

APPENDIX A
NOP, Scoping Letter, and Public Comments



THE CITY OF SAN DIEGO

DEVELOPMENT SERVICES DEPARTMENT

Date of Notice: July 27, 2012

PUBLIC NOTICE

OF THE PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

AND

AN ENVIRONMENTAL IMPACT REPORT SCOPING MEETING

SAP No. 24002680

PUBLIC NOTICE: The City of San Diego as the Lead Agency has determined that the project described below will require the preparation of an Environmental Impact Report (EIR) in compliance with the California Environmental Quality Act (CEQA). This Notice of Preparation of a project EIR and Scoping Meeting was publicly noticed and distributed on July 27, 2012. This notice was published in the SAN DIEGO DAILY TRANSCRIPT and placed on the City of San Diego website at, <http://clerkdoc.sannet.gov/Website/publicnotice/pubnotceqa.html>.

SCOPING MEETING: A public scoping meeting will be held by the City of San Diego's Development Services Department on **Wednesday, August 15, 2012, beginning at 6:00 PM and running no later than 8:00 PM at County Annex located at 5201 Ruffin Road, Suite B - Hearing Room, San Diego, CA 92123. Please note that depending on the number of attendees, the meeting could end earlier than 8:00 PM.** Verbal and written comments regarding the scope and alternatives of the proposed EIR will be accepted at the meeting.

Please send in written/mail-in comments may also be sent to the following address: **E. Shearer-Nguyen, Environmental Planner, City of San Diego Development Services Center, 1222 First Avenue, MS 501, San Diego, CA 92101** or e-mail your comments to DSDEAS@sandiego.gov with the Project Name (**Kaiser Kearny Mesa and Number in the subject line Number (274240)**) in the subject line within 30 days of the receipt of this notice/date of the Public Notice above. Responsible agencies are requested to indicate their statutory responsibilities in connection with this project when responding. An EIR incorporating public input will then be prepared and distributed for the public to review and comment.

PROJECT NAME/NO.: **KAISER KEARNY MESA (KAISER PERMANENTE SAN DIEGO CENTRAL MEDICAL CENTER) / 274240**

COMMUNITY AREA: **Kearny Mesa**

COUNCIL DISTRICT: **6 (Zapf)**

PROJECT DESCRIPTION: **CONDITONAL USE PERMIT and PLANNED DEVELOPMENT PERMIT** to demolish existing County of San Diego government office buildings and the construction of a master planned development of a 450-bed hospital building, hospital support buildings, parking structures and accessory structures and uses. The project is proposed in two phases; Phase I would include of a 550,000-square-foot, seven-story general acute and tertiary care hospital building (Hospital), a 55,000-square-foot outpatient hospital support building, a 36,000-

square-foot central utility plant (Energy Center). The hospital would include 321 beds, an outdoor service yard, and a 1,213-stall parking structure. Phase II (buildout) would include expansion of the hospital and/or the construction of new medical offices or other uses. More specifically, construction would include expansion of the hospital by an additional 295,000 square feet, including a seven-story, 170,000-square-foot expansion of the hospital to accommodate 129 additional beds (for a total of 450 beds), an additional 125,000-square feet of hospital support building, and surface and structured parking totaling 2,250 spaces. Additionally, the project would construct various site improvements. The 20.01-acre project site is located at 5201 Ruffin Road. The parcel is designated County Facility and zoned IL-2-1. Additionally the project is in the Airport Land Use Compatibility Overlay Zone (MCAS Miramar and Montgomery Field); the Airport Influence Area (MCAS Miramar Review Area 2, Montgomery Field Review Area 1 on southwestern corner of property, Montgomery Field Review Area 2); the FAA Part 77 Noticing Area; the Montgomery Field Overflight Notification Area; and the Montgomery Field Safety Zone 6 within the Kearny Mesa Community Plan area.

The project site is located within the IL-2-1 zone, the Airport Land Use Compatibility Overlay Zone (MCAS Miramar and Montgomery Field), the Airport Influence Area (MCAS Miramar Review Area 2, Montgomery Field Review Area 1 on southwestern corner of property, Montgomery Field Review Area 2), the FAA Part 77 Noticing Area, the Montgomery Field Overflight Notification Area, Montgomery Field Safety Zone 6, and the Kearny Mesa Community Plan. [Information Only - No Response Required]

Applicant: Skyler Denniston / Steven Doshey, Kaiser Foundation Hospitals

Recommended Finding: Pursuant to Section 15060(d) of the CEQA Guidelines, it appears that the proposed project may result in significant environmental impacts in the following areas: **Land Use, Transportation/Circulation and Parking, Air Quality and Odor, Energy, Geologic Conditions, Greenhouse Gas Emissions, Health Safety/Hazardous Materials, Hydrology/Water Quality, Noise, Paleontological Resources, Public Services and Facilities, Public Utilities, Visual Effects/Neighborhood Character, and Cumulative Effects.**

Availability in Alternative Format: To request the this Notice or the City's letter to the applicant detailing the required scope of work (EIR Scoping Letter) in alternative format, call the Development Services Department at (619) 446-5460 (800) 735-2929 (TEXT TELEPHONE).

Additional Information: For environmental review information, contact Elizabeth Shearer-Nguyen at (619) 446-5369. The Scoping Letter and supporting documents may be reviewed, or purchased for the cost of reproduction, at the Fifth floor of the Development Services Department. For information regarding public meetings/hearings on this project, contact the Project Manager, Jeff Peterson, at (619) 446-5237. This notice was published in the SAN DIEGO DAILY TRANSCRIPT and distributed on Friday, July 27, 2012.

Cecilia Gallardo, AICP
Assistant Deputy Director
Development Services Department

DISTRIBUTION: See Attached.

ATTACHMENTS: Figure 1: Regional Location Map
Figure 2: Project Vicinity map
Figure 3: Aerial Vicinity Map Master Plan
Figure 4: Site Plan
Scoping Letter

Distribution:

FEDERAL GOVERNMENT

Federal Aviation Administration (1)

Commanding General, Community Plans & Liaisons, MCAS Miramar Air Station (13)

STATE OF CALIFORNIA

CALTRANS District 11 (31)

San Diego County Regional Airport Authority (42)

California Regional Water Quality Control Board, Region 9 (44)

State Clearinghouse (46A)

California Department of Transportation (51)

California Transportation Commission (51A)

California Transportation Commission (51)

California Highway Patrol (58)

COUNTY OF SAN DIEGO

Leann Williams, Environmental Health (74)

Department of Environmental Health (75)

CITY OF SAN DIEGO

Mayor's Office (MS11A)

Councilmember Lightner, District 1 (MS10A)

Councilmember Faulconer District 2 (MS10A)

Councilmember Todd, District 3 (MS10A)

Councilmember Young, District 4 (MS10A)

Councilmember De Maio, District 5 (MS10A)

Councilmember Zapf, District 6 (MS10A)

Councilmember Emerald, District 7 (MS10A)

Councilmember Alvarez, District 8 (MS10A)

Development Services Department

EAS Seniors

Project Manager

Transportation Development - DSD (78)

Development Coordination (78A)

Fire and Life Safety Services (79)

Library Department - Government Documents (81)

Central Library (81A)

Serra Mesa Branch Library (81GG)

Tierrasanta Branch Library (81II)

Environmental Services Department (93A)

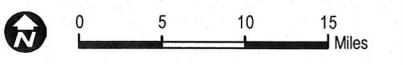
City Attorney, (MS59)

OTHER

San Diego Transit Corporation (112)
San Diego County Regional Airport Authority (110)
San Diego Natural History Museum (166)
San Diego Audubon Society (167)
Citizens Coordinate for Century 3 (179)
Serra Mesa Planning Group (263A)
Mary Johnson (263B)
Serra Mesa Community Council (264)
Kearny Mesa Community Planning Group (265)
Tim Splinter Tierra Santa Community Council (462)
Murphy Canyon Community Council (463)
Tierrasanta Community Council (464)



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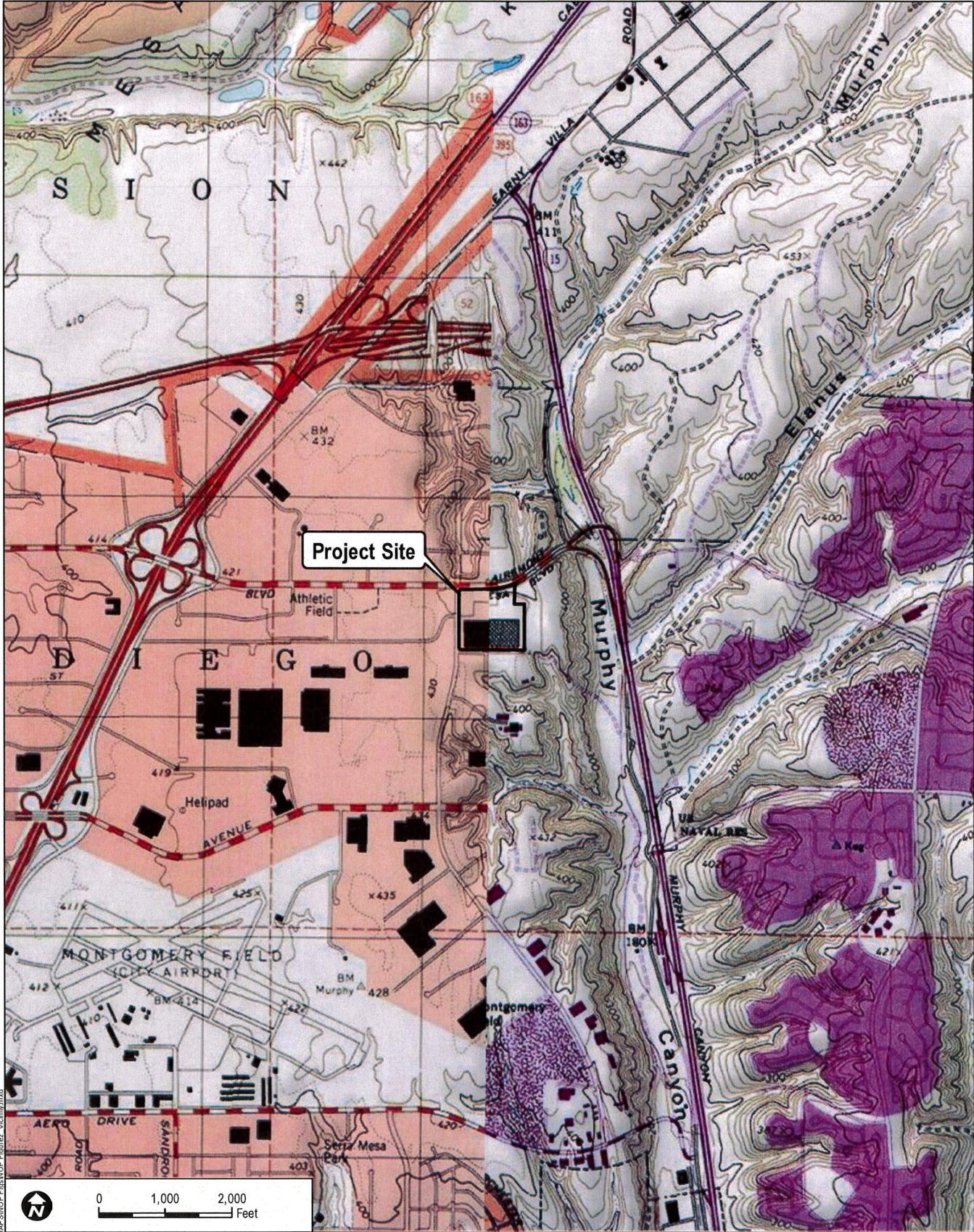


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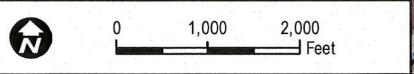
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KAISER SAN DIEGO CENTRAL MEDICAL CENTER NOP

FIGURE 1
Regional Map



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DUDEK

SOURCE: USGS topo 7.5-Minute Series Quadrangle

7372-01

KAISER SAN DIEGO CENTRAL MEDICAL CENTER NOP

FIGURE 2
Vicinity Map



Project Site



DUDEK

SOURCE: Bing

7372-01

KAISER SAN DIEGO CENTRAL MEDICAL CENTER NOP

FIGURE 3
Aerial Vicinity Map

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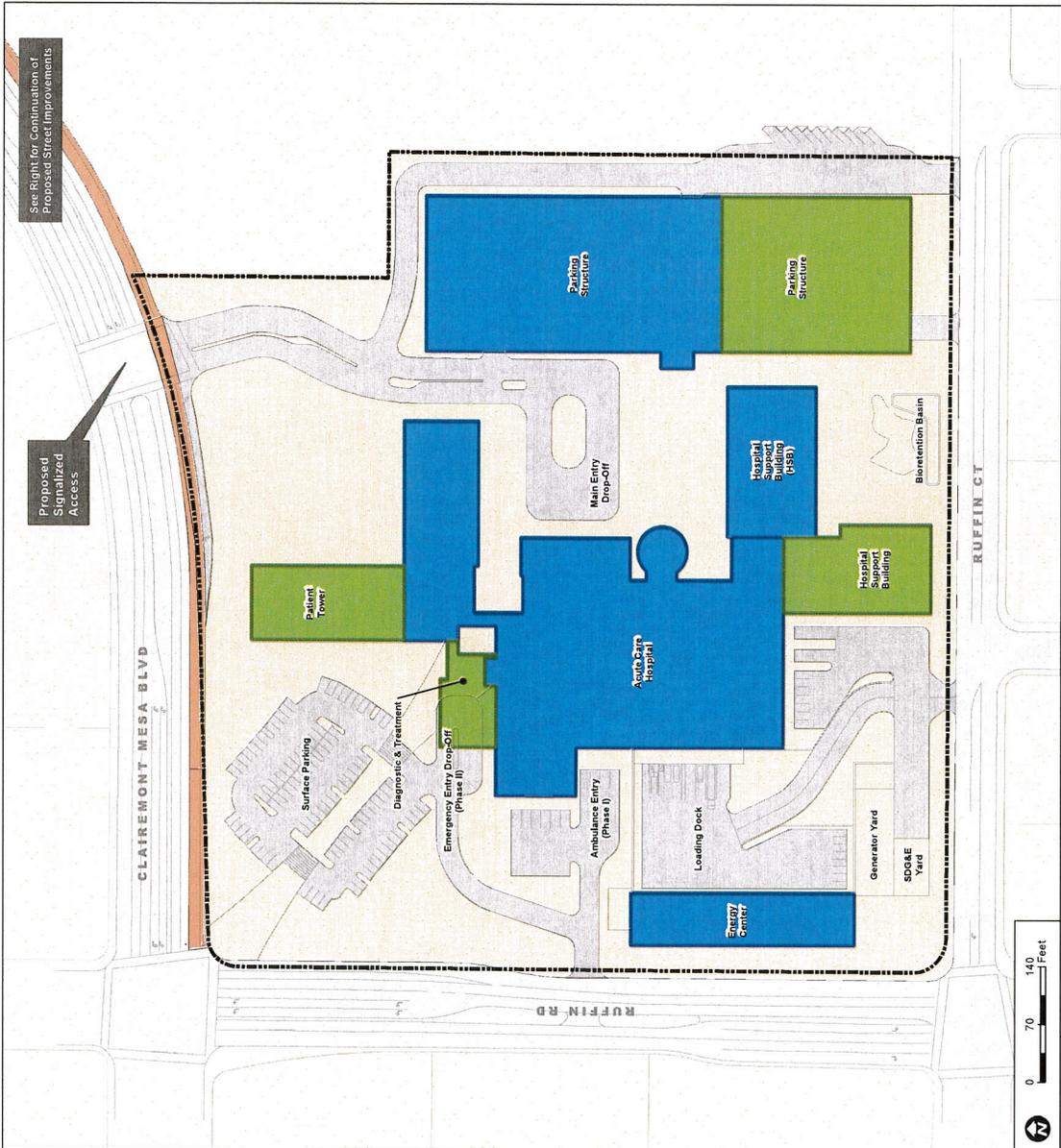


FIGURE 4
Project Site Plan



THE CITY OF SAN DIEGO

July 27, 2012

Mr. Skyler Denniston, Land Use Manager
Kaiser Permanente
Annandale I
825 Colorado Boulevard, Suite No. 222
Los Angeles, California 90041

SUBJECT: Scope of Work for an Environmental Impact Report for the Kaiser Kearny Mesa (aka Permanente San Diego Central Medical Center Project) / Project No. 274240

Dear Mr. Denniston:

Pursuant to Section 15060 (d) of the California Environmental Quality Act (CEQA), the Environmental Analysis Section (EAS) of the City's Land Development Review (LDR) Division has determined that the proposed project may have significant effects on the environment. The preparation of a project Environmental Impact Report (EIR) is, therefore, required.

A Notice of Preparation will be distributed to the Responsible Agencies and others who may have an interest in the project as required by CEQA Section 15082. Scoping meetings are required, by CEQA Section 21083.9, for projects that may have statewide, regional or area-wide environmental impacts. The City's environmental review staff has determined that this project meets this threshold. A scoping meeting has been scheduled for Wednesday, August 15, 2012 from 6:00PM to 8:00PM at the located at 5201 Ruffin Road, Suite B - Hearing Room, San Diego, CA 92123.

Changes or additions to the scope of work may be required as a result of input received in response to the Scoping Meeting and Notice of Preparation. Furthermore, should the project be required to be modified through the project review, EIR review process, and/or by the applicant, these changes shall be disclosed within the environmental document.

Each section/issue area of the EIR shall provide a descriptive analysis of the project followed by a comprehensive evaluation of the issue area(s). The EIR shall also include sufficient graphics and tables to provide a complete description of all major project features.

The project that will be the subject of the EIR is briefly described as follows:

PROJECT LOCATION

The 20.01-acre project site is located within the Kearny Mesa Community Plan area, at 5201 Ruffin Road, San Diego, CA 92123. The site is bordered by Clairemont Mesa Boulevard to the north, Ruffin Court to the south, Ruffin Road to the west and Polinsky Children's Center to the east, and is located in Council District 6. The project site comprises Lot 1 of Map No. 4674 (APN 369-121-14). The site is currently developed with surface parking and office buildings *Map*.

PROJECT DESCRIPTION

The project proposes the master planned development of a 450-bed hospital building, hospital support buildings, parking structures and accessory structures and uses, proposed in two phases. Phase I would include of a 550,000-square-foot, seven-story general acute and tertiary care hospital building (Hospital), a 55,000-square-foot outpatient hospital support building (HSB), a 36,000-square-foot central utility plant (Energy Center). The hospital would include 321 beds, an outdoor service yard, and a 1,213-stall parking structure. Phase II (buildout) would include expansion of the hospital and/or the construction of new medical offices or other uses. More specifically, construction would include expansion of the hospital by an additional 295,000 square feet, including a seven-story, 170,000-square-foot expansion of the hospital to accommodate 129 additional beds (for a total of 450 beds), an additional 125,000-square feet of hospital support building, and surface and structured parking totaling 2,250 spaces. The project would require demolition of the existing County of San Diego government office building.

Hospital: The hospital would be a full-service general acute care hospital and would accommodate 450 beds. Phase I would comprise 550,000 square feet and 321 beds. Phase II would include 170,000 square feet accommodating an additional 129 beds, for a total of 450 beds. In addition to the inpatient nursing functions, the hospital would include ancillary services, such as medical imaging/radiology, clinical laboratory and blood bank, operating rooms and associated recovery spaces, inpatient pharmacies, and an emergency department, which would have associated treatment rooms. The hospital would also include administrative offices and conference rooms, as well as general building support departments such as environmental and material services, cafeteria and inpatient food services, communication, linen, and biomedical engineering.

Sustainable goals are set to ensure that the hospital building would be certified LEED Gold. The project would be developed to embrace both, technology and the environment, incorporate

reduced energy demand systems (solar, thermal insulation), utilization of rainwater, recycling of waste, utilize systems with energy recovery options, prefabrication elements across the project to minimize waste, and consideration of local materials for both landscape and construction.

Structured parking, with preferred parking for fuel-efficient vehicles, would eliminate the heat island effect of surface parking and encourage the use of alternative fuel vehicles. The site would be engineered to reduce runoff and improve the quality of the runoff that does enter the storm water system. The site would also be restored with native, low water use planting and maximum open space to provide healing gardens and outdoor event space for the patients and community. In addition, low flow fixtures and water efficient medical and mechanical equipment, as well as metering for measurement and verification, would be used to conserve water in the hospital.

Hospital Support Building: The hospital support building would be comprised two buildings (for a total of approximately 180,000 square feet) located immediately adjacent to and connected to the hospital building. Phase I would include a 55,000-square foot building and Phase II would provide an additional 125,000 square feet. The hospital support building would provide outpatient clinical departments including physician offices, exam and treatment rooms, imaging/radiology, pharmacies, and additional administrative offices. The hospital support building would also provide member services departments including a business office, health education, and conference rooms.

Energy Center: The 36,000-square foot Energy Center is included in Phase I and would serve both the hospital and hospital support building. The Energy Center would contain all of the major mechanical and electrical equipment for the Kaiser Permanente Central Medical Center, including boilers, chillers, emergency generators, switchgear, and telecommunications equipment. The Energy Center would also contain the offices and shops for the facilities services (engineering) department. The Energy Center would be operational with the opening of the hospital support building.

Parking Facilities: A total of 2,250 parking spaces are proposed, in the form of two parking structures and surface parking. Parking in Phase I includes a six-story parking structure as well as surface parking, which would provide a total of 1,313 parking spaces. Parking for Phase II (buildout) would include an additional seven-story structure that would provide 937 additional spaces, for a total of 2,250 structured and surface parking spaces. Parking would exceed the City's Municipal Code Section 142.0520, which requires a parking ratio of 2 parking spaces per hospital bed (or 900 spaces minimum) and 4 parking spaces per 1,000 square feet of Medical Office Building/Hospital Support Building (or 720 spaces minimum). The project would also provide secure bike racks and storage facilities on site.

Access/Road Improvements: The project is located at the southeastern intersection of Ruffin Road and Clairemont Mesa Boulevard, and is bound by Ruffin Court to the south. Currently, a right-in / right-out only access is located approximately 330 feet east of Ruffin Road on Clairemont Mesa Road. A 130-foot long eastbound right-turn lane is provided at this driveway. Two driveways along Ruffin Road and one driveway on Ruffin Court located at the southeastern boundary of the site also currently provide access to the project site.

The project proposes to close the existing access point on Clairemont Mesa Road and instead provide a signalized access approximately 760 feet east of Ruffin Road on Clairemont Mesa Boulevard. One outbound left-turn lane and two outbound right-turn lanes are proposed at this driveway.

As for access from Ruffin Road, the project proposes to eliminate one driveway and relocate the other driveway. The proposed driveway along Ruffin Road is to be located approximately 540 feet south of Clairemont Mesa Boulevard. This driveway would provide right-in / right-out only access on Ruffin Road for ambulance access and access to the emergency room. Patients and ambulances accessing the Emergency Department from the north would make a U-turn at the Ruffin Court signal and approach the Ruffin Road access from the south.

Along Ruffin Court, existing access would be proposed to be maintained as an emergency (fire) only access. This access driveway is located east of the proposed parking structure. A second access driveway on Ruffin Court is proposed to provide direct access to the proposed parking structure. A third access driveway on Ruffin Court is proposed west of HSB for use by delivery trucks only.

In summary, a total of five access points are proposed for the project site including one full signalized access on Clairemont Mesa Boulevard, one access driveway on Ruffin Road, and three access driveways on Ruffin Court (one emergency only, one delivery only and one for public access).

Off-Site Road Improvements: The project would include off-site road improvements. In order to provide the full signalized access on Clairemont Mesa Boulevard, as described above, widening along the south side of Clairemont Mesa Boulevard is proposed.

In addition, a storm drain located to the east of the project site, just south of Clairemont Mesa Boulevard, requires modifications. The existing off-site brow ditch and type F inlet would be removed and replaced with a reinforced concrete pipe and manhole/cleanout structure to accommodate the road widening of Clairemont Mesa Boulevard.

DISCRETIONARY APPROVALS

The required discretionary approvals include a Conditional Use Permit (CUP) and Planned Development Permit (PDP). Additional land use approvals needed to commence development may include, but are not limited to, modification to certain development standards, architectural and design review, grading, demolition and building permits.

A CUP would allow for hospital use within the Light-Industrial IL-2-1 zone pursuant to the Municipal Code, and a PDP would enable the project to exceed the maximum .50 Floor Area Ratio pursuant to provisions of the Kearny Mesa Community Plan.

EIR Format – The Key Elements

The EIR serves to inform governmental agencies and the public of a project's environmental impacts. Emphasis in the EIR must be on identifying feasible solutions to environmental impacts. The objective is not to simply describe and document an impact but to actively create and suggest mitigation measures or project alternatives to substantially reduce the significant adverse environmental impacts. The adequacy of the EIR will depend greatly on the thoroughness of this effort.

The EIR must be written in an objective, clear, and concise manner, in plain language. The Use of graphics is encouraged to replace extensive word descriptions and to assist in clarification. Conclusions must be supported with quantitative, as well as qualitative, information, to the extent feasible.

Prior to the distribution of the draft EIR for public review, Conclusions, which are attached at the front of the draft EIR, will also need to be prepared. The Conclusions cannot be prepared until an approved draft has been submitted and accepted by the City. The EIR shall include a title page that includes the Project Tracking System (PTS) number (274240) and the date of publication. The entire SEIR must be left justified and shall include a table of contents and an executive summary of all of the following sections.

1. INTRODUCTION

Introduce the purpose of the project with a brief discussion of the intended use and purpose of the EIR. Discuss how the EIR may be used as the basis for subsequent approvals and/or subsequent environmental documents, as appropriate; and describe the parameters for such future use of the EIR. Describe and/or incorporate by reference any previously certified environmental documents and/or entitlements that address the project site.

2. ENVIRONMENTAL SETTING

The EIR shall describe the precise location of the project with an emphasis on the physical features of the site and the surrounding area and present it on a detailed topographic map and a regional map. Provide a local and regional description of the environmental setting of the project and its contiguous properties, area topography, drainage characteristics and vegetation. Describe any upcoming changes to the area and any cumulative changes that may relate to the project site. Include the existing and planned land uses of the project site and in the vicinity, on- and off-site resources, the General / community plan area land use designation(s), whether or not the project is located within the Multi-Habitat Planning Area (MHPA), existing zoning, overlay zones, all utility easements and any required maintenance access within this section as they relate to the project site. Provide a recent aerial photo of the site and surrounding uses, and clearly identify the project location.

3. PROJECT DESCRIPTION

Per CEQA Guideline Section 15124, the EIR shall include a detailed discussion of the Goals and Objectives and major features of the project. The project objectives are important factors in determining the appropriate alternatives, which reduce potentially significant impacts, to the project in the latter part of the environmental document. Describe all the discretionary actions involved in the project. List and explain the requirements for permits or approvals from federal, state, and local agencies. Describe the project's components; medical office uses; parking components; and all other major project features, such as modifications to existing uses/permits and any off-site improvements associated with the project. Project phasing also should be described in this section. This discussion shall address the whole of the proposed project.

4. HISTORY OF PROJECT CHANGES

This section of the EIR shall chronicle the history of the project and any physical changes that have been made to the project in response to environmental concerns raised during the City's review of the project.

5. ENVIRONMENTAL IMPACT ANALYSIS

The potential for significant environmental impacts must be thoroughly analyzed and mitigation measures identified that would avoid or substantially lessen any such significant impacts. This section shall analyze those environmental categories having a potential for adverse environmental impacts, either because of the project's effect on the existing conditions, or the effect of existing conditions on the project. The EIR shall include a complete discussion of the existing site conditions, thresholds, impact analysis, significance, and mitigation for all the environmental issue sections. The EIR must represent the independent analysis of the Lead

Agency; therefore, all impact analysis shall be based on the City's current CEQA Significance Determination Thresholds (2011) to establish significant effect unless otherwise directed by the City.

In general, the EIR shall discuss all potential direct and indirect impacts associated with each environmental issue area listed below. The EIR shall summarize each required technical study or survey report within each respective issue section, and all requested technical reports must be included as the appendices to the EIR and summarized in the text of the document.

In each environmental issue section, mitigation measures to avoid or substantially lessen impacts must be clearly identified and discussed. The ultimate outcome after mitigation should also be discussed (i.e. significant but mitigated, significant and unmitigated). If other potentially significant issue areas arise during detailed environmental review of the Project, consultation with the Development Services Department is required to determine if these areas need to be added to the EIR. As supplementary information is required, the EIR may also need to be expanded.

Land Use

- Issue 1: Would the proposal result in a conflict with the environmental goals, objectives, or recommendations of the General/community plan in which it is located?**
- Issue 2: Would the proposal require a deviation or variance, and the deviation or variance would in turn result in a physical impact on the environment?**
- Issue 3: Would the proposal conflict with the provisions of the City's Multiple Species Conservation Program Subarea Plan or other approved local, regional or state habitat conservation plan?**
- Issue 4: Would the proposal result in land uses which are not compatible with an adopted Airport Land Use Compatibility Plan (ALUCP)?**

As indicated under Project Description above, the project would include a CUP and PDP. The project site is currently zoned in the City's Municipal Code as Industrial Light (IL-2-1), and is designated in the Kearny Mesa Community Plan as County Facilities with M-1A zoning (Industrial/Retail/Office). The City's General Plan designates the site as Institutional and Public and Semi-Public Facilities. A CUP would allow for hospital use within the Light-Industrial IL-2-1 zone, and a PDP would enable the project to exceed the maximum .50 Floor Area Ratio pursuant to provisions of the Kearny Mesa Community Plan.

The project site is approximately a half-mile northeast of Montgomery Field and approximately two miles southeast from Marines Corps Air Station Miramar (MCAS). The site is located within the Airport Land Use Compatibility Overlay Zones for both, MCAS Miramar and Montgomery Field, as well as the Airport Influence Area (MCAS Miramar Review Area 2, Montgomery Field Review Area 1 on southwestern corner of property, and Montgomery Field Review Area 2 for remainder of property). The project site is also within the Federal Aviation Administration (FAA) Part 77 Noticing Area, the Montgomery Field Overflight Notification Area, and Montgomery Field Safety Zone 6. As such, the project will require review by the FAA for an aeronautical study. It will also require review by MCAS and City review.

The impacts of these land use changes shall be addressed in the EIR. In addition, the EIR shall evaluate consistencies/inconsistencies (including all deviations, variances, etc.) with local, state, and federal policy documents and regulations (i.e., the City's General Plan (2008), the Kearny Mesa Community Plan, City of San Diego Land Development Code, MCAS Miramar Airport Land Use Compatibility Plan, Montgomery Field Airport Land Use Compatibility Plan and Multiple Species Conservation Program). If the project is found to be inconsistent with any adopted land use plans, would that inconsistency result in physical affects that could be considered significantly adverse?

Transportation/Circulation and Parking

- Issue 1: Would the proposal result in traffic generation in excess of specific community plan allocation?**
- Issue 2: Would the proposal result in an increase in projected traffic which is substantial in relation to the existing traffic load and capacity of the street system?**
- Issue 3: Would the proposal result in the addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp?**
- Issue 4: Would the proposal result in a substantial impact upon existing or planned transportation systems?**
- Issue 5: Would the proposal result in an increase in traffic hazards for motor vehicles, bicycles or pedestrians due to a proposed, non-standard design feature (e.g. poor sight distance or driveway onto an access-restricted roadway)?**

The project site is currently developed with surface parking lots and office buildings, but the project would increase traffic volumes and has the potential to result in direct and/or cumulative impacts on the surrounding local circulation network (segments and intersections) and the I-15 freeway. Therefore, a traffic study shall be prepared for this project consistent with

the City's Traffic Impact Study Manual and shall be submitted to and accepted by qualified City staff.

The section shall describe any required modifications and/or improvements to the existing circulation system, including City streets, intersections, freeways, and interchanges. Discuss any potential traffic impacts on the Kearny Mesa Community, as well as adjacent communities (if applicable). Also, discuss how the mix of uses and phasing would affect the overall traffic generated by the project. Address cumulative traffic impacts, including any future development in the Kearny Mesa Community. Note the assumption of traffic conditions at build-out. Describe parking proposals and the walkability and pedestrian connectivity of planned facilities within the project, both internally and externally. Describe the extent that the internal street pattern would circulate vehicles through the site without utilizing the external roadway system. Describe how any proposed pedestrian and bicycle access would connect with off-site circulation elements.

The EIR shall present mitigation measures that are required to reduce any significant impacts. Discuss if those measures would mitigate impacts to below a level of significance. If the project results in traffic impacts, which cannot be mitigated to below a level of significance, the Alternatives section of the EIR shall include a project alternative that would avoid or further reduce traffic impacts.

Air Quality and Odor

- Issue 1: Would the proposal conflict with or obstruct the implementation of the applicable air quality plan?**
- Issue 2: Would the proposal result in a violation any air quality standard or contribute substantially to an existing or projected air quality violation?**
- Issue 3: Would the proposal expose sensitive receptors to substantial pollutant concentrations?**
- Issue 4: Would the proposal result in the creation of objectionable odors affecting a substantial number of people?**
- Issue 5: Would the proposal exceed 100 pounds per day of particulate Matter (PM) (dust)?**
- Issue 6: Would the proposal result in substantial alteration of air movement in the area of the project?**

The construction and operation phases of the project have the potential to affect air quality. Construction can create short-term air quality impacts through equipment use, ground-disturbing activities, architectural coatings, and work automotive trips. Air quality impacts resulting from the operation of the project would be primarily generated by increases in automobile trips. An air quality analysis shall be prepared which discusses the project's impact on the ability to meet state, regional, and local air quality strategies/standards, as well as any health risks associated with construction.

The EIR shall describe the project's climatological setting within the San Diego Air Basin and the basin's current attainment levels for State and Federal Ambient Air Quality Standards. Discuss short- and long-term and cumulative impacts on regional air quality, including construction and transportation-related sources of air pollutants. Discuss the potential impacts from the increase in trips to the Regional Air Quality Standards, the overall air quality impacts from such trips, and any proposed mitigation measures. Should the project result in a significant decrease in the levels of service of any roadway or intersection, address the potential of air quality that may result, including the possibility of "hot spots" within the area. Also include a discussion of potential dust generation during construction within this section of the document, together with any proposed dust suppression measures that would avoid or lessen dust related impacts to sensitive receptors within the area (on-site and off-site).

Energy

Issue 1: Would the construction and operation of the proposal result in the use of excessive amounts of electrical power?

Issue 2: Would the proposal result in the use of excessive amounts of fuel or other forms of energy (including natural gas, oil, etc.)?

Appendix F of the State CEQA Guidelines requires that potentially significant energy implications of a project shall be considered in an EIR to the extent relevant and applicable to the project. Particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy should be included in this section. The EIR section shall address the estimated energy use for the project and assess whether the project would generate a demand for energy (electricity and/or natural gas) that would exceed the planned capacity of the energy suppliers. A description of any energy and/or water saving project features should also be included in this section. (Cross-reference with GHG Emissions discussion section as appropriate.) Describe any proposed measures included as part of the project or required as mitigation measures directed at conserving energy and reducing energy consumption. Ensure this section addresses all issues described within Appendix F of the CEQA Guidelines.

Geologic Conditions

- Issue 1:** Would the proposal expose people or structures to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?
- Issue 2:** Would the proposal result in a substantial increase in wind or water erosion of soils, either on- or off-site?
- Issue 3:** Would the proposal be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

The project is located in Geologic Hazard Zones 51, Level Mesas, which means the site is underlain by terrace deposits and bedrock, and has a nominal risk. The EIR discussion shall be based on the geotechnical investigation and shall include a description of the geologic and subsurface conditions in the project area and the general setting in terms of existing topography, geology (surface and subsurface), tectonics, and soil types. The EIR section shall include a discussion on whether the existing and proposed slopes would present any geologic risk potential as well as the potential for soil erosion. A discussion on temporary slope cuts and length of time that temporary slopes may be left standing unsupported would be required as well. This section shall also discuss any benefits and/or impacts of any specific drainage/sediment control improvements identified in the Hydrology/Water Quality section that may be pertinent under Geologic Conditions. Finally, the SEIR shall propose mitigation, as appropriate, that would reduce the potential for future adverse impacts resulting from on-site soils and geologic hazards, if any.

Greenhouse Gas Emissions

- Issue 1:** Would the proposal generate Greenhouse Gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?
- Issue 2:** Would the proposal conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHG?

Construction and operation phases of the project have the potential to affect air quality. Construction can create short-term greenhouse gas emissions through equipment use, ground-disturbing activities, architectural coatings, and worker automotive trips, etc. A quantitative analysis addressing the project-generated greenhouse gas (GHG) emissions shall be provided in a GHG emissions analysis and summarized in the SEIR. The analysis shall include, but not be limited to, the primary sources of GHG emissions associated with the project: vehicular traffic, generation of electricity, natural gas consumption/combustion, solid waste generation and

water usage. The City of San Diego has not adopted a formal Thresholds of Significance for CEQA for GHG emissions. Therefore, in accordance with amendments to the state CEQA Guidelines regarding analysis of greenhouse gas emissions, the City of San Diego is utilizing the California Air Pollution Control Officers Association (CAPCOA) report "CEQA & Climate Change" dated January 2008 as an interim guideline to determine whether a GHG analysis would be required. The CAPCOA report references the 900 metric ton guideline as a conservative threshold for requiring further analysis and mitigation. Therefore, the project will be analyzed to determine whether it exceeds the 900 metric ton screening threshold. If so, a GHG analysis technical report shall be prepared and will be included as an appendix to the SEIR. The SEIR shall summarize the results of the report, including identification of the net GHG emissions identified. In addition, the project may also be required to implement project features to reduce the emission by 28.3 percent (consistent with the 2020 "Business-As-Usual" methodology used in the California Air Resources Board [CARB] Scoping Plan). Furthermore, this section of the SEIR should also provide an analysis of how the project is consistent with the Conservation Element of the General Plan. More specifically, staff suggests referring to the Climate Change portion of the Conservation Element (Table CE-1, Issues Related to Climate Change Addressed in the General Plan).

Health and Safety

- Issue 1: Would the proposal result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school?**

- Issue 2: Would the proposal be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or environment and would the project expose people to potential health hazards?**

- Issue 3: Would the proposal expose people to toxic substances, such as pesticides and herbicides, some of which have long-lasting ability, applied to the soil during previous agricultural uses?**

- Issue 4: Would the proposal impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?**

- Issue 5: Would the proposal expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

Projects that propose handling storage and treatment of hazardous materials must prepare a risk assessment in conformance with Assembly Bill (AB) 2948 (1986). Also known as Tanner Act, AB 2948 requires counties to prepare hazardous waste management plans. A Hazards Assessment Technical Report shall be prepared and submitted for the project, which would include evaluation of potential impacts due to current or past hazardous materials storage or use and identification of potential environmental concerns and recommendations for future on-site chemical storage and use.

The EIR shall identify any known contamination sites within the project area and vicinity and address the potential impact to occupants of the proposed project. This section shall also include the findings of the Hazards Assessment Technical Report to address any other hazardous materials that would be utilized and/or stored on site. Please provide the types and quantities of hazardous materials along with the locations of storage areas on the plans. The EIR shall also discuss project effects on emergency routes and access within the surrounding community area during and after project construction and potential fire hazards affecting the site.

Hydrology/Water Quality

- Issue 1: Would the proposal result in a substantial increase in impervious surfaces and associated increased runoff?**
- Issue 2: Would the proposal result in a substantial alteration to on and off-site drainage patterns due to changes in runoff flow rates or volumes?**
- Issue 3: Would the proposal result in an increase in pollutant discharge to surface and groundwater, including downstream sedimentation, to receiving waters during or following construction, including discharge to an already impaired water body?**
- Issue 4: Would the proposal result in the creation of ponded water not related to water treatment devices (detention basins)?**

Hydrology deals with the properties, distribution, and circulation of surface water, groundwater and atmospheric water. The quantity of water which flows in a creek or river is calculated based on historic climatic conditions combined with the watershed characteristics. The slope and shape of the watershed, soil properties, recharge area, and relief features are all watershed characteristics which influence the quantity of surface flows. Therefore, as land is developed, impervious area is increased, thereby increasing runoff.

Anticipated changes to existing drainage patterns and runoff volumes shall be addressed in the EIR. A hydrology study must be provided and measures to protect on-site and downstream

properties from increased erosion or siltation must be identified. The EIR shall address the project's potential for impacting the hydrologic conditions within the project area and downstream, and recommend alternative site planning and drainage design techniques to reduce runoff volumes and velocities, if appropriate.

Water Quality is affected by sedimentation caused by erosion, by urban run-off carrying contaminants, and by direct discharge of pollutants (point-source pollution). As land is developed or redeveloped, the impervious surfaces could send an increased volume of runoff containing oils, heavy metals, pesticides, fertilizers, and other contaminants (non-source pollution) into associated watersheds. Sedimentation can impede stream flow. Compliance with the City's Storm Water Standards is generally considered to preclude water quality impacts. The Storm Water Standards are available online at:

<http://www.sandiego.gov/development-services/news/pdf/stormwatermanual.pdf>.

Discuss the project's effect on water quality within the project area and downstream. If the project requires treatment control, Best Management Practices (BMPs), submit a Water Quality Technical Report (WQTR) consistent with the City's Storm Water Standards. The report must describe how source control and site design have been incorporated into the project, the selection and calculations regarding the numeric sizing treatment standards, BMP maintenance schedules and maintenance costs, and the responsible party for future maintenance and associated costs. The report must also address water quality, by describing the types of pollutants that would be generated during post construction, and the pollutants to be captured and treated by the BMPs. The findings in this report must be reflected within this section of the EIR. Based on the analysis and conclusions of the WQTR, the EIR shall disclose how the project would comply with local, state, and federal regulations and standards.

This section shall identify which water bodies the site would drain to. The section should also address pollutants of concern for the watershed considering the federal Clean Water Act (CWA) Section 303(d) impaired water listings, address potential impacts to the beneficial uses, and address if the project would cause impacts to water quality. Conformance with the National Pollutant Discharge Elimination System (NPDES) requirements shall be discussed.

Noise

Issue 1: Would the proposal result or create a significant increase in the existing ambient noise levels?

Issue 2: Would the proposal expose people to noise levels which exceed the City's adopted Noise Ordinance?

Issue 3: Would the project cause exposure of people to current or future transportation noise levels which exceed standards established in the General Plan?

Issue 4: Would the proposal result in land uses which are not compatible with aircraft noise levels as defined by an adopted Airport Land Use Compatibility Plan (ALUCP)?

The project site is currently subject to traffic noise from adjacent streets (Clairemont Mesa Boulevard and Ruffin Road) and the I-15 freeway that may affect the proposed uses. The project itself would also increase vehicular noise levels in the area that could result in a significant increase in noise levels affecting existing or future developed sites in the area.

A noise study shall be prepared in accordance with the City's "Acoustical Report Guidelines." The report must assess the effects of existing and projected transportation noise levels on interior and exterior usable areas. The noise study should also address potential noise impacts associated with aircraft noise generated by Montgomery Field and MCAS Miramar operations. Furthermore, the project proposes a development that may expose sensitive receptors to substantial noise. Where adverse impacts are identified, mitigation measures (i.e., setbacks, use of double-paned glass, noise walls/berms, and other noise attenuation techniques) must be provided. Include graphics within the noise study, which show the existing and future noise levels of 60 dB(A) and any increased noise levels over 60 dB(A) in 5 dB(A) increments on the conceptual land use plan. The EIR shall discuss how the project would conform to the City of San Diego Municipal Code Noise and Abatement Control Ordinance §59.5.01 and the General Plan. Additionally, construction noise may impact surrounding areas, and the EIR should include a discussion regarding this potential impact.

Paleontological Resources

Issue 1: Would the proposal require over 1,000 cubic yards of excavation in a high resource potential geologic deposit/formation/rock unit?

Issue 2: Would the proposal require over 2,000 cubic yards of excavation in a moderate resource potential geologic deposit/formation/rock unit?

The EIR shall include a paleontological resources discussion that identifies the underlying formation(s) and the likelihood of uncovering paleontological resources during grading activities. The EIR shall identify the depth of cut (in feet) and amount of grading (in cubic yards) that would result from any grading activities. As stated above, the City's thresholds for monitoring include grading depths of 10 feet or more and excavation of 1,000 or 2,000 cubic yards depending on the respective moderate or high sensitivity of the formational soils on-site. Monitoring may also be required depending on other site conditions, such as previous grading

on-site and depth of exposed formations(s). If the development would impact fossil formations possessing moderate to high potential for significant resources, specific conditions (monitoring and curation) would be required to mitigate impacts to a level below significance.

The project site is underlain by Very Old Paralic deposits of middle to early Pleistocene age (formerly the Lindavista Formation) over middle Eocene age Stadium Conglomerate or the Friars Formation. The Lindavista Formation, the Stadium Conglomerate and the Friars Formations possess a high potential to contain paleontological resources. Given that grading over the City's thresholds would occur in high paleontological sensitivity areas, monitoring would be required. The EIR shall therefore contain a paleontological discussion, and current City mitigation requirements would be required in the Mitigation Monitoring and Reporting Program (MMRP) section.

Public Services and Facilities

Issue 1: Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas: fire/life safety protection; police protection; schools; maintenance of public facilities including roads, parks or other recreational facilities; and libraries?

The EIR shall describe the public services currently available to serve the project site, and discuss any intensification of land use on the property and if it would lead to an increased demand on existing and planned public services and facilities. The EIR shall identify whether or not construction of new facilities would be required, and describe how the construction and long-term maintenance and operation of these facilities could be financed. In particular, identify fire, police, and road facilities in relation to the project site. Disclose the Fire and Police Departments' current response time to the area. Discuss if the site currently receives six-minute response time for fire crews and equipment, eight-minute emergency services response time, and whether the Police Department's goal of a seven-minute response time for priority calls are currently able to be met on-site. Discuss if or how the project would alter any existing or planned response times to the site or surrounding service area. Discuss the project impact on existing or future recreational facilities.

Public Utilities

Issue 1: Would the proposal result in the need for new systems, or require substantial alterations to existing utilities, the construction of which would create physical impacts (Natural Gas, Water, Sewer, Solid Waste, Communication Systems)?

Issue 2: Would the proposal result in the use of excessive amounts of fuel or energy (energy)?

Issue 3: Would the proposal result in the use of excessive amounts of power?

Issue 4: Would the proposal result in the use of excessive amounts of water?

The EIR shall include a discussion of potential impacts to public utilities as a result of the project. Identify any conflicts with existing and planned infrastructure, evaluate any need for upgrading infrastructure, and describe any impacts resulting from the construction of needed new facilities.

Discuss the project's construction and operational effects on the City's ability to handle solid waste. The project meets the City's threshold of development of 40,000 square feet or more and therefore a Waste Management Plan must be prepared by the applicant, approved by the City's Environmental Services Department, and summarized in the EIR. The Plan must address recycling and solid waste disposal for demolition, construction, and post-construction occupancy phases of the project.

Sewer and/or water pipeline studies shall be performed to determine if appropriate sewer/water facilities are available to serve the development. The analysis and conclusions of the studies shall be included in the EIR.

Senate Bill 610 requires the evaluation of the availability of water to serve the project for a 20-year planning horizon, including single and multiple dry years. As the project proposes more than 650,000 square feet of industrial floor space, a Water Supply Assessment (WSA) pursuant to CA Senate Bill (SB) 610 is required to be prepared. SB 610 augments the CEQA process to definitively establish water availability. The analysis and conclusions of the water supply report shall be summarized in the EIR.

Visual Quality/Neighborhood Character

Issue 1: Would the proposal result in a substantial obstruction of any vista or scenic view from a public viewing area as identified in the community plan?

Issue 2: Would the proposal result in bulk, scale, materials, or style which would be incompatible with surrounding development?

Issue 3: Would the proposal result in substantial light or glare which would adversely affect daytime or nighttime views in the area?

This section should evaluate grading associated with the project and the potential change in the visual environment based on the proposed development. Provide an evaluation of the Visual Quality/Neighborhood Character (Aesthetics) impacts due to the proposed project. Describe the proposed structures in terms of building mass, bulk, height, and architecture. Describe or state

how this complies with or is allowed by the City's standards for the zone (or proposed zone). Address visual impacts of the proposed project from public vantage points. Visibility of the site from public vantage points should be identified through a photo survey/inventory and/or photo simulations, and any changes in these views should be described.

Describe how the character of the surrounding area would be affected with development of the project. Describe any unifying theme proposed for the development area, and include a description of the proposed design guidelines. Would the project result in a homogenous style of architecture, or would varied architectural designs be encouraged? Also address any zone deviations (such as height) that could result in substantial impacts to the visual environment.

If significant impacts to Visual Quality/Neighborhood Character are identified, mitigation measures and/or project alternatives that would reduce significant impacts to below a level of significance should be provided. Any and all deviations/variances relating visual quality/neighborhood character and bulk and scale must be discussed in this section.

6. SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

This section shall describe any significant unavoidable impacts of the project, including those significant impacts that can be mitigated but not reduced to below a level of significance. Provide mitigation measures where appropriate; including triggers, details, responsible entities, and a monitoring and report schedule. Include a sentence on the significance of each impact area discussed, with effect of the proposed mitigation if appropriate. Do not include analysis in this sentence.

7. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

In conformance with CEQA Section 15126.2(b) and (c), the SEIR shall discuss the significant environmental effects that cannot be avoided if the proposed project is implemented; and the significant irreversible changes that would result from the implementation of the proposed project. This section shall address the use of nonrenewable resources during the construction and life of the project.

8. GROWTH INDUCEMENT

The EIR shall address the potential for growth inducement through implementation of the project. The EIR shall discuss the ways in which the project 1) is directly and indirectly growth inducing (i.e. fostering economic or population growth by land use changes, construction of additional housing, etc.) and 2) if the subsequent consequences (i.e. impacts to existing infrastructure, requirement of new facilities, roadways, etc.) of the growth inducing project

would create a significant and/or unavoidable impact, and provide for mitigation or avoidance. Accelerated growth could further strain existing community facilities or encourage activities that could significantly affect the environment. This section need not conclude that growth-inducing impacts if any are significant unless the project would induce substantial growth or concentration of population.

9. CUMULATIVE EFFECTS

When this project is considered with other past, present, and reasonable foreseeable future projects in the project area, implementation could result in significant environmental changes, which are individually limited but cumulatively considerable. Therefore, in accordance with Section 15130 of the CEQA Guidelines, potential cumulative impacts shall be discussed in a separate section of the EIR.

10. EFFECTS NOT FOUND TO BE SIGNIFICANT

The EIR shall provide a discussion of the environmental issue areas that were determined not to be significant and describe the reasons for this determination. The City of San Diego, as the Lead Agency, has determined that for this project, the following issue areas are not potentially significant: Agricultural Resources, Biological Resources, Historic Resources, Mineral Resources, Population and Housing, and Recreation. However, if issues related to these areas or other potentially significant issue areas arise during the detailed environmental investigation of the project, consultation with EAS is required to determine if these or other issue areas need to be addressed within the EIR. Additionally, as supplementary information is submitted (such as with the technical reports), the EIR may need to be expanded to include additional areas.

11. ALTERNATIVES

The EIR shall place major attention on reasonable alternatives that avoid or reduce the project's significant environmental impacts while still achieving the stated project objectives. These alternatives should be identified and discussed in detail and should address all significant impacts. The alternatives analysis should be conducted in sufficient graphic and narrative detail to clearly assess the relative level of impacts and feasibility. Refer to Section 15364 of the CEQA Guidelines for the CEQA definition of "feasible."

Preceding the detailed alternatives analysis, provide a section entitled "Alternatives Considered but Rejected." This section should include a discussion of preliminary alternatives that were considered but not analyzed in detail. The reasons for rejection must be explained in detail and demonstrate to the public the analytical route followed in rejected certain alternatives. The following alternatives must be considered:

A. No Project

This alternative would assume the project would not be implemented and the site would remain in its present condition. Discuss the environmental effects that could increase or decrease as a result of this alternative, such as traffic, air quality, GHG emissions, and noise.

B. Reduced Development Alternative

If the traffic study identifies a substantial increase in traffic volumes in the community as a result of build-out of the project, a Reduced Development Alternative that reduces the overall traffic impacts should be presented within the EIR. The Applicant should work with the City's EAS and Transportation Development staff to determine the development intensity that should be considered in this alternative. Similarly, should significant impacts result to water supply, a water reduction alternative may be considered for inclusion in the EIR.

If through the environmental analysis process, other alternatives become apparent which would mitigate potentially significant impacts; these alternatives must be discussed with EAS staff prior to including them in the EIR. It is important to emphasize that the alternatives section of the EIR should constitute a major part of the report. The timely processing of the environmental review will likely be dependent on the thoroughness of effort exhibited in the alternatives analysis.

12. MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

Mitigation measures should be clearly identified and discussed. A conceptual Mitigation, Monitoring, and Reporting Program (MMRP) for each issue area with significant impacts is mandatory and projected effectiveness must be assessed (i.e., all or some CEQA impacts would be reduced to below a level of significance, etc.). At a minimum, the MMRP should identify: 1) the department responsible for the monitoring; 2) the monitoring and reporting schedule; and 3) the completion requirements. In addition to separate issue area mitigation discussions, a consolidated, stand alone, verbatim, all issue area MMRP should also be included in the EIR in a separate section and a duplicate separate copy (Word version) must also be provided to EAS.

13. REFERENCES

Material must be reasonably accessible. Use the most up-to-date possible and reference source document.

14. INDIVIDUALS AND AGENCIES CONSULTED

List those consulted in preparation of the EIR. Seek out parties who would normally be expected to be a responsible agency or an interest in the project.

15. CERTIFICATION PAGE

Include City and Consulting staff members, titles, and affiliations.

16. APPENDICES

Include the EIR Notice of Preparation (NOP), Scoping Meeting Notice, and comments on the NOP and Scoping Meeting (Scoping Meeting verbal transcript). Include all accepted technical studies.

Prior to starting work on the EIR, it is recommended that we meet with you and your environmental consultant to discuss the scope of work and the environmental review process. Please contact Elizabeth Shearer-Nguyen, Associate Planner, at (619) 446-5369, if you have any questions regarding the CEQA analysis. Until the screencheck for the draft EIR is submitted, which addresses all of the above issues, the environmental processing timeline will be held in abeyance.

Sincerely,


for Cecilia Gallardo, AICP

Assistant Deputy Director
Environmental Analysis Section
Development Services Department

EN:en

cc: EAS Senior Planners
EAS Project File
Asha Bleier, DUDEK
Shawn Shamlou, DUDEK



UNITED STATES MARINE CORPS

MARINE CORPS AIR STATION
P.O. BOX 452001
SAN DIEGO, CA 92145-2001

11103
CP&L/274240
August 14, 2012

CITY OF SAN DIEGO
DEVELOPMENT SERVICES DEPARTMENT
SUBMITTAL PLANS PROCESSING
ATTN JEFFREY PETERSON
1222 FIRST AVENUE
SAN DIEGO CA 92101-4155

RE: KEARNY MESA COMMUNITY PLAN; KAISER PERMANENTE SAN DIEGO
CENTRAL HOSPITAL, PN 274240, 5201 RUFFIN ROAD, APN 369-121-14

Dear Mr. Peterson,

This is in response to the project review package for the proposed construction of a hospital and medical facilities within the Kearny Mesa Community Planning area.

The proposed site is contained within the "Marine Corps Air Station (MCAS) Miramar Air Installations Compatible Use Zones (AICUZ) Study Area" identified in the 2005 AICUZ Update for MCAS Miramar. It has been determined that this project is: 1) within the adopted 2008 MCAS Miramar Airport Land Use Compatibility Plan (ALUCP) Airport Influence Area (AIA) Review Area II, 2) outside of the 60+ dB Community Noise Equivalent Level (CNEL) noise contours, 3) outside all Accident Potential Zones (APZ), 4) beneath the Conical Surface of MCAS Miramar (Federal Aviation Regulation Part 77), and 5) beneath and/or near establish fixed and rotary-wing flight corridors for aircraft transiting to and from MCAS Miramar.

It has been determined that the proposed project is consistent with AICUZ noise and safety compatibility guidelines. The proposed heights of the various structures do not appear to penetrate the Federal Aviation Administration (FAA) Part 77 Conical Surface and/or any Terminal Instrument Procedures (TERPS) surfaces.

However, please note the following: 1) since this project occurs within the 100:1 surface, the project should be submitted to the FAA for an airspace analysis and impact determination, 2) airspace reviews for MCAS Miramar and Montgomery Field will be conducted independently of each other and findings for each should be

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treated accordingly, and 3) MCAS Miramar reserves the right to provide additional comment once the FAA review process is completed and a determination has been made concerning any potential changes and/or impacts to our airspace and operational ability.

This location will experience noise impacts from the Field Carrier Landing Practice (FCLP) and Touch and Go Flight Corridors for fixed-wing operations. The site will also experience noise impacts from the Touch and Go Flight Corridor and activity associated with the Helicopter Landing Deck (LHD) for helicopter operations.

Occupants will routinely see and hear military aircraft and experience varying degrees of noise and vibration. Consequently, we are recommending full disclosure of noise and visual impacts to all initial and subsequent purchasers, lessees, or other potential occupants.

Since the project is within the AIA for the MCAS Miramar ALUCP, and to ensure that the project is consistent with ALUCP guidelines, we recommend that ALUC staff be contacted to determine if an official consistency determination is required.

Normal hours of operation at MCAS Miramar are as follows:

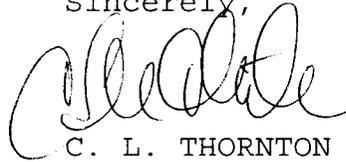
Monday through Thursday	7:00 a.m. to 12:00 midnight
Friday	7:00 a.m. to 6:00 p.m.
Saturday, Sunday, Holidays	8:00 a.m. to 6:00 p.m.

MCAS Miramar is a master air station, and as such, can operate 24 hours per day, 7 days per week. Fiscal and manpower constraints, as well as efforts to reduce the noise impacts of our operations on the surrounding community, impose the above hours of operation. Circumstances frequently arise which require an extension of these operating hours.

Thank you for the opportunity to review this land use proposal. If we may be of any further assistance, please contact Mr. Juan Lias at (858) 577-6603.

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Sincerely,

A handwritten signature in black ink, appearing to read 'C. L. Thornton', written in a cursive style.

C. L. THORNTON

Community Plans and Liaison Officer

By direction of the Commanding Officer

Copy to:

San Diego County Regional Airport Authority, Ed Gowens

DEPARTMENT OF TRANSPORTATION

DISTRICT 11
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August 14, 2012

11-SD-15
PM 10
Kaiser Kearny Mesa
NOP SCH 2012071092

Ms. Elizabeth Shearer-Nguyen
City of San Diego
1222 First Avenue, MS-501
San Diego, CA 92101

Dear Ms. Shearer-Nguyen:

The California Department of Transportation (Caltrans) appreciates the opportunity to comment on the Notice of Preparation (NOP) for the Kaiser Kearny Mesa project. Caltrans would like to submit the following comments:

A traffic impact study is necessary to determine this proposed project's near-term and long-term impacts to the State facilities – existing and proposed – and to propose appropriate mitigation measures. The study should use as a guideline the *Caltrans Guide for the Preparation of Traffic Impact Studies*. Minimum contents of the traffic impact study are listed in Appendix "A" of the TIS guide.

Traffic forecast modeling, for the project should utilize Year 2050 of the Series 12 Regional Model as adopted along with the 2050 Regional Transportation Plan (RTP) for Caltrans facilities.

The Level of Service (LOS) for operating State highway facilities is based upon Measures of Effectiveness (MOE) identified in the Highway Capacity Manual (HCM). Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than this target LOS, the existing MOE should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways, roadway segments, and intersections is "D". For undeveloped or not densely developed locations, the goal may be to achieve LOS "C".

The geographic area examined in the traffic study should include as a minimum all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips.

Ms. Shearer- Nguyen

August 14, 2012

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A focused analysis may be required for project trips assigned to a State highway facility that is experiencing significant delay, such as where traffic queues exceed ramp storage capacities. A focused analysis may also be necessary if there is an increased risk of a potential traffic accident.

All freeway entrance and exit ramps where a proposed project will add a significant number of peak-hour trips that may cause any traffic queues to exceed storage capacities should be analyzed. If ramp metering is to occur, a ramp queue analysis for all nearby Caltrans metered on-ramps is required to identify the delay to motorists using the on-ramps and the storage necessary to accommodate the queuing. The effects of ramp metering should be analyzed in the traffic study. For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.

The data used in the TIS should not be more than 2 years old.

Caltrans endeavors that any direct and cumulative impacts to the State Highway System be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards.

Mitigation measures to State facilities should be included in the traffic impact analysis. Mitigation identified in the traffic study, subsequent environmental documents, and mitigation monitoring reports, should be coordinated with Caltrans to identify and implement the appropriate mitigation. This includes the actual implementation and collection of any "fair share" monies, as well as the appropriate timing of the mitigation. Mitigation improvements should be compatible with Caltrans concepts.

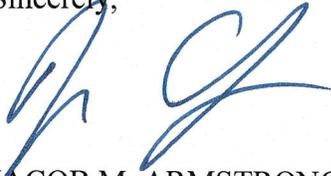
The lead agency should monitor impacts to insure that roadway segments and intersections remain at an acceptable Level of Service (LOS). Should the LOS reach unacceptable levels, the lead agency should delay the issuance of building permits for any project until the appropriate impact mitigation is implemented.

Mitigation conditioned as part of a local agency's development approval for improvements to State facilities can be implemented either through a Cooperative Agreement between Caltrans and the lead agency, or by the project proponent entering into an agreement directly with Caltrans for the mitigation. When that occurs, Caltrans will negotiate and execute a Traffic Mitigation Agreement.

Ms. Shearer- Nguyen
August 14, 2012
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If you have any questions or require further information, please contact Marisa Hampton at (619) 688-6954 or email at marisa.hampton@dot.ca.gov.

Sincerely,



JACOB M. ARMSTRONG, Chief
Development Review Branch



Department of Toxic Substances Control

Matthew Rodriguez
Secretary for
Environmental Protection

Deborah O. Raphael, Director
5796 Corporate Avenue
Cypress, California 90630

Edmund G. Brown Jr.
Governor

August 22, 2012

Mr. E. Shearer-Nguyen
City of San Diego
1222 First Avenue, MS-501
San Diego, California 92101

NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL REPORT FOR THE KAISER KEARNY MESA (PERMANENTE SAN DIEGO CENTRAL MEDICAL CENTER) PROJECT (SCH#2012071092), SAN DIEGO COUNTY

Dear Mr. Shearer-Nguyen:

The Department of Toxic Substances Control (DTSC) has received your submitted Notice of Preparation of a Draft Environmental Impact Report (EIR) for the above-mentioned project. The following project description is stated in your document:

“The project proposes to demolish existing County of San Diego government office buildings and the construction of a master planned development of a 450-bed hospital building, hospital support buildings, parking structures and accessory structures and uses. The project is proposed in two phases: Phase I would include a 550,000 sf, seven – story general acute and tertiary care hospital (Hospital), a 55,000 sf outpatient hospital support building, a 36,000 sf central utility plant (Energy Center). The hospital would include 321 beds, an outdoor service yard, and a 1,213-stall parking structure. Phase II (buildout) would include expansion of the hospital and/or the construction of new medical offices or other uses. More specifically, construction would include expansion of the hospital by adding an additional 295,000sf, including seven story, 170,000 sf expansion of the hospital to accommodate 129 additional beds (for total of 450 beds), an additional 125,000sf hospital support building, and surface and structured parking totaling 2,250 spaces. Additionally, the project would construct various site improvements. The 20.1-acre project site is located within the Kearny Mesa Community Plan Area, at 5201 Ruffin Road, San Diego, CA 92123. The site is bordered by Clairemont Mesa Boulevard to the north, Ruffin Court to the south, Ruffin Road to the west and Polinsky Children’s Hospital to the east, and is located in Council District 6. The Parcel is designated County Facility and zoned 1L-2-1. Additionally the project is in the Airport Land Use Compatibility Overlay Zone (MCAS Miramar and Montgomery Field); the Airport Influence Area (MCAS Miramar Review Area 2, Montgomery Field Review Area 1 on southwestern corner of the property, Montgomery Field Review Area 2); the FAA Part 77 Noticing Area; Montgomery Field Overflight Notification Area; and the Montgomery Field Safety Zone 6 within the Kearny Mesa Community Plan Area.”

Based on the review of the submitted document DTSC has the following comments:

- 1) The EIR should evaluate whether conditions within the Project area may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:
 - National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
 - EnviroStor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
 - EnviroStor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
 - Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
 - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
 - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
 - GeoTracker: A List that is maintained by Regional Water Quality Control Boards.
 - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
 - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).

- 2) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site within the proposed Project area that may be contaminated, and the government agency to provide appropriate regulatory

oversight. If necessary, DTSC would require an oversight agreement in order to review such documents.

- 3) Any environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found above regulatory standards should be clearly summarized in a table. All closure, certification or remediation approval reports by regulatory agencies should be included in the EIR.
- 4) If buildings, other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should also be conducted for the presence of other hazardous chemicals, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.
- 5) Future project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination.
- 6) Human health and the environment of sensitive receptors should be protected during any construction or demolition activities. If necessary, a health risk assessment overseen and approved by the appropriate government agency should be conducted by a qualified health risk assessor to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.
- 7) If the project site was used for agricultural, livestock or related activities, onsite soils and groundwater might contain pesticides, agricultural chemical, organic waste or other related residue. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project.
- 8) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States

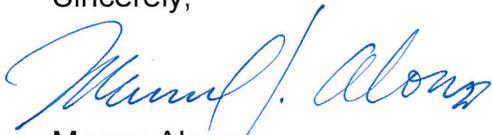
Mr. E. Shearer-Nguyen
August 22, 2012
Page 4

Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.

- 9) DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.
- 10) Also, in future CEQA document, please provide your e-mail address, so DTSC can send you the comments both electronically and by mail.

If you have any questions regarding this letter, please contact Nirupma Suryavanshi, Project Manager, at Suryavanshi, Nirupma@dtsc.ca.gov, or by phone at (714) 484-5375.

Sincerely,



Manny Alonzo
Unit Chief
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
state.clearinghouse@opr.ca.gov.

CEQA Tracking Center
Department of Toxic Substances Control
Office of Environmental Planning and Analysis
P.O. Box 806
Sacramento, California 95812
Attn: Nancy Ritter
nritter@dtsc.ca.gov

CEQA # 3625

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
ds_nahc@pacbell.net



August 2, 2012

Ms. Elizabeth Shearer-Nguyen, Environmental Planner

City of San Diego

1222 First Avenue, MS-501
San Diego, CA 92101

Re: SCH#2012071092 CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Kaiser Kearny Mesa (Permanente San Diego Medical Center) Project (City Project #274240); located in the Kearny Mesa Area, near the Miramar Marine Corps Air Station; City of San Diego; San Diego County, California.

Dear Ms. Shearer-Nguyen:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604).

This letter includes state and federal statutes relating to Native American historic properties or resources of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9. This project is also subject to California Government Code Section 65352.3 *et seq.*

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC recommends that the lead agency request that the NAHC do a Sacred Lands File search as part of the careful planning for the proposed project.

The NAHC "Sacred Sites," as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the attached list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests cooperation from other public agencies in order that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties, including archaeological studies. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources.

Furthermore, the NAHC if the proposed project is under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq.*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of he NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

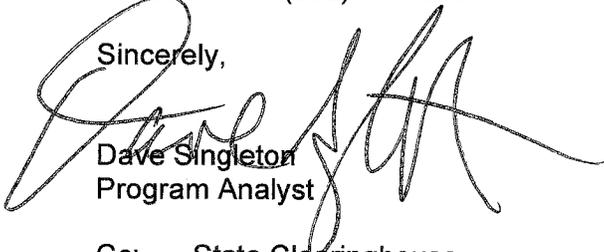
Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for inadvertent discovery of human remains mandate the processes to be followed in the event of a discovery of human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

Finally, when Native American cultural sites and/or Native American burial sites are prevalent within the project site, the NAHC recommends 'avoidance' of the site as referenced by CEQA Guidelines Section 15370(a).

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Singleton", is written over the typed name and title.

Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

Native American Contact
San Diego County
August 2, 2012

Barona Group of the Capitan Grande
Edwin Romero, Chairperson
1095 Barona Road Diegueno
Lakeside , CA 92040
sue@barona-nsn.gov
(619) 443-6612
619-443-0681

Sycuan Band of the Kumeyaay Nation
Danny Tucker, Chairperson
5459 Sycuan Road Diegueno/Kumeyaay
El Cajon , CA 92019
ssilva@sycuan-nsn.gov
619 445-2613
619 445-1927 Fax

La Posta Band of Mission Indians
Gwendolyn Parada, Chairperson
PO Box 1120 Diegueno/Kumeyaay
Boulevard , CA 91905
gparada@lapostacasino.
(619) 478-2113
619-478-2125

Viejas Band of Kumeyaay Indians
Anthony R. Pico, Chairperson
PO Box 908 Diegueno/Kumeyaay
Alpine , CA 91903
jrothauff@viejas-nsn.gov
(619) 445-3810
(619) 445-5337 Fax

San Pasqual Band of Mission Indians
Allen E. Lawson, Chairperson
PO Box 365 Diegueno
Valley Center, CA 92082
allenl@sanpasqualband.com
(760) 749-3200
(760) 749-3876 Fax

Kumeyaay Cultural Historic Committee
Ron Christman
56 Viejas Grade Road Diegueno/Kumeyaay
Alpine , CA 92001
(619) 445-0385

Iipay Nation of Santa Ysabel
Virgil Perez, Spokesman
PO Box 130 Diegueno
Santa Ysabel, CA 92070
brandietaylor@yahoo.com
(760) 765-0845
(760) 765-0320 Fax

Campo Band of Mission Indians
Ralph Goff, Chairperson
36190 Church Road, Suite 1 Diegueno/Kumeyaay
Campo , CA 91906
chairgoff@aol.com
(619) 478-9046
(619) 478-5818 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2012071092; cEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Kaiser Kearny Mesa (Permanente San Diego Medical Center) Project (274240); located in the Kearny Mesa Area of San Diego; City of San Diego; San Diego County, California.

Native American Contact

San Diego County

August 2, 2012

Jamul Indian Village
Chairperson
P.O. Box 612
Jamul , CA 91935
jamulrez@sctdv.net
(619) 669-4785
(619) 669-48178 - Fax

Diegueno/Kumeyaay

Kumeyaay Cultural Repatriation Committee
Steve Banegas, Spokesperson
1095 Barona Road
Lakeside , CA 92040
sbenegas50@gmail.com
(619) 742-5587
(619) 443-0681 FAX

Mesa Grande Band of Mission Indians
Mark Romero, Chairperson
P.O. Box 270
Santa Ysabel, CA 92070
mesagrandeband@msn.com
(760) 782-3818
(760) 782-9092 Fax

Diegueno

San Pasqual Band of Indians
Kristie Orosco, Environmental Coordinator
P.O. Box 365
Valley Center, CA 92082
(760) 749-3200
council@sanpasqualtribe.org
(760) 749-3876 Fax

Luiseno
Diegueno

Kwaaymii Laguna Band of Mission Indians
Carmen Lucas
P.O. Box 775
Pine Valley , CA 91962
(619) 709-4207

Diegueno -

Ewiiapaayp Tribal Office
Will Micklin, Executive Director
4054 Willows Road
Alpine , CA 91901
wmicklin@leaningrock.net
(619) 445-6315 - voice
(619) 445-9126 - fax

Diegueno/Kumeyaay

Inaja Band of Mission Indians
Rebecca Osuna, Spokesperson
2005 S. Escondido Blvd.
Escondido , CA 92025
(760) 737-7628
(760) 747-8568 Fax

Diegueno

Ewiiapaayp Tribal Office
Michael Garcia, Vice Chairperson
4054 Willows Road
Alpine , CA 91901
michaelg@leaningrock.net
(619) 445-6315 - voice
(619) 445-9126 - fax

Diegueno/Kumeyaay

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Native American Contact
San Diego County
August 2, 2012

Ipai Nation of Santa Ysabel
Clint Linton, Director of Cultural Resources
P.O. Box 507 Diegueno/Kumeyaay
Santa Ysabel, CA 92070
cjlinton73@aol.com
(760) 803-5694
cjlinton73@aol.com

Kumeyaay Cultural Repatriation Committee
Bernice Paipa, Vice Spokesperson
1095 Barona Road Diegueno/Kumeyaay
Lakeside, CA 92040
(619) 478-2113
(KCRC is a Colation of 12
Kumeyaay Governments

Manzanita Band of the Kumeyaay Nation
Leroy J. Elliott, Chairperson
P.O. Box 1302 Diegueno/Kumeyaay
Boulevard, CA 91905
ljbirdsinger@aol.com
(619) 766-4930
(619) 766-4957 - FAX

Kumeyaay Diegueno Land Conservancy
Mr. Kim Bactad, Executive Director
2 Kwaaypaay Court Diegueno/Kumeyaay
El Cajon, CA 91919
guassacl@onebox.com
(619) 445-0238 - FAX
(619) 659-1008 - Office
kimbactad@gmail.com

Inter-Tribal Cultural Resource Protection Council
Frank Brown, Coordinator
240 Brown Road Diegueno/Kumeyaay
Alpine, CA 91901
frankbrown6928@gmail.com
(619) 884-6437

This list is current only as of the date of this document.

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This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2012071092; cEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Kaiser Kearny Mesa (Permanente San Diego Medical Center) Project (274240); located in the Kearny Mesa Area of San Diego; City of San Diego; San Diego County, California.



EDMUND G. BROWN JR.
GOVERNOR

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



KEN ALEX
DIRECTOR

Notice of Preparation

July 30, 2012

To: Reviewing Agencies

Re: Kaiser Kearny Mesa (Permanente San Diego Central Medical Center)
SCH# 2012071092

Attached for your review and comment is the Notice of Preparation (NOP) for the Kaiser Kearny Mesa (Permanente San Diego Central Medical Center) draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

E. Shearer-Nguyen
City of San Diego
1222 First Avenue, MS-501
San Diego, CA 92101

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2012071092
Project Title Kaiser Kearny Mesa (Permanente San Diego Central Medical Center)
Lead Agency San Diego, City of

Type **NOP** Notice of Preparation

Description CUP and Planned Development Permit to demolish existing County of San Diego government office buildings and the construction of a master planned development of a 450-bed hospital building, hospital support buildings, parking structures and accessory structures and uses. The project is proposed in two phases; Phase I would include a 550,000 sf, seven-story general acute and tertiary care hospital (Hospital), a 55,000 sf outpatient hospital support building, a 36,000 sf central utility plant (Energy Center). The hospital would include 321 beds, an outdoor service yard, and a 1,213-stall parking structure. Phase II (buildout) would include expansion of the hospital and/or the construction of new medical offices or other uses. More specifically, construction would include expansion of the hospital by an additional 295,000 sf, including a seven-story, 170,000 sf expansion of the hospital to accommodate 129 additional beds (for a total of 450 beds), an additional 125,000 sf of hospital support building, and surface and structured parking totaling 2,250 spaces. Additionally, the project would construct various site improvements. The 20.01-acre project site is located at 5201 Ruffin Road. The parcel is designated County Facility and zoned IL-2-1. Additionally the project is in the Airport Land Use Compatibility Overlay Zone (MCAS Miramar and Montgomery Field); the Airport Influence Area (MCAS Miramar review Area 2, Montgomery Field Review Area 1 on southwestern corner of property, Montgomery Field Review Area 2); the FAA Part 77 Noticing Area; the Montgomery Field Overflight Notification Area; and the Montgomery Field Safety Zone 6 within the Kearny Mesa Community Plan area.

**Document Details Report
State Clearinghouse Data Base**

Lead Agency Contact

Name E. Shearer-Nguyen
Agency City of San Diego
Phone 619 446 5369 **Fax**
email
Address 1222 First Avenue, MS-501

City San Diego **State** CA **Zip** 92101

Project Location

County San Diego
City San Diego
Region
Cross Streets Clairemont Mesa Boulevard and Ruffin Road
Lat / Long 32.870913° N / 117.201266° W
Parcel No.

Township	Range	Section	Base
-----------------	--------------	----------------	-------------

Proximity to:

Highways I-15, 8; SR-52, 163
Airports MCAS Miramar; Montgomery Field
Railways
Waterways
Schools
Land Use County Facility / IL-2-1

Project Issues Aesthetic/Visual; Air Quality; Drainage/Absorption; Economics/Jobs; Geologic/Seismic; Noise; Public Services; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Landuse; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 11; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 9; Statewide Health Planning

Date Received 07/30/2012 **Start of Review** 07/30/2012 **End of Review** 08/28/2012

NOP Distribution List

County: San Diego

SCH#

2012071092

Resources Agency

Fish & Game Region 1E
Laurie Harnsberger

Fish & Game Region 2
Jeff Drongesen

Fish & Game Region 3
Charles Armor

Fish & Game Region 4
Julie Vance

Fish & Game Region 5
Leslie Newton-Reed

Fish & Game Region 6
Gabrina Gatchel

Fish & Game Region 6 I/M
Brad Henderson

Dept. of Fish & Game M
George Isaac

Dept. of Conservation
Elizabeth Carpenter

California Energy
Commission

Cal Fire
Dan Foster

Central Valley Flood
Protection Board

Office of Historic
Preservation

Dept. of Parks & Recreation
Environmental Stewardship
Section

California Department of
Resources, Recycling &
Recovery

S.F. Bay Conservation &
Dev't. Comm.

Dept. of Water
Resources Agency

Dept. of Fish & Game
Scott Flint

Environmental Services Division

Fish & Game Region 1
Donald Koch

Fish & Game Region 2
Charles Armor

Fish & Game Region 3
Charles Armor

Fish & Game Region 4
Julie Vance

Fish & Game Region 5
Leslie Newton-Reed

Fish & Game Region 6
Gabrina Gatchel

Fish & Game Region 6 I/M
Brad Henderson

Dept. of Fish & Game M
George Isaac

Dept. of Conservation
Elizabeth Carpenter

California Energy
Commission

Cal Fire
Dan Foster

Central Valley Flood
Protection Board

Native American Heritage
Comm.

Debbie Treadway

Public Utilities
Commission

Leo Wong

Santa Monica Bay Restoration
Guangyu Wang

State Lands Commission
Jennifer Deleong

Tahoe Regional Planning
Agency (TRPA)

Cherry Jacques

Business, Trans & Housing

Caltrans - Division of
Aeronautics

Philip Crimmins

Caltrans - Planning
Terri Pencovic

California Highway Patrol
Suzann Ikeuchi

Office of Special Projects

Housing & Community
Development

CEQA Coordinator
Housing Policy Division

Dept. of Transportation

Caltrans, District 1
Rex Jackman

Caltrans, District 2
Marcelino Gonzalez

Caltrans, District 3
Gary Arnold

Caltrans, District 4
Erik Alm

Caltrans, District 5
David Murray

Caltrans, District 6
Michael Navarro

Caltrans, District 7
Dianna Watson

Independent
Commissions, Boards

Delta Protection
Commission

Michael Machado

Cal EMA (Emergency
Management Agency)

Dennis Castriello

Caltrans, District 8
Dan Kopulsky

Caltrans, District 9
Gayle Rosander

Caltrans, District 10
Tom Dumas

Caltrans, District 11
Jacob Armstrong

Caltrans, District 12
Marlon Regisford

Cal EPA

Air Resources Board

Airport/Energy Projects
Jim Lerner

Transportation Projects
Douglas Ito

Industrial Projects
Mike Tollstrup

State Water Resources Control
Board

Regional Programs Unit
Division of Financial Assistance

State Water Resources Control
Board

Student Intern, 401 Water Quality
Certification Unit

Division of Water Quality

State Water Resources Control
Board

Phil Crader
Division of Water Rights

Dept. of Toxic Substances
Control

CEQA Tracking Center

Department of Pesticide
Regulation

CEQA Coordinator

Regional Water Quality Control
Board (RWQCB)

RWQCB 1
Cathleen Hudson

North Coast Region (1)

RWQCB 2
Environmental Document
Coordinator

San Francisco Bay Region (2)

RWQCB 3
Central Coast Region (3)

RWQCB 4
Teresa Rodgers

Los Angeles Region (4)

RWQCB 5S
Central Valley Region (5)

RWQCB 5F
Central Valley Region (5)

Central Valley Region (5)
Fresno Branch Office

RWQCB 5R
Central Valley Region (5)
Redding Branch Office

RWQCB 6
Lahontan Region (6)

RWQCB 6V
Lahontan Region (6)
Victorville Branch Office

RWQCB 7
Colorado River Basin Region (7)

RWQCB 8
Santa Ana Region (8)

RWQCB 9
San Diego Region (9)

Other SHPD

Conservancy

APPENDIX B
FAA Determinations



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2012-AWP-7135-OE

Issued Date: 10/19/2012

Skyler Denniston
 Kaiser Foundation Hospitals
 825 Colorado Boulevard
 Suite No. 222
 Los Angeles, CA 90041

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Kaiser Permanente San Diego Central Hospital
 Location: San Diego, CA
 Latitude: 32-49-43.98N NAD 83
 Longitude: 117-07-30.20W
 Heights: 412 feet site elevation (SE)
 130 feet above ground level (AGL)
 542 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 04/19/2014 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (817) 321-7760. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2012-AWP-7135-OE.

Signature Control No: 173593808-175402576

(DNE)

Joan Tengowski
Technician

Attachment(s)
Map(s)

TOPO Map for ASN 2012-AWP-7135-OE

