeastern corner of the site. This building would be three stories in height.

Access to the site will be provided via Citracado Parkway. The conceptual site plan is shown on *Figure 2-1*.



Source: Anshen + Allen Architects, 2005
LLG1555 FIG2-1.DWG

NO SCALE

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Figure 2-1

CONCEPTUAL SITE PLAN

PALOMAR MEDICAL CENTER WEST

3.0 EXISTING CONDITIONS

3.1 Study Area

The project study area was determined from a Select Zone assignment conducted for this project. The Select Zone assignment is prepared by SANDAG and predicts the project trip assignments on the street network using a computer model. Segments and key intersections with 50 or more peak hour trips were considered in the study area. Assignment of the project traffic is described later in this report in Section 8.0, Project Trip Generation, Distribution and Assignment.

Based on the above criteria, the following intersections and segments were included in the study.

Intersections

1. Nordahl Road/SR 78 Westbound Ramps
2. Nordahl Road/SR 78 Eastbound Ramps
3. Nordahl Drive/East Mission Road
4. Citracado Parkway/Country Club Drive
5. Citracado Parkway/Vineyard Avenue [1]
6. Enterprise Street/Vineyard Avenue
7. Andreasen Drive/Vineyard Avenue
8. Howard Avenue/Auto Park Way South
9. Hale Avenue/Auto Park Way
10. Harmony Grove Road/Kauana Loa Drive
11. Andreasen Drive/Enterprise Street
12. Harmony Grove Road/Enterprise Street
13. Harmony Grove Road/Howard Avenue
14. Harmony Grove Road/Hale Avenue
15. Hale Avenue/West 11th Avenue
16. Valley Parkway/Citracado Parkway
17. Valley Parkway/West 11th Avenue
18. Valley Parkway/West 9th Avenue
19. Valley Parkway/Auto Park Way
20. I-15 Southbound Ramps/Valley Parkway
21. I-15 Northbound Ramps/Valley Parkway
22. Del Dios Highway/Via Rancho Parkway

Note: 1. Future intersection.

Segments

- **NORDHAL ROAD**
  - SR-78 to East Mission Road
- **CITRACADO PARKWAY**
  - East Mission Road to Myers Avenue
- **VINEYARD AVENUE**
  - Country Club Drive to Citracado Parkway
  - Citracado Parkway to Enterprise Street
  - Enterprise Street to Andreasen Drive
- **AUTO PARKWAY**
  - Hale Avenue to Valley Parkway
- **HARMONY GROVE ROAD**
  - Country Club Drive to Kauana Loa Drive
  - Kauana Loa Drive to Enterprise Street
  - Enterprise Street to Howard Avenue
  - Howard Road to Hale Avenue
- **HALE AVENUE**
  - Harmony Grove Road to 9th Avenue
  - Harmony Grove Road to Avenida Del Diablo
- **WEST 9TH AVENUE**
  - Hale Avenue to Home Depot Driveway
  - Valley Parkway to Auto Parkway
  - Auto Parkway to I-15 Southbound Ramps
- **VALLEY PARKWAY**
  - I-15 to Auto Parkway
  - West 9th Avenue to 11th Avenue
  - 11th Avenue to Citracado Parkway
- **ANDREASON DRIVE**
  - Vineyard Avenue to Enterprise Street

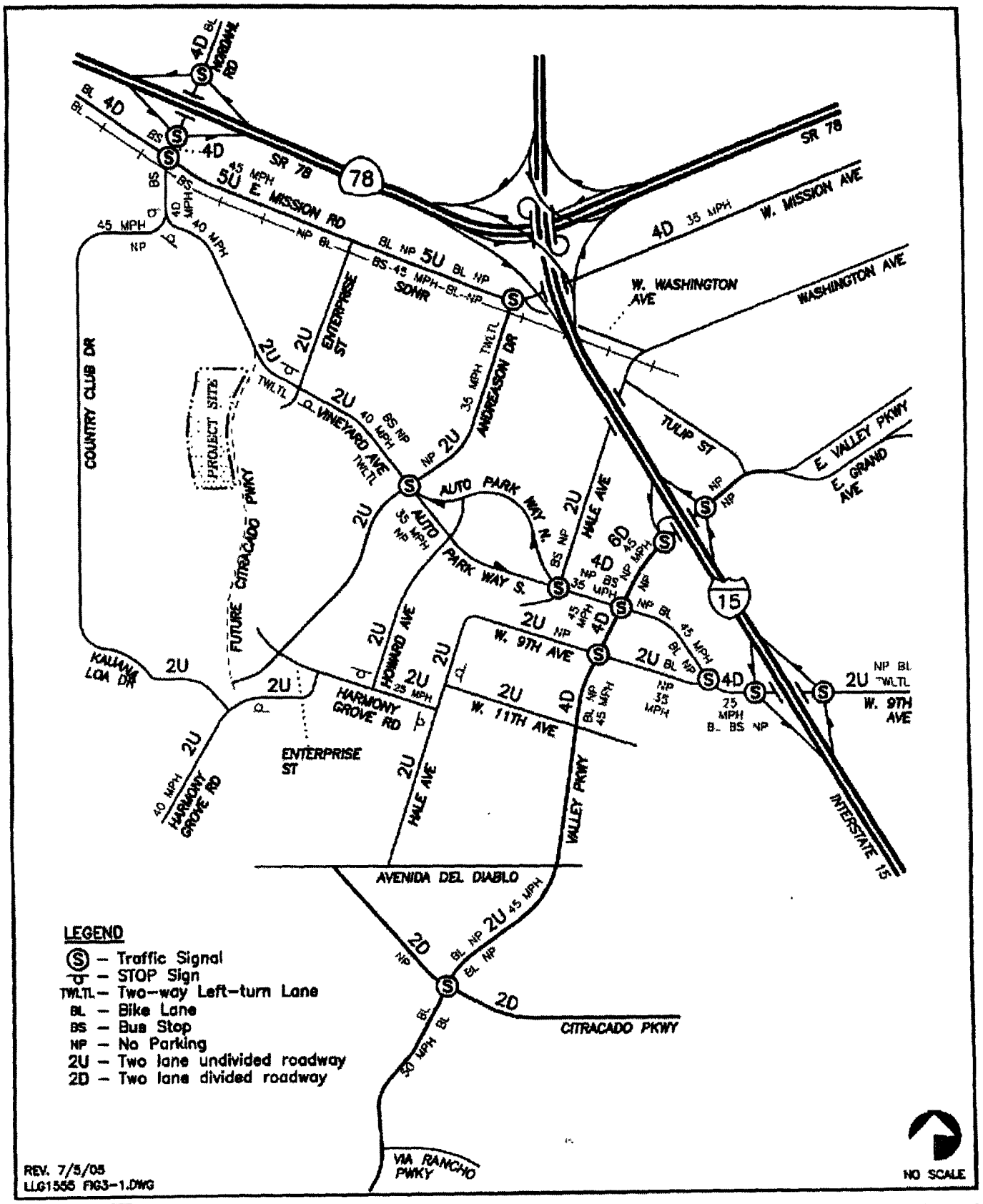

Figure 3-1

EXISTING ROADWAY CONDITIONS DIAGRAM

PALOMAR MEDICAL CENTER WEST

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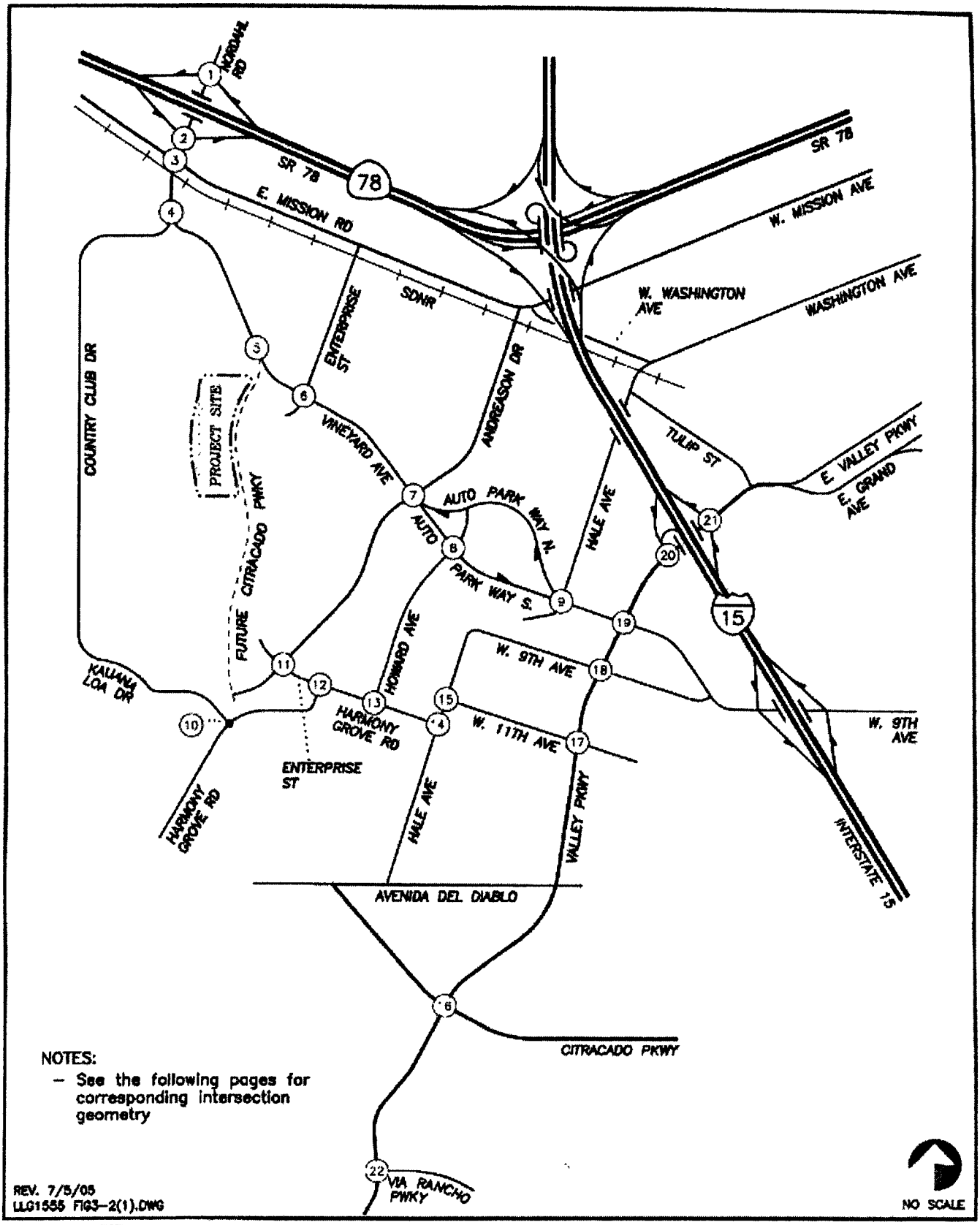

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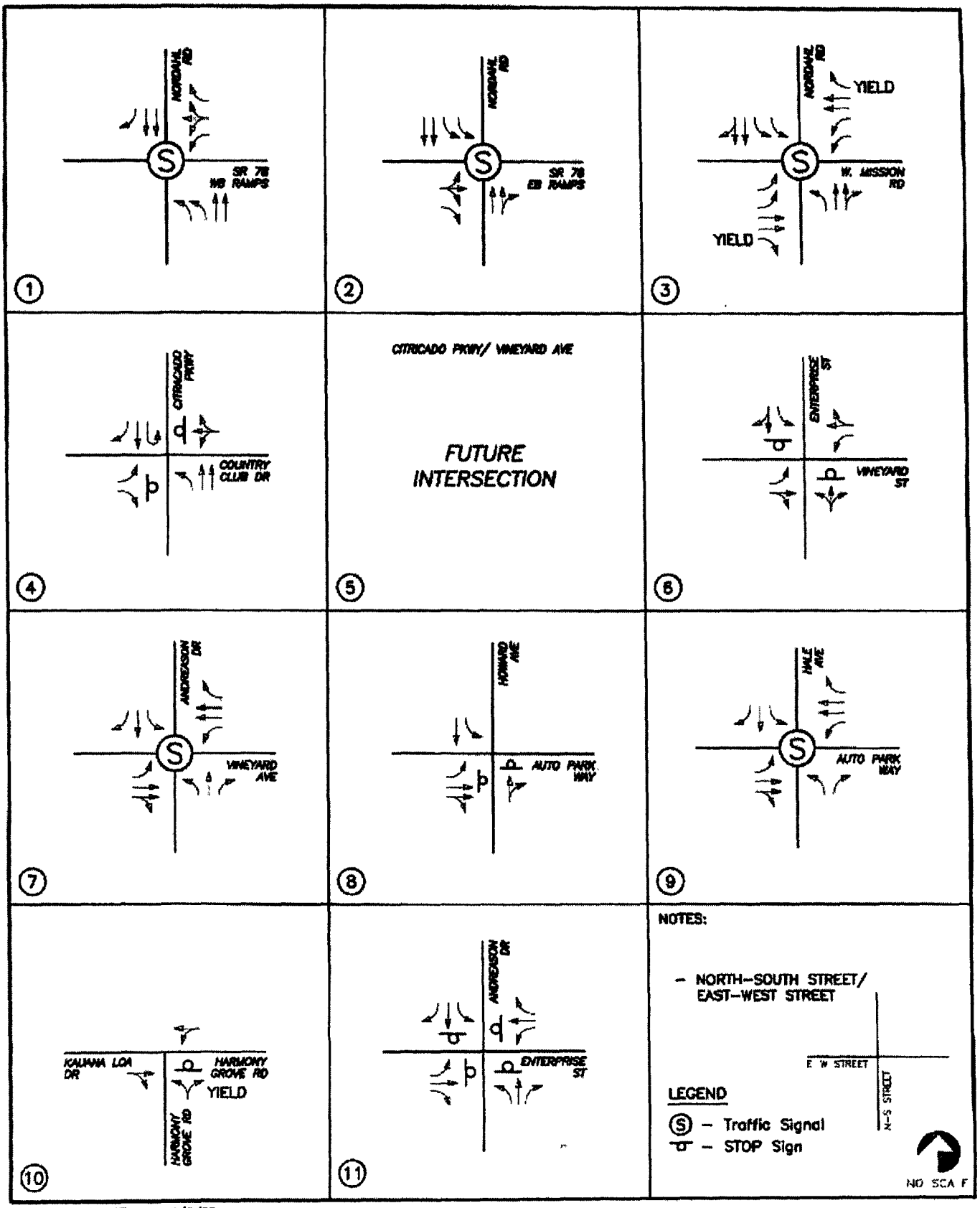
Figure 3-2

(1 OF 3)

EXISTING INTERSECTION GEOMETRY KEY MAP

PALOMAR MEDICAL CENTER WEST



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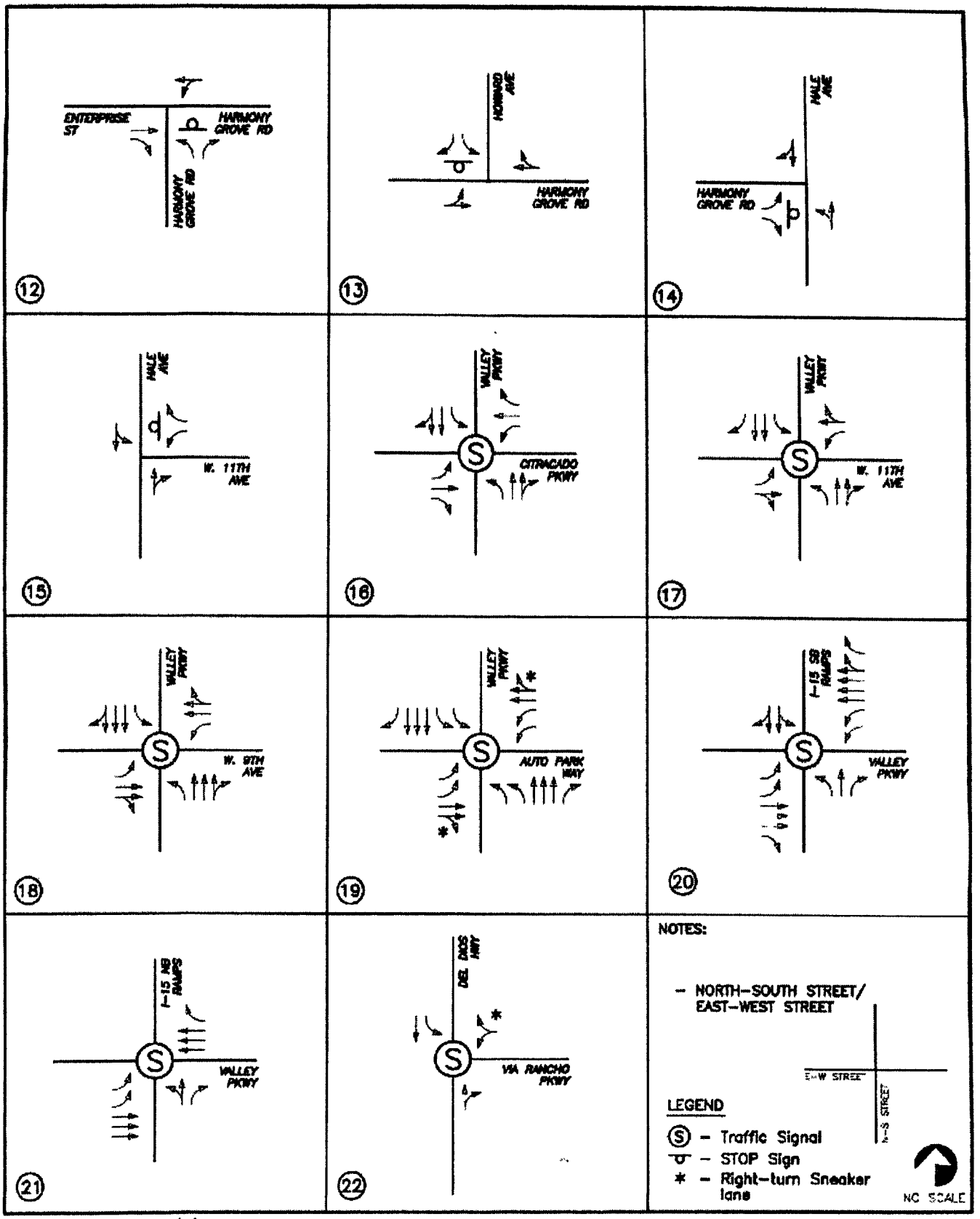
REV. 7/3/08
LL01555 FIG3-2(2).DWG

Figure 3-2

(2 OF 3)

EXISTING INTERSECTION GEOMETRY

PALOMAR MEDICAL CENTER WEST



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REV. 7/5/06
LL01555 FIG3-2(3).DWG

Figure 3-2

(3 OF 3)

EXISTING INTERSECTION GEOMETRY

PALOMAR MEDICAL CENTER WEST

3.2 Street Network

The following is a brief description of the existing roadway system in the project area. Classifications are from the City of Escondido Circulation Element. *Figure 3-1* is the existing segment conditions diagram and *Figure 3-2* is the existing intersection geometry.

Nordahl Road is classified as a four-lane Major Road north of SR 78 (in the City of San Marcos) and a six-lane Major Road south of SR 78. Currently, it is a four-lane divided road from Mission Road to north of SR 78 in the study area. Curb, gutter, sidewalk and a raised median are provided. Parking is not permitted and bike lanes are provided.

The City plans to widen Nordahl Road/Citracado Parkway between Country Club Drive and the SR-78 Eastbound Ramps from the current 4-lanes to 6-lanes. In the northbound direction the third lane will end in a northbound right-turn lane at the Nordahl Road/SR-78 Eastbound Ramps and in the southbound direction, the third lane will end in a southbound right-turn lane at the Citracado Parkway/Country Club Drive intersection.

Citracado Parkway is classified as a Six-Lane Major Road from East Mission Road to Country Club Drive and as a Four-Lane Major Road south from Vineyard Avenue to I-15. Currently, it is a four-lane road from East Mission Road to Country Club Drive. As explained above, it is planned to widen this segment to a six-lane section. Curb, gutter and sidewalk are provided. The posted speed limit is 40 mph. The sections of Citracado Parkway from Vineyard Road to Avenida Del Diablo and from Scenic Trail to Gamble Lane are not built. The project plans to construct Citracado Parkway between Vineyard Avenue and Harmony Grove Road, providing a access point to the south of the project site.

East Mission Road is classified as a Six-lane Major Road from Nordahl Road/Citracado Parkway to Andreasen Drive and a four-lane Major Road east of Andreasen Drive. Currently, it is a four-lane road with a two-way left-turn lane, in the study area. Curb, gutter and sidewalk are provided. Bike lanes are also provided and parking is not provided. The posted speed limit in the study area is 45 mph.

Vineyard Avenue is classified as a Four-Lane Collector. Currently, it is a two-lane road with a center two-way left-turn lane and parking along both curbs. The posted speed limit on Vineyard Drive is 40 mph.

Auto Parkway North/South are classified as Collectors. This is a two-lane one-way pair of streets with curb, gutter and sidewalk. The posted speed limit in the study area is 35 mph.

West 9th Avenue is classified as a Four-Lane Collector. Currently, it is a two-lane road west of Valley Parkway.

West 11th Avenue is classified as a Two-Lane Local Collector. This is a two-lane residential street with curb, gutter and sidewalk.

Howard Avenue is an unclassified street in the City of Escondido General Plan Circulation Element. This is a two-lane roadway with curb, gutter, sidewalk and parking on both sides. This street serves several residential driveways.

Harmony Grove Road is classified as a Four-Lane Collector roadway. Currently, it is constructed as a Two-Lane roadway with dirt shoulders.

Valley Parkway is classified as a Prime Arterial between I-15 and 9th Avenue, and as a Six-Lane Major Road south of 9th Avenue. Valley Parkway generally provides six lanes north of Ninth Avenue, four lanes between Ninth Avenue and Eleventh Avenue and two lanes between Via Rancho Parkway and Eleventh Avenue. The posted speed limit in the vicinity of the project is 45 mph north of Eleventh Avenue, 40 mph north of Citracado Parkway and 50 mph south of Citracado Parkway. Bike lanes exist for both directions of travel on West Valley Parkway. Curbside parking is generally not permitted. Bus stops are located intermittently.

3.3 Existing Traffic Volumes

3.3.1 *Peak Hour Intersection Turning Movement Volumes*

Manual peak hour intersection counts were conducted in May 2005 and June 2005. Counts were conducted during both AM (7:00-9:00) and PM (4:00-6:00) peak periods. *Appendix A* contains the manual count sheets. *Figure 3-3* depicts the peak hour intersection turning movement volumes at the study area intersections.

3.3.2 *Daily Segment Volumes*

Two-day bi-directional daily traffic counts were conducted in June 2005. *Appendix A* contains the manual count sheets. *Figure 3-3* depicts the average 24-hour segment volumes along the study area segments.

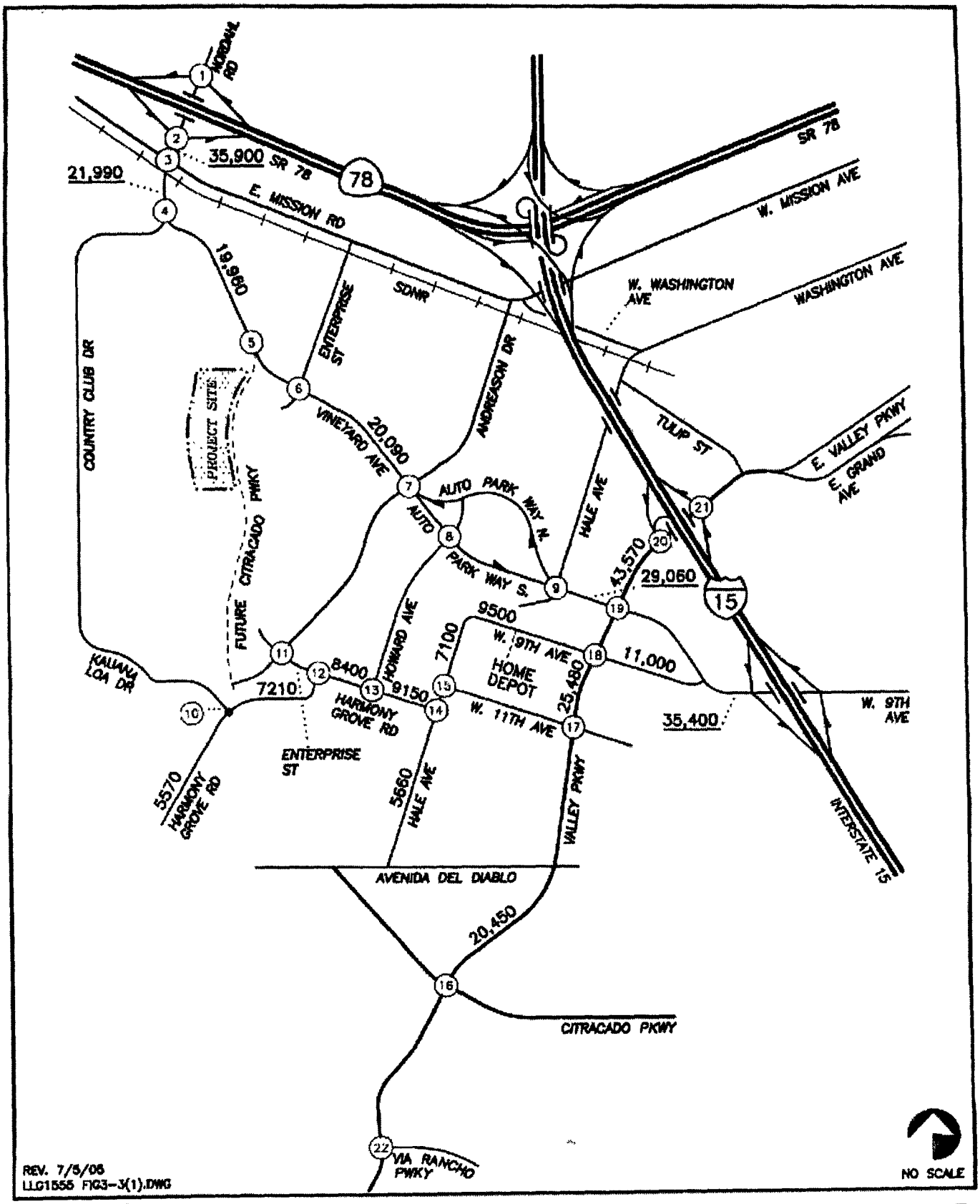

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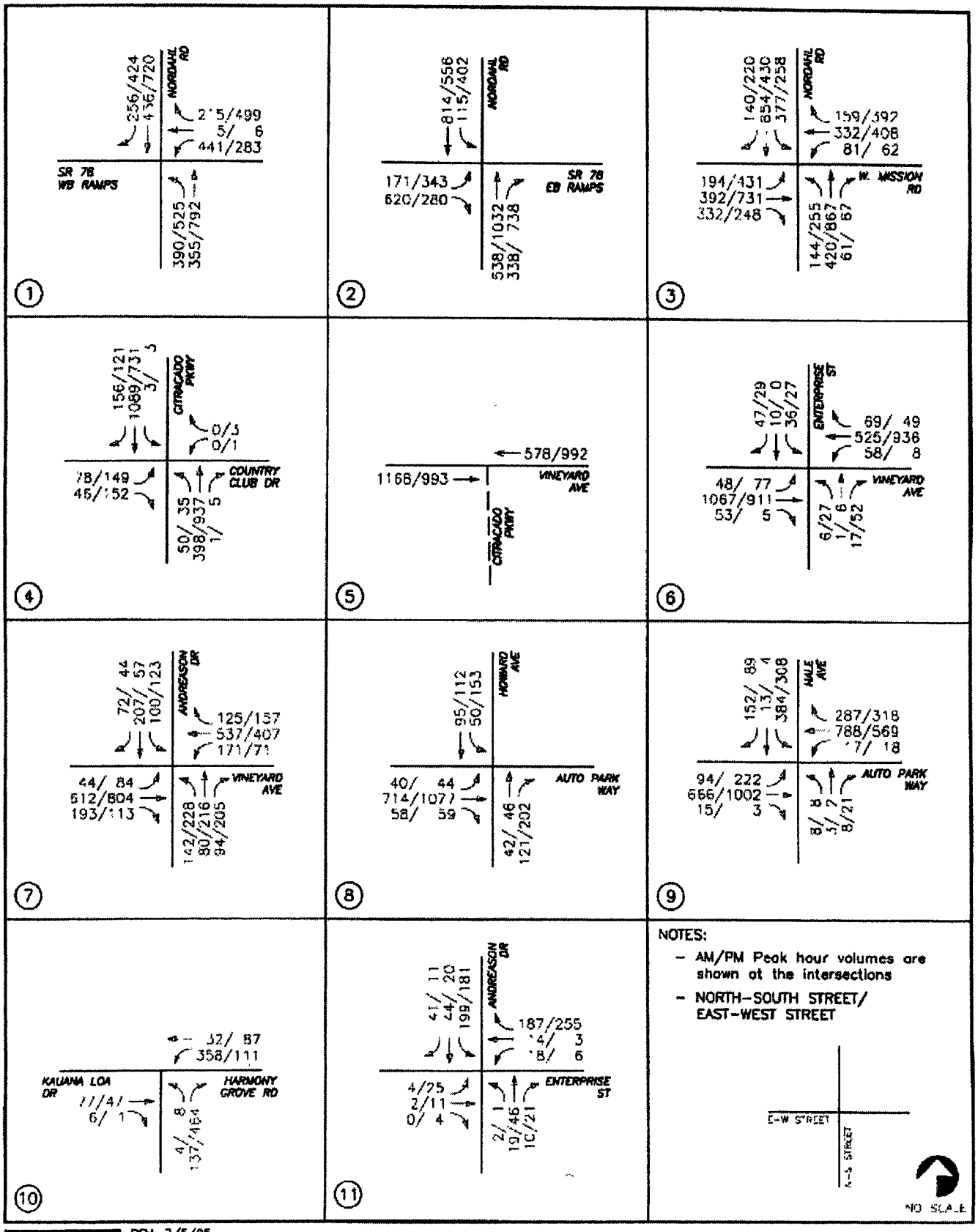
Figure 3-3

(1 OF 3)

EXISTING TRAFFIC VOLUMES ADTs

PALOMAR MEDICAL CENTER WEST



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REV. 7/5/05
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Figure 3-3

(2 OF 3)

EXISTING TRAFFIC VOLUMES AM/PM PEAK HOURS

PALOMAR MEDICAL CENTER WEST

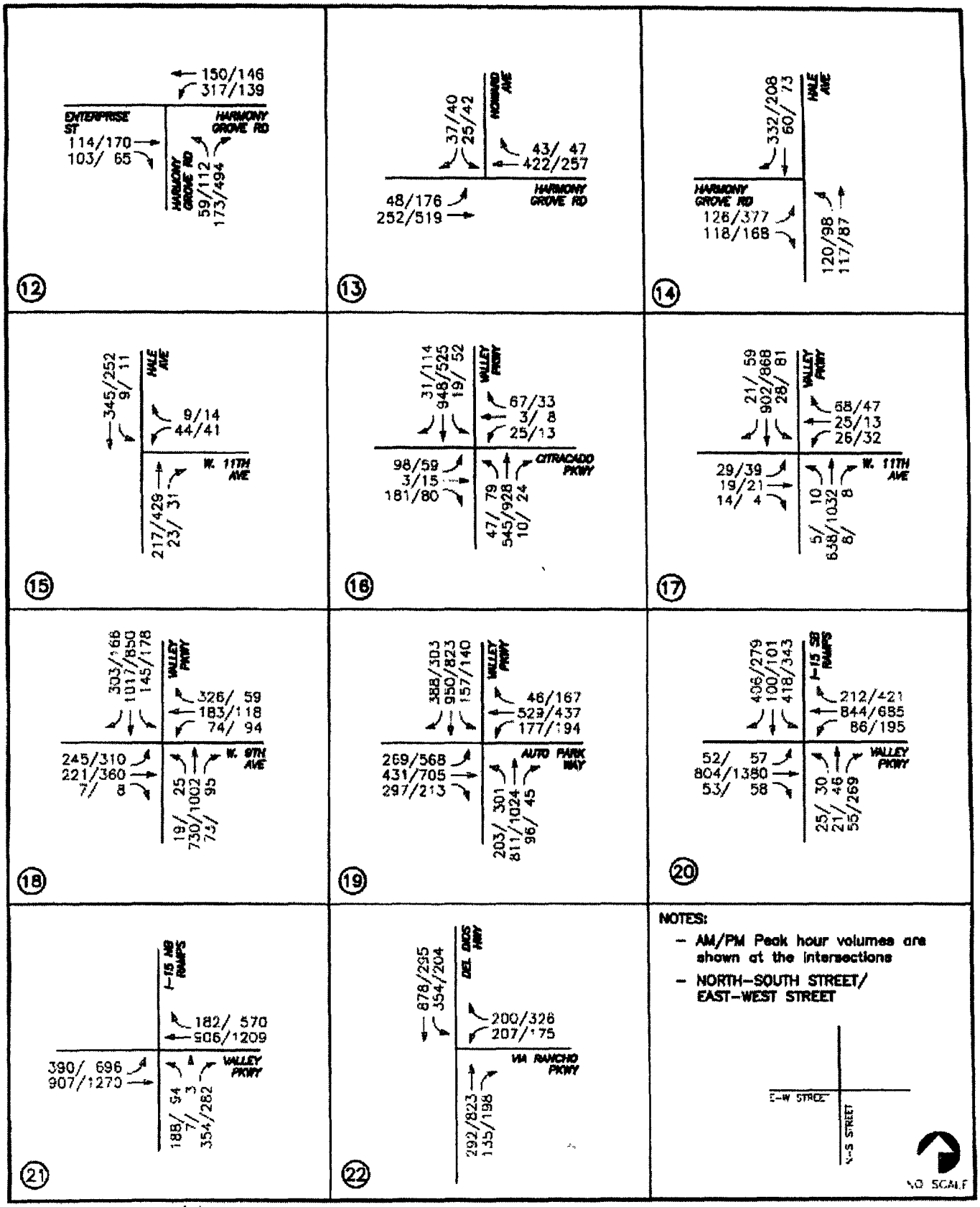

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Figure 3-3

(3 OF 3)

EXISTING TRAFFIC VOLUMES AM/PM PEAK HOURS

PALOMAR MEDICAL CENTER WEST

4.0 ANALYSIS SCENARIOS AND METHODOLOGY

4.1 ANALYSIS SCENARIOS

The following scenarios are analyzed in this report.

- Existing
- Existing + Project
- Existing + Project + Cumulative Projects
- 2030 without Project
- 2030 with Project

4.2 METHODOLOGY

The traffic study analyzes signalized intersections, unsignalized intersections and street segments. There are different methodologies used to analyze these types of facilities.

The measure of effectiveness for intersection operations is level of service. In the 2000 Highway Capacity Manual (HCM), Level of Service for signalized intersections is defined in terms of delay. The level of service analysis results in seconds of delay expressed in terms of letters A through F. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time.

4.2.1 *Signalized Intersections*

For signalized intersections, level of service criteria are stated in terms of the average control delay per vehicle for a 15-minute analysis period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. *Table 4-1* summarizes the delay thresholds for signalized intersections.

Level of service A describes operations with very low delay, (i.e. less than 10.0 seconds per vehicle). This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

Level of service B describes operations with delay in the range 10.1 seconds and 20.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.

Level of service C describes operations with delay in the range 20.1 seconds and 35.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.

TABLE 4-1
LEVEL OF SERVICE THRESHOLDS FOR SIGNALIZED INTERSECTIONS

Average Control Delay Per Vehicle (Seconds/Vehicle)			Level Of Service
0.0	≤	10.0	A
10.1	to	20.0	B
21.1	to	35.0	C
35.1	to	55.0	D
55.1	to	80.0	E
	≥	80.0	F

Source: Highway Capacity Manual, 2000.

Level of service D describes operations with delay in the range 35.1 seconds and 55.0 seconds per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or higher v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are more frequent.

Level of service E describes operations with delay in the range of 55.1 seconds to 80.0 seconds per vehicle. This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.

Level of service F describes operations with delay in excess of over 80.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with over-saturation (i.e., when arrival flow rates exceed the capacity of the intersection). It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

4.2.2 *Unsignalized Intersections*

For unsignalized intersections, level of service is determined by the computed or measured control delay and is defined for each minor movement. Level of service is not defined for the intersection as a whole. *Table 4-2* depicts the criteria, which are based on the average control delay for any particular minor movement.

TABLE 4-2
LEVEL OF SERVICE THRESHOLDS FOR UNSIGNALIZED INTERSECTIONS

Average Control Delay Per Vehicle (Seconds/Vehicle)			Level Of Service	Expected Delay To Minor Street Traffic
0.0	≤	10.0	A	Little or no delay
10.1	to	15.0	B	Short traffic delays
15.1	to	25.0	C	Average traffic delays
25.1	to	35.0	D	Long traffic delays
35.1	to	50.0	E	Very long traffic delays
	≥	50.0	F	Severe congestion

Source: Highway Capacity Manual, 2000.

Level of Service F exists when there are insufficient gaps of suitable size to allow a side street demand to safely cross through a major street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches. The method, however, is based on a constant critical gap size; that is, the critical gap remains constant no matter how long the side-street motorist waits. LOS F may also appear in the form of side-street vehicles selecting smaller-than-usual gaps. In such cases, safety may be a problem, and some disruption to the major traffic stream may result. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal gap acceptance behavior, which are more difficult to observe in the field than queuing.

In most cases, at Two-Way STOP controlled (TWSC) intersections, the critical movement is the minor street left-turn movement. As such, the minor street left-turn movement can generally be considered the primary factor affecting overall intersection performance. The lower threshold for LOS F is set at 50 seconds of delay per vehicle. There are many instances, particularly in urban areas, in which the delay equations will predict delays of 50 seconds (LOS F) or more for minor street movements under very low volume conditions on the minor street (less than 25 vehicles per hour or vph). Since the first term of the equation is a function only of capacity, the LOS F threshold of 50 seconds/vehicle is reached with a movement capacity of approximately 85 vph or less.

4.2.3 *Street Segments*

The street segments were analyzed on a daily basis by comparing the Average Daily Traffic (ADT) volume to the City of Escondido Proposed Level of Service Standards - Street Segment Average Daily Vehicle Trip Thresholds. This table is shown in *Appendix B* and provides Level of Service estimates based on traffic volumes and roadway characteristics.

4.2.4 *Freeway Segments*

Level of Service analysis is based on the procedure developed by CALTRANS District 11 based on methods described in the Highway Capacity Manual. The procedure involves comparing the peak hour volume of the mainline segment to the theoretical capacity of the roadway (V / C). Directional and truck factors are also used to calculate the future freeway volumes.

5.0 SIGNIFICANCE CRITERIA

The following criteria were utilized to determine the significance of project direct and cumulative impacts. If the intersection or street segment is located in the City of Escondido, the City criteria were utilized. If the intersection or street segment is located in the County, the County criteria were utilized. The criteria for each jurisdiction are listed below.

5.1 City of Escondido

5.1.1 *Street Segments*

An impact is considered to be a direct significant impact on a street segment when a project degrades the level of service (LOS) to worse than mid-level D and increases the volume / capacity (v / c) ratio by more than 0.02. If the segment already operates at mid-LOS D or worse, a significant cumulative impact is calculated if the v / c increases by more than 0.02 due to the addition of project traffic.

5.1.2 *Signalized Intersections*

A signalized intersection is directly significantly impacted when project traffic degrades the level of service to worse than mid-level D (delay of 45.1 seconds or more). If the intersection is already operating at a LOS worse than mid-level D, a cumulative impact would occur if the project increases the delay by more than 2 seconds. If the project degrades the level of service to LOS E or F, the impact is considered direct.

5.1.3 *Unsignalized Intersections*

An unsignalized intersection is directly significantly impacted when the project traffic degrades the level of service to worse than mid-level D (a delay of 30.1 seconds or more). If the intersection is already worse than mid-level D, a cumulative impact would occur if the project increases the delay by more than 2 seconds.

5.2 County of San Diego

The criteria to determine significant traffic impacts was obtained from the 2004 County of San Diego Draft Guidelines for determining significance. *Table 1* from this document is shown below. In general, if project only traffic causes the thresholds in the table to be exceeded, the impacts are determined to be a direct significant impact and if the project together with other cumulative projects causes the thresholds to be exceeded, the impact is determined to be a cumulative significant impact.

STREET SEGMENTS

Level of Service	2-Lane Road	4-Lane Road	6-Lane Road
LOS E	200 ADT	400 ADT	600 ADT
LOS F	100 ADT	200 ADT	300 ADT

INTERSECTIONS

Level of Service	Signalized	Unsignalized
LOS E	Delay of 2 seconds	20 peak hour trips on a critical movement
LOS F	Delay of 1 second, or 5 peak hour trips on a critical movement	5 peak hour trips on a critical movement

5.3 Freeway Segments

SANTEC criteria was utilized to determine the significance of freeway impacts. If the project increases the v / c ratio by more than 0.01, the impact is considered significant.

6.0 ANALYSIS OF EXISTING CONDITIONS

6.1 Peak Hour Intersection Levels of Service

Table 6-1 summarizes the existing signalized intersections level of service. As seen in *Table 6-1*, all intersections are calculated to currently operate at mid LOS D or better during both the AM and PM peak hours except the following signalized intersections:

- Nordahl Road/SR-78 Eastbound Ramps (LOS D during the AM peak hour and LOS F during the PM peak hour)
- Nordahl Road/Mission Road (LOS D during the AM peak hour and LOS E during the PM peak hour)

Table 6-2 summarizes the existing unsignalized intersections level of service. As seen in *Table 6-2*, all intersections are calculated to operate at mid LOS D or better during both the AM and PM peak hours except the following unsignalized intersections:

- Citracado Parkway/Country Club Drive (LOS D during both AM and PM peak hour)
- Enterprise Street/Vineyard Avenue (LOS E during the AM peak hour and LOS F during the PM peak hour)
- Howard Avenue/Auto Park Way South (LOS F during the PM peak hour)
- Harmony Grove Road/Enterprise Street (LOS D during the AM peak hour)
- Harmony Grove Road/Howard Avenue (LOS E during the PM peak hour)
- Harmony Grove Road/Hale Avenue (LOS E during the PM peak hour)

Appendix C contains the existing intersection analysis worksheets.

6.2 Segment Analysis

Table 6-3 shows a summary of the existing street segment operations in the project area. As seen in *Table 6-3*, all study area street segments are calculated to currently operate at mid LOS D or better except the following street segments:

- Nordahl Road, SR-78 to Mission Road (LOS E)
- Vineyard Avenue, Country Club Drive to Andreasen Drive (LOS F)
- Harmony Grove Road, Enterprise Street to Howard Avenue (LOS D)
- Harmony Grove Road, Howard Avenue to Hale Avenue (LOS F)
- West 9th Avenue, Hale Avenue to Home Depot Driveway (LOS E)
- West 9th Avenue, Auto Parkway to I-15 Southbound Ramps (LOS F)
- Valley Parkway, 11th Avenue to Citracado Parkway (LOS F)

6.3 Freeway Segments

Table 6–4 shows the existing peak hour analysis results for the freeway segments in the project area. As shown in *Table 6–4*, all freeway segments in the project area are calculated to operate at LOS D or better with the following exceptions:

- SR-78 west of Nordahl Road eastbound (LOS F(0) during the PM peak hour)
- I-15 south of W. 9th Street southbound (LOS E during the AM peak hour)

Table 6-1
Existing Signalized Intersection Operations

Intersection	Peak Period	Existing	
		Delay[a]	LOS[b]
1. Nordahl Rd./SR-78 WB Ramps	AM	34.5	C
	PM	41.8	D
2. Nordahl Rd./SR-78 EB Ramps	AM	**49.3**	**D**
	PM	**> 100**	**F**
3. Nordahl Rd./Mission Rd.	AM	**45.5**	**D**
	PM	**66.5**	**E**
7. Andreasen Dr./Vineyard Ave.	AM	29.2	C
	PM	28.6	C
9. Hale Ave./Auto Park Wy.	AM	24.6	C
	PM	20.9	C
16. Valley Pkwy./Citracado Pkwy.	AM	25.9	C
	PM	22.9	C
17. Valley Pkwy./West 11th Ave.	AM	19.1	B
	PM	20.4	C
18. Valley Pkwy./West 9th Ave.	AM	40.0	D
	PM	39.6	D
19. Valley Pkwy./Auto Pkwy.	AM	36.3	D
	PM	40.4	D
20. I-15 SB Ramps/Valley Pkwy.	AM	40.9	D
	PM	32.0	C
21. I-15 NB Ramps/Valley Pkwy.	AM	30.2	C
	PM	34.0	C
22. Del Dios Hwy./Via Rancho Pkwy.	AM	13.1	B
	PM	43.7	D

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service. See Appendix C for delay thresholds.
c. Delay and LOS worse than Mid-LOS D shown in **bold** and shaded.

Table 6–2
Existing Unsignalized Intersection Operations

Intersection	Peak Period	Existing	
		Delay [a]	LOS [b]
4. Citracado Pkwy./ Country Club Dr. [EBL]	AM	**33.1**	**D**
	PM	**32.3**	**D**
5. Citracado Pkwy./ Vineyard Ave. [SB]	AM	DNE [d]	DNE [d]
	PM	DNE [d]	DNE [d]
6. Enterprise St./ Vineyard Ave. [SBL]	AM	**47.0**	**E**
	PM	**64.3**	**F**
8. Howard Ave./Auto Park Way So. [AWSC]	AM	15.6	C
	PM	**61.4**	**F**
10. Harmony Grove Rd./Kauana Loa Dr. [NB]	AM	9.9	A
	PM	12.2	B
11. Andreasen Dr./Enterprise St. [AWSC]	AM	10.0	A
	PM	10.7	B
12. Harmony Grove Rd./Enterprise St. [NBL]	AM	**34.6**	**D**
	PM	19.8	C
13. Harmony Grove Rd./Howard Ave. [SBL]	AM	17.9	C
	PM	**36.6**	**E**
14. Harmony Grove Rd./Hale Ave. [EBL]	AM	22.1	C
	PM	**42.4**	**E**
15. Hale Ave./West 11th Ave. [WBL]	AM	14.4	B
	PM	16.6	C

Footnotes

a. Average delay expressed in seconds per vehicle.
b. Level of Service. See Appendix C for delay thresholds.
c. NB – Northbound movement; SB – Southbound movement; EBL – Eastbound Left movement; WBL – Westbound Left turn movement; NBL – Northbound Left turn movement; SBL – Southbound Left turn movement; EBL – Eastbound Left turn movement; AWSC – All Way Stop Control.
d. DNE – Do Not Exist
e Delay and LOS worse than Mid-LOS D shown in **bold** and shaded.

TABLE 6-3

EXISTING STREET SEGMENT OPERATIONS

Segment	Existing Street Classification	Capacity LOS E	Existing		
			ADT[a]	V/C	LOS[b]
NORDAHL ROAD					
SR-78 to Mission Rd.	Major Road	37,000	35,960	0.97	E
CITRACADO PARKWAY					
East Mission Rd. to Country Club Dr.	Major Road	37,000	21,990	0.59	B
VINEYARD AVENUE					
Country Club Dr. to Citracado Pkwy.	Local Collector	15,000	19,100	1.27	F
Citracado Pkwy. to Enterprise St.	Local Collector	15,000	19,100	1.27	F
Enterprise St. to Andreasen Dr.	Local Collector	15,000	20,090	1.34	F
AUTO PARKWAY					
Hale Ave. to Valley Pkwy.	Collector	34,200	29,060	0.85	D
HARMONY GROVE ROAD					
Country Club Dr. to Kauana Loa Dr.[e]	Rural Light Collector	16,200	5,570	0.34	C
Kauana Loa Dr. to Enterprise St.	Local Collector	15,000	7,210	0.48	B
Enterprise St. to Howard Rd.	Rural Collector	10,000	8,400	0.84	D
Howard Rd. to Hale Ave.	Rural Collector	10,000	9,150	0.92	E
HALE AVENUE					
Harmony Grove Rd. to 9th Ave.	Local Collector	10,000	7,230	0.72	D
Harmony Grove Rd. to Avenida Del	Local Collector	15,000	5,660	0.38	B
WEST 9TH AVENUE					
Hale Ave. to Home Depot Dwy.	Local Collector	10,000	9,700	0.97	E
Valley Pkwy. To Auto Pkwy.	Local Collector	15,000	10,400	0.69	D
Auto Pkwy. To I-15 SB Ramps	Major Road	37,000	35,420	0.96	E
VALLEY PARKWAY					
Auto Pkwy. to I-15	Prime Arterial	60,000	43,570	0.73	D
West 9th Ave. to 11th Ave.	Major Road	37,000	25,480	0.69	C
11th Ave. to Via Rancho Pkwy.	Local Collector	15,000	20,450	1.36	F
ANDREASON DRIVE					
Vineyard Ave. to Enterprise St.	Local Collector	15,000	6,760	0.45	B

Footnotes:

a. ADT – Average Daily Traffic.
b. LOS – Level of Service.
c. Delay and LOS worse than Mid-LOS D shown in **bold** and shaded.
d. 2005 ADT counts commissioned by Linscott, Law & Greenspan, Engineers on majority of segments. Older counts updated to 2005 at some locations.
e. Segment is located in the County of San Diego. All other segments are located within the City of Escondido.

TABLE 6-4

EXISTING FREEWAY SEGMENT OPERATIONS

Freeway Segment	Direction	# of Lanes	Capacity/Hour	ADT	Pk Hr % (K)		Dir Split (D)		Truck Factor	Pk Hr Vol		V/C		LOS	
					AM	PM	AM	PM		AM	PM	AM	PM	AM	PM
SR-78															
West of Nordahl Rd.	EB	3M	6,900	152,000	0.074	0.09	0.47	0.57	0.95	5,565	8,208	0.806	1.190	D	F(0)
	WB	3M	6,900	152,000	0.074	0.09	0.53	0.43	0.95	6,275	6,192	0.909	0.897	D	D
I-15															
South of 9th Ave.	NB	4M	9,200	189,000	0.074	0.078	0.4	0.59	0.93	6,015	9,352	0.654	1.017	C	F(0)
	SB	4M	9,200	189,000	0.074	0.078	0.6	0.41	0.93	9,023	6,499	0.981	0.706	E	C

Footnotes.

1. Capacity calculated at 2300 ADT per mainline lane (M: Mainline, A: Aux. Ex. 4M+2A = 4 Mainline + 2 Aux)
2. Peak Hour Percentage and Direction Split from CALTRANS
3 Truck Factor from "2000 Annual Average Daily Truck Traffic on the California State Highway System", January 2002
4. Peak Hour Volume = ((ADT)(K)(D)/Truck Factor)
5 V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

LOS	v/c
A	<0.41
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

TABLE 6–5
RAMP METER OPERATIONS (FIXED RATE METHOD)

Location/Condition	Minimum/ Maximum Rate	Peak Hour Demand	Meter Flow Rate	Excess Demand	Delay (min)	Queue (ft)
SR-78 / Nordahl Road						
Westbound Ramp (AM Peak Hour)						
Existing	Min	651	619	32	3	800
	Max	651	1140	0	0	0
Existing + Project	Min	692	619	73	7	1825
	Max	692	1140	0	0	0
Project Increase	Min	41	NA	41	4	1025
	Max	41	NA	0	0	0
Existing + Project + Cumulative Projects	Min	823	619	204	20	5100
	Max	823	1140	0	0	0
Eastbound Ramp (PM Peak Hour)						
Existing	Min	1140	1320	0	0	0
	Max	1140	1992	0	0	0
Existing + Project	Min	1186	1320	0	0	0
	Max	1186	1992	0	0	0
Project Increase	Min	46	NA	0	0	0
	Max	46	NA	0	0	0
Existing + Project + Cumulative Projects	Min	1329	1320	9	0	225
	Max	1329	1992	0	0	0
I-15 / Valley Parkway						
Northbound Ramp (PM Peak Hour)						
Existing	Min	1269	950	319	20	7975
	Max	1269	1992	0	0	0
Existing + Project	Min	1269	950	319	20	7975
	Max	1269	1992	0	0	0
Project Increase	Min	0	NA	0	0	0
	Max	0	NA	0	0	0
Existing + Project + Cumulative Projects	Min	1276	950	326	21	8150
	Max	1276	1992	0	0	0

Footnotes:

a. Meter Rates obtained from CALTRANS (*Appendix B*).

b. Delay expressed in minutes.

c. Queue expressed in feet.

d. Not applicable.

TABLE 6–5
RAMP METER OPERATIONS (CONTINUED)

Location/Condition	Minimum/ Maximum Rate	Peak Hour Demand	Meter Flow Rate	Excess Demand	Delay (min)	Queue (ft)
I-15 / Valley Parkway						
Southbound Ramp (AM Peak Hour)						
Existing	Min	285	343	0	0	0
	Max	285	570	0	0	0
Existing + Project	Min	304	343	0	0	0
	Max	304	570	0	0	0
Project Increase	Min	19	NA	0	0	0
	Max	19	NA	0	0	0
Existing + Project + Cumulative Projects	Min	354	343	11	2	275
	Max	354	570	0	0	0
I-15 / W. 9th Street						
Northbound Ramp (PM Peak Hour)						
Existing	Min	750	854	0	0	0
	Max	750	1140	0	0	0
Existing + Project	Min	750	854	0	0	0
	Max	750	1140	0	0	0
Project Increase	Min	0	NA	0	0	0
	Max	0	NA	0	0	0
Existing + Project + Cumulative Projects	Min	750	854	0	0	0
	Max	750	1140	0	0	0
Southbound Ramp (AM Peak Hour)						
Existing	Min	803	976	0	0	0
	Max	803	1792	0	0	0
Existing + Project	Min	825	976	0	0	0
	Max	825	1792	0	0	0
Project Increase	Min	22	NA	0	0	0
	Max	22	NA	0	0	0
Existing + Project + Cumulative Projects	Min	914	976	0	0	0
	Max	914	1792	0	0	0

Footnotes:

a. Meter Rates obtained from CALTRANS (*Appendix B*).

b. Delay expressed in minutes.

c. Queue expressed in feet.

d. NA· Not applicable.

7.0 TRIP GENERATION/DISTRIBUTION/ASSIGNMENT

7.1 TRIP GENERATION

Table 7-1 summarizes the trip generation for the Palomar Medical Center West development. The trip generation rates are based on the *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002. As seen on *Table 7-1*, the project is calculated to generate a total of 17,060 daily project trips, with 1,204 trips (891 inbound and 313 outbound trips) in the AM peak hour and 1,786 trips (626 inbound and 1160 outbound trips) in the PM peak hour.

As seen on *Table 7-2*, the project is calculated to generate more trips than the trips generated by the Business Park, which was planned in PA-4 and PA-5 of the adopted Escondido Research and Technology Center Specific Plan site.

7.2 TRIP DISTRIBUTION/ASSIGNMENT

The project-generated traffic was distributed to the street system based on the SANDAG Select Zone Assignment (SZA) Series 10 Model. The SZA uses the land-use assumptions in the Cities/County Transportation Forecast to distribute traffic volumes generated by the Palomar Medical Center West development throughout the region. It is noteworthy that the Select Zone Model was run considering the Palomar Medical Center West development as its own TAZ and the medical-related land-uses proposed by the project were coded into the model as proposed. It is from this forecasted distribution (as well as existing traffic counts and the project's location in relation to the I-15 and 78 freeways) that the general regional traffic distribution is deduced.

Figure 7-1 depicts the regional project traffic distribution percentages. *Figure 7-2* depicts the project traffic assignment based on this distribution, while *Figure 7-3* depicts the total traffic volumes for the existing + project condition.

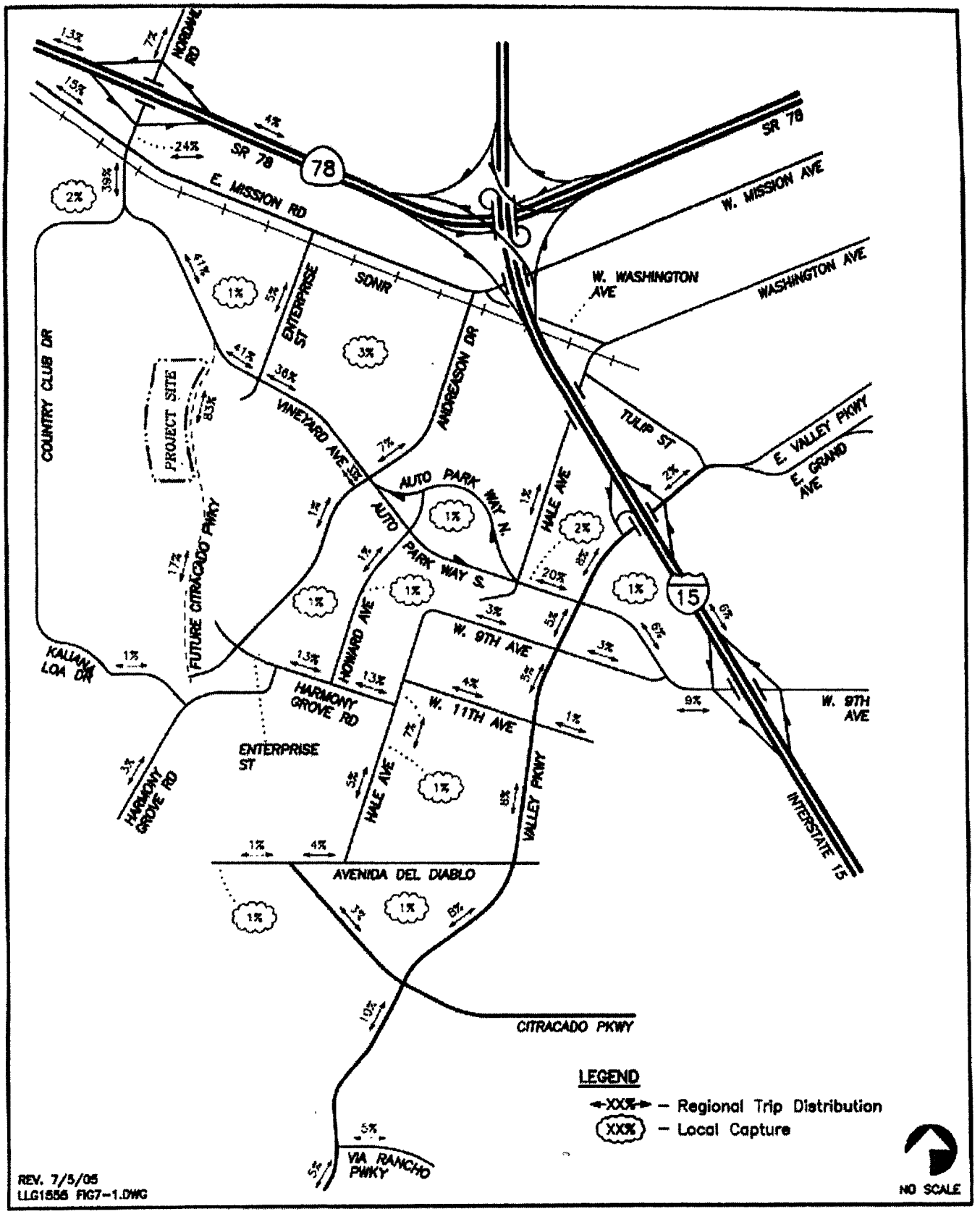

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Figure 7-1

PROJECT TRAFFIC DISTRIBUTION

PALOMAR MEDICAL CENTER WEST

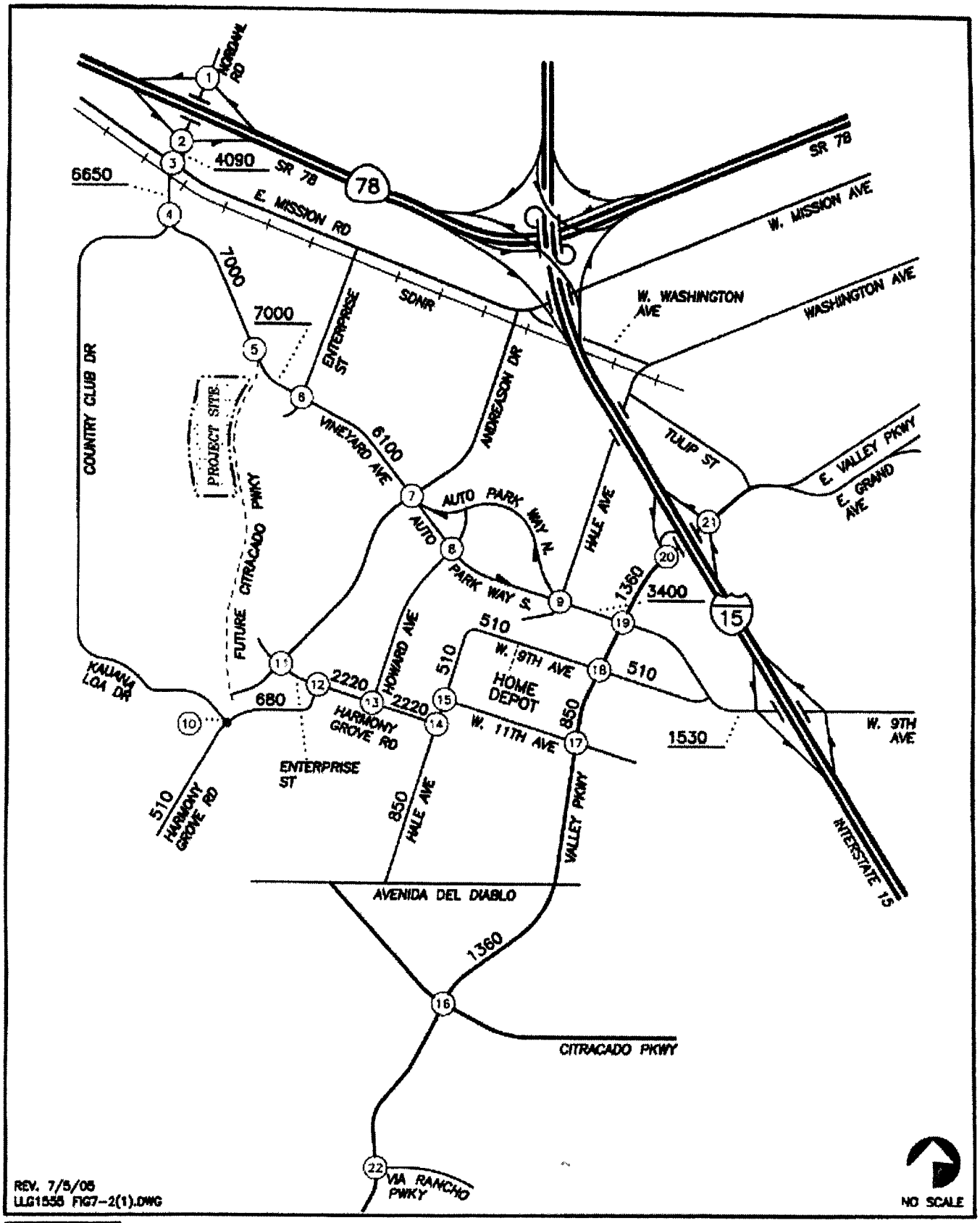

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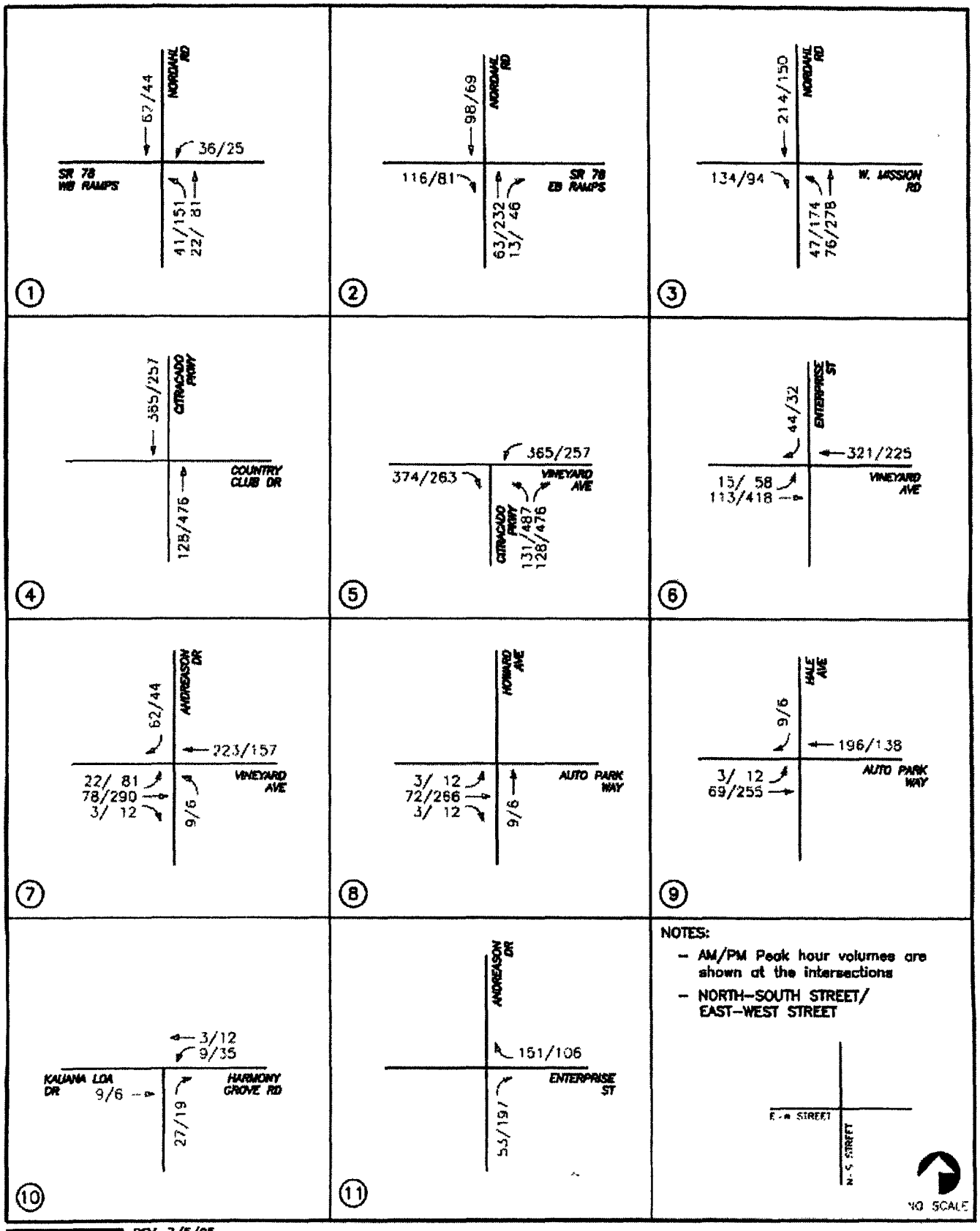
Figure 7-2

(1 OF 3)

TOTAL PROJECT TRAFFIC VOLUMES ADTs

PALOMAR MEDICAL CENTER WEST



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REV. 7/5/05
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Figure 7-2

(2 OF 3)

PROJECT TRAFFIC VOLUMES AM/PM PEAK HOURS

PALOMAR MEDICAL CENTER WEST

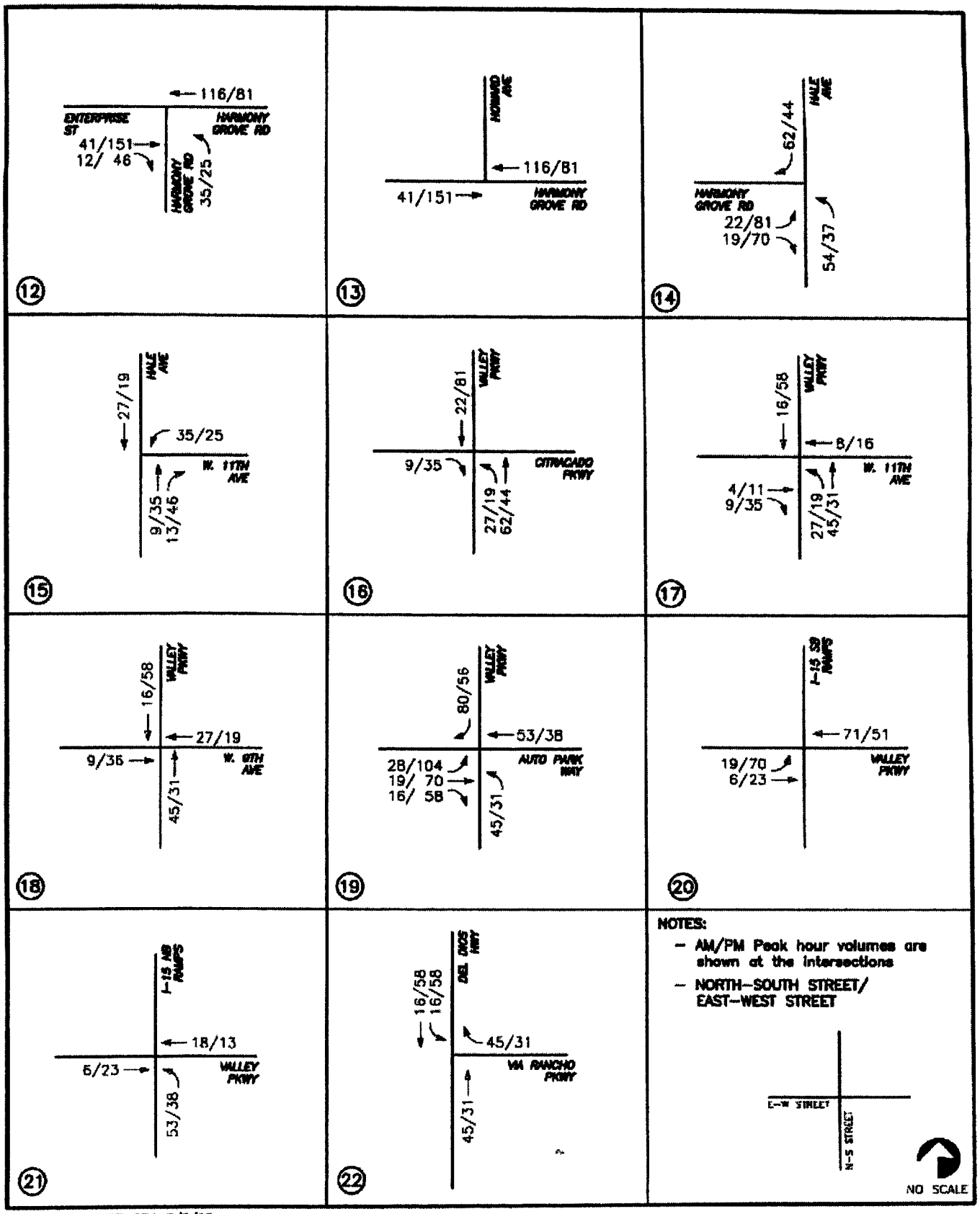

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Figure 7-2

(3 OF 3)

PROJECT TRAFFIC VOLUMES AM/PM PEAK HOURS

PALOMAR MEDICAL CENTER WEST

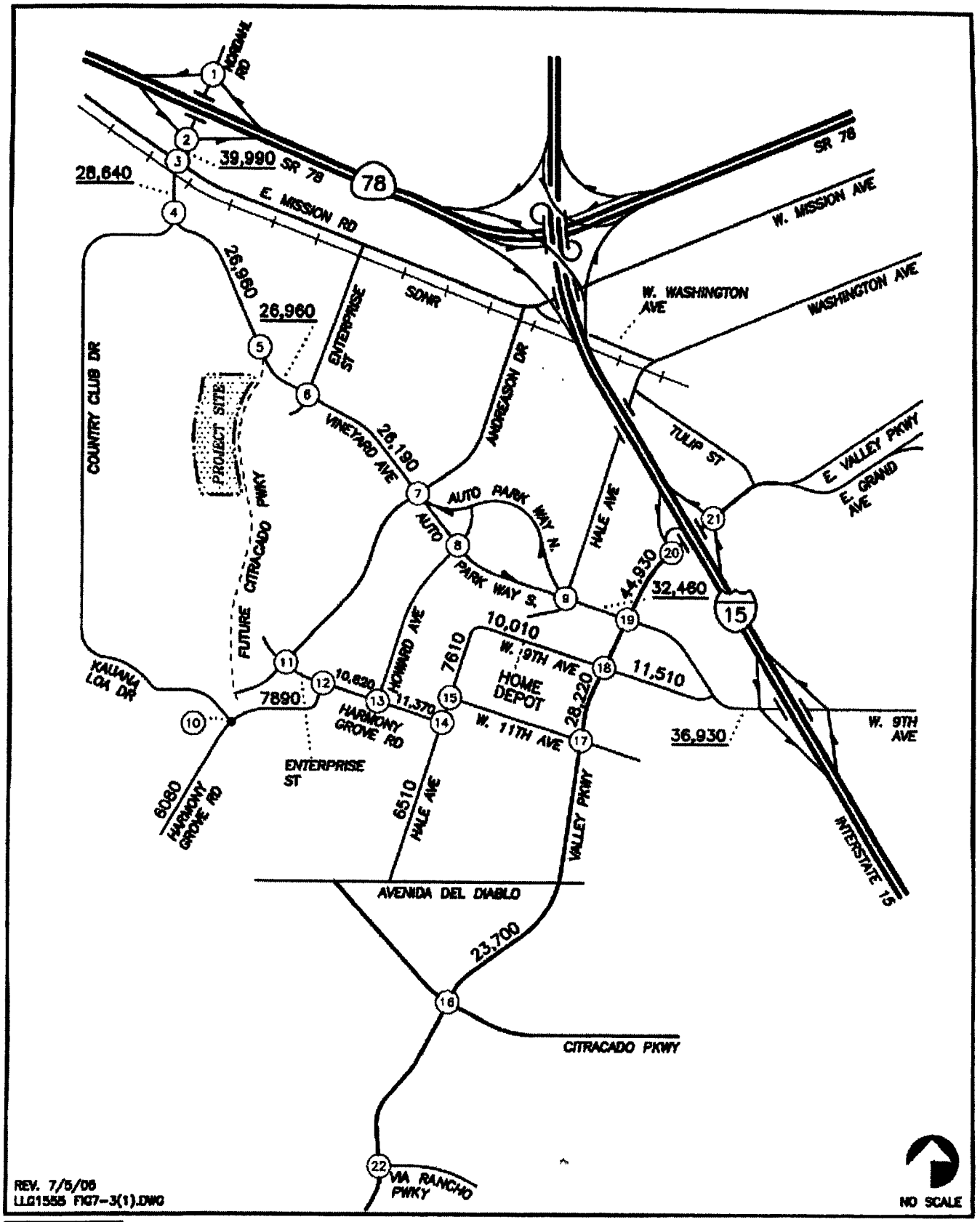

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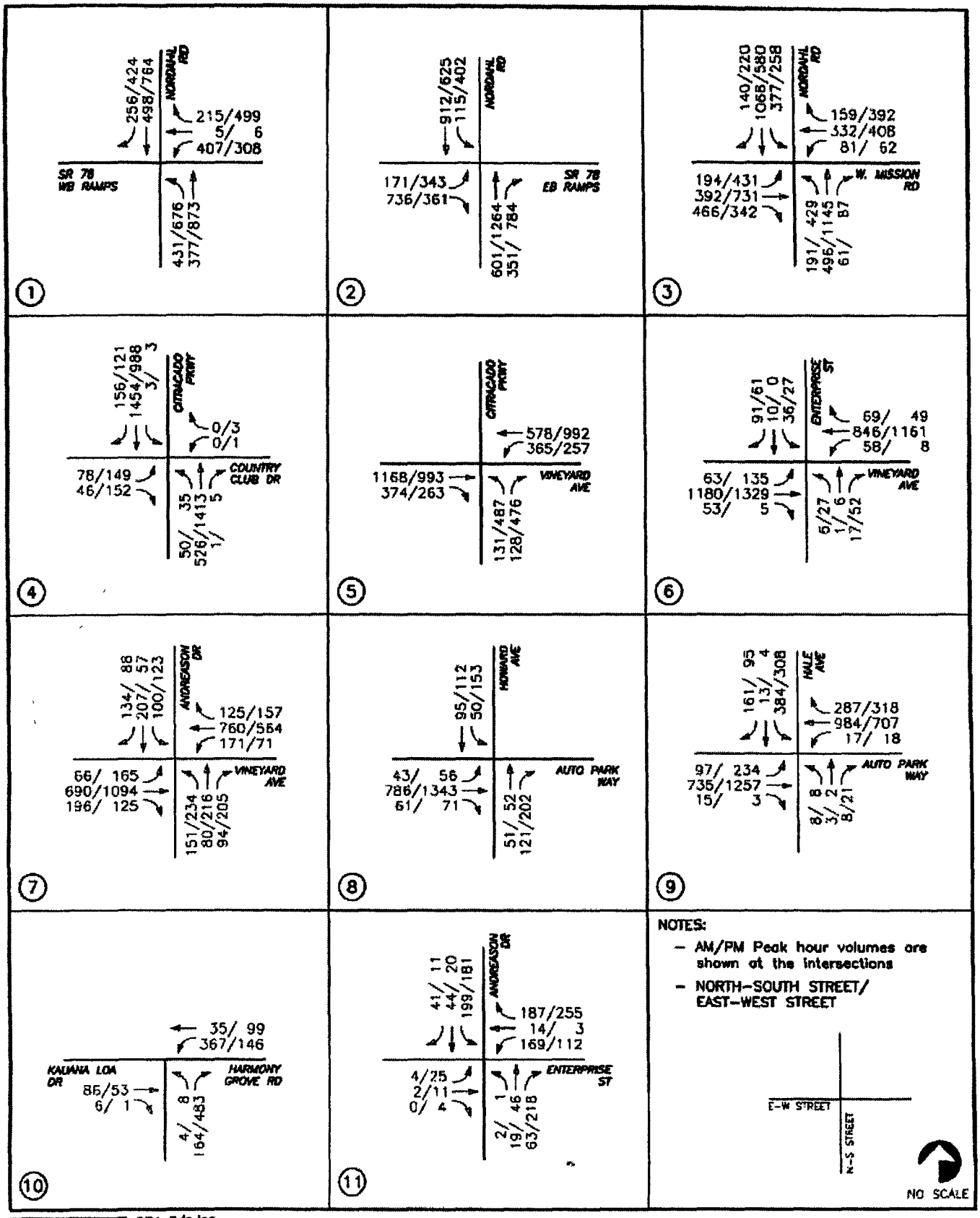
Figure 7-3

(1 OF 3)

EXISTING + PROJECT TRAFFIC VOLUMES ADTs

PALOMAR MEDICAL CENTER WEST



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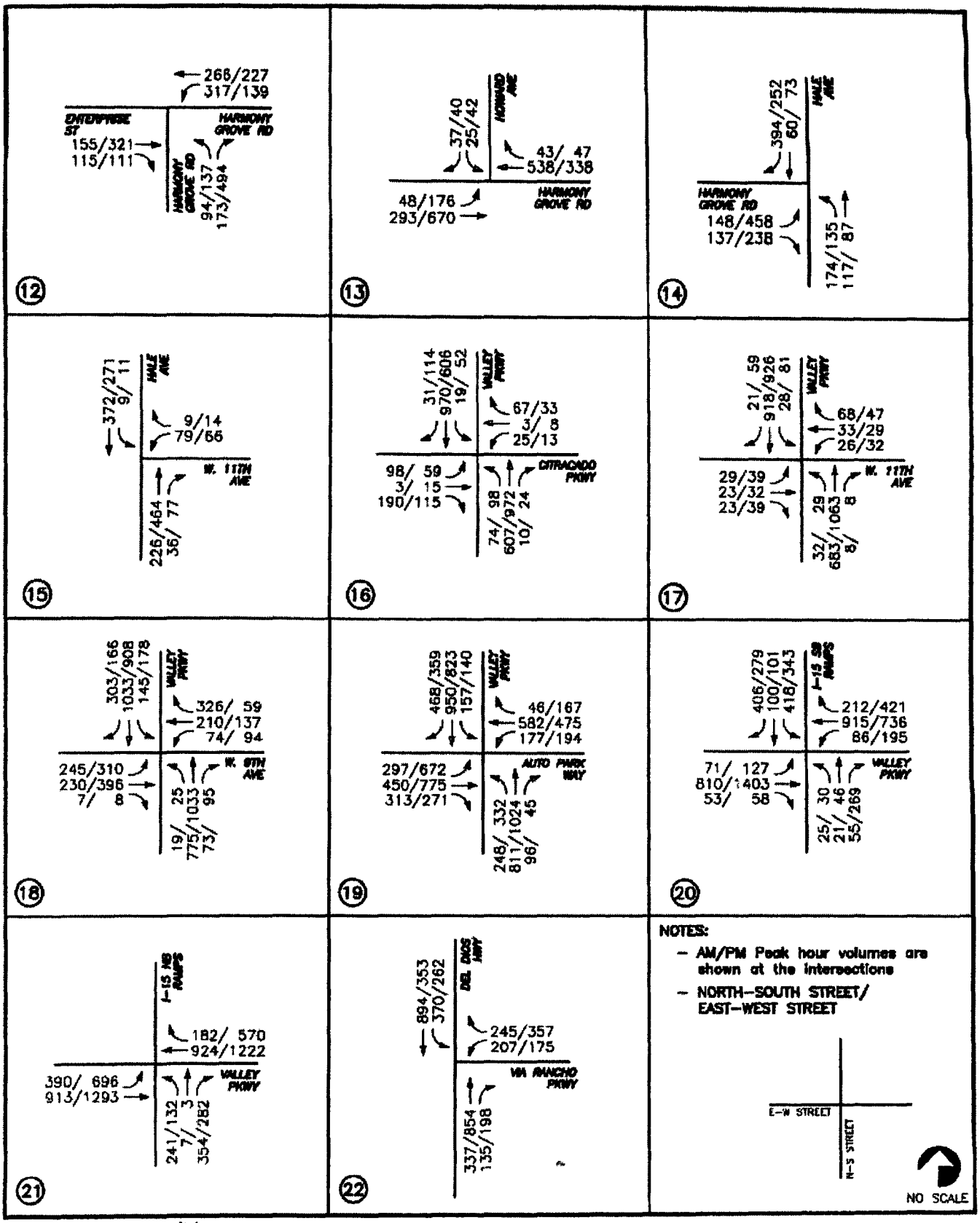
LLG1555 FIG7-3(2).DWG

Figure 7-3

(2 OF 3)

EXISTING + PROJECT TRAFFIC VOLUMES AM/PM PEAK HOURS

PALOMAR MEDICAL CENTER WEST



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LLG1566 FIG7-3(3).DWG

Figure 7-3

(3 OF 3)

EXISTING + PROJECT TRAFFIC VOLUMES AM/PM PEAK HOURS

PALOMAR MEDICAL CENTER WEST

TABLE 7-1
TRIP GENERATION SUMMARY

Use	Size	Daily Trip Ends (ADT)		AM Peak Hour					PM Peak Hour				
		Rate	Volume	% Of ADT	In:Out Split		Volume In	Volume Out	% OF ADT	In:Out Split		Volume In	Volume Out
Medical Facility[1]													
Hospital	453 beds	20 / bed	9,060	8%	70%	30%	507	217	10%	40%	60%	362	544
Medical Office	160 KSF	50 / KSF	8,000	6%	80%	20%	384	96	11%	30%	70%	264	616
Total			17,060	—	—	—	891	313	—	—	—	626	1,160

Footnotes:

1. Generation rates obtained from the SANDAG Brief Guide (April 2002).
2. KSF = 1,000 Square Foot

TABLE 7-2
Project Trip Generation Comparison

Use	Size	Daily Trip Ends (ADT)		AM Peak Hour					PM Peak Hour				
		Rate	Volume	% Of ADT	In:Out Split		Volume In	Volume Out	% OF ADT	In:Out Split		Volume In	Volume Out
A. Industrial / Business Park[1]	631,900 SF	16 / KSF	10,110	12%	80%	20%	971	243	12%	20%	80%	243	971
Total			10,110	—	—	—	971	243	—	—	—	243	971
B. Medical Facility[2]													
Hospital	453 beds	20 / bed	9,060	8%	70%	30%	507	217	10%	40%	60%	362	544
Medical Office	160 KSF	50 / KSF	8,000	6%	80%	20%	384	96	11%	30%	70%	264	616
Total			17,060	—	—	—	891	313	—	—	—	626	1,160

NOTES:

1. Source. LLG Traffic Study for the ERTC, 11/9/02. (PA 4 & PA 5)
2. Rates based on SANDAG's "Brief Guide to Vehicular Traffic Generation Rates for the San Diego Region", April 2002.

8.0 CUMULATIVE PROJECTS

A list of 22 near-term cumulative projects was obtained based on research at the City of Escondido and County of San Diego regarding other potential developments in the project area. *Table 8-1* summarizes the trip generation for each cumulative project. The following is a brief description of each of the cumulative projects included in this analysis.

8.1 Description Of Projects

1. **Chablis Court** is planned as a 37,500 SF industrial building on Chablis Court. This project is calculated to generate 600 daily trips, 72 AM peak hour trips (58 inbound and 14 outbound) and 72 PM peak hour trips (14 inbound and 58 outbound).

2. **Executive Place** is a 53,530 SF industrial building located on 2867 and 2869 Executive Place. This project is calculated to generate 856 daily trips, 103 AM peak hour trips (82 inbound and 21 outbound) and 103 PM peak hour trips (21 inbound and 82 outbound).

3. **Andreason / Enterprise** is a 56,974 SF industrial building located at the intersection of Andreason Drive and Enterprise Street. This project is calculated to generate 912 daily trips, 110 AM peak hour trips (88 inbound and 22 outbound) and 110 PM peak hour trips (22 inbound and 88 outbound).

4. **Equipment Wholesale** is a 6,000 SF addition to an existing industrial building located at 2213 Meyers Street. This project is calculated to generate 96 daily trips, 11 AM peak hour trips (9 inbound and 2 outbound) and 11 PM peak hour trips (2 inbound and 9 outbound).

5. **Escondido Research and Technology Center (ERTC)** is a research center comprising of 158 Acres located along the future alignment of Citracado Parkway in Escondido. The project is expected to generate 9,863 daily trips with 1,282 AM peak hour trips (1,154 inbound and 128 outbound) and 1,282 PM peak hour trips (256 inbound and 1,026 outbound). Trips generated by Planning Area 3 and Planning Area 4, were excluded from the total trip generation.

6. **Dorn Subdivision** is a 34 single-family unit development expected to generate 340 ADT with 8 inbound trips and 19 outbound trips during the AM peak hour and 24 inbound trips and 10 outbound trips during the PM peak hour.

7. **Harmony Grove Industrial Park** is a 13.53-acre industrial development located at the Enterprise Street / Andreason Drive intersection. The project is expected to generate 2706 ADT with 260 inbound and 65 outbound trips during the PM peak hour and 65 inbound and 260 outbound trips during the PM peak hour.

8. **Bernardo Acres** is a proposed 15-unit single-family residential development located south of West 9th Street near I-15 in the City of Escondido. The project is expected to generate 150 ADT with 4 inbound and 8 outbound trips during the AM peak hour and 11 inbound and 5 outbound trips during the PM peak hour.

9. **Terravino** is a proposed 29-unit condominium development. The project is expected to generate 232 ADT with 4 inbound and 15 outbound trips during the AM peak hour and 16 inbound and 7 outbound trips during the PM peak hour.

10. **Brook Forest** is a proposed 55-unit single-family residential development located in the City of Escondido. The project is expected to generate 550 ADT with 13 inbound and 31 outbound trips during the AM peak hour and 39 inbound and 17 outbound trips during the PM peak hour.

11. **Gamble Place** is a proposed 4-unit single-family development located on Gamble Place in the City of Escondido. The project is expected to generate 40 ADT with 1 inbound and 2 outbound trips during the AM peak hour and 3 inbound and 1 outbound trips during the PM peak hour.

12. **Via Rancho Parkway** is a proposed 2-unit single-family development located on Via Rancho Parkway in the County of San Diego. The project is expected to generate 20 ADT with 0 inbound and 1 outbound trips during the AM peak hour and 1 inbound and 1 outbound trip during the PM peak hour.

13. **Hunt Property** is a proposed 1-unit single-family development located east of Country Club Drive in the County of San Diego. The project is expected to generate 10 ADT with 0 inbound and 1 outbound trips during the AM peak hour and 1 inbound and 0 outbound trips during the PM peak hour.

14. **City Lights** is a proposed 11-unit single-family residential development located southeast of Harmony Grove Road between Village Drive and Country Club Drive. The project is expected to generate 110 ADT with 3 inbound and 6 outbound trips during the AM peak hour and 8 inbound and 3 outbound trips during the PM peak hour.

15. **Cielo del Norte** is a 154 single-family development located near the intersection of Elfin Forest Road and Harmony Grove Road. The project is expected to generate 1,540 daily trips, 123 AM peak hour trips (37 inbound and 86 outbound) and 232 PM peak hour trips (108 inbound and 46 outbound).

16. **Victoria Shangrila** is a 34-unit single-family residential development located west of the project site near Harmony Grove Road. The project is expected to generate 340 ADT with 8 inbound and 19 outbound trips during the AM peak hour and 24 inbound and 10 outbound trips during the PM peak hour.

17. **Anderson TM** is a 6-unit single-family residential development located west of the project site near Harmony Grove Road. The project is expected to generate 60 ADT with 1 inbound and 3 outbound trips during the AM peak hour and 4 inbound and 2 outbound trips during the PM peak hour.

18. **Whispering Hills** is a 10-unit single-family residential development located west of the project site near Harmony Grove Road. The project is expected to generate 100 ADT with 2 inbound

and 6 outbound trips during the AM peak hour and 7 inbound and 3 outbound trips during the PM peak hour.

19. **Little Creek** is a 3-unit single-family residential development located west of the project site near Harmony Grove Road. The project is expected to generate 30 ADT with 1 inbound and 2 outbound trips during the AM peak hour and 2 inbound and 1 outbound trips during the PM peak hour.

20. **McDonald Residence** is a 1-unit single-family residential development located west of the project site near Harmony Grove Road. The project is expected to generate 10 ADT with 0 inbound and 1 outbound trips during the AM peak hour and 1 inbound and 0 outbound trips during the PM peak hour.

21. **Christward Ministry** is a proposed 12-unit dormitory located west of the project site near Harmony Grove Road. The project is expected to generate 72 ADT with 1 inbound and 5 outbound trips during the AM peak hour and 5 inbound and 2 outbound trips during the PM peak hour.

22. **Harmony Grove Village** is located on a 468-acre site located north of Harmony Grove Road and west of Country Club Drive in San Diego County. The project is proposing to develop 710 residential single-family units, 32 live / work lofts with 16,500 square-feet of retail, a 25,000-square foot village core, an equestrian park, a park, and open play fields. The total tips in the traffic study also include the proposed development of a private equestrian facility and 3,500 square feet (SF) of equestrian related retail, south of Harmony Grove. Harmony Grove is calculated to generate a total of 8,556 daily project trips. The project is calculated to generate 646 trips (238 inbound and 408 outbound trips) during the AM peak hour and 883 trips (565 inbound and 318 outbound trips) during the PM peak hour. Project data was obtained from the Harmony Grove Village Traffic Study conducted by LLG.

Table 8-1
Cumulative Projects Trip Generation Summary

Project	Land Use	Size	Daily Trip Ends (ADT)		AM Peak Hour					PM Peak Hour					
			Rate[a]	Volume	% of ADT	In:Out Split		In	Out	Total	% of ADT	In:Out Split		In	Out	Total
1. Chablis Court	Industrial Building	37,500 SF	16	600	12%	80%	20%	58	14	72	12%	20%	80%	14	58	72
2. Executive Place	Industrial Building	53,530 SF	16	856	12%	80%	20%	82	21	103	12%	20%	80%	21	82	103
3. Andreasen/Enterprise	Industrial Building	56,974 SF	16	912	12%	80%	20%	88	22	110	12%	20%	80%	22	88	110
4. Equipment Wholesale	Industrial (Addition)	6,000 SF	16	96	12%	80%	20%	9	2	11	12%	20%	80%	2	9	11
5. ERTC[b]	Research Center	158 Acres	-	9,863	-	-	-	1,154	128	1,282	-	-	-	256	1,026	1,282
6. Dorn Subdivision	Single Family	34 Units	10	340	8%	30%	70%	8	19	27	10%	70%	30%	24	10	34
7. Harmony Grove Industrial Park	Industrial	13.53 Acres	200	2,706	12%	80%	20%	260	65	325	12%	20%	80%	65	260	325
8. Bernardo Acres	Single Family	15 Units	10	150	8%	30%	70%	4	8	12	10%	70%	30%	11	5	16
9. Terravino	Condominiums	29 Units	8	232	8%	20%	80%	4	15	19	10%	70%	30%	16	7	23
10. Brook Forest	Single Family	55 Units	10	550	8%	30%	70%	13	31	44	10%	70%	30%	39	17	56
11. Gamble Place	Single Family	4 Units	10	40	8%	30%	70%	1	2	3	10%	70%	30%	3	1	4
12. Via Rancho Parkway	Single Family	2 Units	10	20	8%	30%	70%	-	1	1	10%	70%	30%	1	1	2
13. Hunt Property	Single Family	1 Unit	10	10	8%	30%	70%	-	1	1	10%	70%	30%	1	-	1
14. City Lights	Single Family	11 Units	10	110	8%	30%	70%	3	6	9	10%	70%	30%	8	3	11
15. Cielo del Norte	Single Family	154 Units	10	1,540	8%	30%	70%	37	86	123	10%	70%	30%	108	46	154
16. Victoria Shangrila	Single Family	34 Units	10	340	8%	30%	70%	8	19	27	10%	70%	30%	24	10	34
17. Anderson TM	Single Family	6 Units	10	60	8%	30%	70%	1	3	4	10%	70%	30%	4	2	6
18. Wispering Hills	Single Family	10 Units	10	100	8%	30%	70%	2	6	8	10%	70%	30%	7	3	10
19 Little Creek	Single Family	3 Units	10	30	8%	30%	70%	1	2	3	10%	70%	30%	2	1	3
20. McDonald Residence	Single Family	1 Units	10	10	8%	30%	70%	-	1	1	10%	70%	30%	1	-	1
21. Christward Ministry	Dormitory	12 Units	6	72	8%	20%	80%	1	5	6	9%	70%	30%	5	2	7
22. Harmony Grove Village		742 Units		8,556				238	408	646				565	318	883
GRAND TOTAL		—		**27,193**	—	—	—	**1,972**	**865**	**2,837**	—	—	—	**1,199**	**1,949**	**3,148**

Footnotes

[a] Rates based on SANDAG "Brief Guide to Vehicular Traffic Generation Rates in the San Diego Region".

[b] Excluding the PA-4 and PA-5 generated trips.

8.2 Summary Of Cumulative Projects Trips

As seen in *Table 8-1*, the 22 cumulative projects are calculated to generate a total of 27,193 daily trips, 2,837 AM peak hour trips and 3,148 PM peak hour trips. Individual assignments of the traffic generated by each of the cumulative projects are included in *Appendix D*.

Figure 8-1 depicts the total AM and PM peak hour intersection and ADT volumes for the cumulative projects, while *Figure 8-2* depicts the AM and PM peak hour and ADT volumes for the existing + project + cumulative projects scenario.

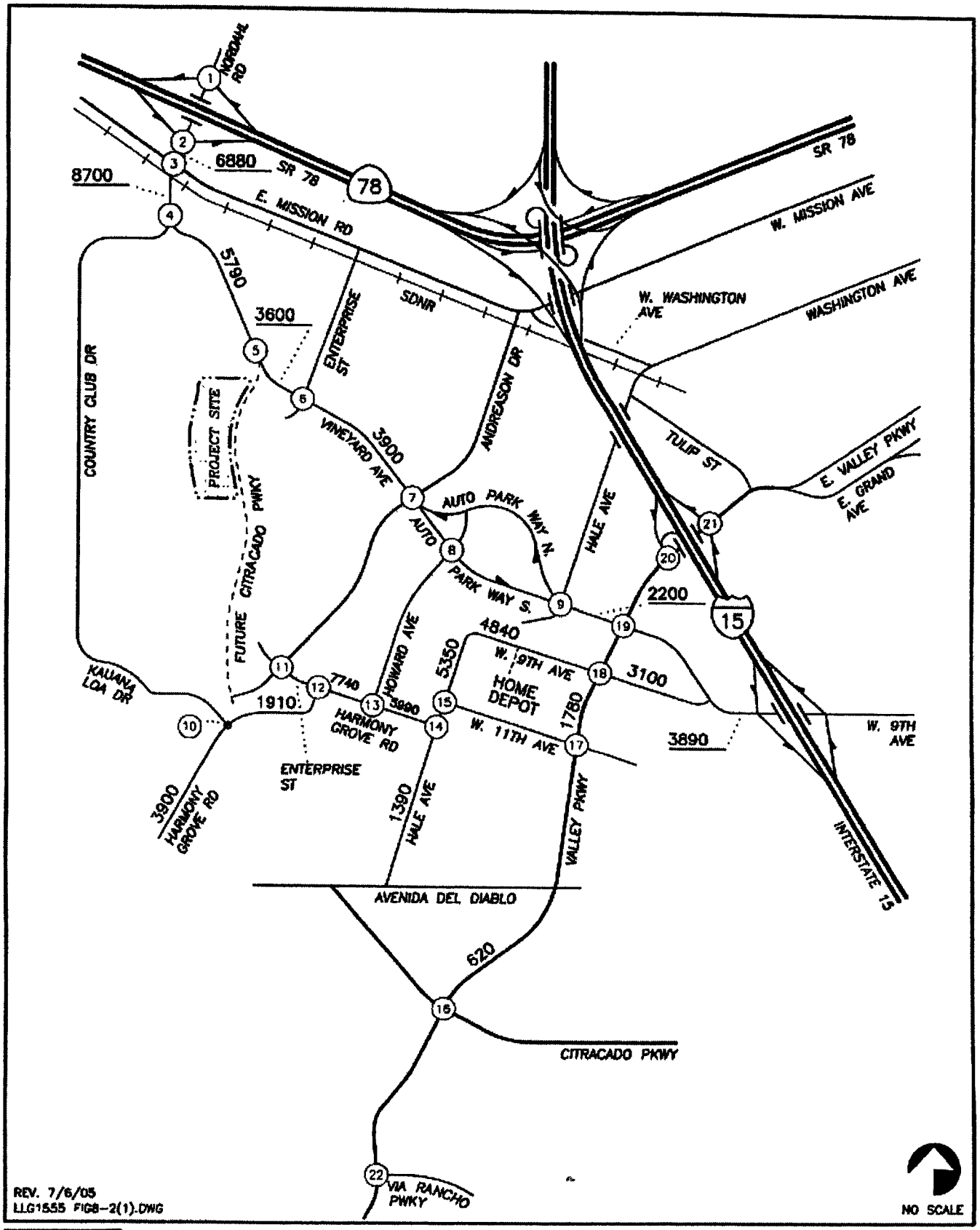

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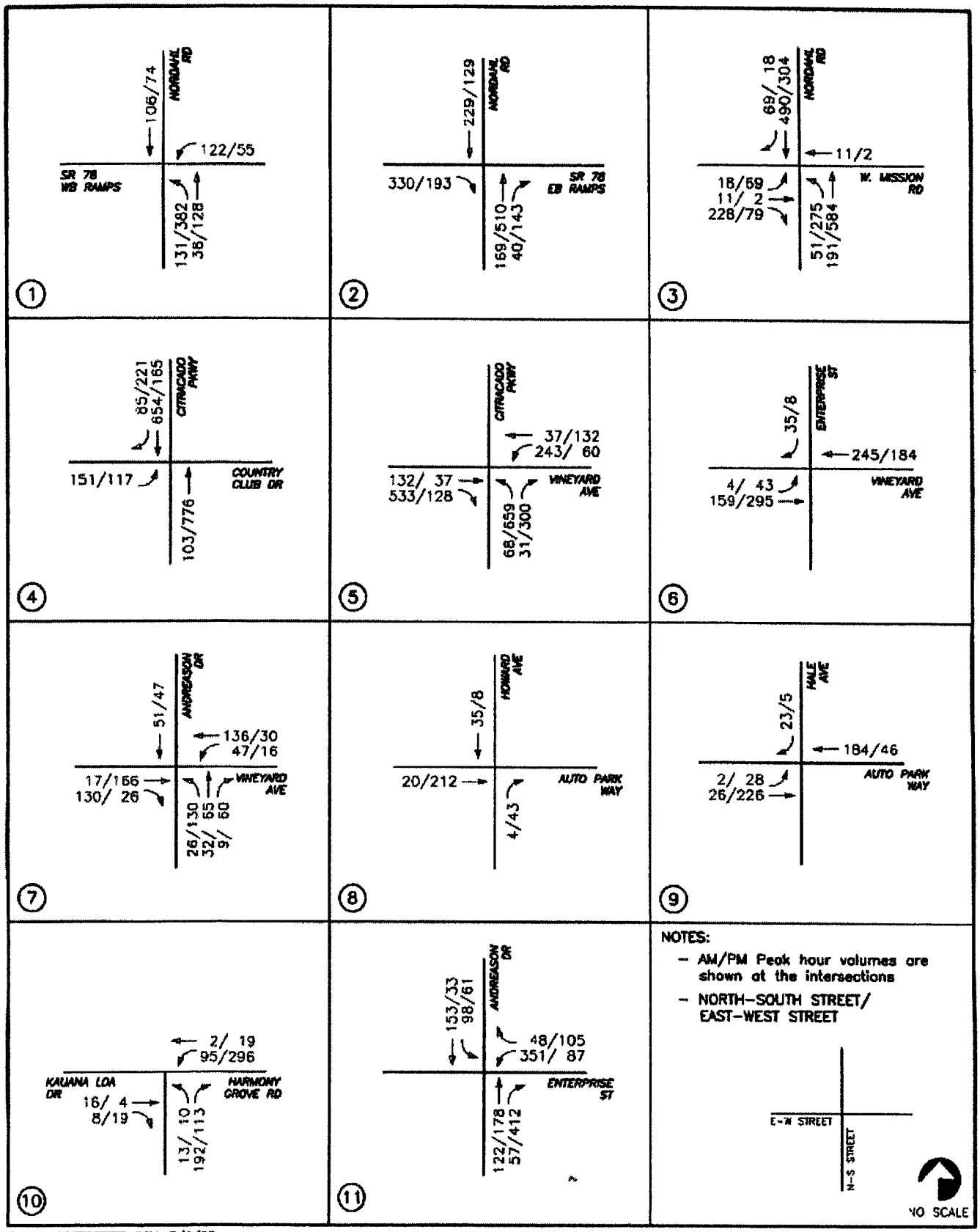
Figure 8-1

(1 OF 3)

TOTAL CUMULATIVE PROJECTS TRAFFIC VOLUMES ADTs

PALOMAR MEDICAL CENTER WEST



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LLG1555 FIG8-2(2).DWG

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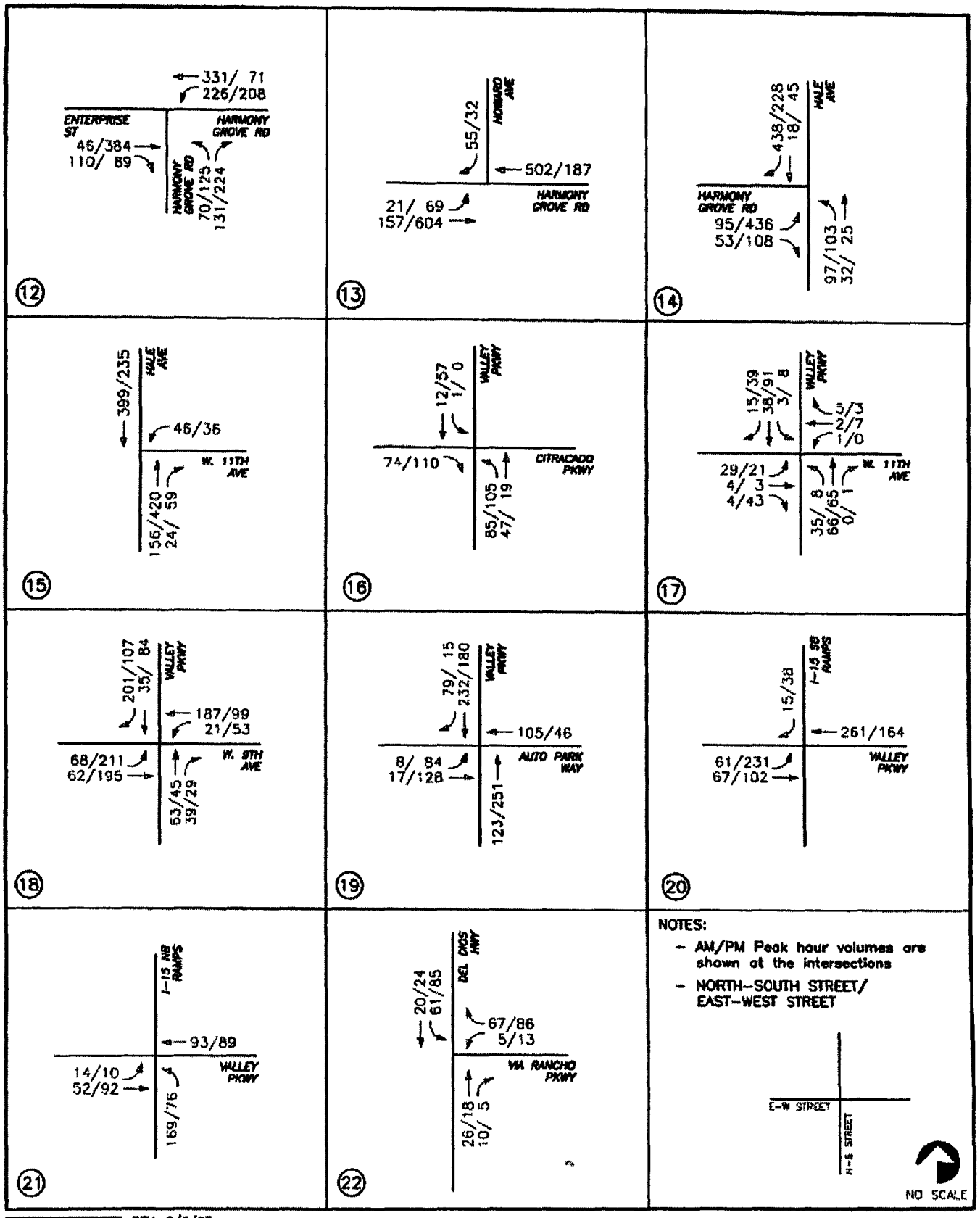
Figure 8-1

(2 OF 3)

TOTAL CUMULATIVE PROJECTS TRAFFIC VOLUMES AM/PM PEAK HOURS

PALOMAR MEDICAL CENTER WEST



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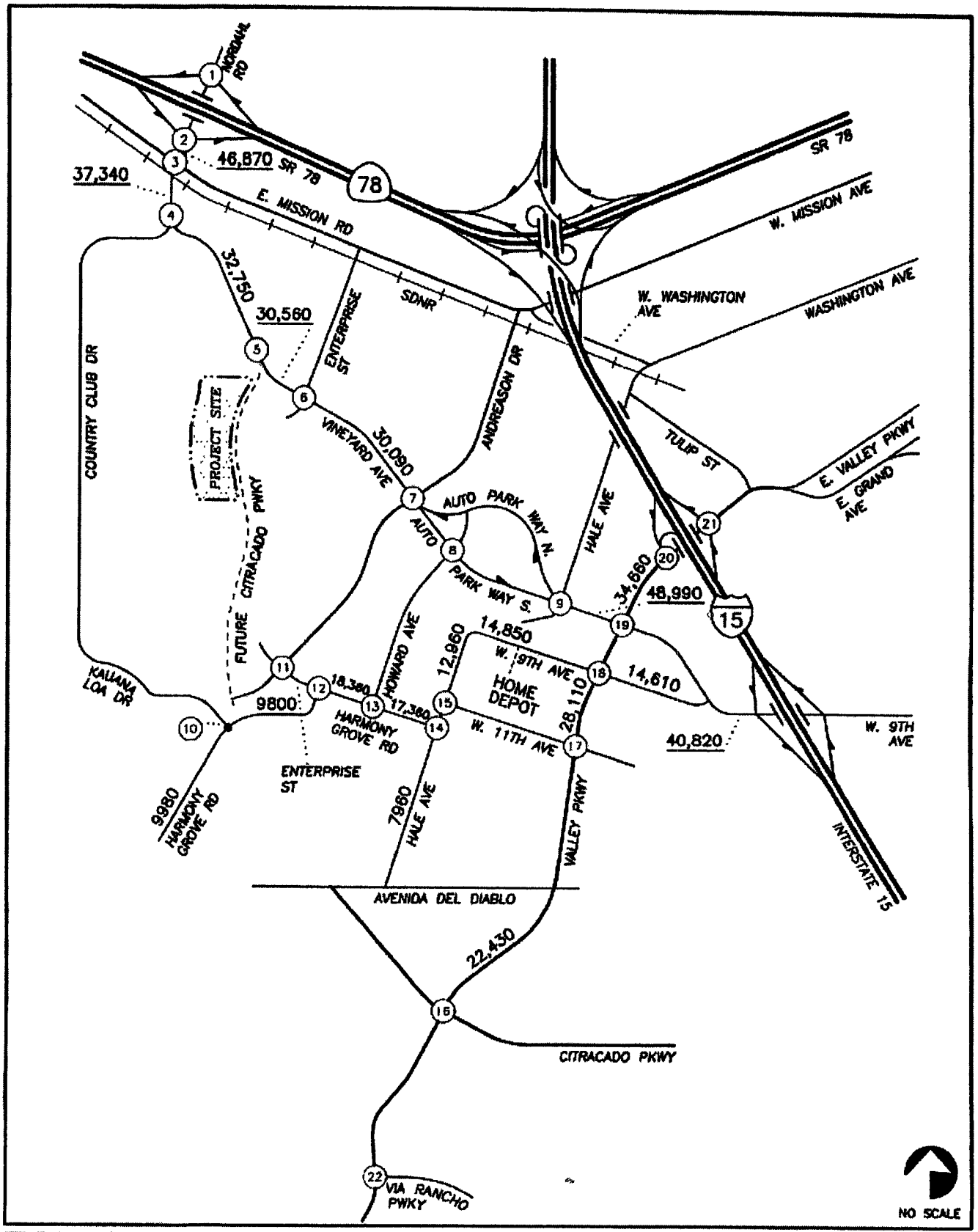
LLG1565 FIG8-2(3).DWG

Figure 8-1

(3 OF 3)

TOTAL CUMULATIVE PROJECTS TRAFFIC VOLUMES AM/PM PEAK HOURS

PALOMAR MEDICAL CENTER WEST



REV. 7/5/05
LLG1555 FIG8-3(1).DWG

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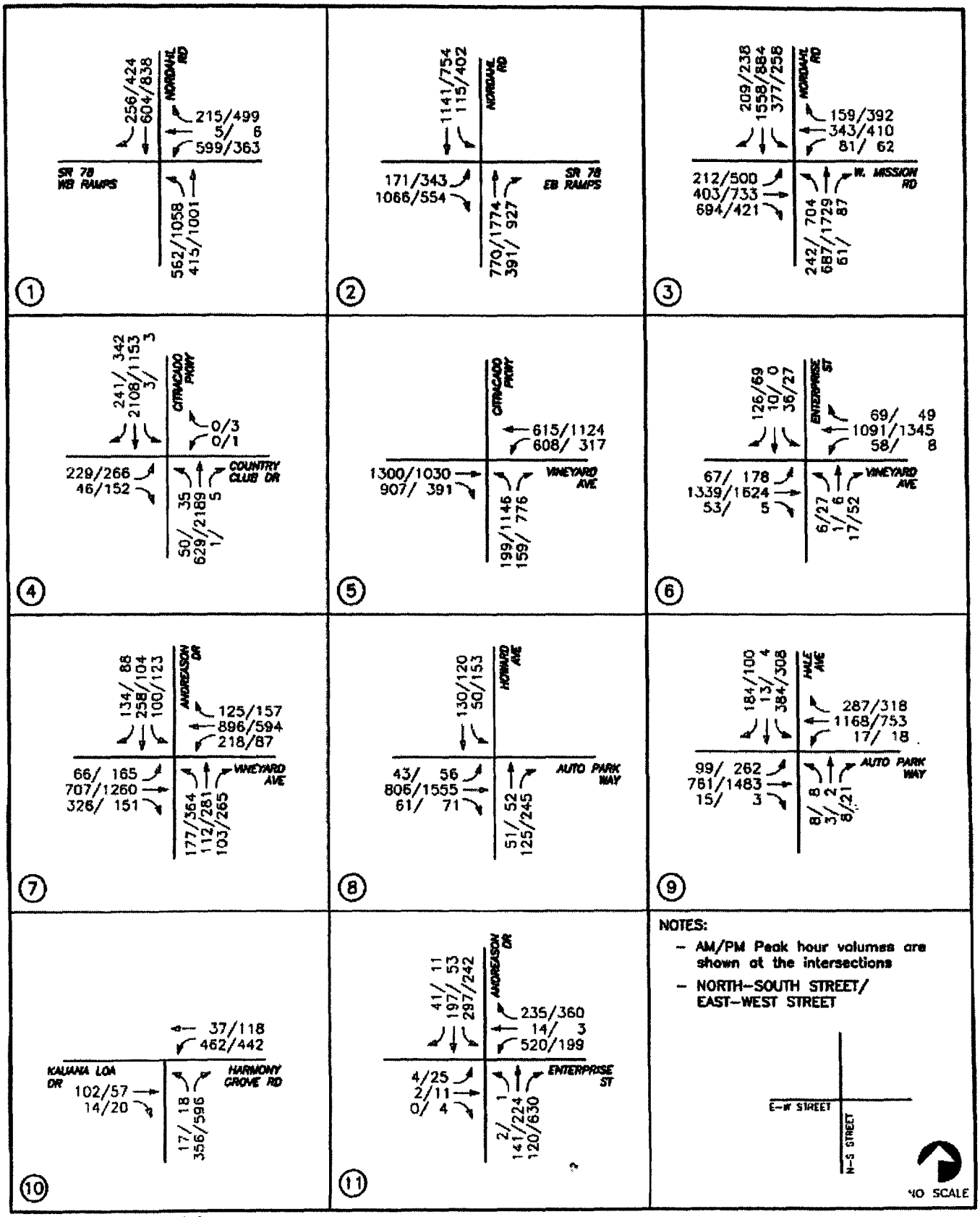
Figure 8-2

(1 OF 3)

EXISTING + PROJECT + CUMULATIVE PROJECTS TRAFFIC VOLUMES ADTs

PALOMAR MEDICAL CENTER WEST



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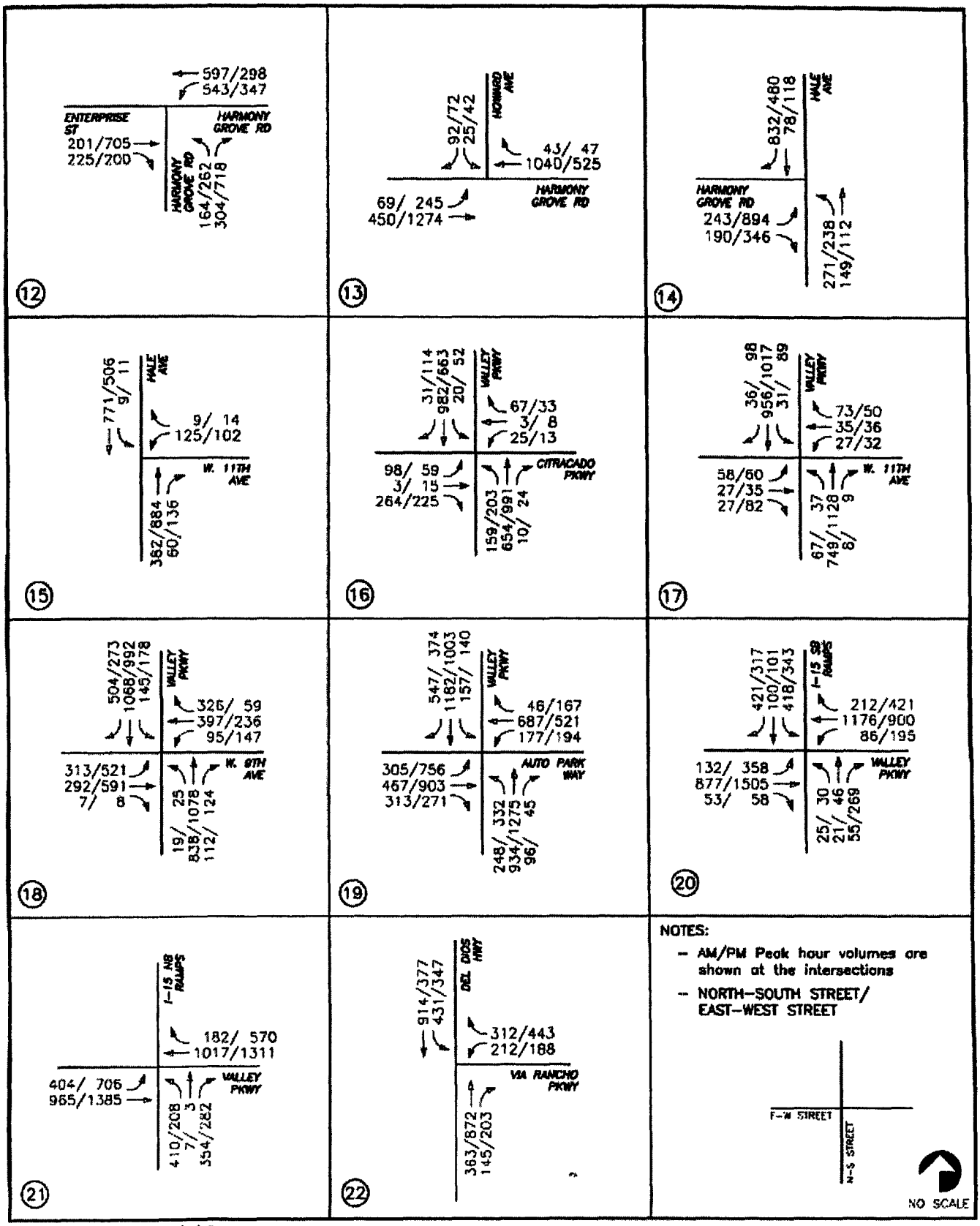
REV. 7/6/05
LLG1555 FIG8-3(2).DWG

Figure 8-2

(2 OF 3)

EXISTING + PROJECT + CUMULATIVE PROJECTS TRAFFIC VOLUMES AM/PM PEAK HOURS

PALOMAR MEDICAL CENTER WEST



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LLG1555 FIG8-3(3).DWG

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Figure 8-2

(3 OF 3)

EXISTING + PROJECT + CUMULATIVE PROJECTS TRAFFIC VOLUMES AM/PM PEAK HOURS

PALOMAR MEDICAL CENTER WEST

9.0 ANALYSIS OF FUTURE SCENARIOS

9.1 Existing + Project

9.1.1 *Intersection Analysis*

Table 9-1 summarizes the existing + project signalized intersections level of service. As seen in *Table 9-1*, with the addition of project traffic, all intersections are calculated to operate at mid LOS D or better during both the AM and PM peak hours except the following signalized intersections:

- Nordahl Road/SR-78 Westbound Ramps (LOS D during PM peak hour)
- Nordahl Road/SR-78 Eastbound Ramps (LOS F during both AM and PM peak hour)
- Nordahl Road/Mission Road (LOS F during both AM and PM peak hour)
- Del Dios Highway/Via Rancho Parkway (LOS F during PM peak hour)

Table 9-2 summarizes the existing + project unsignalized intersections level of service. As seen in *Table 9-2*, all intersections are calculated to operate at mid LOS D or better during both the AM and PM peak hours except the following unsignalized intersections:

- Citracado Parkway/Country Club Drive (LOS F during both AM and PM peak hour)
- Citracado Parkway/Vineyard Avenue (LOS F during both AM and PM peak hour)
- Enterprise Street/Vineyard Avenue (LOS F during both AM and PM peak hour)
- Howard Avenue/Auto Park Way South (LOS F during PM peak hour)
- Harmony Grove Road/Enterprise Street (LOS F during AM peak hour and LOS E during PM peak hour)
- Harmony Grove Road/Howard Avenue (LOS F during PM peak hour)
- Harmony Grove Road/Hale Avenue (LOS E during AM peak hour and LOS F during PM peak hour)

Appendix E contains the existing + project intersection analysis worksheets.

9.1.2 *Segment Analysis*

Table 9-3 shows a summary of the existing + project street segment operations in the project area. As seen in *Table 9-3*, with the addition of project traffic, all study area street segments are calculated to continue to operate at mid LOS D or better except the following street segments:

- Nordahl Road, SR-78 to Mission Road (LOS F)
- Vineyard Avenue, Country Club Drive to Andreasen Drive (LOS F)
- Auto Parkway, Hale Avenue to Valley Parkway (LOS E)
- Harmony Grove Road, Enterprise Street to Hale Avenue (LOS F)
- West 9th Avenue, Hale Avenue to Home Depot Driveway (LOS F)
- West 9th Avenue, Auto Parkway to I-15 (LOS F)
- Valley Parkway, 11th Avenue to Citracado Parkway (LOS F)

Table 9–1
Near Term Signalized Intersection Operations

Intersection	Peak Period	Existing		Existing + Project			Existing + Project + Cumulative Projects	
		Delay[a]	LOS[b]	Delay	LOS	Delay Δ[c]	Delay	LOS
1. Nordahl Rd./SR-78 WB Ramps	AM	34.5	C	34.7	C	0.2	38.3	D
	PM	41.8	D	**49.9**	**D**	**8.1**	87.9	F
2. Nordahl Rd./ SR-78 EB Ramps	AM	49.3	D	> 100	F	> 10	**> 100**	**F**
	PM	> 100	F	> 100	F	> 10	**> 100**	**F**
3. Nordahl Rd./Mission Rd.	AM	45.5	D	80.9	F	> 10	**> 100**	**F**
	PM	66.5	E	> 100	F	> 10	**> 100**	**F**
7. Andreasen Dr./Vineyard Ave.	AM	29.2	C	29.2	C	0.0	33.9	C
	PM	28.6	C	31.9	C	3.3	39.6	D
9. Hale Ave./Auto Park Wy.	AM	24.6	C	24.6	C	0.0	24.6	C
	PM	20.9	C	20.9	C	0.0	22.2	C
16. Valley Pkwy./Citracado Pkwy.	AM	25.9	C	27.2	C	1.3	32.7	C
	PM	22.9	C	23.4	C	0.5	28.5	C
17. Valley Pkwy./West 11th Ave.	AM	19.1	B	19.5	B	0.4	20.8	C
	PM	20.4	C	21.0	C	0.6	22.1	C
18. Valley Pkwy./West 9th Ave.	AM	40.0	D	40.1	D	0.1	50.1	D
	PM	39.6	D	39.7	D	0.1	59.0	E
19. Valley Pkwy./Auto Pkwy.	AM	36.3	D	37.2	D	0.9	38.6	D
	PM	40.4	D	42.1	D	1.7	47.1	D
20. I-15 SB Ramps/Valley Pkwy.	AM	40.9	D	41.2	D	0.3	41.5	D
	PM	32.0	C	32.1	C	0.1	35.1	D
21. I-15 NB Ramps/Valley Pkwy.	AM	30.2	C	30.2	C	0.0	31.4	C
	PM	34.0	C	34.0	C	0.0	34.0	C
22. Del Dios Hwy./Via Rancho Pkwy.	AM	13.1	B	14.5	B	1.4	17.9	C
	PM	43.7	D	**67.6**	**F**	**> 10**	> 100	F

Footnotes

a. Average delay expressed in seconds per vehicle.
b. Level of Service. See Appendix C for delay thresholds.
c Δ denotes the change in delay due to addition of project traffic.
d. Significant impacts shown in **bold** and shaded.

Table 9-2
Near Term Unsignalized Intersection Operations

Intersection	Peak Period	Existing		Existing + Project			Existing + Project + Cumulative Projects	
		Delay[a]	LOS[b]	Delay	LOS	Delay Δ[c]	Delay	LOS
4. Citracado Pkwy./ Country Club Dr.	AM	33.1	D	58.7	F	> 10	**> 100**	**F**
[EBL]	PM	32.3	D	78.5	F	> 10	**> 100**	**F**
5. Citracado Pkwy./ Vineyard Ave.	AM	DNE[e]	DNE	**> 100**	**F**	**NA**	> 100	F
[SB]	PM	DNE	DNE	**> 100**	**F**	**NA**	> 100	F
6. Enterprise St./ Vineyard Ave.	AM	47.0	E	> 100	F	> 10	**> 100**	**F**
[SBL]	PM	64.3	F	> 100	F	> 10	**> 100**	**F**
8. Howard Ave./Auto Park Way So.	AM	15.6	C	18.1	C	2.5	19.8	C
[AWSC]	PM	61.4	F	> 100	F	> 10	**> 100**	**F**
10. Harmony Grove Rd./Kauana Loa Dr.	AM	9.9	A	10.2	B	0.3	11.4	B
[NB]	PM	12.2	B	12.6	B	0.4	19.0	C
11. Andreasen Dr./Enterprise St.	AM	10.0	A	11.1	B	1.1	69.5	F
[AWSC]	PM	10.7	B	12.5	B	1.8	33.0	D
12. Harmony Grove Rd./Enterprise St.	AM	34.6	D	80.0	F	> 10	**> 100**	**F**
[NBL]	PM	19.8	C	**41.4**	**E**	**> 10**	> 100	F
13. Harmony Grove Rd./Howard Ave.	AM	17.9	C	21.9	C	4.0	**77.6**	**F**
[SBL]	PM	36.6	E	60.1	F	> 10	**> 100**	**F**
14. Harmony Grove Rd./Hale Ave.	AM	22.1	C	**40.9**	**E**	**> 10**	> 100	F
[EBL]	PM	42.4	E	> 100	F	> 10	**> 100**	**F**
15. Hale Ave./West 11th Ave.	AM	14.4	B	15.5	C	1.1	82.3	F
[WBL]	PM	16.6	C	18.5	C	1.9	> 100	F

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service. See Appendix C for delay thresholds.
c. Δ denotes the Maximum change in delay due to addition of project traffic.
d. NB – Northbound movement; SB – Southbound movement; EBL – Eastbound Left movement; WBL – Westbound Left turn movement; NBL – Northbound Left turn movement; SBL – Southbound Left turn movement; EBL – Eastbound Left turn movement; AWSC – All Way Stop Control.
e. DNE – Do Not Exist
f. **Bold** and shading indicates significant impact.

TABLE 9-3
NEAR-TERM STREET SEGMENT OPERATIONS

Segment	Capacity LOS E	Existing			Existing+Project			V/C Change due to project	Existing + Project + Cumulative Projects		
		ADT	V/C	LOS	ADT	V/C	LOS		ADT	V/C	LOS
NORDHAL ROAD											
SR-78 to Mission Rd.	37,000	35,900	0.97	E	40,050	1.08	F	0.11	**46,930**	**1.27**	**F**
CITRACADO PARKWAY											
East Mission Rd. to Country Club Dr.	37,000	21,990	0.59	B	28,640	0.77	C	0.18	**37,340**	**1.01**	**F**
VINEYARD AVENUE											
Country Club Dr. to Citracado Pkwy.	15,000	19,960	1.33	F	26,100	1.74	F	0.47	**31,890**	**2.13**	**F**
Citracado Pkwy. to Enterprise St.	15,000	19,960	1.33	F	26,100	1.74	F	0.47	**29,700**	**1.98**	**F**
Enterprise St. to Andreasen Dr.	15,000	20,090	1.34	F	26,190	1.75	F	0.41	**30,090**	**2.01**	**F**
AUTO PARKWAY											
Hale Ave. to Valley Pkwy.	34,200	29,060	0.85	D	**32,460**	**0.95**	**E**	**0.10**	34,660	1.01	F
HARMONY GROVE ROAD											
Country Club Dr. to Kauana Loa Dr.	16,200	5,570	0.34	C	6,080	0.38	C	0.03	9,980	0.62	D
Kauana Loa Dr. to Enterprise St.	15,000	7,210	0.48	B	7,890	0.53	C	0.05	9,800	0.65	C
Enterprise St. to Howard Rd.	10,000	8,400	0.84	D	10,620	1.06	F	0.22	**18,360**	**1.84**	**F**
Howard Rd. to Hale Ave.	10,000	9,150	0.92	E	11,370	1.14	F	0.22	**17,360**	**1.74**	**F**
HALE AVENUE											
Harmony Grove Rd. to 9th Ave.	10,000	7,100	0.71	C	7,740	0.77	D	0.05	**13,090**	**1.31**	**F**
Harmony Grove Rd. to Avenida Del	15,000	5,660	0.38	B	6,510	0.43	B	0.06	7,900	0.53	C
WEST 9TH AVENUE											
Hale Ave. to Home Depot Dwy.	10,000	9,700	0.97	E	10,210	1.02	F	0.05	**15,050**	**1.51**	**F**
Valley Pkwy. to Auto Pkwy.	15,000	10,400	0.69	D	10,910	0.73	D	0.03	**14,010**	**0.93**	**E**
Auto Pkwy. to I-15	37,000	35,400	0.96	F	36,950	1.00	F	0.04	**40,840**	**1.10**	**F**
VALLEY PARKWAY											
Auto Pkwy. to I-15	60,000	43,570	0.73	D	44,930	0.75	D	0.02	**48,990**	**0.82**	**D**
West 9th Ave. to 11th Ave.	37,000	25,480	0.69	C	26,330	0.71	C	0.02	28,110	0.76	C
11th Ave. to Citracado Pkwy.	15,000	20,450	1.36	F	21,810	1.45	F	0.09	**22,430**	**1.50**	**F**
ANDREASON DRIVE											
Vineyard Ave. to Enterprise St.	15,000	6,760	0.45	B	6,930	0.46	B	0.01	8,030	0.54	C

Footnote:

[a] **Bold** and shading indicates significant impact.

9.1.3 Freeway Operations

Table 9-4 shows the peak hour analysis results for the freeway segments in the project area on freeway segments that have more than 50 peak hour trips. As shown in *Table 9–4*, all freeway segments in the project area are calculated to operate at LOS D or better with the addition of project traffic, except for the following:

- SR-78 West of Nordahl Road eastbound (LOS F(0) during the PM peak hour);
- I-15 south of W. 9th Street southbound (LOS E during the AM peak hour);

TABLE 9-4
EXISTING + PROJECT - FREEWAY SEGMENT OPERATIONS

Freeway Segment	Direction	# of Lanes	Capacity	Existing				Project		Existing + Project		V/C		LOS		V/C Delta		Significant	
				Volume		V/C		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
				AM	PM	AM	PM												
SR-78																			
West of	EB	3M	6900	5565	8208	0.806	1.190	116	81	5681	8289	0.823	1.201	D	F(0)	0.017	0.012	No	**Yes**
Nordahl Rd.	WB	3M	6900	6275	6192	0.909	0.897	<50	151	N/A	6343	N/A	0.919	N/A	D	N/A	0.022	N/A	No
I-15																			
South of 9th	NB	4M	9200	6015	9352	0.654	1.017	134	94	6149	9446	0.668	1.027	C	F(0)	0.015	0.010	No	**Yes**
Ave.	SB	4M	9200	9023	6499	0.981	0.706	<50	174	N/A	6673	N/A	0.725	N/A	C	N/A	0.019	N/A	**No**

Footnotes.

a. Capacity calculated at 2300 ADT per mainline lane (M: Mainline, A: Aux. Ex. 4M+2A = 4 Mainline + 2 Aux).
b. Peak Hour Percentage and Direction Split from CALTRANS.
c Truck Factor from "2000 Annual Average Daily Truck Traffic on the California State Highway System", January 2002.
d. Peak Hour Volume = ((ADT)(K)(D)/Truck Factor).
e. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)
f. NA: Not Applicable as project adds less than 50 peak hour trips.

LOS	v/c
A	<0.41
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

9.2 Existing + Project + Cumulative Projects

9.2.1 *Intersection Analysis*

Table 9-1 summarizes the existing + project + cumulative projects signalized intersections level of service. As seen in *Table 9-1*, with the addition of project and cumulative projects traffic, all intersections are calculated to operate at mid LOS D or better during both the AM and PM peak hours except the following signalized intersections:

- Nordahl Road/SR-78 Westbound Ramps (LOS F during PM peak hour)
- Nordahl Road/SR-78 Eastbound Ramps (LOS F during both AM and PM peak hour)
- Nordahl Road/Mission Road (LOS F during both AM and PM peak hour)
- Valley Parkway/West 9th Avenue (LOS D during AM peak hour and LOS E during PM peak hour)
- Valley Parkway/Auto Parkway (LOS D during PM peak hour)
- Del Dios Highway/Via Rancho Parkway (LOS F during PM peak hour)

Table 9-2 summarizes the existing + project + cumulative projects unsignalized intersections level of service. As seen in *Table 9-2*, all intersections are calculated to operate at mid LOS D or better during both the AM and PM peak hours except the following unsignalized intersections:

- Citracado Parkway/Country Club Drive (LOS F during both AM and PM peak hour)
- Citracado Parkway/Vineyard Avenue (LOS F during both AM and PM peak hour)
- Enterprise Street/Vineyard Avenue (LOS F during both AM and PM peak hour)
- Howard Avenue/Auto Park Way South (LOS F during PM peak hour)
- Andreasen Drive/Enterprise Street (LOS F during AM peak hour and LOS D during PM peak hour)
- Harmony Grove Road/Enterprise Street (LOS F during both AM and PM peak hour)
- Harmony Grove Road/Howard Avenue (LOS F during both AM and PM peak hour)
- Harmony Grove Road/Hale Avenue (LOS F during both AM and PM peak hour)
- Hale Avenue/West 11th Avenue (LOS F during both AM peak and PM peak hour)

Appendix F contains the existing + project + cumulative projects intersection analysis worksheets.

9.2.2 *Segment Operations*

Table 9-3 shows a summary of the existing + project + cumulative projects street segment operations in the project area. As seen in *Table 9-3*, with the addition of project and cumulative projects traffic, all study area street segments are calculated to operate at mid LOS D or better conditions except the following street segments:

- Nordahl Road, SR-78 to Mission Road (LOS F)
- Citracado Parkway, Mission Road to Country Club Drive (LOS F)
- Vineyard Avenue, Country Club Drive to Andreasen Drive (LOS F)
- Auto Parkway, Hale Avenue to Valley Parkway (LOS F)
- Harmony Grove Road, Enterprise Street to Howard Road (LOS F)
- Harmony Grove Road, Howard Avenue to Hale Avenue (LOS F)
- Hale Avenue, Harmony Grove Road to 9th Avenue (LOS F)
- West 9th Avenue, Hale Avenue to Home Depot Driveway (LOS F)
- West 9th Avenue, Valley Parkway to Auto Parkway (LOS E)
- West 9th Avenue, Auto Parkway to I-15 (LOS F)
- Valley Parkway, Auto Parkway to I-15 (LOS F)
- Valley Parkway, 11th Avenue to Citracado Parkway (LOS F)

9.2.3 Freeway Operations

Table 9-5 shows the peak hour analysis results for the freeway segments in the project area on freeway segments that have more than 50 peak hour trips. As shown in *Table 9-4*, all freeway segments in the project area are calculated to operate at LOS D or better with the addition of project traffic, except for the following:

- SR-78 West of Nordahl Road eastbound (LOS F(0) during the PM peak hour)
- SR-78 West of Nordahl Road westbound (LOS E during the PM peak hour)
- I-15 south of W. 9th Street southbound (LOS E during the AM peak hour)

TABLE 9-5
EXISTING + PROJECT + CUMULATIVE PROJECTS - FREEWAY SEGMENT OPERATIONS

Freeway Segment	Direction	# of Lanes	Capacity/ Hour	Existing				Project		Cumulative		Existing + Project + Cumulative		V/C		LOS		V/C Delta		Significant	
				Volume		V/C															
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
SR-78																					
West of	EB	3M	6900	5565	8208	0.806	1.190	116	81	330	193	6011	8482	0.871	1.229	D	F(0)	0.0646	0.0397	Yes	Yes
Nordahl Rd.	WB	3M	6900	6275	6192	0.909	0.897	<50	151	131	382	N/A	6725	N/A	0.975	N/A	E	N/A	0.0772	N/A	No
I-15																					
South of 9th	NB	4M	9200	6015	9352	0.654	1.017	134	94	311	193	6460	9639	0.702	1.048	C	F(0)	0.048	0.031	Yes	Yes
Ave.	SB	4M	9200	9023	6499	0.981	0.706	<50	174	143	309	N/A	6982	N/A	0.759	N/A	C	N/A	0.053	N/A	No

Footnotes:

a. Capacity calculated at 2300 ADT per mainline lane (M: Mainline, A: Aux. Ex. 4M+2A = 4 Mainline + 2 Aux).
b. Peak Hour Percentage and Direction Split from CALTRANS.
c. Truck Factor from "2000 Annual Average Daily Truck Traffic on the California State Highway System", January 2002.
d. Peak Hour Volume = ((ADT)(K)(D)/Truck Factor).
e. V/C = ((ADT)(K)(D)/Truck Factor/Capacity).
f. NA: Not Applicable as project adds less than 50 peak hour trips.

LOS	v/c
A	<0.41
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

10.0 YEAR 2030 ANALYSIS

10.1.1 *Segment Operations*

The year 2030 traffic volumes were estimated based on the SANDAG Series 10 traffic forecast. *Figure 10-1* depicts Year 2030 ADT volumes. *Table 10-1* summarizes the daily segment levels of service on key segments for the year 2030.

As seen in *Table 10-1*, the key segments are calculated to operate at mid-LOS D or better in the Year 2030 without project, except the following:

- Nordahl Road, SR-78 to Mission Road (LOS F)
- Citracado Parkway, Mission Road to Country Club Drive (LOS F)
- Vineyard Avenue, Country Club Drive to Andreasen Drive (LOS F)
- Auto Parkway, Hale Avenue to Valley Parkway (LOS F)
- Hale Avenue, Harmony Grove Road to 9th Avenue (LOS F)
- West 9th Avenue, Hale Avenue to I-15 (LOS F)
- Valley Parkway, Auto Parkway to I-15 (LOS F)
- Valley Parkway, 11th Avenue to Citracado Parkway (LOS F)

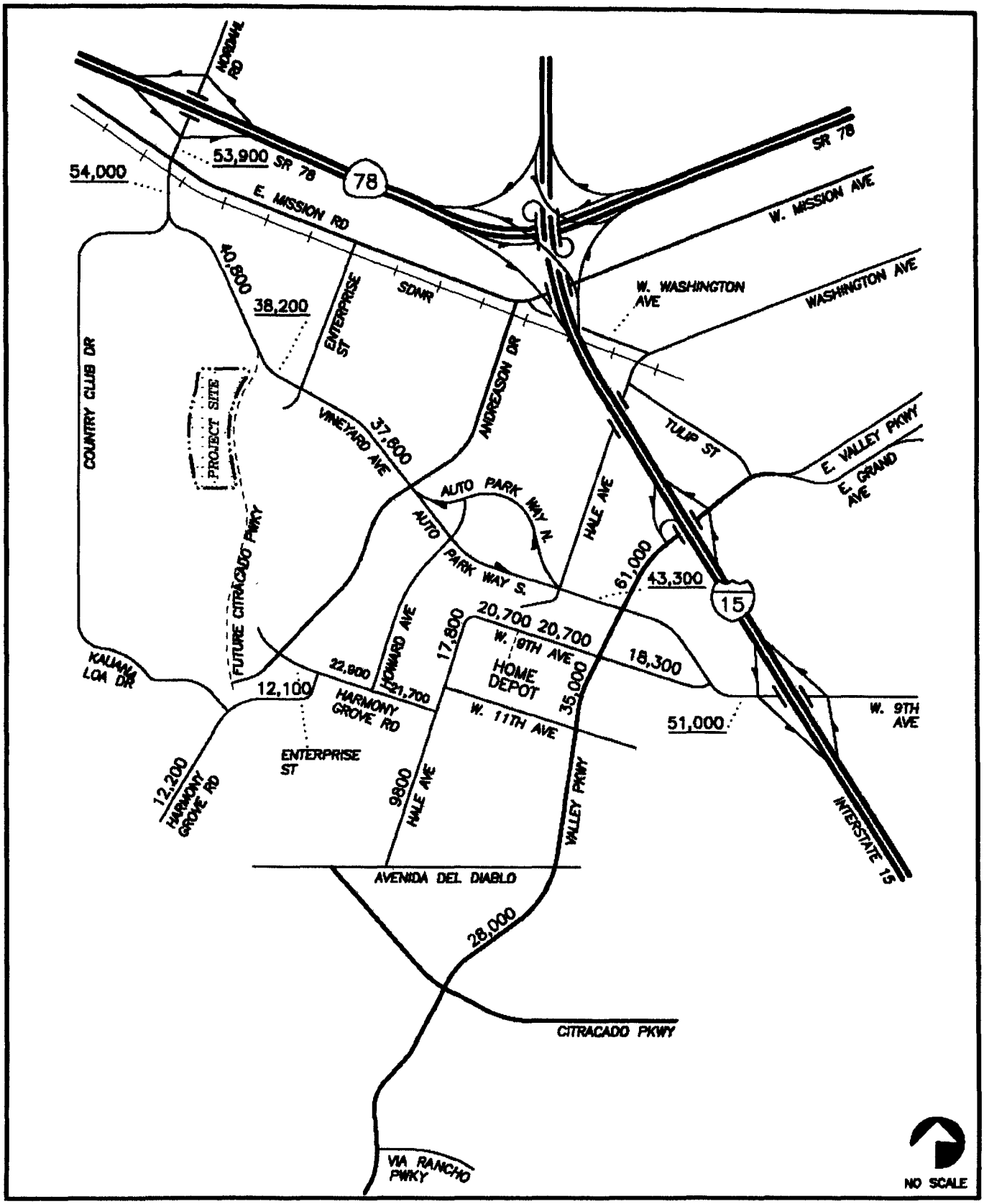
The traffic volumes generated by the ERTC project was already included in the 2030 SANDAG Model. Therefore, the difference of the traffic volume generated by the project and the previously proposed business park in PA-4 and PA-5 of the ERTC, is added to the 2030 forecast volume to obtain the 2030 total traffic volume with the project trips. As see in Table 10-1, the key segments are calculated to operate at mid-LOS D or better in the Year 2030 with project trips, except the following:

- Nordahl Road, SR-78 to Mission Road (LOS F)
- Citracado Parkway, Mission Road to Country Club Drive (LOS F)
- Vineyard Avenue, Country Club Drive to Andreasen Drive (LOS F)
- Auto Parkway, Hale Avenue to Valley Parkway (LOS F)
- Hale Avenue, Harmony Grove Road to 9th Avenue (LOS F)
- West 9th Avenue, Hale Avenue to I-15 (LOS F)
- Valley Parkway, Auto Parkway to I-15 (LOS F)
- Valley Parkway, 11th Avenue to Citracado Parkway (LOS F)

10.1.2 *Freeway Operations*

Table 10-2 shows the peak hour analysis results for the freeway segments in the project area on freeway segments that have more than 50 peak hour trips. As shown in *Table 10–2*, all freeway segments in the project area are calculated to operate at LOS D or better with the addition of project traffic, except for the following:

- SR-78 West of Nordahl Road eastbound (LOS F(0) during the PM peak hour)
- I-15 south of W. 9th Street southbound (LOS F during the AM peak hour)
- I-15 south of W. 9th Street northbound (LOS F during the PM peak hour)



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LINSCOTT LAW & GREENSPAN engineers

Figure 10-1

YEAR 2030 STREET SEGMENT VOLUMES ADTs

PALOMAR MEDICAL CENTER WEST

TABLE 10-1
YEAR 2030 STREET SEGMENT VOLUMES

STREET SEGMENT	CAPACITY (at LOS E)	YEAR 2030 without Project			YEAR 2030 with Project		
		VOL	LOS	V/C	VOL	LOS	V/C
NORDHAL ROAD							
SR-78 to Mission Rd.	50,000	53,900	F	1.08	54,966	F	1.10
CITRACADO PARKWAY							
East Mission Rd. to Country Club Dr.	50,000	54,000	F	1.08	56,006	F	1.12
VINEYARD AVENUE							
Country Club Dr. to Citracado Pkwy.	34,200	40,800	F	1.19	43,156	F	1.26
Citracado Pkwy. to Enterprise St.	34,200	38,200	F	1.12	42,932	F	1.26
Enterprise St. to Andreasen Dr.	34,200	37600	F	1.10	41,756	F	1.22
AUTO PARKWAY							
Hale Ave. to Valley Pkwy.	34,200	43300	F	1.27	45,080	F	1.32
HARMONY GROVE ROAD							
Country Club Dr. to Kauana Loa Dr.	34,200	12200	A	0.36	12,386	A	0.36
Kauana Loa Dr. to Enterprise St.	34,200	12100	A	0.35	10,620	A	0.31
Enterprise St. to Howard Rd.	34,200	22900	C	0.67	22,960	C	0.67
Howard Rd. to Hale Ave.	34,200	21700	B	0.63	22,192	B	0.65
HALE AVENUE							
Harmony Grove Rd. to 9th Ave.	15,000	17800	F	1.19	17,554	F	1.17
Harmony Grove Rd. to Avenida Del Diablo	15,000	9800	C	0.65	10,110	C	0.67
WEST 9TH AVENUE							
Hale Ave. to Home Depot Dwy.	34,200	20700	B	0.61	20,454	B	0.60
Home Depot Dwy. to Valley Pkwy.	34,200	18300	B	0.54	18,486	B	0.54
Auto Pkwy. To I-15 SB Ramps	37,000	51000	F	1.38	51,450	F	1.39
VALLEY PARKWAY							
Auto Pkwy. to I-15	60,000	61000	F	1.02	61,280	F	1.02
West 9th Ave. to 11th Ave.	60,000	35000	C	0.58	35,418	C	0.59
11th Ave. to Citracado Pkwy.	37,000	28000	C	0.76	29.036	C	0.78

Footnotes:

a. Capacity standards are obtained from the City of Escondido proposed level of service standards

TABLE 10-2
2030 FREEWAY SEGMENT OPERATIONS

Freeway and Segment	Direction	# of Lanes	Capacity/ Hour	ADT	Pk Hr % (K)		Dir Split (D)		Truck Factor	Pk Hr Vol		V/C		LOS	
					AM	PM	AM	PM		AM	PM	AM	PM	AM	PM
SR-78															
West of Nordahl Rd.	EB	3M+1A	8,400	181,000	0.074	0.09	0.47	0.57	0.95	6,627	9,774	0.789	1.164	C	F(0)
	WB	3M+1A	8,400	181,000	0.074	0.09	0.53	0.43	0.95	7,472	7,373	0.890	0.878	D	D
I-15															
South of 9th Ave.	NB	5M+1A	13,000	349,000	0.074	0.078	0.4	0.59	0.93	11,108	17,270	0.854	1.328	D	F(1)
	SB	5M+3A	16,000	349,000	0.074	0.078	0.6	0.41	0.93	16,662	12,001	1.041	0.750	F(0)	C

Footnotes.

a. Capacity calculated at 2300 ADT per mainline lane (M: Mainline, A: Aux. Ex. 4M+2A = 4 Mainline + 2 Aux).
b. Peak Hour Percentage and Direction Split from CALTRANS.
c. Truck Factor from "2000 Annual Average Daily Truck Traffic on the California State Highway System", January 2002.
d. Peak Hour Volume = ((ADT)(K)(D)/Truck Factor).
e. V/C = ((ADT)(K)(D)/Truck Factor/Capacity).
f. NA: Not Applicable as project adds less than 50 peak hour trips.

LOS	v/c
A	<0.41
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

11.0 CONGESTION MANAGEMENT PROGRAM COMPLIANCE

The Congestion Management Program Update (CMP) was adopted in January 2003 by the SANDAG Board, and is intended to directly link land use, transportation and air quality through Level of Service performance. Local agencies are required by statute to conform to the CMP.

The CMP requires an Enhanced CEQA Review for all large projects that are expected to generate more than 2,400 ADT or more than 200 peak hour trips. Since the project is calculated to generate more than 2,400 ADT and over 200 peak hour trips, this level of review is required of the proposed project.

In 1993, the Institute of Transportation Engineers California Border Section and the San Diego Region Traffic Engineer's Council established a set of guidelines to be used in the preparation of traffic impact studies that are subject to the Enhanced CEQA review process. This published document, which is titled 1993 Guidelines for Congestion Management Program Transportation Impact Reports for the San Diego Region, requires that a project study area be established as follows:

1) All streets and intersections on CMP principal arterials where the project will add 50 or more peak hour trips in either direction.

2) Mainline freeway locations where the project will add 50 or more peak hour trips in either direction.

This project will add more than 50 new peak hour trips to SR-78 and I-15, CMP Freeways, as listed in the 2003 Guidelines for Congestion Management Program Transportation Impact Reports for the San Diego Region; therefore, a freeway analysis is included.

Existing freeway analysis is included in Section 6.0, while near-term (existing + project and existing + project + cumulative) freeway analysis is included in Section 9.0. *Table 10–2* summarizes the Year 2030 freeway operations on SR 78 west of Nordahl Road and on I-15 south of 9th Avenue and south of Via Rancho Parkway. Following is a summary of the near and long-term and operations on SR 78 and I-15:

11.1 State Route 78

The segment of SR-78 west of Nordahl Road is calculated to generally operate at LOS D or better in the eastbound direction during the AM peak hour and LOS F(0) during the PM peak hours under all scenarios. A cumulative impact is calculated on the eastbound segment during the PM peak hour since the freeway operates at LOS F(0) under existing conditions and the project adds more than 0.01 to the volume over capacity (v / c) ratio. In the westbound direction, the segment is calculated to operate at LOS D during the AM and PM peak hours under all scenarios.

11.2 Interstate 15

The segment of I-15 south of W. 9th Street in the northbound is calculated to operate at LOS D or better during the AM peak hour and LOS F(1) or better during the PM peak hour under all scenarios. A cumulative impact is calculated on the northbound segment during the PM peak hour since the freeway operates at LOS F(0) under existing conditions and the project adds more than 0.01 to the volume over capacity (v / c) ratio. In the southbound direction, this segment is calculated to operate at LOS F(0) during the AM peak hour and LOS C during the PM peak hour under all scenarios.

12.0 ACCESS AND PARKING

Access to the site is proposed to be provided via Citracado Parkway directly east of the project site via four (4) proposed driveways. The conceptual site plan is shown on Figure 2-1.

General vehicular access to the hospital campus would be provided from only two entrance driveways. Each of these main entrance driveways would connect directly to a different hospital drop-off area and to a service loop road located along the perimeter of the hospital property. The northern main entrance driveway would connect directly to a drop-off circle near the women's center. The southern main entrance driveway would connect directly to a drop-off circle between the outpatient services building, central services building and the southern parking structure. The emergency services area of the diagnostic and treatment wing would be accessible from both entrance driveways via the service loop road and another driveway connecting to the emergency drop-off circle.

Near the southern boundary of the site, a service vehicle driveway would be constructed off Citracado Parkway for use by emergency and service vehicles only. This service entrance would also connect to the service loop road. From this entrance, service vehicles would be directed along the southern and western portions of the service loop road to the service loading area and emergency services area located in the west-central portion of the campus.

A fourth driveway would be constructed to access the central plant building only. This entrance driveway would be located off Citracado Parkway in the northeastern corner of the site.

Traffic signals should be planned at the middle driveways. The other two driveways should be designed such that inbound left turns are allowed, but outbound left turns are prohibited.

A mixture of surface and garage parking spaces would be provided in the northern and southwestern portions of the campus. A total of 2,595 parking spaces would be provided onsite. Surface parking lots would be located along the northern and northwestern site boundaries and would connect to the central loop road. In addition, two five-story parking structures would be located in the southwestern portion of the site, also connecting to the central loop road.

13.0 SIGNIFICANCE OF IMPACTS AND MITIGATION MEASURES

Table 13-1 summarizes the significant impacts and recommended mitigation measures calculated at the signalized intersections, unsignalized intersections, street segments and freeway segments, based on the established significance criteria. Impacts are termed either direct or cumulative. As previously discussed, an impact is considered cumulative if the facility already operates below City standards.

Table 13-2 shows the impacts that were identified in this traffic study that were <u>not</u> identified in the ERTC EIR. This table also shows the mitigation that would be necessary. However, since the improvements shown in Table 13-2 have been incorporated into the project description (as a project feature), the impacts would not occur and mitigation would not be necessary.

Table 13-1
Significant Impacts / Mitigation Measures Identified in the ERTC EIR

Location	Jurisdiction	Impact Type	Mitigation Measure
A. Street Segments			
Nordahl Road			
SR-78 to Mission Road	City of Escondido	Cumulative	Contribute a fair share towards the City planned widening of Nordahl Road between the SR-78 westbound ramps and East Mission Road to six lanes. A joint City / Caltrans project study report is on-going at the interchange that will lead to the eventual improvement of the interchange.
Citracado Parkway			
Mission Road to Country Club Drive	City of Escondido	Cumulative	Contribute a fair share toward the City planned improvements of the Nordahl Road / East Mission Road intersection. The improvements are part of a City Capital Improvement Project (CIP).
Vineyard Avenue			
Country Club Drive to Andreason Drive	City of Escondido	Cumulative	Contribute a fair share towards the widening of Vineyard Avenue between Country Club Drive and Andreason Drive to four lanes (Collector Road standards).
Auto Park Way			
Hale Avenue to Valley Parkway	City of Escondido	Direct	Improve the Hale Avenue / Auto Park Way intersection to include (1) right-turn lane, (1) shared through / left lane, and (1) left-turn lane on the southbound approach with split phasing on the north / south approaches. The additional intersection capacity mitigates the segment impact.
Harmony Grove Road			
Enterprise Street to Hale Avenue	City of Escondido	Cumulative	Contribute a fair share towards upgrading the existing roadway to 4 lanes (Collector Standards).
Hale Avenue			
Harmony Grove Road to W. 9th Street	City of Escondido	Cumulative	Contribute a fair share towards Upgrading the existing roadway to Local Collector standards and upgrading unimproved sections of Hale Avenue immediately north of Harmony Grove Road and south of West 9th Street.
West 9th Street			
Hale Avenue to Home Depot Driveway	City of Escondido	Cumulative	Contribute a fair share towards upgrading the existing roadway to Local Collector Standards.
Auto Park Way to I-15	City of Escondido	Cumulative	Contribute a fair share towards restriping the eastbound approach on West 9th Street at Auto Park Way to a right-turn lane, a shared through / right lane, and a left-turn lane and the provision of right-turn overlap phasing on the eastbound approach. This intersection improvement would mitigate the segment impact
Valley Parkway			
11th Avenue to Via Rancho Parkway	City of Escondido/ County of San Diego	Cumulative	Contribute a fair share towards the widening of Valley Parkway between Via Rancho Parkway and 11th Avenue to 4 lanes.

Table 13-1 (Continued)
Significant Impacts / Mitigation Measures

Location	Jurisdiction	Impact Type	Mitigation Measure
B. Signalized Intersections			
Nordahl Road / SR-78 EB Ramps	City of Escondido / Caltrans	Cumulative	Contribute a fair share toward the future improvement of the SR-78 / Nordahl Road interchange. A joint City / Caltrans PSR is on-going at the interchange that will lead to the eventual improvement of the interchange.
Nordahl Road / Mission Road	City of Escondido	Cumulative	Contribute a fair share toward the City planned widening of Nordahl Road between SR-78 and E. Mission Road to six-lanes. In addition to the City planned improvements, other additional turn lanes are needed to meet City LOS standards. The improvements are part of a past City CIP.
Del Dios Highway/Via Rancho Parkway	County of San Diego	Direct	Provide an additional northbound through lane, a dedicated northbound right turn lane and a dedicated eastbound right turn lane (with an overlap phase) at the Del Dios Highway/Via Rancho Parkway intersection.
C. Unsignalized Intersections			
Citracado Parkway / Country Club Drive	City of Escondido	Cumulative	Contribute a fair share toward the future signalization of the Citracado Parkway / Country Club Drive intersection. This improvement is part of the City CIP.
Citracado Parkway / Vineyard Avenue	City of Escondido	Direct	Signalize the Citracado Parkway/Vineyard Avenue intersection and provide the following geometry: Northbound – dual left-turn lanes and one right-turn lane with overlap phase; Westbound – dual left-turn lanes and two through lanes; Eastbound – Two through lanes and one right-turn lane with overlap phase.

Table 13-1 (Continued)

Significant Impacts / Mitigation Measures

Location	Jurisdiction	Impact Type	Mitigation Measure
C. Unsignalized Intersections			
Enterprise Street/Vineyard Avenue	City of Escondido	Cumulative	Contribute a fairshare towards installing a traffic signal at the Enterprise Street/Vineyard Avenue intersection.
Howard Avenue/Auto Park Way South	City of Escondido	Cumulative	Contribute a fair share towards installing a traffic signal at the Howard Avenue/Auto Park Way South intersection.
Harmony Grove Road / Enterprise Street	City of Escondido	Direct	Signalize the Harmony Grove Road/ Enterprise Street intersection and provide dedicated left-turn lanes on each approach and provide a northbound right turn lane with overlap phase.
Harmony Grove Road / Hale Avenue	City of Escondido	Direct	Signalize this intersection and provide dedicated left-turn lanes on each approach.
D. Freeways			
SR-78	Caltrans	Cumulative	Mitigation is not available to mitigate SR-78 freeway impacts to below a level of significance. This impact is considered unmitigable.
I-15	Caltrans	Cumulative	Mitigation is not available to mitigate SR-78 freeway impacts to below a level of significance. This impact is considered unmitigable.

Table 13-2
Locations Significantly Mitigated By Project Features

Location	Jurisdiction	Impact Type	Project Feature
A. Street Segments			
West 9th Street			
Valley Parkway to Auto Park Way	City of Escondido	Cumulative	Contribute a fair share towards restriping the eastbound approach on West 9th Street at Auto Park Way to a right-turn lane, a shared through / right lane, and a left-turn lane and the provision of right-turn overlap phasing on the eastbound approach. This intersection improvement would mitigate the segment impact.
Valley Parkway			
Auto Park Way to I-15 & I-15/Valley Parkway Ramp Meter	City of Escondido	Cumulative	Contribute a fair share toward the future improvements of the Valley Parkway / I-15 interchange. The additional interchange capacity would mitigate the cumulative segment impact and the cumulative ramp meter impact.
B. Signalized Intersections			
Nordahl Road / SR-78 WB Ramps Intersection and SR-78/Nordahl Road Ramp Meter	City of Escondido/ Caltrans	Direct	Contribute a fair share toward the future improvement of the SR-78 / Nordahl Road interchange. A joint City / Caltrans PSR is on-going at the interchange that will lead to the eventual improvement of the interchange.
C. Unsignalized Intersections			
Harmony Grove Road / Howard Avenue Intersection	City of Escondido	Cumulative	Contribute a fair share toward the signalization of this intersection with dedicated left-turn lanes.

ATTACHMENT 3:

AIR QUALITY TECHNICAL REPORT (SRA 2005)

2.2 Background Air Quality

The APCD operates a network of ambient air monitoring stations throughout San Diego County. The purpose of the monitoring stations is to measure ambient concentrations of the pollutants and determine whether the ambient air quality meets the CAAQS and the NAAQS. The nearest ambient monitoring stations to the project site are the Escondido East Valley Parkway station, and the San Diego 12th Avenue station (which is the closest station that measures SO_2). Because both the Escondido and San Diego 12th Avenue monitoring stations are located in areas where there is substantial traffic congestion, it is likely that pollutant concentrations measured at those monitoring stations are higher than concentrations that would be observed or measured in the Project area, and would thus provide a conservative estimate of background ambient air quality. Ambient concentrations of pollutants over the last three years are presented in Table 2.

Air quality has shown improvement in the SDAB such that the 1-hour federal ozone standard has not been exceeded at the Escondido monitoring station from 2002-2004. The federal 8-hour ozone standard, which was formally adopted in 2001 after legal arguments with the EPA, was exceeded at the Escondido monitoring station twice in 2004. The SDAB has been classified as a basic nonattainment area for the 8-hour NAAQS for O_3. The federal 24-hour PM_{10} standard was exceeded once at the Escondido monitoring station in 2003; however, the exceedance occurred during the Cedar Fire event in San Diego County. The federal annual $PM_{2.5}$ standard was exceeded in 2002. The Escondido monitoring station measured exceedances of the state PM_{10} and $PM_{2.5}$ standards during the period from 2002 to 2004. The data from the monitoring stations indicate that air quality is in attainment of all other federal standards.

Concentrations of CO at the Escondido monitoring station tend to be among the highest in the San Diego Air Basin, due to the fact that the monitor is located along East Valley Parkway in a congested area in downtown Escondido. The station sees higher concentrations of CO than have historically been measured elsewhere in San Diego County and the background data are not likely to be representative of background ambient CO concentrations at the Project site, due to the site's location in a less developed area. Since 2000, CO has not been monitored at other stations in northern San Diego County.

Table 2

Ambient Background Concentrations (ppm unless otherwise indicated)

Pollutant	Averaging Time	2002	2003	2004	Most Stringent Ambient Air Quality Standard	Monitoring Station
Ozone	8 hour	0.081	0.083	0.086	0.08	Escondido
	1 hour	0.100	0.105	0.099	0.09	Escondido
PM_{10}	Annual	25.1 $\mu g/m^3$	32.7 $\mu g/m^3$	28 $\mu g/m^3$	20 $\mu g/m^3$	Escondido
	24 hour	51 $\mu g/m^3$	179 $\mu g/m^3$	58 $\mu g/m^3$	50 $\mu g/m^3$	Escondido
$PM_{2.5}$	Annual	16.0 $\mu g/m^3$	14.2 $\mu g/m^3$	13.5 $\mu g/m^3$	12 $\mu g/m^3$	Escondido
	24 hour	53.6 $\mu g/m^3$	69.2 $\mu g/m^3$	67.3 $\mu g/m^3$	65 $\mu g/m^3$	Escondido
NO_2	Annual	0.021	0.020	0.018	0.053	Escondido
	1 hour	0.084	0.135	0.078	0.25	Escondido
CO	8 hour	3.85	10.64	3.56	9.0	Escondido
	1 hour	8.5	12.7	6.3	20	Escondido
SO_2	Annual	0.003	0.005	0.004	80	San Diego
	24 hour	0.007	0.008	0.008	105	San Diego
	3 hour	0.015	0.019	0.018	1300[1]	San Diego
	1 hour	0.028	0.036	0.042	655	San Diego

[1]Secondary NAAQS

Source: www.arb.ca.gov/aqd/aqd.htm (Measurements of all pollutants at Escondido-E Valley Parkway station, except SO_2.) www.epa.gov/air/data/monvals.html (2004 annual values, 1-hour and 3-hour SO_2 and 1-hour CO)

3.0 Thresholds of Significance

The State of California has developed guidelines to address the significance of air quality impacts based on Appendix G of the State CEQA Guidelines which provides guidance that a project would have a significant environmental impact if it would:

1. Conflict or obstruct the implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Plan (SIP);
2. Result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation;

3. Result in a cumulatively considerable net increase of PM_{10} or exceed quantitative thresholds for O_3 precursors, oxides of nitrogen (NO_X) and volatile organic compounds (VOCs);
4. Expose sensitive receptors (including, but not limited to, schools, hospitals, resident care facilities, or day-care centers) to substantial pollutant concentrations; or
5. Create objectionable odors affecting a substantial number of people.

To determine whether a project would (a) result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation; or (b) result in a cumulatively considerable net increase of PM_{10} or exceed quantitative thresholds for O_3 precursors, oxides of nitrogen (NO_X) and volatile organic compounds (VOCs), project emissions may be evaluated based on the quantitative emission thresholds established by the San Diego APCD. As part of its air quality permitting process, the APCD has established thresholds in Rule 20.2 for the preparation of Air Quality Impact Assessments (AQIA).

For CEQA purposes, these screening criteria can be used as numeric methods to demonstrate that a project's total emissions would not result in a significant impact to air quality. Since APCD does not have AQIA thresholds for emissions of VOCs, the use of the threshold for VOCs from the City of San Diego's Significance Thresholds (City of San Diego 2004) is appropriate. The screening thresholds are included in the table below.

Table 3
SCREENING-LEVEL CRITERIA FOR AIR QUALITY IMPACTS

Pollutant	Total Emissions		
Construction Emissions			
	Lb. per Day		
Respirable Particulate Matter (PM_{10})	100		
Oxides of Nitrogen (NOx)	250		
Oxides of Sulfur (SOx)	250		
Carbon Monoxide (CO)	550		
Volatile Organic Compounds (VOCs)[1]	137		
Operational Emissions			
	Lb. Per Hour	Lb. per Day	Tons per Year
Respirable Particulate Matter (PM_{10})	---	100	15
Oxides of Nitrogen (NOx)	25	250	40
Oxides of Sulfur (SOx)	25	250	40
Carbon Monoxide (CO)	100	550	100
Lead and Lead Compounds	---	3.2	0.6
Volatile Organic Compounds (VOC)[2]	---	137	15

The thresholds listed in Table 3 represent screening-level thresholds that can be used to evaluate whether project-related emissions could cause a significant impact on air quality. Emissions below the screening-level thresholds would not cause a significant impact. In the event that emissions exceed these thresholds, modeling would be required to demonstrate that the project's total air quality impacts result in ground-level concentrations that are below the State and Federal Ambient Air Quality Standards, including appropriate background levels. For nonattainment pollutants (ozone, with ozone precursors NOx and VOCs) and PM_{10}, if emissions exceed the thresholds shown in Table 3, the project could have the potential to result in a cumulatively considerable net increase in these pollutants and thus could have a significant impact on the ambient air quality.

In addition to impacts from criteria pollutants, project impacts may include emissions of pollutants identified by the state and federal government as toxic air contaminants (TACs) or

Hazardous Air Pollutants (HAPs). In San Diego County, APCD Regulation XII establishes acceptable risk levels and emission control requirements for new and modified facilities that may emit additional TACs. Under Rule 1210, emissions of TACs that result in a cancer risk of 10 in 1 million or less and a health hazard index of one or less would not be required to notify the public of potential health risks. If a project has the potential to result in emissions of any TAC or HAP which result in a cancer risk of greater than 10 in 1 million, the project would be deemed to have a potentially significant impact.

With regard to evaluating whether a project would have a significant impact on sensitive receptors, air quality regulators typically define sensitive receptors as schools (Preschool-12th Grade), hospitals, resident care facilities, or day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. Any project which has the potential to directly impact a sensitive receptor located within 1 mile and results in a health risk greater than 10 in 1 million would be deemed to have a potentially significant impact.

APCD Rule 51 (Public Nuisance) also prohibits emission of any material which causes nuisance to a considerable number of persons or endangers the comfort, health or safety of any person. A project that proposes a use which would produce objectionable odors would be deemed to have a significant odor impact if it would affect a considerable number of offsite receptors.

The impacts associated with construction and operation of the project were evaluated for significance based on these significance criteria.

4.0 Impacts

The proposed Palomar Medical Center project would result in both construction and operational impacts. Construction impacts include emissions associated with the construction of the project. Operational impacts include emissions associated with the project, including traffic, at full buildout.

4.1 Construction

Emissions of pollutants such as fugitive dust and heavy equipment exhaust that are generated during construction are generally highest near the construction site. Emissions from the construction phase of the project were estimated using the URBEMIS2002 model (Rimpo and Associates 2002). Emissions were estimated based on the total proposed developed square footage for the project.

It was assumed that dust control measures would be employed during construction to reduce emissions of fugitive dust. The following dust control measures were assumed in the URBEMIS model:

- Watering of active grading sites twice daily
- Covering active dirt stockpiles
- Watering unpaved access roads twice daily
- Reduce speeds to 15 mph or less on unpaved surfaces

For the purpose of estimating emissions from the application of architectural coatings, it was assumed that water-based coatings would be used for both exterior and interior surfaces, and that coatings would be applied using electrostatic spray guns and/or brushes. It was assumed that the architectural coatings application would take place during the building construction phase. The methodology presented in Table A11-13-D of the SCAQMD CEQA Air Quality Handbook was used to estimate emissions from the use of water-based coatings.

Heavy equipment requirements for the various construction phases were based on similar projects' construction requirements. Table 4 presents a summary of the heavy equipment requirements assumed for the purpose of calculating emissions during the construction phases of the project.

Table 5 provides a summary of the emission estimates for each individual construction phase of the proposed project. Refer to Appendix A for URBEMIS2002 model outputs.

Table 4
Construction Heavy Equipment Requirements

Construction Phase	Equipment	Number	Months
Grading and Site Preparation	Dozers	4	2.6
	Water truck	1	
	Motor graders	2	
	Backhoe Loaders	4	
Medical Center Building Construction	Cranes	2	21.4
	Concrete/Industrial Saws	8	
	Other Construction Equipment	4	
	Rough-Terrain Forklifts	8	
Asphalt Paving	Graders	1	1.1
	Off-Highway Trucks	1	
	Paver	1	
	Paving Equipment	1	
	Rollers	2	

Table 5
Estimated Construction Emissions
Palomar Medical Center

Emission Source	CO	ROC	NOx	SOx	PM_{10}
Total Construction Emissions, lbs/day					
Site Grading and Preparation					
Fugitive Dust	-	-	-	-	48.32
Off-Road Diesel	188.06	24.35	175.13	-	7.50
Worker Trips	4.98	0.24	0.47	0.00	0.02
TOTAL	**193.04**	**24.59**	**175.60**	**0.00**	**55.84**
Screening-Level Thresholds	550	137	250	250	100
Above Screening-Level Thresholds?	*No*	*No*	*No*	*No*	*No*
Medical Center Construction					
Building Construction Off-road Diesel	207.96	26.12	176.59	-	6.81
Building Construction Worker Trips	37.05	2.85	1.75	0.00	0.54
Architectural Coatings Off-Gas	-	63.44	-	-	-
Architectural Coatings Worker Trips	37.05	2.85	1.75	0.00	0.54
Asphalt Off-Gas	-	1.50	-	-	-
Asphalt Off-Road Diesel	79.89	9.50	57.79	-	1.94
Asphalt On-Road Diesel	1.13	0.31	5.92	0.01	0.14
Asphalt Worker Trips	0.58	0.03	0.04	0.00	0.01
TOTAL	**363.66**	**106.61**	**243.84**	**0.01**	**9.98**
Screening-Level Thresholds	550	137	250	250	100
Above Screening-Level Thresholds?	*No*	*No*	*No*	*No*	*No*
Total Construction Emissions, tons/year					
Emission Source	**CO**	**ROC**	**NOx**	**SOx**	**PM_{10}**
Site Grading and Preparation	5.50	0.70	5.03	0.00	6.15
Medical Center Construction	28.00	6.12	20.41	0.00	7.30
TOTAL	**33.50**	**6.82**	**25.44**	**0.00**	**13.45**
Screening-Level Thresholds	100	15	40	40	15
Above Screening-Level Thresholds?	*No*	*No*	*No*	*No*	*No*

As shown in Table 5, maximum daily emissions and annual emissions of criteria pollutants during construction would be below the screening-level thresholds for air quality for all pollutants. In addition, project criteria pollutant emissions during construction would be temporary and would therefore not cause a permanent significant impact on the ambient air quality.

Project construction could result in minor amounts of odor compounds associated with diesel heavy equipment exhaust; however, because the construction equipment would be operating at various locations throughout the construction site, and because any operations near existing receptors would be temporary, impacts associated with odors during construction are not considered significant.

4.2 Operational Impacts

The main operational impacts associated with the Project would include impacts associated with traffic and impacts associated with area sources such as energy use.

Project-generated traffic was addressed in the Traffic Impact Analysis, Palomar Medical Center West (Linscott, Law & Greenspan 2005). Based on the Traffic Impact Analysis, at full buildout the project would generate 17,060 average daily weekday trips (ADT), with 891 AM peak hour trips and 1,160 PM peak hour trips. This is an increase of 6,950 ADT over the trip generation projected for the ERTC Planning Areas 4 and 5 evaluated in the ERTC Specific Plan, which projected 10,110 ADT for the site as developed as an industrial/business park.

To estimate emissions associated with Project-generated traffic, the EMFAC2002 model (CARB 2002) was used. The EMFAC2002 model is the latest version of the Caltrans emission factor model for on-road traffic. Because the Project is a hospital, it was assumed that Project-related traffic would be mainly comprised of light duty autos and light duty trucks (i.e., small trucks, SUVs, and vans). Based on recommendations in the Caltrans ITS Transportation Project-Level Carbon Monoxide Protocol (Caltrans 1998), Appendix B, Page B-3, it was assumed that the

vehicle mix, when distributed between light duty autos and light duty trucks, would be 78% light duty autos and 22% light duty trucks. [This assumption was based on Table B.2, Recommended Vehicle Type Distribution, of the Caltrans ITS Transportation Project-Level Carbon Monoxide Protocol, assuming that light duty autos (69% of total vehicle distribution) and light duty trucks (19.4% of total vehicle distribution) comprised 100% of the total vehicle distribution; therefore, light duty autos comprise 69%/(69%+19.4%) or 78%, and light duty trucks comprise 19.4%/(69%+19.4%) or 22% of total vehicles accessing the hospital.] For estimating emission factors associated with light duty autos and light duty trucks, it was assumed that these vehicles would be a mix of non-catalytic, catalytic, and diesel vehicles as indicated in the EMFAC2002 outputs. Emission factors representing the vehicle mix for 2009 were used to estimate emissions for project-related traffic as 2009 was estimated to be the first year of full operation of the facility; based on the results of the EMFAC2002 model for subsequent years, emissions would decrease on an annual basis from 2009 onward due to phase-out of higher polluting vehicles and implementation of more stringent emission standards that are taken into account in the EMFAC2002 model. Vehicle speed was assumed to be 27 miles per hour, based on a speed limit of 30 miles per hour average in the Project vicinity, and utilizing the recommended average cruise speed in Appendix B of the Caltrans ITS Transportation Project-Level Carbon Monoxide Protocol, Table B.10, Average Cruise Speed as a Function of Arterial Classification and Free-Flow Speed, for a minor arterial, suburban. The average vehicle miles traveled was assumed to be approximately 0.5 miles, based on the distance that would be traveled from the interchange of SR-78 and Nordahl Road, which is the closest freeway access to the project site.

Operational impacts associated with energy use were estimated based on the SCAQMD's emission factors for medical offices. Operational emission calculations are provided in Appendix A. The results of the emission calculations, in lbs/day and tons/year, are summarized in Table 6, along with a comparison with the significance criteria.

In addition to emissions associated with energy use, emissions associated with stationary sources operating at the central plant were quantified based on information provided by the facility architect/engineering firm. The central plant will include the following air emission sources:

- Gas-fired chiller (10,500 SCFH natural gas usage)
- Emergency diesel generators (two 2000-kW generators with space for two future generators)
- Three 300 bhp boiler with space for an additional future boiler; 38,000 SCFH natural gas input per boiler. One boiler would be used for standby purposes.

The stationary sources would be regulated by the SDAPCD, and would be required to obtain an Authority to Construct and Permit to Operate from the SDAPCD. To estimate emissions from these stationary sources, it was assumed that the boilers and gas-fired chiller would be operated on natural gas exclusively. The four emergency generators were each assumed to be tested once per week for 30 minutes for a total of 26 hours per year per generator. To evaluate the maximum anticipated emissions, it was assumed that four generators and three boilers would eventually be installed and operated at the Palomar Medical Center.

Table 6
TOTAL OPERATIONAL EMISSIONS

	CO	VOC	NOx	SOx	PM10
	Lbs/day				
Energy Use	5.84	0.291	33.6	-	1.16
Stationary Source Emissions	43.23	4.89	81.46	24.18	5.12
Vehicular Emissions	549.45	31.77	62.89	0.15	1.24
TOTAL	**601.72**	**371.61**	**179.16**	**24.35**	**7.81**
Screening-Level Threshold	550	137	250	250	100
Above Screening-Level Threshold?	*Yes*	*No*	*No*	*No*	*No*
	Tons/year				
Energy Use	1.07	0.053	6.13	-	0.212
Stationary Source Emissions	46.66	3.11	19.46	0.95	4.25
Vehicular Emissions	100.27	5.80	11.48	0.03	0.23
TOTAL	**148.00**	**8.96**	**37.07**	**0.98**	**4.69**
Screening-Level Threshold	100	15	40	100	15
Above Screening-Level Threshold?	*Yes*	*No*	*No*	*No*	*No*

Based on estimates of operational emissions associated with the project, emissions of CO would be above the screening-level thresholds. Emissions of all other criteria pollutants would be below the screening-level thresholds. Because the maximum daily and annual operational emissions of CO are above the screening-level thresholds, further evaluation of the potential for impacts associated with CO emissions was conducted.

Projects involving traffic impacts may result in the formation of locally high concentrations of CO, known as CO "hot spots." To verify that the project would not cause or contribute to a violation of the CO standard, a screening evaluation of the potential for CO "hot spots" was conducted. The Traffic Impact Analysis evaluated whether or not there would be a decrease in the level of service at the roadways and/or intersections affected by the Project. The potential for CO "hot spots" was evaluated based on the results of the Traffic Impact Analysis. The Caltrans ITS Transportation Project-Level Carbon Monoxide Protocol (Caltrans 1998) should be followed to determine whether a CO "hot spot" is likely to form due to Project-generated traffic. In accordance with the Protocol, CO "hot spots" are typically evaluated when (a) the level of service (LOS) of an intersection or roadway decreases to a LOS E or worse; (b) signalization and/or channelization is added to an intersection; and (c) sensitive receptors such as residences, commercial developments, schools, hospitals, etc. are located in the vicinity of the affected intersection or roadway segment.

The Traffic Impact Analysis evaluated twelve signalized intersections and ten unsignalized intersections in the project vicinity to assess the Near Term conditions. A summary of the predicted LOS for the Near Term scenario for each intersection evaluated is presented in Table 7. Based on the Traffic Impact Analysis, the project would cause a significant impact at the following intersections:

- Nordahl Road/SR-78 WB Ramps, pm peak hour
- Nordahl Road/SR-78 EB Ramps, am peak hour
- Nordahl Road/Mission Road, am and pm peak hours
- Valley Parkway/West 9th Avenue, pm peak hour
- Del Dios Highway/Via Rancho Parkway, pm peak hour
- Citracado Parkway/Country Club Drive, am and pm peak hours
- Citracado Parkway/Vineyard Avenue, am and pm peak hours
- Enterprise Street/Vineyard Avenue, am and pm peak hours
- Howard Avenue/Auto Park Way, pm peak hour
- Harmony Grove Road/Enterprise Street, am and pm peak hours
- Harmony Grove Road/Howard Avenue, pm peak hour
- Harmony Grove Road/Hale Avenue, am and pm peak hours
- Hale Avenue/West 11th Avenue, am and pm peak hours

Accordingly, CO "hot spots" modeling was conducted to evaluate the impacts of project plus cumulative projects on ambient CO concentrations in the project vicinity.

To evaluate the potential for CO "hot spots," the procedures in the Caltrans ITS Transportation Project-Level Carbon Monoxide Protocol (Caltrans 1998) were used. As recommended in the Protocol, CALINE4 modeling was conducted for the intersections identified above for the scenario without Project traffic, and the Project scenarios. Modeling was conducted based on the guidance in Appendix B of the Protocol to calculate maximum predicted 1-hour CO concentrations. Predicted 1-hour CO concentrations were then scaled to evaluate maximum predicted 8-hour CO concentrations using the recommended scaling factor of 0.7 for urban locations.

Inputs to the CALINE4 model were obtained from the Traffic Impact Analysis - Palomar Medical Center West (Linscott, Law, & Greenspan 2005). As recommended in the Protocol, receptors were located at locations that were approximately 3 meters from the mixing zone, and at a height of 1.8 meters. Average approach and departure speeds were estimated using Tables B.13 and B.14 of the Protocol, and emission factors for those speeds were estimated from the EMFAC2002 emissions model (ARB 2002) for 2009, which was assumed to be the year in which the project would be in full operation.

Table 7
Summary of Intersection LOS

Intersection	Existing		Existing + Project		Existing + Cumulative + Project	
	am	*pm*	*am*	*pm*	*am*	*pm*
Signalized Intersections						
Nordahl Rd./SR-78 WB Ramps	C	D	C	n/a	D	**F**
Nordahl Rd./SR-78 EB Ramps	D	F	**F**	**F**	n/a	n/a
Nordahl Rd./Mission Rd.	D	E	**F**	**F**	n/a	n/a
Andreasen Dr./Vineyard Ave.	C	C	C	C	C	D
Hale Ave./Auto Park Way	C	C	C	C	C	C
Valley Pkwy./Citracado Pkwy.	C	C	C	C	C	C
Valley Pkwy./West 11th Ave.	B	C	B	C	C	C
Valley Pkwy./West 9th Ave.	D	D	D	D	D	**E**
Valley Pkwy./Auto Pkwy.	D	D	D	D	D	D
1-15 SB Ramps/Valley Pkwy.	D	C	D	C	D	D
I-15 NB Ramps/Valley Pkwy.	C	C	C	C	C	C
Del Dios Hwy./Via Rancho Pkwy.	B	D	B	n/a	C	**F**
Unsignalized Intersections						
Citracado Pkwy./Country Club Dr.	D	D	**F**	**F**	n/a	n/a
Citracado Pkwy./Vineyard Ave.	n/a	n/a	n/a	n/a	**F**	**F**
Enterprise St./Vineyard Ave.	E	F	F	F	n/a	n/a
Howard Ave./Auto Park Wy.	C	F	C	F	C	n/a
Harmony Grove Rd./Kauana Loa Dr.	A	B	B	B	B	C
Andreasen Dr./Enterprise St.	A	B	B	B	**F**	D
Harmony Grove Rd./Enterprise St.	D	C	F	n/a	n/a	**F**
Harmony Grove Rd./Howard Ave.	C	D	C	**F**	n/a	n/a
Harmony Grove Rd./Hale Ave.	C	E	n/a	**F**	**F**	n/a
Hale Ave./West 11th Ave.	B	C	C	C	**F**	**F**

n/a = not analyzed; modeled intersections shown in **bold.**
Source: Linscott, Law & Greenspan 2005

In accordance with the Caltrans ITS Transportation Project-Level Carbon Monoxide Protocol, it is also necessary to estimate future background CO concentrations in the project vicinity to determine the potential impact plus background and evaluate the potential for CO "hot spots" due to the project. Because the highest 1-hour background concentration of CO in the past three years occurred during the Cedar Fire event in October of 2003, that concentration was not considered representative of background levels for the project site. As a conservative estimate of background CO concentrations, the existing maximum 1-hour background concentration of CO that was measured at the Escondido monitoring station for the period 2001 – 2002 of 8.5 ppm was used to represent future maximum background 1-hour CO concentrations. This is a conservative assumption, as the monitoring station is located in a congested area in Escondido. The existing maximum 8-hour background concentration of CO that was measured at the Escondido monitoring station during the period from 2001 to 2002 of 3.85 ppm was also used to provide a conservative estimate of the maximum 8-hour background concentrations in the project vicinity. CO concentrations in the future may be lower as inspection and maintenance programs and more stringent emission controls are placed on vehicles.

The CALINE4 model outputs are provided in Appendix A of this report. Table 8 presents a summary of the predicted CO concentrations (impact plus background) for the eleven intersections evaluated. As shown in Table 8, the predicted CO concentrations would be substantially below the 1-hour and 8-hour NAAQS and CAAQS for CO shown in Table 1 of this report. Therefore, no exceedances of the CO standard are predicted, and the project would not cause or contribute to a violation of an air quality standard.

4.3 Odors

During construction, diesel equipment operating at the site may generate some nuisance odors; however, due to the temporary nature of construction, odors associated with project construction would not be significant.

The project is a construction of a hospital and outpatient facilities. The hospital would not be a source of nuisance odors associated with project operations. Odor impacts are therefore less than significant.

Table 8
CO "Hot Spots" Evaluation
Predicted CO Concentrations, ppm

Intersection	Existing + Project + Cumulative	
Maximum 1-hour Concentration Plus Background, ppm CAAQS = 20 ppm; NAAQS = 35 ppm		
	am	*pm*
Nordahl Road/SR-78 WB Ramps	N/A	10.1
Nordahl Road/SR-78 EB Ramps	9.9	N/A
Nordahl Road/Mission Road	10.0	10.1
Del Dios Highway/Via Rancho Parkway	N/A	9.5
Citracado Parkway/Country Club Drive	9.8	10.1
Citracado Parkway/Vineyard Ave.	10.0	10.3
Enterprise Street/Vineyard Ave.	9.6	9.7
Howard Ave./Auto Park Way	N/A	9.9
Harmony Grove Road/Enterprise Street	9.5	9.8
Harmony Grove Road/Howard Ave.	N/A	9.3
Harmony Grove Road/Hale Ave.	9.7	9.9
Maximum 8-hour Concentration Plus Background, ppm CAAQS = 9.0 ppm; NAAQS = 9 ppm		
Nordahl Road/SR-78 WB Ramps	4.31	
Nordahl Road/SR-78 EB Ramps	4.83	
Nordahl Road/Mission Road	4.97	
Del Dios Highway/Via Rancho Parkway	4.55	
Citracado Parkway/Country Club Drive	4.97	
Citracado Parkway/Vineyard Ave.	5.11	
Enterprise Street/Vineyard Ave.	4.69	
Howard Ave./Auto Park Way	4.83	
Harmony Grove Road/Enterprise Street	4.76	
Harmony Grove Road/Howard Ave.	4.41	
Harmony Grove Road/Hale Ave.	4.83	

N/A signifies that the traffic report did not predict a significant impact, so the scenario was not analyzed.

5.0 Cumulative Impacts

In analyzing cumulative impacts from a proposed project, the analysis must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the SDAB is listed as "non-attainment" for the State AAQS. A project that has a significant impact on air quality with

regard to emissions of PM_{10}, NO_x and/or VOCs as determined by the screening criteria outlined above would have a significant cumulative effect. In the event direct impacts from a project are less than significant, a project may still have a cumulatively considerable impact on air quality if the emissions from the project, in combination with the emissions from other proposed, or reasonably foreseeable future projects are in excess of screening levels identified above, and the project's contribution accounts for more than an insignificant proportion of the cumulative total emissions.

With regard to past and present projects, the background ambient air quality, as measured at the monitoring stations maintained and operated by the APCD, measures the concentrations of pollutants from existing sources. Past and present project impacts are therefore included in the background ambient air quality data. The projects listed in Table 9 are planned or reasonably foreseeable and are subject to CEQA.

PM_{10} emissions associated with construction generally result in near-field impacts. As shown in the Project construction emissions evaluation in Section 4.1, the emissions of PM_{10} would be below the significance levels. It is unlikely that all construction for the Palomar Medical Center West and the cumulative projects would be occurring at the same time; therefore, project construction is not anticipated to result in a cumulatively significant impact on air quality.

With regard to cumulative impacts associated with ozone precursors, in general, if a project is consistent with the community and general plans, it has been accounted for in the ozone attainment demonstration contained within the State Implementation Plan and would not cause a cumulatively significant impact on the ambient air quality for ozone. The Palomar Medical Center West represents an increase in projected traffic over the emissions evaluated for the ERTC; however, as shown in Table 6, emissions of ozone precursors (VOCs and NOx) would be well below the screening-level thresholds and thus the project would not result in a cumulatively significant impact on ozone concentrations.

Table 9
Cumulative Projects

Project Title	Description	Average Daily Trips
Chablis Court	37,500 square foot industrial	600
Executive Place	53,539 square foot industrial	856
Andreasen/Enterprise	56,974 square foot industrial	912
Equipment Wholesale	6,000 square foot industrial addition	96
Escondido Research and Technology Center	158 acre-research center	1,282 (excluding Palomar Medical Center West ADT)
Dorn Subdivision	34 single-family dwelling units	340
Harmony Grove Industrial Park	13.53-acre industrial	2,706
Bernardo Acres	15 single-family dwelling units	150
Terravino	29 condominium units	232
Brook Forest	55 single-family dwelling units	550
Gamble Place	4 single-family dwelling units	40
Via Rancho Parkway	2 single-family dwelling units	20
Hunt Property	1 single-family dwelling units	10
City Lights	11 single-family dwelling units	110
Cielo del Norte	154 single-family dwelling units	1,540
Victoria Shangrila	34 single-family dwelling units	340
Anderson TM	6 single-family dwelling units	60
Whispering Hills	10 single-family dwelling units	100
Little Creek	3 single-family dwelling units	30
McDonald Residence	1 single-family dwelling unit	10
Christward Ministry	12-unit dormitory	72
Harmony Grove Village	468-acre mixed-used development	8,556
Total Cumulative Projects		**18,612**

The planned or reasonably foreseeable future projects were accounted for in the Traffic Impact Analysis, and were therefore considered in the evaluation of CO "hot spots". Based on the CO "hot spots" evaluation, cumulative traffic would not result in a CO "hot spot." With phase-out of older vehicles and increasingly stringent vehicular emission standards, a CO "hot spot" is not likely in future years, and no cumulatively significant impacts on the air quality are anticipated.

6.0 Conclusions and Recommendations

In summary, the proposed project would result in emissions of air pollutants for both the construction phase and operational phase of the project. The air quality impact analysis

evaluated the potential for adverse impacts to the ambient air quality due to construction and operational emissions. Construction emissions would include emissions associated with fugitive dust, heavy construction equipment and construction workers commuting to and from the site. The emissions associated with construction would be below the significance criteria and would be temporary. Dust control measures that would be incorporated into the project description to reduce emissions associated with PM_{10} during construction include the following:

- Multiple applications of water during grading between dozer/scraper passes
- Paving, chip sealing or chemical stabilization of internal roadways after completion of grading
- Use of sweepers or water trucks to remove "track-out" at any point of public street access Termination of grading if winds exceed 25 mph
- Stabilization of dirt storage piles by chemical binders, tarps, fencing or other erosion control

Project operational emissions would be associated with traffic generated by the Palomar Medical Center West and energy use. The potential for impacts was evaluated based the procedures set forth in the Caltrans ITS Transportation Project-Level Carbon Monoxide Protocol to screen projects for the potential for CO "hot spots." Based on the evaluation of air emissions, none of the project emissions would exceed the significance criteria, and therefore would not pose a significant impact on the ambient air quality. Project-related traffic would not result in CO "hot spots"; therefore, the project would not cause or contribute to a long-term exceedance of an air quality standard.

Project construction would employ those dust control measures specified above and would therefore be in compliance with strategies in the RAQS and SIP for attaining and maintaining the air quality standards. Therefore, Project construction would not conflict with or obstruct the implementation of the RAQS or applicable portions of the SIP. Emissions associated with Project operation would be below the significance thresholds and would therefore not conflict with the SIP, and Project operation would be consistent with the control measures and policies implemented in the RAQS.