



THE CITY OF SAN DIEGO
REPORT TO THE PLANNING COMMISSION

DATE ISSUED: October 10, 2013 **REPORT NO. PC-13-099**

ATTENTION: Planning Commission, Agenda of October 17, 2013

SUBJECT: KAISER SAN DIEGO CENTRAL MEDICAL CENTER;
PROJECT NO. 274240; PROCESS 5

**OWNER/
APPLICANT:** County of San Diego/ Kaiser Foundation Hospital and Health Plan, a
California nonprofit public benefit corporation

SUMMARY

Issue: Should the Planning Commission recommend approval to the City Council of an application for the demolition of an existing 337,564-square foot building and construction of a new hospital complex on a 20.01 acre site located at 5201 Ruffin Road in the Kearny Mesa Community Plan area?

Staff Recommendation:

1. Recommend the City Council **CERTIFY** Environmental Impact Report No. 274240, **ADOPT** Mitigation, Monitoring, and Reporting Program, and **ADOPT** the Findings and Statement of Overriding Considerations; and
2. Recommend the City Council **APPROVE** Conditional Use Permit No. 963644, Site Development Permit No. 1069754 and Planned Development Permit No. 963645.

Community Planning Group Recommendation: On August 21, 2013, the Kearny Mesa Planning Group voted 9-0-1 to recommend approval of the project with no conditions (Attachment 17). However, the group provided a few concerns regarding the project, which have been addressed and included within the environmental document.

Environmental Review: An Environmental Impact Report (EIR) No. 274240 has been prepared for the project in accordance with California Environmental Quality Act (CEQA) guidelines. A Mitigation, Monitoring, and Reporting Program (MMRP) would be implemented with this project to reduce some of the potential impacts to a level below significance. The applicant has provided Draft Candidate Finding's and Statement of Overriding Considerations to allow the decision maker to adopt the project with significant and unmitigated direct impacts related to Land Use, Transportation/Traffic

Circulation, Noise, and Air Quality; and significant and unmitigated cumulative impacts related to Transportation/Traffic Circulation, Air Quality, and Greenhouse Gas (GHG) Emissions.

Fiscal Impact Statement: None with this action. All costs associated with the processing of this project are paid from a deposit account maintained by the applicant.

Code Enforcement Impact: None with this action.

Housing Impact Statement: The 20.01 acre site is located at 5201 Ruffin Road, on the southeastern corner of Clairemont Mesa Boulevard and Ruffin Road, in the IL-2-1 Zone within the Kearny Mesa Community Plan. The project proposes the demolition of a 337,564-square foot building (formerly the County of San Diego annex building) and construction of a 450 bed hospital complex. The community plan designates the site for County Facilities and is zoned for light industrial and office uses with limited commercial uses. A hospital use is allowed within the community plan and zone with a Conditional Use Permit. Therefore, there is no housing impact associated with this proposed development.

BACKGROUND

The project site is located at 5201 Ruffin Road (Attachment 1), on the southeastern corner of Clairemont Mesa Boulevard and Ruffin Road (Attachment 2), in the IL-2-1 Zone (Attachment 3) within the Kearny Mesa Community Plan (Attachment 4). Additionally the following overlay zones apply: the Airport Land Use Compatibility Overlay Zone for the Marine Corp Air Station (MCAS) Miramar and Montgomery Field, the Airport Influence Area for the MCAS Miramar Review Area 2 and the Montgomery Field Review Area 1 and Area 2, the Federal Aviation Administration (FAA) Part 77 Noticing Area for the MCAS Miramar and Montgomery Field, the Montgomery Field Overflight Notification Area, and the Montgomery Field Safety Zone 6.

The 20.01 acre project site is currently developed with a 337,564-square foot building that was formerly the County of San Diego annex building. The building was constructed in the 1960's and was occupied by General Dynamics, and from 1980 to September 2012 the building was occupied by the County as a government office complex. A historical assessment for the existing building was performed and City staff determined that the property and associated structure would not be considered historically or architecturally significant under the California Environmental Quality Act (CEQA) in terms of architectural style, appearance, design, or construction associated with important persons or events in history.

The site is located in an urban setting and is surrounded by existing development and two major transportation corridors. 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. Interstate 15 (I-15) is located approximately 0.28 mile to the east.

The site is approximately 3 to 5 feet lower than Ruffin Court, to the south, and up to approximately 10 feet lower than Ruffin Road, to the west. Along the north property line, the site transitions from being at a lower elevation to a higher elevation than Clairemont Mesa

Boulevard. The transition occurs approximately 300 feet east of the west property line where the Clairemont Mesa Boulevard entrance to the site is located. The elevation of the site ranges from approximately 408 feet above mean sea level (amsl) at the northern end to 420 feet amsl at the southern end.

Surrounding development includes commercial, office, and light industrial uses to the north; the Polinsky Children's Center (child welfare services and residential care, including education and crisis intervention) and office buildings to the east; restaurants and commercial retail uses to the west; and the Chinese Bilingual Preschool, office buildings, and light industrial/manufacturing uses to the south.

The properties to the north and west are zoned IL-3-1 and IL-2-1, and are designated for Commercial, and Industrial and Business Parks uses within the community plan. The property to the east contains the Polinsky Children's Center and is zoned IL-2-1, and is designated for County Facilities within the community plan. The properties to the south are zoned IL-2-1, and are designated for Industrial and Business Parks use within the community plan.

DISCUSSION

Project Description:

The 20.01 acre site is located at 5201 Ruffin Road, on the southeastern corner of Clairemont Mesa Boulevard and Ruffin Road, in the IL-2-1 Zone within the Kearny Mesa Community Plan (KMCP). The project proposes the demolition of a 337,564-square foot building that was formerly the County of San Diego annex building and construction of a hospital complex called the Kaiser Permanente San Diego Central Medical Center Project ("Project"). The community plan designates the site for County Facilities and is zoned for light industrial and office uses with limited commercial uses. A hospital use is allowed within the zone with a Conditional Use Permit (CUP).

The Project will be constructed in two phases as follows: Phase I: a 565,000-square foot, 7-story general acute and tertiary care hospital building (Hospital), a 75,000-square-foot outpatient hospital support building (HSB), and a 38,981-square-foot central utility plant (Energy Center). The Hospital would include 321 beds, an outdoor service yard, and a 1,359-stall parking structure in addition to 100 surface parking spaces. Phase II (build-out): the expansion of the Hospital by an additional 7-story, 155,000-square foot building to accommodate 129 beds (for a total of 450 beds), an additional 105,000-square foot HSB, and a 1,134-stall parking structure (for a total of 2,593 parking spaces).

The Hospital would be a full-service general acute care hospital and would accommodate 450 Beds (build-out). 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.

Additionally, the Project would achieve a Leadership in Energy and Environmental Design (LEED) Gold level certification, which will be the first LEED Gold certified hospital within the State of California. Sustainable goals are set to ensure that the Hospital building would be certified LEED Gold. The Project has been designed and developed to embrace technology and the environment, as well as 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 minimize 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 stormwater 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.

The site is located in a visible area, adjacent to Ruffin Road and Clairemont Mesa Boulevard and the views to the site would mainly be afforded from motorists traveling along these two roads. The project also includes road improvements along Clairemont Mesa Boulevard (see Retaining Wall Deviation below). Visual simulations were prepared to represent a range of visual conditions and views from key public vantage points that occur in the project area (Attachment 6- Building Visual Simulations). The viewpoints were identified based on visibility from public areas, length of time the site can be seen, and “importance” of the view.

Development of the Project requires a Conditional Use Permit (CUP) for the proposed hospital use within the IL-2-1 Zone; a Site Development Permit (SDP) for a site that contains environmentally sensitive lands (ESL) in the form of sensitive biological resources and for encroachments into the right-of-way (retaining walls along Clairemont Mesa Blvd); and a Planned Development Permit (PDP) for deviations to the development regulations and to allow an increase in FAR from that otherwise provided in the Community Plan. The sensitive biological resources (coastal sage scrub and disturbed coastal sage scrub) occur along the slopes, on and off-site, adjacent to Clairemont Mesa Boulevard. Because the project utilizes renewable technologies and qualifies as a Sustainable Building, the land use approvals have been processed through the Affordable/In-Fill Housing and Sustainable Buildings Expedite Program.

Project-Related Issues:

Deviations- The Project includes a request for deviations to the floor area ratio and retaining wall height and design. The following are the code sections and justifications for the deviations (Attachment 7-Deviation Location Diagram):

Floor Area Ratio- A deviation to allow for a floor area ratio (FAR) of 1.0, where a maximum FAR of 0.50 is allowed in the IL-2-1 Zone within the KMCP area. However, development proposals which exceed 0.50 FAR within the KMCP area can be considered through a discretionary permit process that would address potential traffic and environmental impacts

(KMCP Recommendations Section, FAR, Page 25). In accordance with Land Development Code (LDC) Section 143.0410(a)(3)(B), a Planned Development Permit (PDP) may be granted to deviate from the allowable FAR for development within the KMCP area. This deviation request is to allow for a 1.0 FAR at build out on the 20.01 acre site. The analysis of potential traffic and environmental impacts has been addressed within the EIR.

Retaining Wall- A deviation to LDC Section 142.0340 to allow for a two-tier retaining wall system located along the south side of Clairemont Mesa Boulevard, commencing at the Project's eastern boundary and terminating easterly in the vicinity of Murphy Canyon Road. The two-tier retaining wall system would be situated in an existing slope area located between the southerly Clairemont Mesa Boulevard right-of-way and existing Polinsky Children's Center ball field. The length of the bottom tier would be 810 linear feet and the top tier would be 440 linear feet. Each tier of the retaining wall system would measure up to 23 feet high, with an approximate visible height of 20 feet, and landscaping would be installed at the bottom and top of the two-tier retaining wall system to integrate the walls into the hillside (Attachment 8- Retaining Wall Visual Simulations). This deviation request is to allow for the adequate area needed for the proposed road widening and new lane along the south side of Clairemont Mesa Boulevard as part of the frontage traffic improvements. In addition, the Project includes a SDP for a portion of the retaining wall system which encroaches into the public right-of-way along the far eastern portion along Clairemont Mesa Boulevard.

Staff has reviewed each of the requested deviations as they relate to the proposed design of the project, the property configuration with its varying topographic conditions, and the surrounding development. Staff has determined that the deviations are appropriate and will result in a more desirable project that efficiently utilizes the site and achieves the revitalization and re-use of the existing site, while meeting the purpose and intent of the development regulations.

Sensitive Biological Resources- The Project includes the installation of a two-tier retaining wall system as part of the off-site traffic improvements along Clairemont Mesa Boulevard. This area along Clairemont Mesa Boulevard consists of urban/developed land (DEV), disturbed habitat (DH), coastal sage scrub (CSS), disturbed coastal sage scrub (dCSS), and ornamental plantings (ORN) (Attachment 9-Figure 5.7-1, Biological Resources Map). Therefore, the Project would require a SDP for development on a site that contains environmentally sensitive lands (ESL) in the form of sensitive biological resources.

The Project study area (including off-site road improvements) includes 0.1 acre of CSS, 0.3 acre of dCSS, 0.4 acre of ornamental plantings, 0.5 acre of disturbed habitat and 19.5 acres of urban/developed land. Development of the site would result in direct impacts to 0.4 acre of coastal sage scrub habitat (Tier II) land and 20.4 acres of Tier IV land. Direct impacts include both the permanent loss of on-site habitat and the plant and wildlife species that it contains and the temporary loss of on-site habitat. All biological resources within the direct permanent impact area are considered 100 percent lost. To mitigate and reduce the impacts to the 0.1 acre of CSS, 0.3 acre of dCSS, to below a level of significance, the applicant shall contribute to the City of San Diego Habitat Acquisition Fund (HAF) to mitigate for the loss of 0.4 acre of coastal sage scrub habitat. This mitigation has been included within the MMRP for the project.

The Project site is within the San Diego's Multiple Species Conservation Program (MSCP), in the City of San Diego (City) Subarea Plan in an area designated as the "Urban Areas." The project site is not located within or adjacent to the City's MSCP Multiple Habitat Preservation Area (MHPA). The nearest MHPA boundary is located approximately 1,200 feet south of the site.

Water Supply Assessment- In accordance with Senate Bill 610, a Water Supply Assessment (WSA) report was prepared for the Project, dated April 25, 2013. The initial estimated water use at the proposed hospital campus with full build out (Phases I and II) is approximately 205,391 gallons per day (gpd) or 230 acre-feet annually. The projected water demand is based on water demands for hospital domestic use, hospital support building use, cooling tower and steam boiler use, and irrigation on the site. These estimates reflect a 15-percent total water use reduction from the baseline based on the project achieving the LEED water efficiency credit through use of water reducing fixtures, food handling and disposal equipment, medical equipment, and cooling systems. The WSA included the Public Utilities Department's existing and projected water supplies, including recycled water supplies and planned capital improvement projects. The WSA noted that, per the City of San Diego 2010 Urban Water Management Plan (UWMP), the planned water demands of the project site are 24,000 gpd, or 2.7 acre-feet per year, which results in a deficit of an estimated 202,991 gallons per day, or 227.3 acre-feet per year from the hospital's projected water use. However, the Water Authority accounts for such increases in water demand through the Accelerated Forecasted Growth demand increment in its 2010 UWMP. Through accounting for Accelerated Forecasted Growth, the Water Authority is planning to meet future and existing growth, and will include the hospital in all future planning and water supply modeling analysis, including analysis in the 2015 UWMP. Ultimately, the WSA concluded that there will be adequate water supplies to serve the proposed Project (for more information see EIR Appendix K).

The WSA is part of the EIR and would be approved with the certification of the EIR, a separate action or approval is not required. Because the City Council must approve the WSA, the Project has been elevated from a Process 4 to a Process 5.

Airport Land Use Compatibility- The Project site is located at 5201 Ruffin Road in the Airport Land Use Compatibility Overlay Zone for the Marine Corp Air Station (MCAS) Miramar and Montgomery Field, the Airport Influence Area for the MCAS Miramar Review Area 2 and the Montgomery Field Review Area 1 and Area 2, the Federal Aviation Administration (FAA) Part 77 Noticing Area for the MCAS Miramar and Montgomery Field, the Montgomery Field Overflight Notification Area, and the Montgomery Field Safety Zone 6.

The Project, as proposed, would not be required to be reviewed by the San Diego County Regional Airport Authority for a determination of consistency, and is consistent with the Montgomery Field Airport Land Use Compatibility Plan (ALUCP). On August 14, 2012, MCAS Miramar provided a letter that indicates the Project is consistent with the Miramar Air Installations Compatible Use Zones (AICUZ) noise and safety compatibility guidelines, and the height of the structure does not penetrate the FAA Part 77 Conical Surface and/or any Terminal Instrument Procedures (TERPS) surfaces (Attachment 10). However, the proposed structures would penetrate the FAA Part 77 airspace protection surface for MCAS Miramar and

Montgomery Field. On May 29, 2013, the FAA issued a ‘Determination of No Hazard to Air Navigation’ for the Project (Attachment 11).

General Plan/Community Plan Analysis:

Community Plan Analysis

The Project site is designated as County Facilities in the KMCP and a hospital use is allowed through a CUP. In addition, the site is designated as Institutional and Public and Semi-Public Facilities in the General Plan’s Land Use Element, which allows for hospitals (City of San Diego 2008). The Institutional and Public and Semi-Public Facilities land use designation provides for uses which offer public and semi-public services to the community. The project proposes hospital-related structures and components and would therefore be compatible with the existing Community and General Plan land use designation.

Development proposals which exceed allowable 0.50 FAR within the KMCP can be considered through a discretionary permit process that would address potential traffic and environmental impacts (KMCP Recommendations Section, FAR, Page 25). In accordance with LDC Section 143.0410(a)(3)(B), the Project includes a PDP to allow for a 1.0 FAR.

The KMCP Urban Design Element recommends that “new development should be consistent with the scale and character of the surrounding development, and should use high quality design, materials, and workmanship.” The Project is a multi-story development up to seven stories high with an outpatient facility which will be six stories high. While the overall height of the proposed structure is taller than the surrounding buildings in the immediate area, the structure will be setback from the Clairemont Mesa Boulevard and surrounded by canopy trees, landscaping and open space. The scale of the hospital towers, with the setbacks, will relate to several of the surrounding buildings, which are approximately two to four stories.

The Project’s building design is intended to complement, enhance, and integrate the site with the existing surrounding uses. The massing and organization of the buildings and their elevations is classic modern. Fin-type sunscreens provide shading of the glass areas facing east, south and west and provide a depth to the building façade’s appearance while also providing additional visual detail and interest due to shade/shadow cast patterns. The design of the project layout maximizes sunlight.

The community plan also recommends increasing pedestrian safety by providing pedestrian paths with a buffer between pedestrians and street activity. The proposed project includes a non-contiguous sidewalk with canopy trees as street trees along Ruffin Road and Ruffin Court. The design emphasizes pedestrian access with pathways to and across the site from adjoining streets, seating and gathering spaces, water features and connections between indoor functions and outdoor adjunct spaces such as for dining. Walkways allow pedestrians to easily and safely access various buildings from parking garages and public transportation facilities.

The KMCP Urban Design Element recommends that “service areas such as those containing loading docks and dumpsters should be screened from those areas used by the general public.” The service areas are located along the southwestern portion of the Project site and are accessed

from Ruffin Court. The proposed three-story Energy Center building located on the northeastern corner of Ruffin Road and Ruffin Court would screen the service area as viewed from Ruffin Road. South of the Energy Center, a San Diego Electric and Gas (SDG&E) yard would be constructed to provide space for the necessary equipment to allow SDG&E to service the hospital. The yard would be approximately 39 feet by 41 feet (or 1,600 square feet) and would be a fully enclosed exterior structure with a wall height of approximately 18 feet, and would screen the service areas as viewed from Ruffin Court. The Project landscape design and features provides for screening of service areas and loading dock. The proposed walls and structures within the service areas would be planted with vines in many locations so as to integrate them into the site.

The KMCP Urban Design Element recommends that “parking structures should be integrated with adjacent buildings through the use of similar architectural treatment such as vertical and horizontal facade articulation, and use of similar materials, colors and textures.” A total of 2,593 parking spaces are proposed for the Project, in the form of two parking structures and surface parking. The proposed six- and seven-story parking structures are located along the eastern portion of the Project site and are accessed from Clairemont Mesa Boulevard and Ruffin Court. The parking structures are visually screened from the public right-of-way by the hospital and the proposed landscape design and features provides for additional screening from the public views. The parking structure design incorporates similar architectural features and colors of the other buildings so as to integrate within the site.

General Plan Analysis

The City of San Diego General Plan identifies Kearny Mesa as a subregional employment area. The parcel is designated in the General Plan for Institutional and Public and Semi-Public Facilities, which provides for uses which offer public and semi-public services to the community. The inclusion of the hospital on this site will provide a variety of quality employment opportunities to the area.

The General Plan’s Public Facilities, Services, and Safety Element Policy PF-0.1 recommends to “encourage the provision of diverse, adequate and easily accessible healthcare facilities and services to meet the needs of all residents.” The Project would meet the need for public and private healthcare services and facilities for residents in surrounding areas. The Project would be easily accessible and public transportation to the site is available. The site is currently served by Metropolitan Transit System (MTS) service routes 20, 25, 27, 120, 870, 928, and 960, including the Kearny Mesa Transit Center, which is located two blocks to the west of the Project site.

The General Plan’s Land Use and Community Planning Element Policy LU-I.11 also states to: “Implement the City of Villages concept for mixed-use, transit-oriented development as a way to minimize the need to drive by increasing opportunities for individuals to live near where they work, offering a convenient mix of local goods and services and providing access to high-quality transit services.” The Project is an infill development located in close proximity to commercial and retail uses, as well as residential uses. Several bus routes serve the project site. The San Diego Metropolitan Transit System (MTS) Routes 960 and 870 run along Clairemont Mesa Boulevard and Ruffin Road. Bus Routes 20 and 928 run along Clairemont Mesa Boulevard and Ruffin Road, and Bus Routes 25, 27, and 120 run along Clairemont Mesa Boulevard. The

Project will also implement several Transportation Demand Management (TDM) measures to increase transit ridership and alternative modes of transportation for employees and patients.

The General Plan's Conservation Element Policy CE-A.5 recommends to: "Employ sustainable or 'green' building techniques for construction and operation of buildings." The Project is employing sustainable planning and design techniques through LEED Gold certification. The project would be developed to embrace 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. The planting palette for the site includes trees, shrubs, vines, and groundcover that are drought-tolerant and native.

The Project includes deviations for FAR and for a two-tier retaining wall system located along the south side of Clairemont Mesa Boulevard, commencing at the Project's eastern boundary and terminating easterly in the vicinity of Murphy Canyon Road. The KMCP allows a development to exceed the 0.50 FAR a discretionary permit process and the proposed two-tier retaining wall system is to allow for the proposed road widening and new lane to improve the traffic and circulation along the south side of Clairemont Mesa Boulevard. The Project includes a CUP and PDP and by obtaining these permits, the project would be consistent with the applicable goals, policies, guidelines, and recommendations contained within the City's adopted KMCP and General Plan.

Environmental Analysis:

An EIR has been prepared for the project in accordance with CEQA guidelines. A series of mitigation measures are identified in specific issue area of discussions in Chapter 5.0, Environmental Analysis, within the EIR to reduce environmental impacts. The mitigation measures are also fully contained in Chapter 10.0, Mitigation Monitoring and Reporting Program (MMRP).

Mitigation measures are proposed in the EIR to reduce impacts to below a level of significance in the areas of: Transportation/Traffic Circulation (direct impacts), Noise (direct impacts) Biological Resources (direct impacts), Paleontological Resources (direct impacts), and Health and Safety (direct impacts). The evaluation of environmental issue areas in the EIR concluded that the project would result in significant and unmitigated direct and/or cumulative impacts related to: Land Use (indirect impacts), Transportation/Traffic Circulation (direct and cumulative impacts), Noise (direct impacts), Air Quality (direct and cumulative impacts), and Greenhouse Gas Emissions (direct and cumulative impacts).

Alternatives- CEQA requires that EIRs contain an analysis of alternatives to the project that would reduce or eliminate environmental impacts. CEQA Section 15126.6(a) states that an EIR should "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The selection of alternatives is governed by a "rule of reason" that requires an EIR to evaluate only those alternatives necessary to permit a reasoned choice

(Section 15126.6(f)). The EIR should identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons for that determination (Section 15126.6(c)). Additionally, CEQA requires discussion of the No Project Alternative to give decision makers the ability to compare impacts of approving the project with those of not approving the project (Section 15126.6(e)).

Pursuant to the CEQA, a range of alternatives to the project are considered within Chapter 9, of the EIR. These alternatives were developed in the course of project planning, environmental review and public input, and are as follows: 1. Reduced Bed Alternative; 2. Alternative Layout Alternative No. 1; 3. Alternative Layout Alternative No. 2; and 4. No Project Alternative.

As discussed in EIR Section 9.3 and summarized in Table 9-1, impacts resulting from implementation of the project would not occur under the No Project Alternative. Under this alternative, however, none of the project objectives would be met. CEQA Section 15126.6(e)(2) states that “if the environmentally superior alternative is the no project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.”

Under the Reduced Bed Alternative, the project would result in reduced impacts to transportation/traffic circulation, greenhouse gases, and air quality. Both Alternate Layout Alternatives would avoid the proposed project’s significant traffic noise impacts.

Overall, the two Alternate Layout Alternatives would avoid a significant noise impact resulting from the proposed project while resulting in greater land use compatibility effects. The Reduced Bed Alternative would slightly reduce transportation/traffic circulation, greenhouse gases, and air quality impacts. While the Reduced Bed Alternative would not meet most of the project objectives, it would achieve the greatest reduction in environmental impacts, and thus would be the environmentally superior alternative.

Candidate Finding’s and Statement of Overriding Considerations- CEQA Section 21081 requires that no public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both of the following occur:

(a) The Public agency makes one or more of the following findings with respect to each significant effect:

(1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

(2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been or can and should be, adopted by that other agency.

(3) Specific economic, legal, social, technological, or other considerations, including considerations of the provision of employment opportunities for highly trained works, make infeasible the mitigation measures or alternatives identified in the

environmental impact report.

(b) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

CEQA Section 15091(b) also requires that the findings be supported by substantial evidence in the record. Pursuant to CEQA Section 15384, substantial evidence means enough relevant information and/or reasonable inferences based upon facts have been provided that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Substantial evidence must include facts, reasonable assumptions predicated on facts, and expert opinion supported by facts.

CEQA further requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental effects when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable” (CEQA Section 15093(a)). When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its actions based on the final EIR and/or other information in the record. This statement of overriding considerations shall be supported by substantial evidence in the record, and does not substitute for, and shall be in addition to, findings required pursuant to Section 15091 (CEQA Sections 15093(b) and (c)).

The Findings and Statement of Overriding Considerations have been submitted by the project applicant as candidate findings to be made by the decision making body. The Environmental Analysis Section does not recommend that the discretionary body either adopt or reject these findings. They are the applicant’s position on this matter. The Findings and Statement of Overriding Considerations (Resolution Exhibit A and B) have been incorporated within the Draft EIR Resolution (Attachment 15).

Conclusion:

With the approval of the requested deviations, the proposed project meets all applicable regulations and policy documents, and staff finds the project consistent with the recommended land use, design guidelines, and development standards in effect for this site per the adopted KMCP, LDC, and the General Plan.

ALTERNATIVES

1. Recommend the City Council **CERTIFY** Environmental Impact Report No. 274240, **ADOPT** Mitigation, Monitoring, and Reporting Program, and **ADOPT** the Findings and Statement of Overriding Considerations; and Recommend the City Council **APPROVE** Conditional Use Permit No. 963644, Site Development Permit No. 1069754 and Planned

Development Permit No. 963645, **with modifications.**

2. Recommend the City Council **DO NOT CERTIFY** Environmental Impact Report No. 274240, **ADOPT** Mitigation, Monitoring, and Reporting Program, and **DO NOT ADOPT** the Findings and Statement of Overriding Considerations; and Recommend the City Council **DENY** Conditional Use Permit No. 963644, Site Development Permit No. 1069754 and Planned Development Permit No. 963645, **if the findings required to approve the project cannot be affirmed.**

Respectfully submitted,



Mike Westlake
Acting Deputy Director
Development Services Department



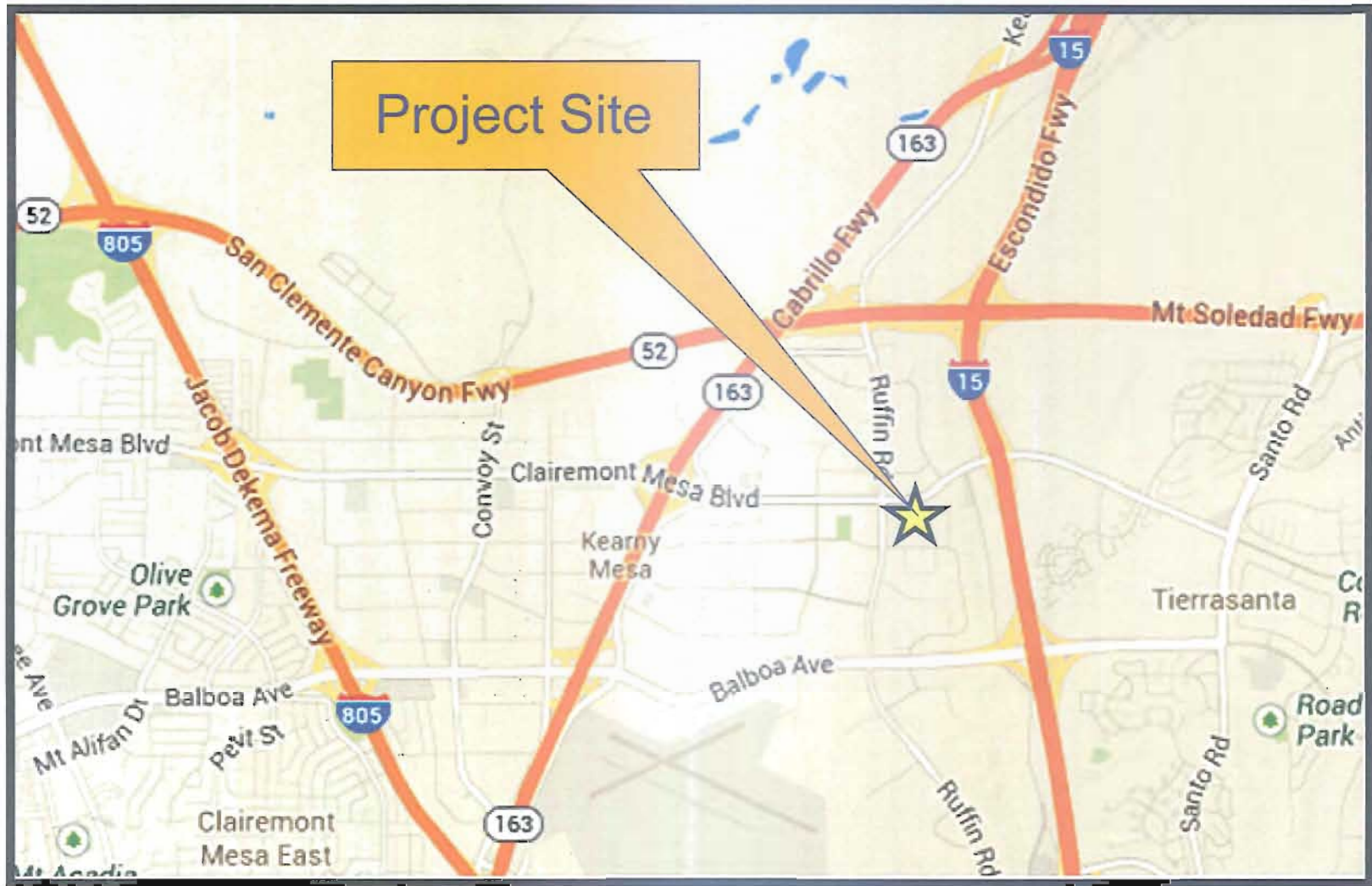
Jeffrey A. Peterson
Development Project Manager
Development Services Department

WESTLAKE/JAP

Attachments:

1. Location Map
2. Aerial Photographs
3. Zone Map
4. Community Plan Land Use Map
5. Project Data Sheet
6. Building - Visual Simulation (Phase I and Phase II)
7. Deviation Location Diagram
8. Retaining Wall - Visual Simulation
9. Biological Resources Map
10. MCAS Miramar Letter Dated August 14, 2012
11. FAA-Determination of No Hazard to Air Navigation
12. Project Plans
13. Draft CUP, SDP and PDP Resolution with Findings
14. Draft CUP, SDP and PDP Permit with Conditions
15. Draft Environmental Impact Report (EIR) Resolution
16. Draft Planning Commission Resolution
17. Community Planning Group Recommendation
18. Ownership Disclosure Statement
19. Project Chronology

Internal Order No. 24002680



Location Map

Kaiser Ruffin Road - Project No. 274240
5201 Ruffin Road

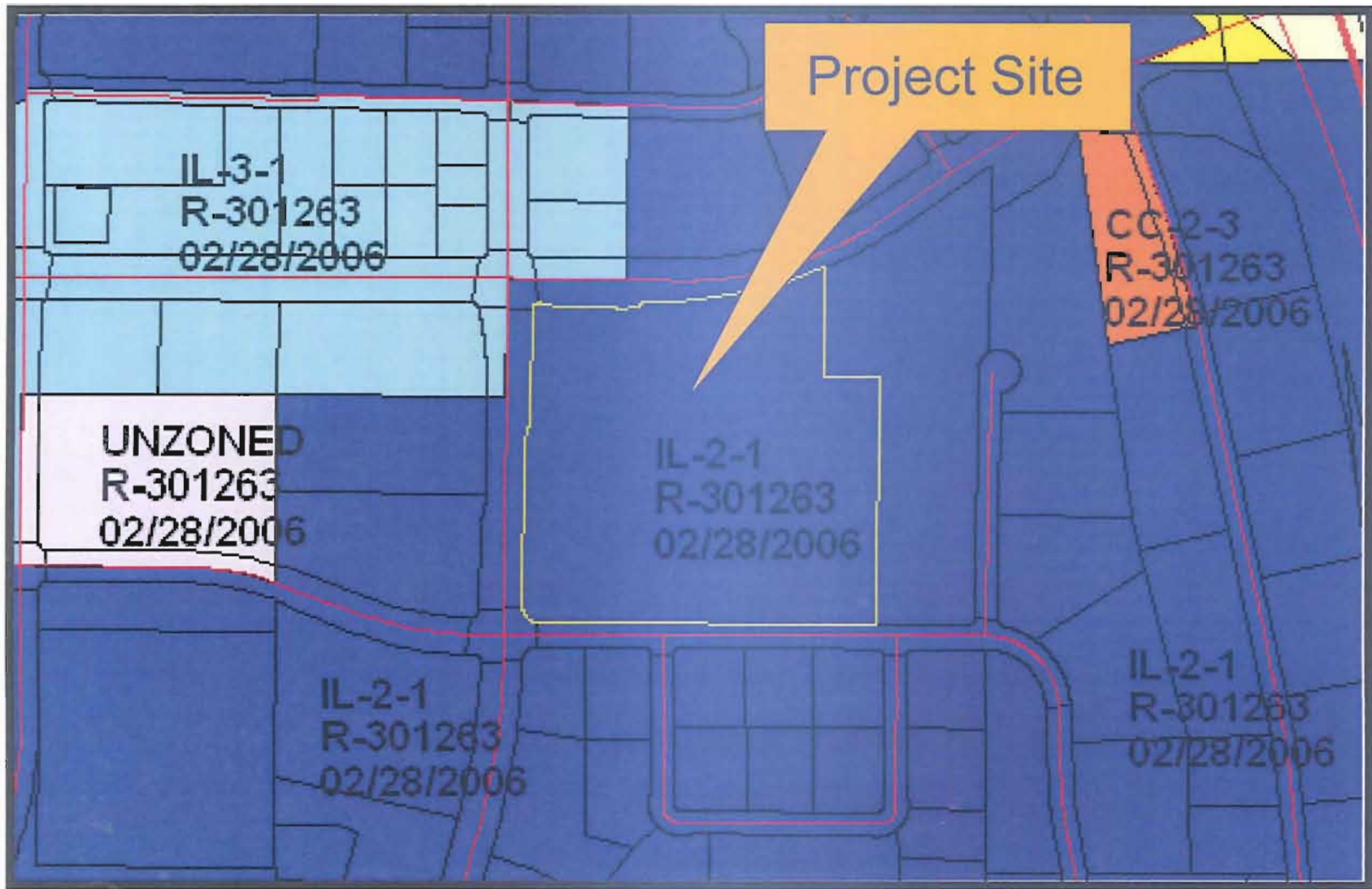




Aerial Photograph

Kaiser Ruffin Road - Project No. 274240
5201 Ruffin Road



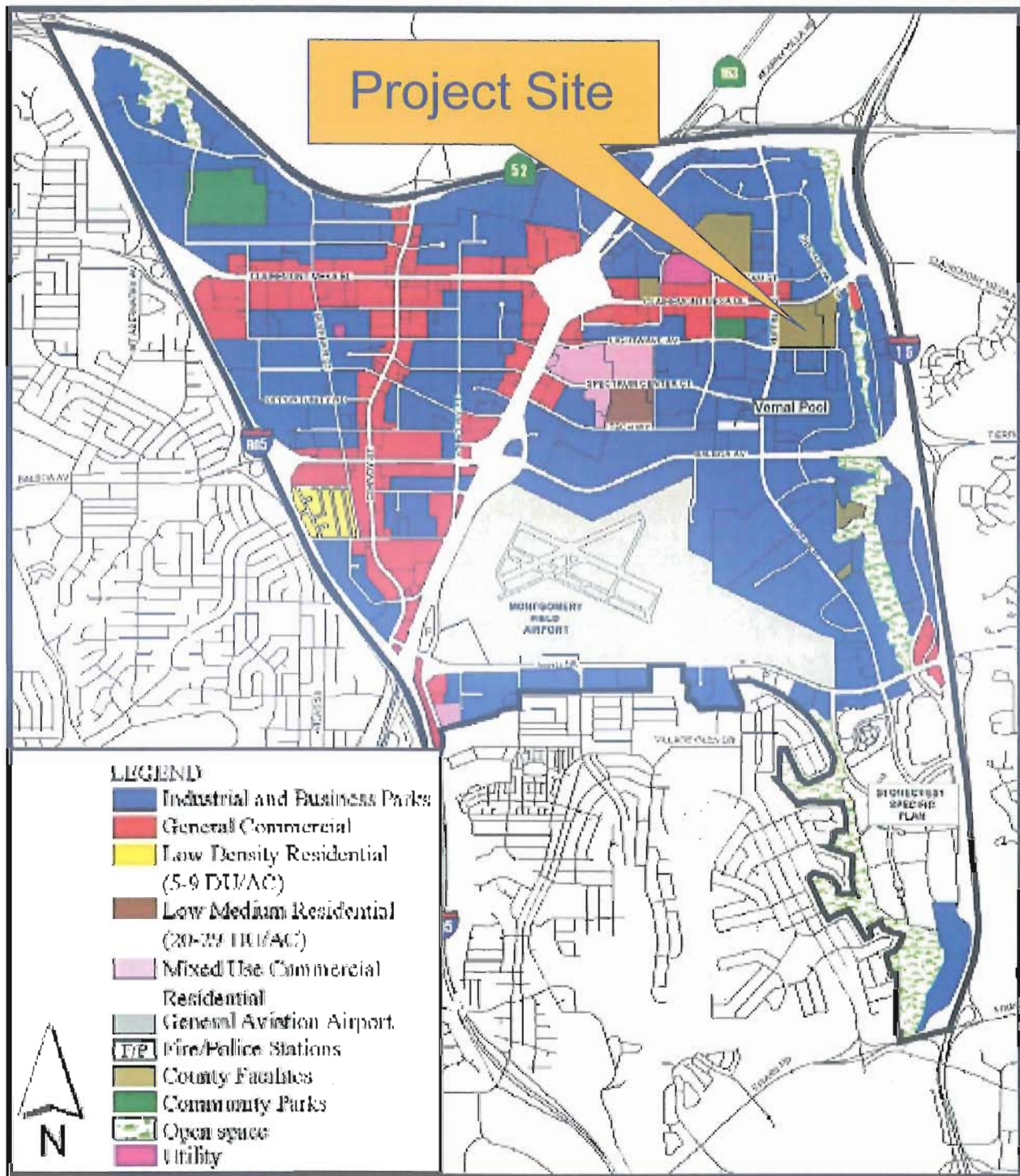


Zoning Map (IL-2-1 Zone)

Kaiser Ruffin Road - Project No. 274240

5201 Ruffin Road





Kearny Mesa Community Land Use Map

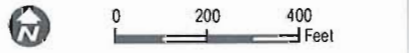
Kaiser Ruffin Road - Project No. 274240
5201 Ruffin Road



PROJECT DATA SHEET		
PROJECT NAME:	Kaiser Ruffin Road - Project No. 274240	
PROJECT DESCRIPTION:	Demolition of an existing 337,564-square foot building that was formerly the County of San Diego annex building and construction of a hospital complex on a 20.01 acre site located at 5201 Ruffin Road.	
COMMUNITY PLAN AREA:	Kearny Mesa	
DISCRETIONARY ACTIONS:	Conditional Use Permit, Site Development Permit and Planned Development Permit	
COMMUNITY PLAN LAND USE DESIGNATION:	County Facilities	
ZONING INFORMATION		
ZONE:	IL-2-1	
HEIGHT LIMIT:	None	
LOT SIZE:	40,000 square feet within the KMCP	
FLOOR AREA RATIO:	0.50 within the KMCP	
LOT COVERAGE:	N/A	
FRONT SETBACK:	15 feet (min.) and 20 feet (standard)	
SIDE SETBACK:	10 feet	
STREETSIDE SETBACK:	15 feet (min.) and 20 feet (standard)	
REAR SETBACK:	0 feet (min.) and 15 feet (standard)	
PARKING:	1,620 spaces (build out)	
ADJACENT PROPERTIES:	LAND USE DESIGNATION & ZONE	EXISTING LAND USE
NORTH:	Commercial, & Industrial and Business Parks, IL-2-1 & IL-3-1	Commercial, Office, and Light Industrial Uses
SOUTH:	Industrial and Business Parks, IL-2-1	Chinese Bilingual Preschool, Office Buildings, and Light Industrial/Manufacturing Uses
EAST:	County Facilities, IL-2-1	Polinsky Children's Center and Office Uses
WEST:	Commercial, & Industrial and Business Parks, IL-2-1 & IL-3-1	Restaurants and Commercial Retail Uses
DEVIATIONS OR VARIANCES REQUESTED:	Deviations to floor area ratio and retaining walls	
COMMUNITY PLANNING GROUP RECOMMENDATION:	On August 21, 2013, the Kearny Mesa Planning Group voted 9-0-1 to recommend approval of the project with no conditions.	



Path: \\p:\projects\1302911\1302911.dwg 10/1/2010 10:10:10 AM View: View 1



DUDEK

SOURCE: Bing

7372-01

**FIGURE 5.10-1
Visual Simulations Key Map**

KAISER CENTRAL SAN DIEGO HOSPITAL EIR



FIGURE 5.10-2
Visual Simulations-View 1

DUDEK

SOURCE: DUDEK 2012

7372-01

KAISER CENTRAL SAN DIEGO HOSPITAL EIR

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FIGURE 5.10-3
Visual Simulations-View 2

DUDEK

SOURCE: DUDEK 2012.

7372-01

KAISER CENTRAL SAN DIEGO HOSPITAL EIR

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EXISTING CONDITIONS



PROPOSED VIEW-PHASE I



PROPOSED VIEW-PHASE II

FIGURE 5.10-4
Visual Simulations-View 3

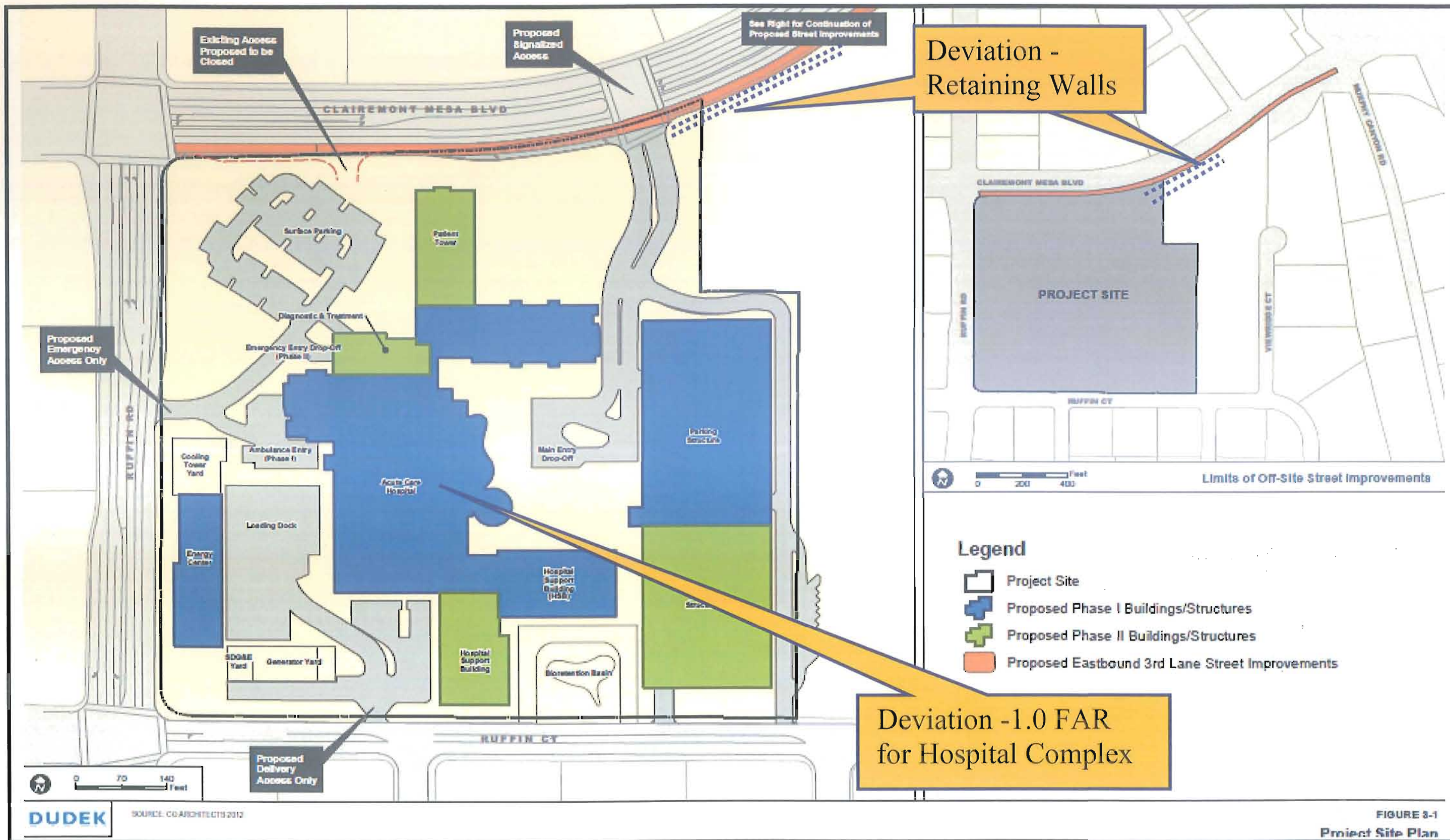
DUDEK

SOURCE: DUDEK 2012

7372-01

KAISER CENTRAL SAN DIEGO HOSPITAL EIR

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Deviation - Retaining Walls

Deviation -1.0 FAR for Hospital Complex

- Legend**
- Project Site
 - Proposed Phase I Buildings/Structures
 - Proposed Phase II Buildings/Structures
 - Proposed Eastbound 3rd Lane Street Improvements

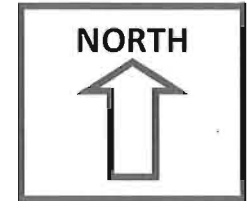
DUDEK

SOURCE: CG ARCHITECTS 2012

FIGURE 8-1
Project Site Plan



Deviation Location Diagram
 Kaiser Ruffin Road – Project No. 274240
 5201 Ruffin Road





DUDEK

SOURCE: DUDEK 2012

7372-01

KAISER CENTRAL SAN DIEGO HOSPITAL EIR

FIGURE 5.10-5
Visual Simulations–View 4



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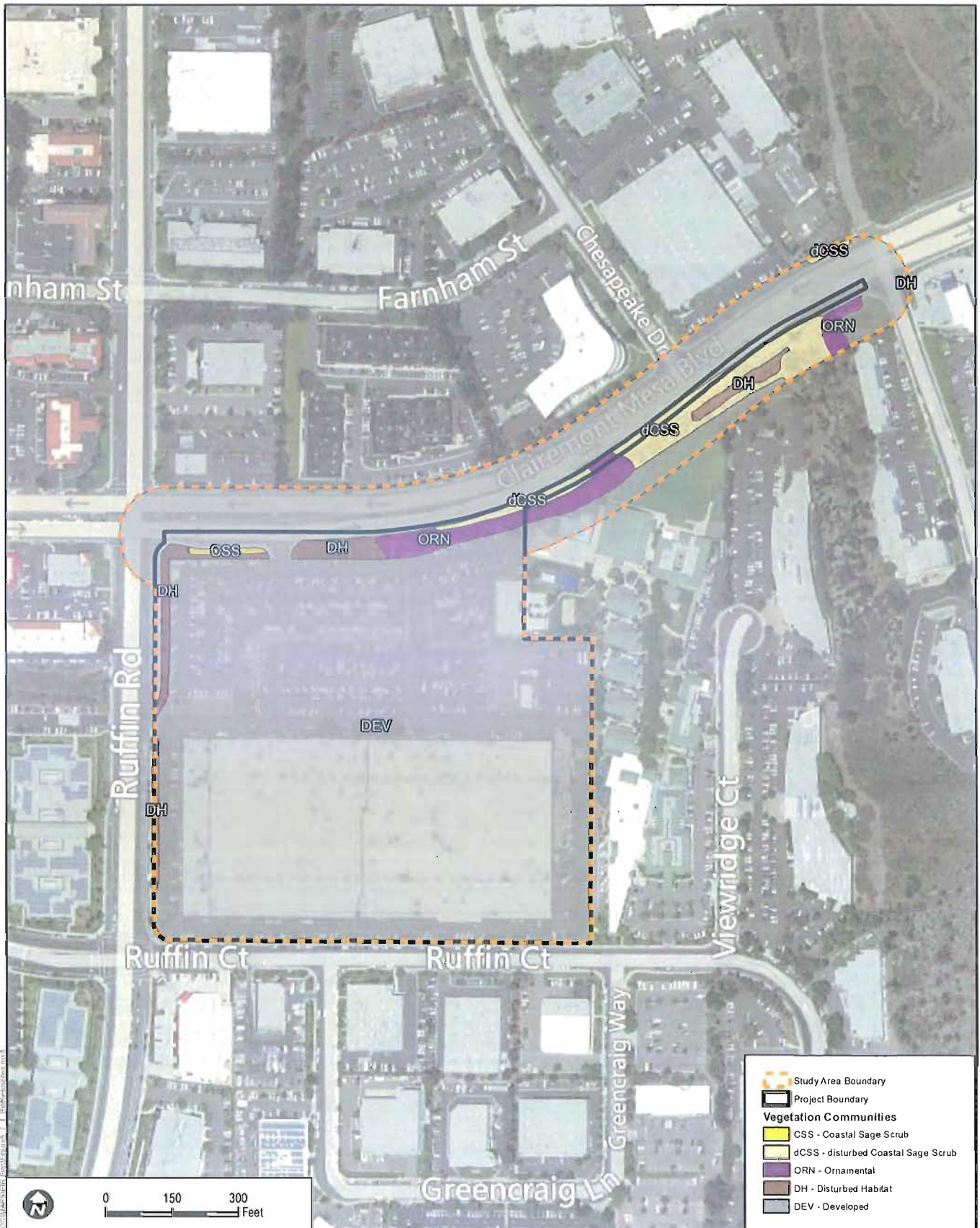
DUDEK

SOURCE: DUDEK 2012

7372-01

KAISER CENTRAL SAN DIEGO HOSPITAL EIR

FIGURE 5.10-6
Visual Simulations—View 5



	Study Area Boundary
	Project Boundary
Vegetation Communities	
	CSS - Coastal Sage Scrub
	dCSS - disturbed Coastal Sage Scrub
	ORN - Ornamental
	DH - Disturbed Habitat
	DEV - Developed

0 150 300 Feet

DUDEK

7372-01

SOURCE Bing

KAISER CENTRAL SAN DIEGO HOSPITAL EIR

FIGURE 5.7-1
Biological Resources Map

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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

11103
CP&L/274240
August 14, 2012

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:

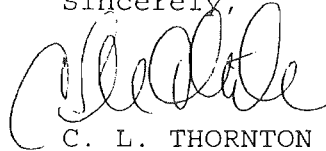
Monday through Thursday	7:00 a.m. to 12:00 midnight
Friday	7:00 a.m. to 6:00 p.m.
Saturday, Sunday, Holidays	8:00 a.m. to 6:00 p.m.

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.

11103
CP&L/274240
August 14, 2012

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



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

Aeronautical Study No.
 2013-AWP-2239-OE
 Prior Study No.
 2012-AWP-7135-OE

Issued Date: 05/29/2013

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 Medical
Location:	San Diego, CA
Latitude:	32-49-43.98N NAD 83
Longitude:	117-07-30.20W
Heights:	420 feet site elevation (SE) 123 feet above ground level (AGL) 543 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:

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)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination expires on 11/29/2014 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- 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 2013-AWP-2239-OE.

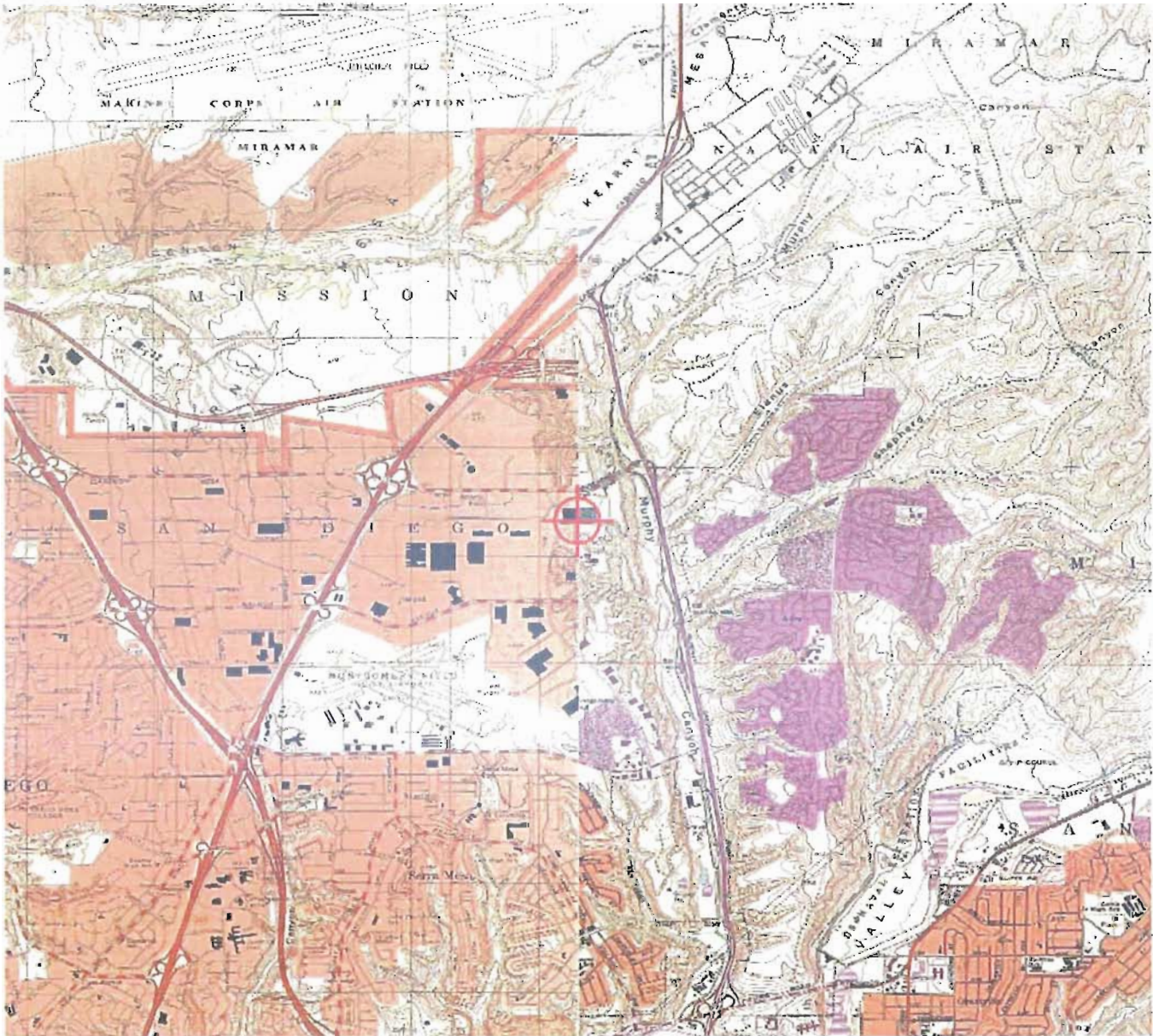
Signature Control No: 187935797-190510317

(DNE)

Joan Tengowski
Technician

Attachment(s)
Map(s)

NOPO Map for ASN 2013-AWP-2239-02



SHEET INDEX

- DP-01 COVER SHEET & SHEET INDEX
- DP-02 PROJECT INFORMATION
- DP-03 SITE PLAN
- DP-04 TOPOGRAPHIC MAP (EXISTING CONDITIONS)
- DP-05 PRELIMINARY GRADING AND DRAINAGE PLAN
- DP-05A FIRE PROTECTION PLAN
- DP-05B SIGNING & STRIPING PLAN
- DP-05C STREET CROSS SECTIONS
- DP-06 HARDSCAPE PLAN
- DP-07 PLANTING PLAN - ONSITE
- DP-07A PLANTING PLAN - STREETSCAPE
- DP-08 PLANTING LEGEND ON-SITE
- DP-08A PLANTING LEGEND & DESIGN STATEMENT
- DP-09 LANDSCAPE CALCULATIONS
- DP-10 LANDSCAPE CALCULATIONS
- DP-11 SITE SECTIONS (EAST - WEST)
- DP-12 SITE SECTIONS (NORTH - SOUTH)
- DP-13 BUILDING ELEVATIONS
- DP-14 BUILDING ELEVATIONS
- DP-15 BUILDING ELEVATIONS
- DP-16 FLOOR PLAN - LOWER LEVEL
- DP-17 FLOOR PLAN - LEVEL 1
- DP-18 FLOOR PLAN - LEVEL 2
- DP-19 FLOOR PLAN - LEVEL 3
- DP-20 FLOOR PLAN - LEVEL 4
- DP-21 FLOOR PLAN - LEVEL 5
- DP-22 FLOOR PLAN - LEVEL 6
- DP-23 FLOOR PLAN - LEVEL 7
- DP-24 FLOOR PLAN - ROOF LEVEL
- DP-25 CLAIREMONT MESA BLVD OFF-SITE IMPROVEMENTS
- DP-25A CLAIREMONT MESA BLVD RETAINING WALL SECTIONS
- DP-26 CLAIREMONT MESA BLVD OFF-SITE IMPROVEMENTS

CO ARCHITECTS

5955 Wilshire Boulevard, 9th Floor
Los Angeles, California 90036
323.525.0500 phone, 323.525.0555 fax

KAISER PERMANENTE
SAN DIEGO CENTRAL HOSPITAL MEDICAL CENTER

**CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT
AND SITE DEVELOPMENT PERMIT**



KAISER PERMANENTE
SAN DIEGO CENTRAL HOSPITAL

5281 RUFFIN ROAD
SAN DIEGO, CALIFORNIA 92123
PROJECT # E0138
OSHPD FACILITY #18199

COVER SHEET &
SHEET INDEX

SCALE:
DATE OF FIRST ISSUE: 13 JULY 2012
REVISION DATE: 13 MARCH 2013

CONDITIONAL USE PERMIT AND
PLANNED DEVELOPMENT PERMIT
CO - PROJECT NO. 1311100

DP-01

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PROJECT OWNER NAME AND ADDRESS

KAISER PERMANENTE
KAISER FOUNDATION HEALTH PLAN & HOSPITALS
4511 ORCUTT AVENUE
SAN DIEGO, CALIFORNIA 92120

PROJECT TEAM

ARCHITECT

CO ARCHITECTS
5055 WILSHIRE BLVD, SUITE 900
LOS ANGELES, CA 90036
PHONE: (323) 525-0500

STRUCTURAL ENGINEER

KPFF CONSULTING ENGINEERS
6080 CENTER DR, SUITE 300
LOS ANGELES, CA 90045
PHONE: (310) 665-1536

MECHANICAL, ELECTRICAL & PLUMBING ENGINEER

ARUP
12777 W. JEFFERSON BLVD, SUITE #200
LOS ANGELES, CA 90066
PHONE: (310) 578-4400

LANDSCAPE ARCHITECT

SPURLOCK POIRIER
2122 HANCOCK STREET
SAN DIEGO, CA 92110
PHONE: (619) 681-0090

CIVIL ENGINEER

RBF CONSULTING
9755 CLAIREMONT MESA BLVD, SUITE #100
SAN DIEGO, CA 92124
PHONE: (858) 614-5000

TRAFFIC ENGINEER

LINSCOTT, LAW & GREENSPAN, ENGINEERS
4542 RUFFNER STREET, SUITE #100
SAN DIEGO, CA 92111
PHONE: (858) 300-8800

GENERAL CONTRACTOR

HENSEL PHELPS CONSTRUCTION CO
18850 VON KARMAN AVENUE
IRVINE, CA 92612
PHONE: (949) 652-0111

BUILDING ADDRESS

5201 RUFFIN ROAD
SAN DIEGO, CALIFORNIA 92123

VICINITY MAP



LEGAL DESCRIPTION

THE LAND REFERRED TO HEREON IS SITUATED IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

LOT 1 OF ASTRONAUTICS POINT, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREON NO. 4674 FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY DECEMBER 2, 1960.

EXCEPTING THEREFROM THAT PORTION OF SAID LOT LYING EASTERLY OF THE FOLLOWING DESCRIBED LINE:

COMMENCING AT THE NORTHEASTERLY CORNER OF SAID LOT 1; THENCE ALONG THE NORTHWESTERLY LINE THEREOF SOUTH 55° 27'46" WEST 258.05 FEET TO THE BEGINNING OF A TANGENT 1055.00 FOOT RADIUS CURVE, CONCAVE NORTHWESTERLY; THENCE SOUTH WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11° 27'49", AN ARC DISTANCE 212.10 FEET TO THE TRIBUTARY POINT OF BEGINNING; THENCE LEAVING SAID NORTHWESTERLY LINE SOUTH 00° 24'28" WEST, 310.03 FEET; THENCE SOUTH 89° 40' 44" EAST, 152.36 FEET; THENCE SOUTH 00° 24'28" WEST 685.25 TO THE NORTH RIGHT OF WAY OF LINE OF RUFFIN COURT (2ND STREET ON SAID MAP NO. 4674) AND THE POINT OF TERMINUS.

ASSESSOR PARCEL NUMBER

369-121-14-00

ZONING DESIGNATION

SITE RESTRICTION:
ZONE - IL-2-1 (LIGHT INDUSTRIAL)

SETBACKS:
FRONT MINIMUM - 15'
FRONT STANDARD - 20'
STREET SIDE MINIMUM - 15'
STREET SIDE STANDARD - 20'
SIDE YARD - 10'

All site restrictions were obtained per the City of San Diego (Planning Department)
SAN DIEGO MUNICIPAL CODE CHAPTER 13: ZONES (5-2010)
ARTICLE 1: BASE ZONES
DIVISION 6: INDUSTRIAL BASE ZONES
(ADDED 12-9-1997 BY O-18451 N.S.; EFFECTIVE 1-1-2000.)

OVERLAY ZONES:

- AIRPORT LAND USE COMPATIBILITY OVERLAY ZONE: MCAS MIRAMAR AND MONTGOMERY FIELD
- AIRPORT INFLUENCE AREA: MCAS MIRAMAR REVIEW AREA 2, MONTGOMERY FIELD REVIEW AREA 1 ON SOUTHWESTERN CORNER OF PROPERTY AND MONTGOMERY FIELD REVIEW AREA 2
- FAA PART 77 NOTICING AREA
- MONTGOMERY FIELD OVERFLIGHT NOTIFICATION AREA
- MONTGOMERY FIELD SAFETY ZONE 6
- KEARNY MESA COMMUNITY PLAN

REFERENCE DRAWINGS FOR ONSITE GRADING AND IMPROVEMENTS

- EXISTING ON-SITE GRADING FOR ASTRONAUTIC POINT SUBDIVISION PER 8659-D
- CLAIREMONT MESA BLVD PER 8664-D AND 30311-D
- RUFFIN ROAD PER 8662-D AND 30311-D
- RUFFIN COURT PER 17306-D
- EXISTING POLINSKY CHILDREN'S CENTER PER SAN DIEGO COUNTY DRAWING NUMBER L2461

TYPE OF CONSTRUCTION

PER 2010 CALIFORNIA BUILDING CODE (CBC), CALIFORNIA CODE OF REGULATIONS, TITLE 24, PART 2

TYPE I-A, FIRE RESISTIVE CONSTRUCTION (TITLE 24)

OCCUPANCY CLASSIFICATION

PER 2010 CALIFORNIA BUILDING CODE (CBC), CALIFORNIA CODE OF REGULATIONS, TITLE 24, PART 2

BUILDING OCCUPANCY:

GROUP I-2 (ALSO SEE ACCESSORY OCCUPANCY)

ACCESSORY OCCUPANCY:

USE	OCCUPANCY
A. HOSPITALS WITH NON-AMBULATORY PATIENTS	GROUP I-2
B. OFFICES/LABORATORIES	GROUP B
C. ASSEMBLY UNDER 300 PEOPLE	GROUP A-2
D. STORAGE/MECHANICAL/ELECTRICAL	GROUP S-1
E. MECHANICAL/ELECTRICAL/IT ROOMS	GROUP S-2

PROJECT NARRATIVE

KAISER PERMANENTE'S NEW SAN DIEGO CENTRAL MEDICAL CENTER WILL BE A PHASED DEVELOPMENT THAT INCLUDES THE FOLLOWING:

- Demolition of the existing office building and surface parking
- New 450 bed Acute Care Hospital
- New Hospital Support Building housing ambulatory clinical services and administrative functions
- New Energy Center
- New parking structure
- Landscaped site development
- Surface parking

GROSS SITE AREA: 20.01 ACRES (871,636 SF)

BUILDING FLOOR AREA: 855,181 SF

(Acute Care Hospital, Hospital Support Building and Energy Center)

Notes:

1. Basement area is excluded from building floor area per San Diego Municipal Code Section 113.0234 (a)(2)(A)
2. Parking Structure area is excluded from building floor area per San Diego Municipal Code Section 113.0234 (a)(3)(B) (iii and iv)

FLOOR AREA RATIO: 0.98

GFA / FAR TABLE

HOSPITAL:	EXEMPT
LOWER LEVEL	
LEVEL 1	113,702 SF
LEVEL 2	126,669 SF
LEVEL 3	90,498 SF
LEVEL 4	85,766 SF
LEVEL 5	85,044 SF
LEVEL 6	85,452 SF
LEVEL 7	48,913 SF
SUB-TOTAL:	636,200 SF

HOSPITAL SUPPORT BUILDING:

LEVEL 1	27,591 SF
LEVEL 2	41,247 SF
LEVEL 3	37,321 SF
LEVEL 4	37,833 SF
LEVEL 5	18,004 SF
LEVEL 6	18,004 SF
SUB-TOTAL:	180,000 SF

ENERGY CENTER:

LEVEL 1	15,514 SF
LEVEL 2	6,095 SF
LEVEL 3	16,715 SF
ROOF LEVEL	694 SF
SUB-TOTAL:	38,981 SF

TOTAL: 855,181 SF

PROPOSED DEVELOPMENT REGULATION DEVIATION

PLANNED DEVELOPMENT PERMIT (PDP) APPLICATION TO EXCEED THE MAXIMUM 5 FLOOR AREA RATIO (FAR) ALLOWED WITHIN THE KEARNY MESA COMMUNITY PLAN.
PLANNED DEVELOPMENT PERMIT (PDP) APPLICATION TO EXCEED THE MAXIMUM RETAINING WALL HEIGHT (3) ALLOWED PER SAN DIEGO MUNICIPAL CODE SECTION 142.0340 (B) & (C)(1). TWO RETAINING WALLS WITH A MAXIMUM VISIBLE HEIGHT OF 23 FEET EACH ARE PROPOSED ALONG CLAIREMONT MESA BLVD. SEE SHEET DP-25.

REQUIRED DISCRETIONARY PERMITS/APPROVALS

CONDITIONAL USE PERMIT (CUP) TO OPERATE HOSPITAL WITHIN THE LIGHT-INDUSTRIAL (IL-2-1) ZONE.
PLANNED DEVELOPMENT PERMIT (PDP) APPLICATION TO EXCEED THE MAXIMUM 5 FLOOR AREA RATIO (FAR) ALLOWED WITHIN THE KEARNY MESA COMMUNITY PLAN.
PLANNED DEVELOPMENT PERMIT (PDP) APPLICATION TO EXCEED THE MAXIMUM RETAINING WALL HEIGHT (3) ALLOWED PER SAN DIEGO MUNICIPAL CODE SECTION 142.0340 (B) & (C)(1). TWO RETAINING WALLS WITH A MAXIMUM VISIBLE HEIGHT OF 23 FEET EACH ARE PROPOSED ALONG CLAIREMONT MESA BLVD. SEE SHEET DP-25.
PROCESS THREE SITE DEVELOPMENT PERMIT FOR DEVELOPMENT ON A SITE THAT CONTAINS ENVIRONMENTALLY SENSITIVE LANDS (ESL).

GEOLOGIC HAZARD CATEGORY



ENVIRONMENTALLY SENSITIVE LANDS - PROJECT SURROUNDINGS



ENVIRONMENTALLY SENSITIVE LANDS - PROJECT SITE



PARKING TABLE

	REQUIRED (PER SDMC 142.0530, TABLE 142.05F)	PROPOSED
HOSPITAL	2 PER BED 2 x 450 = 900 SPACES ACCESSIBLE (2%): 18 SPACES	3 PER BED 3 x 450 = 1,350 SPACES ACCESSIBLE (2%): 28 SPACES
HOSPITAL SUPPORT BUILDING	4 PER 1,000SF 4 x 180 = 720 SPACES ACCESSIBLE (10%): 72 SPACES	5 PER 1,000SF 5 x 186 = 930 SPACES ACCESSIBLE (10%): 93 SPACES
ADDITIONAL PARKING	NONE REQUIRED	313 SPACES ACCESSIBLE (10%): 32 SPACES
TOTAL	1,620 SPACES	2,593 SPACES 2,493 STRUCTURE 100 SURFACE
ACCESSIBLE	90 SPACES	153 SPACES 144 STRUCTURE 9 SURFACE
MOTORCYCLE (2%)	32 SPACES	52 SPACES
BICYCLE (2%)	32 SPACES	52 SPACES

CO ARCHITECTS

5055 Wilshire Blvd, Suite 900
Los Angeles, CA 90036
323 525 0500 phone, 323 525 0655 fax



5201 RUFFIN ROAD
SAN DIEGO, CALIFORNIA 92123
PROJECT # E0138
OSHPD FACILITY #18199



PROJECT INFORMATION

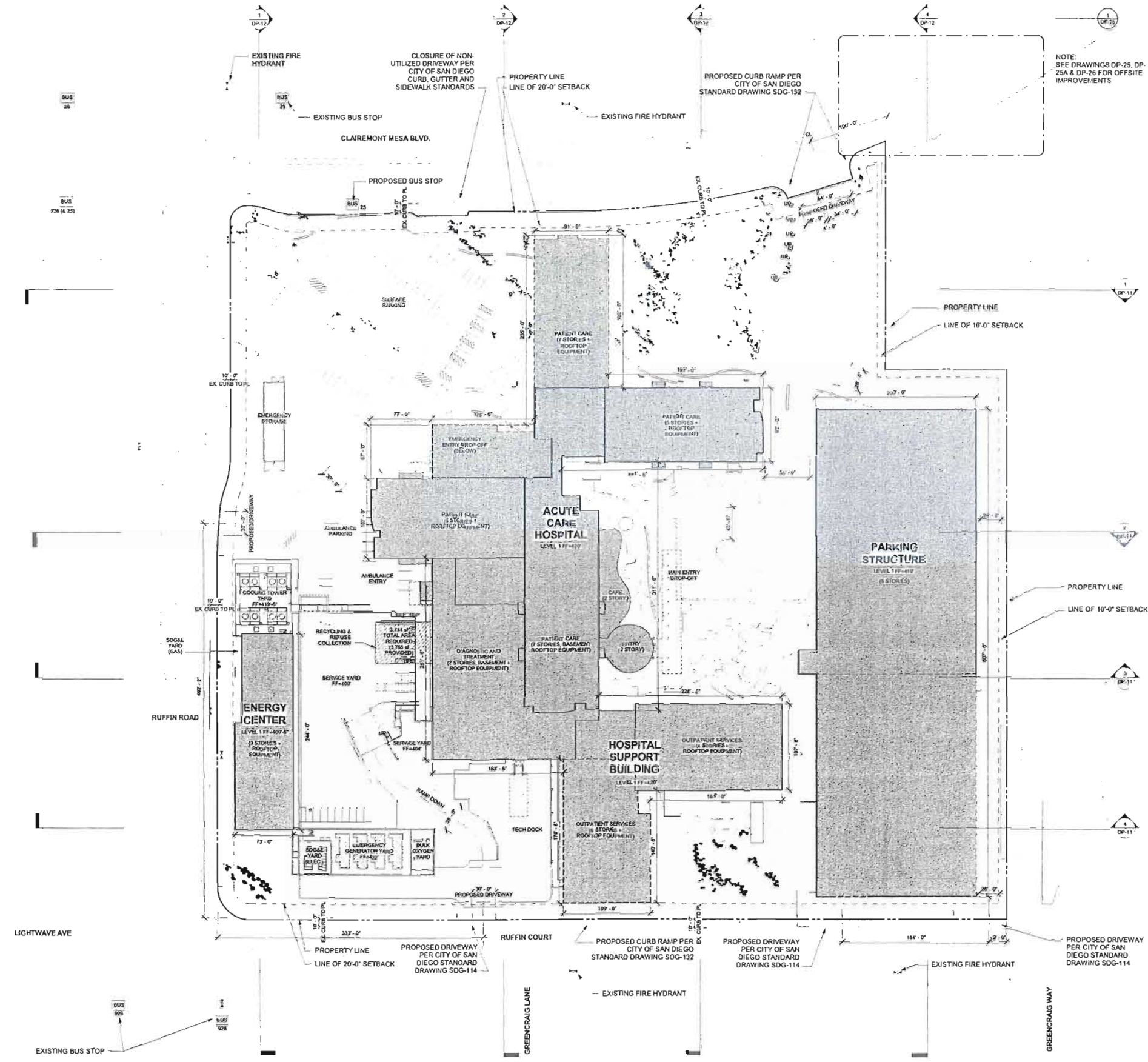
SCALE:
DATE OF FIRST SHEET: 12/15/2012
REVISION DATE: 10/08/2013

CONTRACT NO. 15507-000
PLANNING NO. 15507-000
CO-PROJECT NO. 11/18/00

DP-02

CO ARCHITECTS

5055 Wilshire Boulevard, 9th Floor
Los Angeles, California 90036
323.525.0500 phone, 323.525.0955 fax




KAISER PERMANENTE
SAN DIEGO CENTRAL HOSPITAL
 5201 RUFFIN ROAD
 SAN DIEGO, CALIFORNIA 92123
 PROJECT # E0138
 OSHPD FACILITY #18199

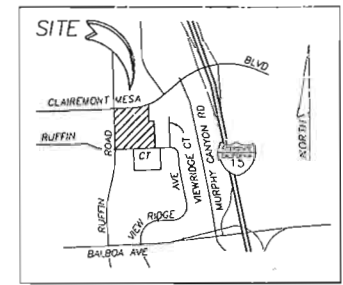
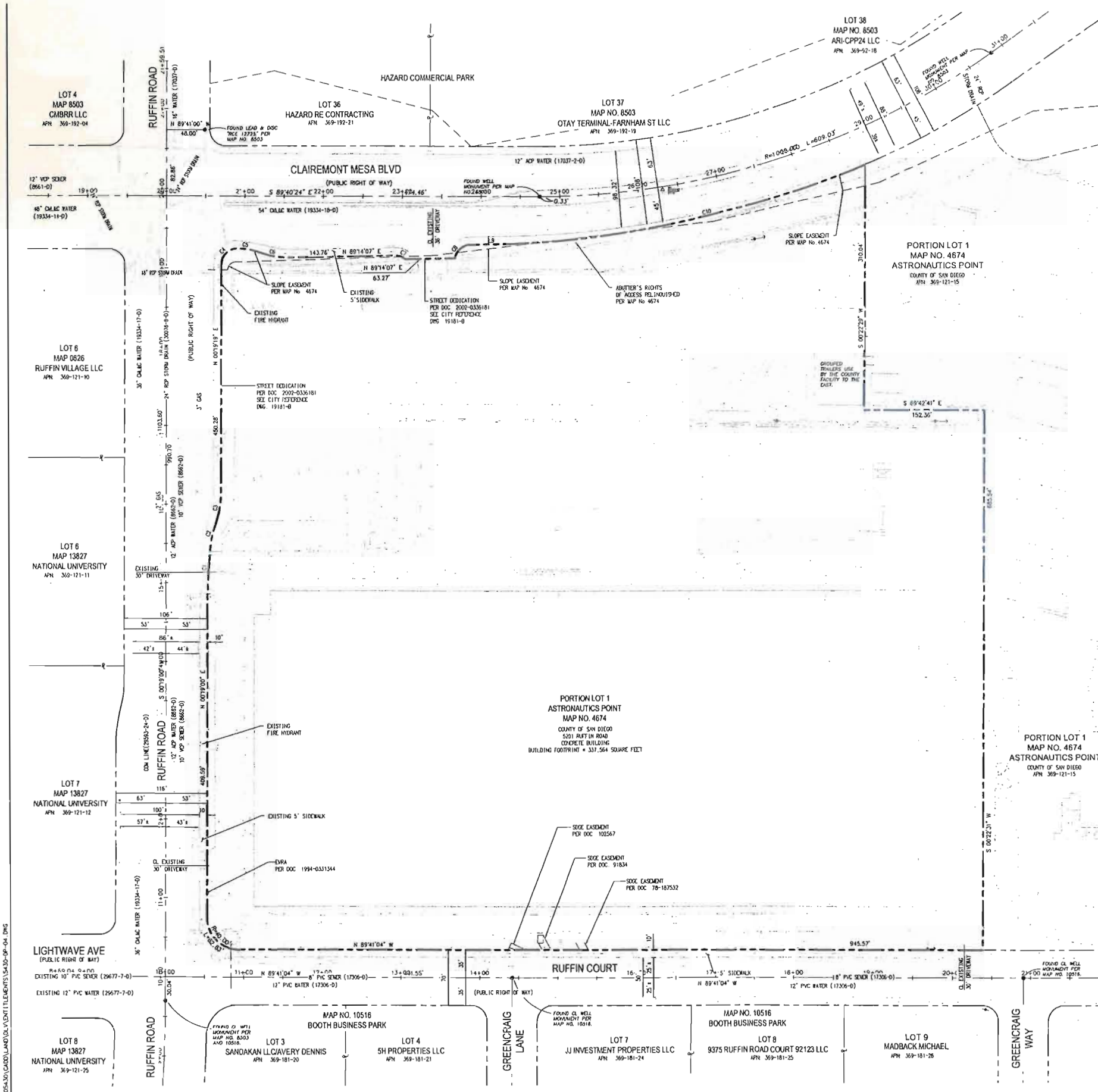


SITE PLAN

SCALE: 1" = 50'-0"
DATE OF FIRST ISSUE: 13 JULY 2010
RE-SUBMITTAL DATE: 19 MARCH 2011

COVERED: LINE PERMIT AND
 PLANNING PERMIT REVIEW
 CD - PROJECT NO. 10011000
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DP-03



- LEGEND**
- SUBDIVISION BOUNDARY
 - EXISTING
 - CURB AND CUTTER
 - EASEMENT
 - 5' CONTOUR
 - 1' CONTOUR
 - SPOT ELEVATION
 - GAS LINE
 - CEM LINE
 - STORM DRAIN
 - SEWER LINE
 - WATER LINE
 - ELECTRICAL LINE
 - OVERHEAD ELECTRICAL
 - TELEPHONE LINE
 - FENCING / DOWNS
 - FIRE HYDRANT
 - FIRE DEPARTMENT CONNECTION
 - WATER METER
 - STREET LIGHT
 - STREET LIGHT SIGNAL
 - GATE VALVE
 - SIEN
 - BIKEWAY

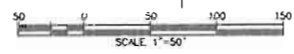
TOPOGRAPHIC SURVEY PERFORMED BY:
 IDYLWILD LAND SURVEYING WILLIAM P. TRIPLE, PLS. 8107 ADDRESS PO BOX 3068 IDYLWILD, CA 92549 TELEPHONE NUMBER: 951-650-9877 EMAIL: WPT@IDYLWILD-LS.COM SURVEY PERFORMED ON NOVEMBER 11, 2011

BENCHMARK
 BRASS PLUG AT THE NORTH END OF THE NORTHEAST CURB RETURN ON TOP OF CURB INLET AT THE INTERSECTION OF RUFFIN COURT & VIEWRIDGE COURT PER CITY OF SAN DIEGO VERTICAL CONTROL BOOK ELEVATION = 411.567, NGVD 1929, MSL.

LEGAL DESCRIPTION
 THE LAND REFERRED TO HEREON IS SITUATED IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

LOT 1 OF ASTRONAUTICS POINT, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREON NO. 4674 FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO DECEMBER 2, 1960 EXCEPTING THEREFROM THAT PORTION OF SAID LOT LAYING EASTERLY OF THE FOLLOWING DESCRIBED LINE:
 COMMENCING AT THE NORTHEASTERLY CORNER OF SAID LOT 1 THENCE ALONG THE NORTHEASTERLY LINE THEREOF SOUTH 55° 27' 48" WEST 298.05 FEET TO THE BEGINNING OF A TANGENT 1045.00 FOOT RADIUS CURVE, CONCAVE NORTHEASTERLY; THENCE SOUTH WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11° 37' 48", AN ARC DISTANCE 212.2 FEET TO THE TRUE POINT OF BEGINNING, THENCE LEAVING SAID NORTHEASTERLY LINE SOUTH 00° 24' 28" WEST, 310.03 FEET; THENCE SOUTH 89° 40' 44" EAST, 152.36 FEET; THENCE SOUTH 00° 24' 28" WEST 685.25 TO THE NORTH RIGHT OF WAY OF LINE OF RUFFIN COURT (2ND STREET ON SAID MAP NO. 4674) AND THE POINT OF TERMINUS.

Line #/Curve #	Length	Direction/Delta	Radius
C1	59.95	01°45'46"	1948.00
C2	28.96	15°04'28"	110.00
C3	44.11	19°26'26"	130.00
C4	28.51	88°23'21"	20.00
C5	30.49	21°50'17"	60.00
C6	37.23	21°19'49"	100.00
C7	14.14	40°30'12"	20.00
C8	28.16	81°40'38"	20.00
C9	304.11	89°14'07"E	31.82'
C10	318.25'	15°11'43"	1200.00'



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AGENCY STAMP



5301 CLAIREMONT MESA BOULEVARD SUITE 500 SAN DIEGO, CALIFORNIA 92123



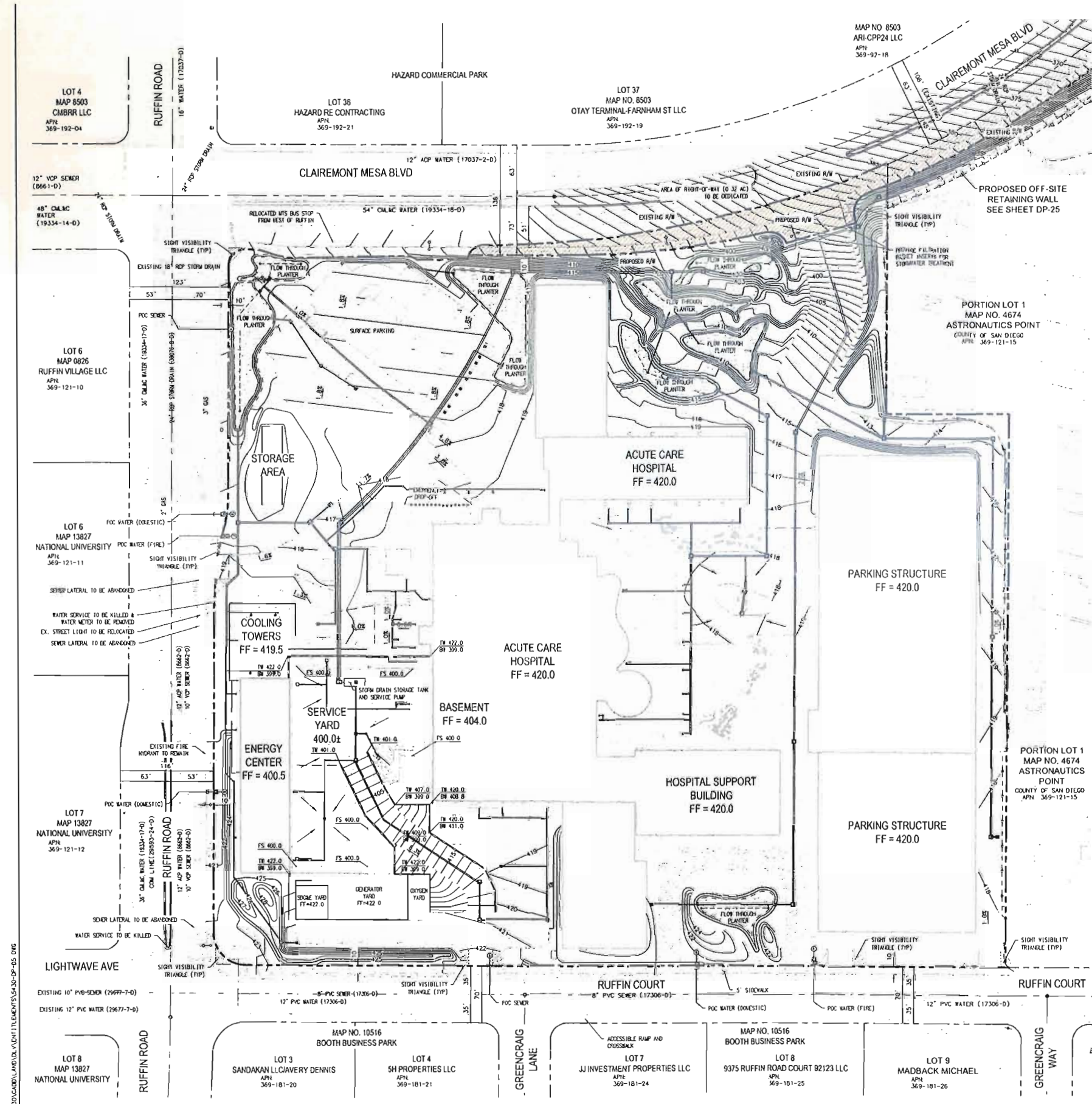
5301 RUFFIN ROAD
 SAN DIEGO, CALIFORNIA 92123
 PROJECT # E 0138
 OSHPD FACILITY #18199



TOPOGRAPHIC MAP
 (EXISTING CONDITIONS)

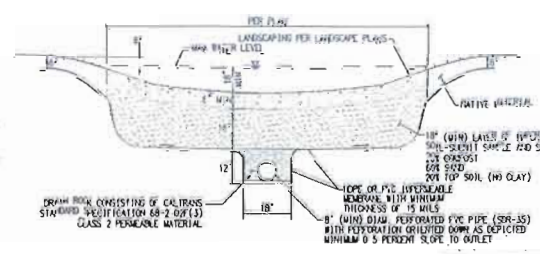
SCALE: 1"=50'
 DATE OF FIRST ISSUE: 11 JULY 2011
 REVISION DATE: 08 MARCH 2011

CONDITIONAL USE PERMIT AND
 PLANNED DEVELOPMENT PERMIT
 CO-PROJECT NO. 11095-000
DP-04
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LEGEND

PROPERTY LINE	---
PROPOSED RIGHT OF WAY	- - - - -
RIGHT OF WAY	---
CURB	---
DATA & OUTLET	---
CASMENT	---
MAJOR CONTOUR	---
MINOR CONTOUR	---
EDGE OF CONCRETE	---
STORM DRAIN LINE	---
FORGATED SLOPE DRAIN	---
RETAINING WALL	---
DIRECTION OF FLOW	---
SLIP PUMP	---
STRAIGHT HEADWALL	---
WING HEADWALL	---
PRECAST BATHING BASIN	---
TYPE "A" OR "B" CURB INLET	---
SEWER TYPE CLEANOUT (S.C.O.)	---
TYPE "A-4" CLEANOUT	---
AS PAVING	---
PERFORMED CONCRETE PAVEMENT	---
CONCRETE PAVEMENT	---
FLOW THROUGH PLANTER	---
AREA TO BE DEDICATED	---
GRAVEL	---
SPOT ELEVATION	---
PROPOSED DOMESTIC WATER SERVICE WITH METER AND PROFILE	---
PROPOSED FIRE WATER SERVICE WITH HOSEVALVE PREVENTION DEVICE	---
PROPOSED SEWER SERVICE	---
SIGHT VISIBILITY TRIANGLE	---



NOTE:
ALL FLOW THROUGH PLANTERS SHALL INCLUDE AN IMPERMEABLE LAYER AND 8-INCH PERFORATED SLO-DRAIN.

PROPOSED DRAINAGE DESCRIPTION
RUNOFF FROM THE PROJECT IS ULTIMATELY CONVEYED TO THE EXISTING DRAINAGE SYSTEM LOCATED AT THE NORTHEAST CORNER OF THE SITE. CONSISTENT WITH THE EXISTING DRAINAGE PATTERN PROPOSED FLOWS SHALL BE DIRECTED TO PROPOSED WATER QUALITY BASIN BEFORE DISCHARGING INTO THE PUBLIC SYSTEM. REFER TO THE PRELIMINARY DRAINAGE STUDY AND PRELIMINARY WATER QUALITY TECHNICAL REPORT PREPARED BY RBF CONSULTING FOR MORE INFORMATION.

GRADING DATA:
TOTAL AMOUNT OF SITE TO BE GRADED: 20 ACRES
PERCENT OF TOTAL SITE GRADED: 100%
AMOUNT OF SITE WITH 2% PERCENT SLOPES OR GREATER: 0.7 ACRES
PERCENT OF TOTAL SITE WITH 2% PERCENT SLOPES OR GREATER: 3.3%
AMOUNT OF SITE WITHIN HILLSIDE REVIEW: 0.2 ACRES
PERCENT OF TOTAL SITE WITHIN HILLSIDE REVIEW: 0.9%
AMOUNT OF CUT: 89,392 CY
AMOUNT OF FILL: 62,750 CY
MAXIMUM HEIGHT OF FILL SLOPE: 20' FEET 3:1 SLOPE RATIO
MAXIMUM HEIGHT OF CUT SLOPE: 16' FEET 6:1 SLOPE RATIO
AMOUNT OF EXPOSED SOIL: 28,620 CY
RETAINING WALLS: HOW MANY: 5
MAXIMUM LENGTH: 155'
MAXIMUM HEIGHT: 25'

NOTE:
A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) WHICH INCLUDES BEST MANAGEMENT PRACTICES TO REDUCE THE POLLUTANTS TO DOMESTIC WATER BODIES WILL BE PREPARED PRIOR TO ISSUANCE OF GRADING PERMIT AND A NOTICE OF INTENT SUBMITTED TO THE STATE REGIONAL WATER QUALITY CONTROL BOARD. THE SWPPP WILL INSURE REQUIREMENTS FOR SCHEDULING MAINTENANCE AND CLEANUP OF SPILLS, ETC FOR PERSONNEL.

ARCHITECTS

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Los Angeles, California 90036
323.525.0500 phone, 323.525.0955 fax

PROFESSIONAL STAMP

RBF CONSULTING

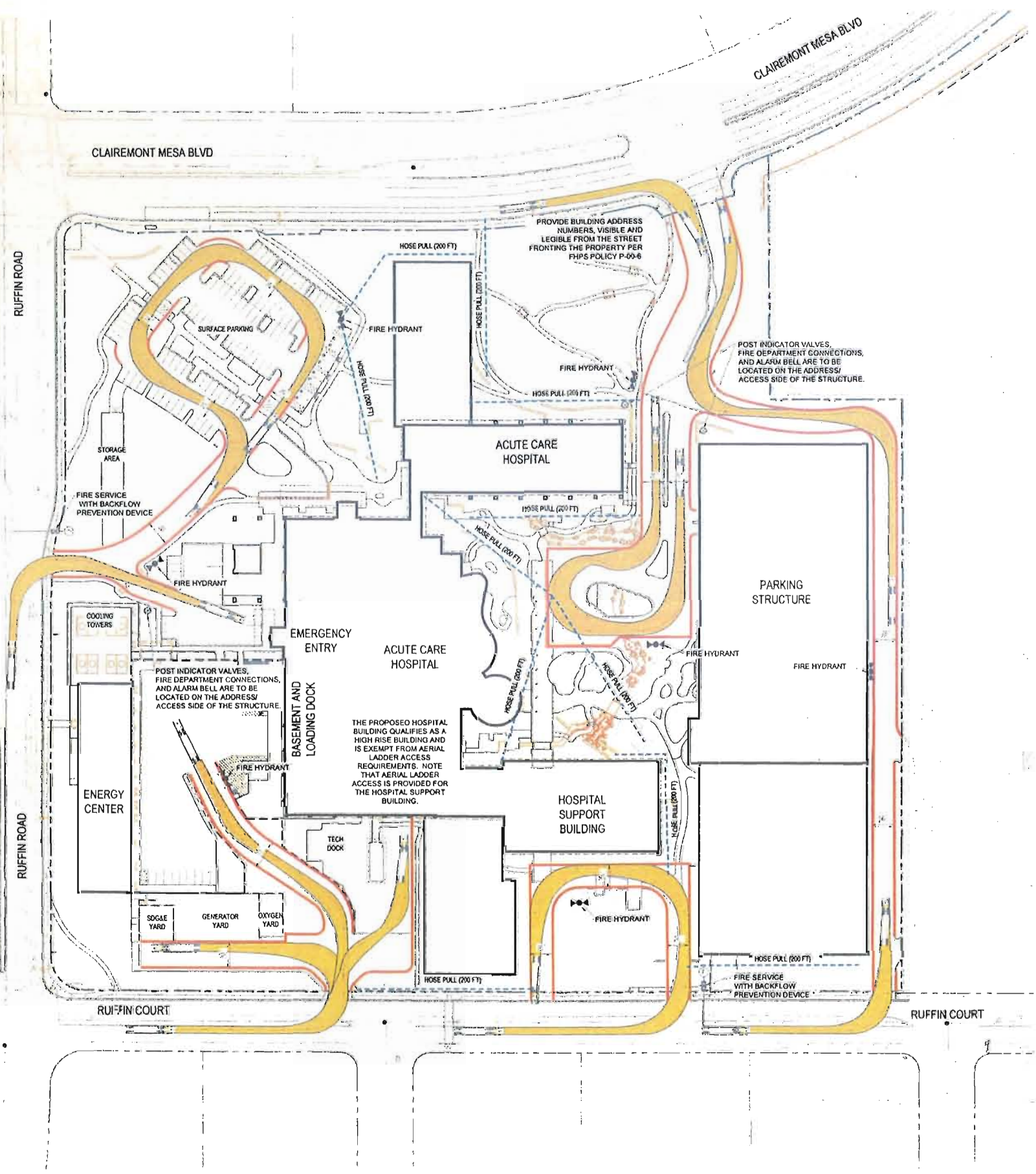
KAISER PERMANENTE
SAN DIEGO CENTRAL HOSPITAL

5201 RUFFIN ROAD
SAN DIEGO, CALIFORNIA 92123
PROJECT # E0138
OSHPD FACILITY #18199

PRELIMINARY DRAINAGE, GRADING AND UTILITY PLAN

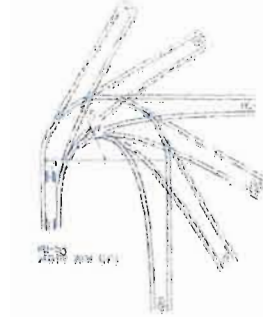
SCALE: AS SHOWN
DATE OF PRINT: 07 JULY 2012
REVISION DATE: 14 APRIL 2013

CONFORM USE PERMIT AND PLANNED DEVELOPMENT PERMIT
CO-PROJECT NO. 11010-000
DP-05



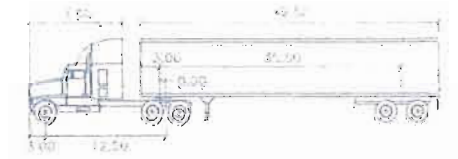
LEGEND

THIS PLAN IS FOR THE PROPOSED HOSPITAL BUILDING AND IS NOT TO BE USED FOR ANY OTHER PURPOSES. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AGENCIES. THE ARCHITECT ASSURES THAT THE DESIGN IS IN ACCORDANCE WITH THE CITY OF SAN DIEGO ORDINANCES AND THE CALIFORNIA FIRE CODE. THE ARCHITECT DOES NOT WARRANT THE ACCURACY OF THE INFORMATION PROVIDED HEREON.



STEERING LOCKS ANGLE	17.7 deg
ADJUSTED STEERING ANGLE	15.4 deg
30 deg SWEEP ANGLE	13.1 deg
45 deg SWEEP ANGLE	11.8 deg
60 deg SWEEP ANGLE	10.6 deg
75 deg SWEEP ANGLE	9.7 deg
90 deg SWEEP ANGLE	9.0 deg
105 deg SWEEP ANGLE	8.5 deg
120 deg SWEEP ANGLE	8.1 deg
135 deg SWEEP ANGLE	7.8 deg
150 deg SWEEP ANGLE	7.6 deg

WB-50 - 58' SEMI-TRAILER VEHICLE TURNING TEMPLATE



WB-50	Trail	Look to Land Type	6.00
Trailer Width	8.50	Sighting Angle	17.70
Trailer Height	8.50	Approaching Angle	70.00
Trailer Trail	8.50		

WB-50 - 55' SEMI-TRAILER VEHICLE PROFILE

Inspection Services
Plan Review & Inspection
San Carter Date: 3/21/15
Inspection Required
See Plans Items on
Inspection Report Card
Call to the City
Schedule Inspection
Conceptual

CO ARCHITECTS

5055 Wilshire Boulevard, 24th Floor
Los Angeles, California 90048
323.456.1111 phone 323.456.0956 fax

PROFESSIONAL STAMP

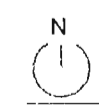
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RBF
CONSULTING

5201 Ruffin Road, Suite 200
San Diego, California 92123
619.594.1111 phone 619.594.1112 fax

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SAN DIEGO, CALIFORNIA 92123
PROJECT # E0138
OSHDP FACILITY #18198



FIRE PROTECTION PLAN

SCALE: 1/8" = 1'-0"
DATE OF PLOT: 05/12/2015
REVISION DATE: 11/20/2015

CONTRACT NO. 15-0000000000
PROJECT NO. 15-0000000000
DRAWING NO. 15-0000000000
DATE: 11/20/2015

CO ARCHITECTS

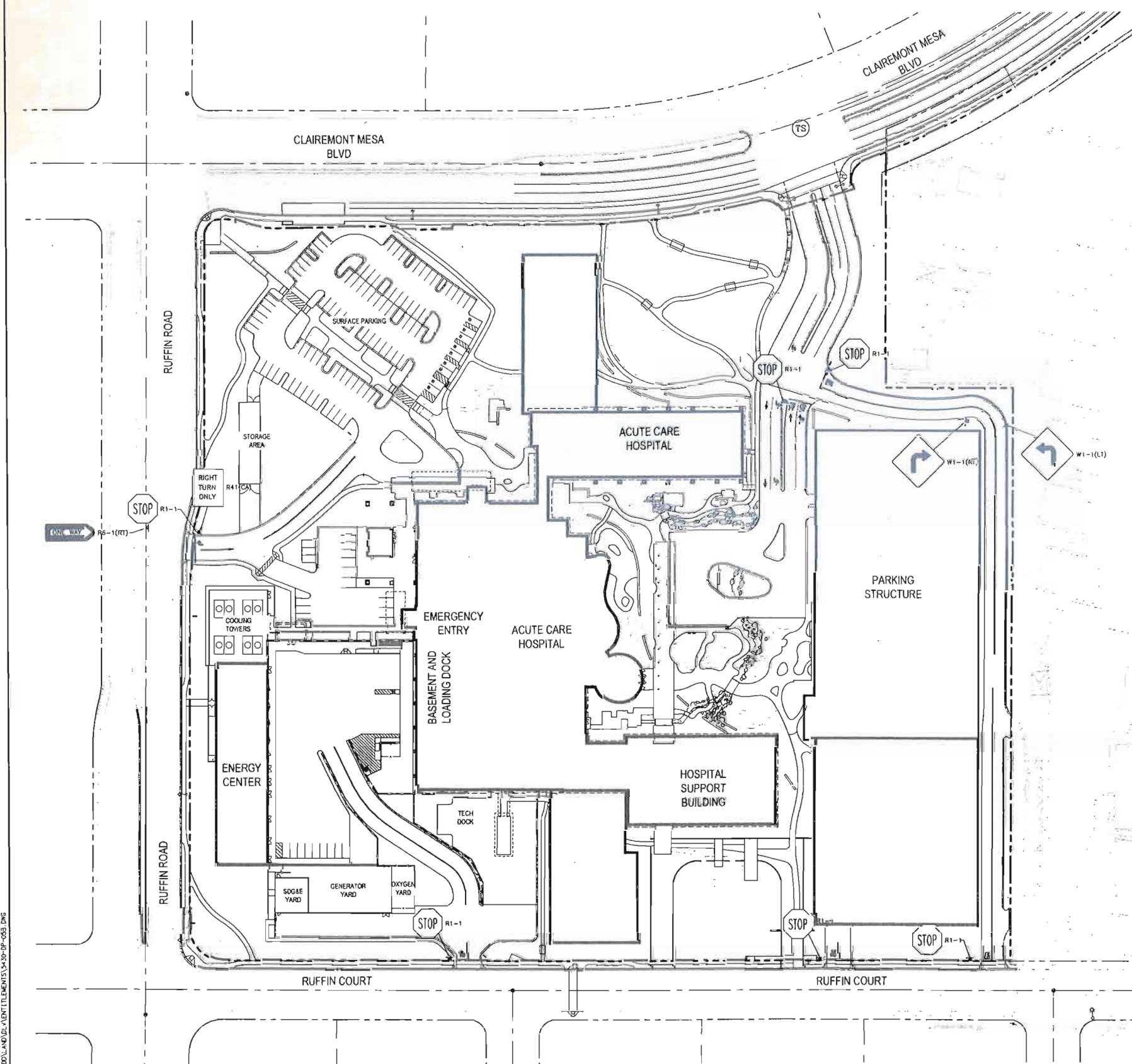
5055 Wilshire Boulevard, 9th Floor
 Los Angeles, California 90036
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 PROFESSIONAL STAMP

AGENCY STAMP

RBF
 CONSULTING
 10000 Wilshire Blvd, Suite 1000
 Los Angeles, CA 90024
 310.204.1100

LEGEND (THIS SHEET ONLY)

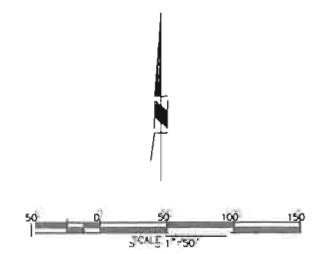
- EXISTING STRIPING
- PROPOSED STRIPING
- PROPOSED ROADSIDE SIGN
- EXISTING PAVEMENT ARROW
- INSTALL TYPE (10) PAVEMENT ARROW AS INDICATED
- INSTALL TYPE M(L) PAVEMENT ARROW AS INDICATED
- INSTALL TYPE M(R) PAVEMENT ARROW AS INDICATED
- INSTALL TYPE W(L) PAVEMENT ARROW AS INDICATED
- INSTALL TYPE W(R) PAVEMENT ARROW AS INDICATED
- INSTALL "STOP" PAVEMENT LEGEND AS INDICATED
- PROPOSED TRAFFIC SIGNAL




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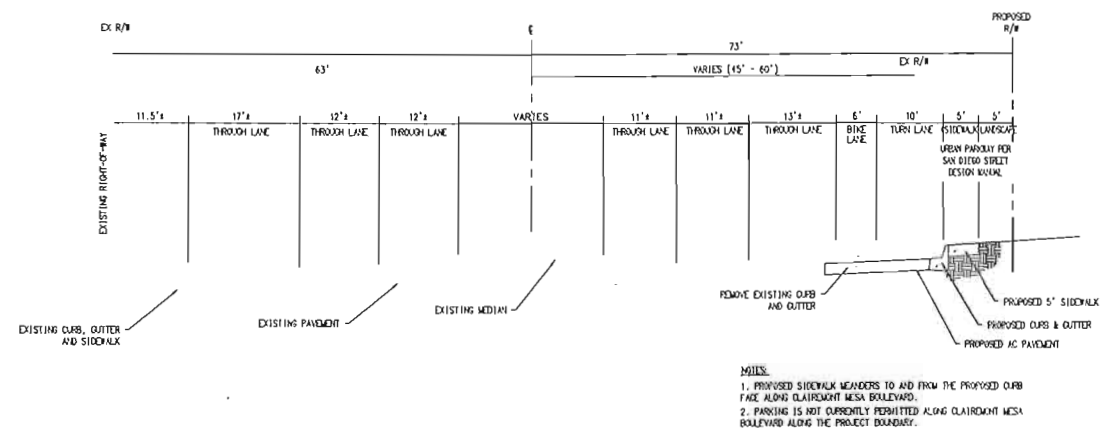
N
 SIGNING AND STRIPING PLAN

SCALE: 1"=50'
 DATE: 11 JULY 2010
 TIME: 11:00 AM

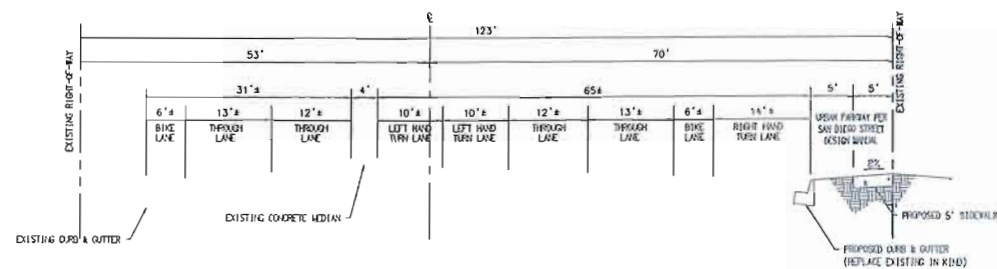


CONTRACT USE PERMIT AND
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DP-05B

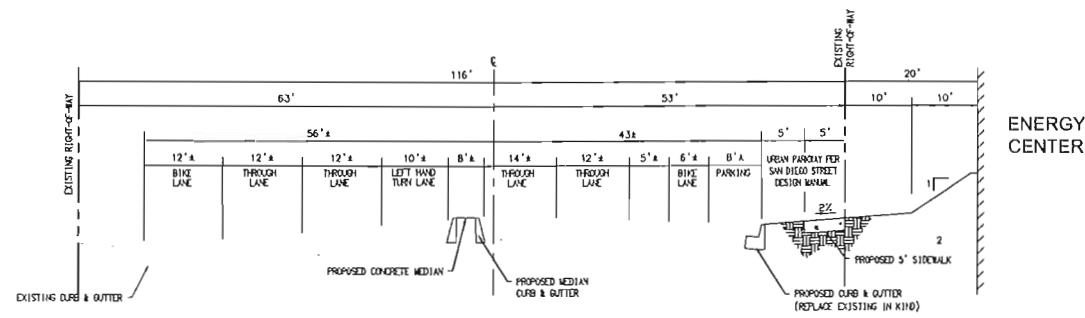
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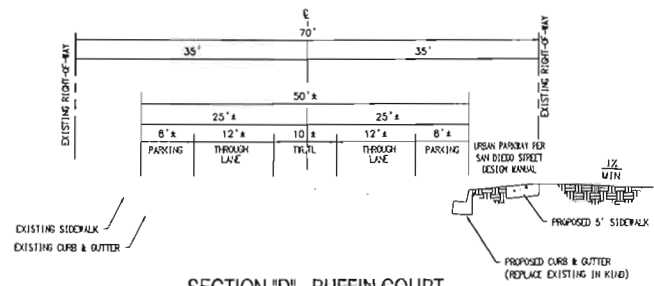
SECTION "A" - CLAIREMONT MESA BOULEVARD
 HORIZONTAL SCALE: 1"=10'
 STREET CLASSIFICATION: SIX LANE PRIMARY ARTERIAL



SECTION "B" - RUFFIN ROAD
 HORIZONTAL SCALE: 1"=10'
 STREET CLASSIFICATION: FOUR LANE MAJOR



SECTION "C" - RUFFIN ROAD
 HORIZONTAL SCALE: 1"=10'
 STREET CLASSIFICATION: FOUR LANE MAJOR

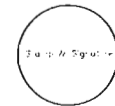


SECTION "D" - RUFFIN COURT
 HORIZONTAL SCALE: 1"=10'
 STREET CLASSIFICATION: TWO LANE COLLECTOR

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PROFESSIONAL SEAL



AGENCY STAMP



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 SAN DIEGO, CALIFORNIA 92123
 PROJECT # E0138
 OSHPD FACILITY #18189



STREET CROSS SECTIONS (TYPIC)

SCALE: 1/8"=1'
 DATE OF FIRST ISSUE: 12 JULY 2012
 RE-SUBMITTAL DATE: 11 MARCH 2013

CONDITIONAL USE PERMIT AND
 PLANNED DEVELOPMENT PERMIT
 CD - PROJECT NO.: 10015 000
 DP-05C
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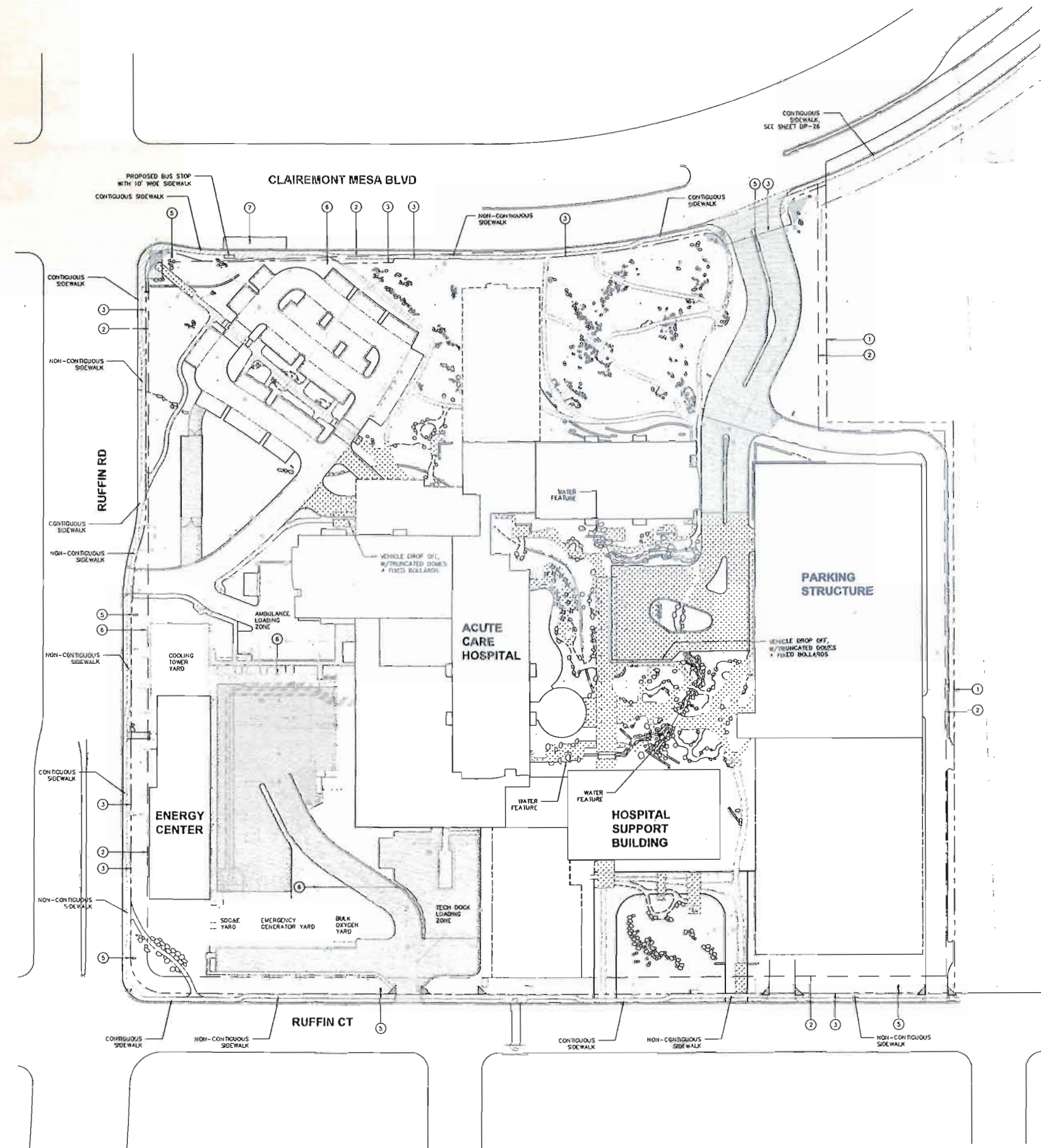


SPURLOCK POIRIER

HARDSCAPE LEGEND

HARDSCAPE	DESCRIPTION
PAVING SUCH AS	
	PEDESTRIAN PAVING, STANDARD
	ENHANCED PEDESTRIAN PAVING
	CONCRETE PAVING
	GRASSPAVE A1 FIRE LANE
	ASPHALT PAVING
	STABILIZED DECOMPOSED GRANITE
WALLS/STAIRS/SCREENS/PLANTERS	
	LANDSCAPE WALL
	BENCH TYPE 1
	BENCH TYPE 2
	BENCH TYPE 3
	WATER FEATURE
	EXISTING PROPERTY LINE
	SETBACK
	PROPOSED RIGHT OF WAY
	MOBILITY TRIANGLE
	SIGNAGE
	SITE RETAINING WALL PER CIVIL
	PROPOSED BUS STOP

NOTE:
 1. BUS STOP ON CLAIREMONT MESA BLVD:
 THE SPREAD OF LANDSCAPE TO THE BUS
 STOP IS TO COMPLY WITH METROPOLITAN
 TRANSIT DEVELOPMENT BOARD LANDSCAPE
 DESIGN STANDARDS.



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 PROJECT # E0138
 OSHPD FACILITY #18199



HARDSCAPE PLAN

SCALE: 1" = 50'
 DATE OF PLOT: 03 JUL 2017
 REVISION DATE: 10 SEPTEMBER 2017

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 DP-06
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 323.525.0500 phone, 323.525.0555 fax

CO ARCHITECTS

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 Los Angeles, California 90036
 323.525.0500 phone, 323.525.0555 fax



SPURLOCK POIRIER

2222 16th Street
 San Diego, CA 92101
 619.594.1234

KAISER HOSPITAL
 ON SITE
PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME
LARGE SCREEN TREES SUCH AS:	Pinus halepensis	ALPINE PINE
	Pinus torreyana	TORREY PINE
LARGE EVERGREEN TREES SUCH AS:	Quercus agrifolia	COAST LIVE OAK
DECIDUOUS CANOPY TREES SUCH AS:	Platanus racemosa	CALIFORNIA Sycamore
MEDIUM SCREEN TREES SUCH AS:	Laurus patersonia	FRUITBEE TREE
MEDIUM ACCENT TREES SUCH AS:	Arbutus marina	STRANDBERRY TREE
ACCENT SMALL TREES SUCH AS:	Parkinsonia aculeata	JERUSALEM THORN
ACCENT DECIDUOUS TREES SUCH AS:	Metrosideros excelsa	NEW ZEALAND CHRISTMAS TREE
	Podocarpus neriifolia	PODOPARUS
ACCENT FLOWERING TREES SUCH AS:	Flowering Cereus chrysanthus	FOREST PINEY DEBBUS
	Forest Piney	FOREST PINEY TREE
	Yucca filamentosa	YUCCA
SMALL SCREEN TREES SUCH AS:	Heteromeles arbutifolia	TOYON
	Arctostaphylos densiflora	HOARWOOD
	Howardia	HOWARDIA
MEDIUM EVERGREEN TREES SUCH AS:	Leucadendron laurifolium	CATALPA
PAVED SUCH AS:	Teucrium dracunculoides	DRAGON

PLANTING PALETTE

SYMBOL	TYPE
[Pattern]	GARDEN/ACCENT
[Pattern]	MEADOW/OPEN SPACE
[Pattern]	SHRUB MASSING
[Pattern]	SCREENING
[Pattern]	RIPARIAN
[Pattern]	GRASSPAVE PLANTED V/ CAREX PRAEGRACILIS

- ① PROPOSED RIGHT OF WAY
- ② VISIBILITY TRIANGLE
- ③ SIGNAGE



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 SAN DIEGO, CALIFORNIA 92123
 PROJECT # E0138
 OSHPD FACILITY #18199



PLANTING PLAN -
 ONSITE
 SCALE: 1" = 20'
 DATE: 11/11/2011
 REVISION: 11/11/2011

DP-07
 Copy: 10/2011

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 1000 WILSON AVENUE, SUITE 200
 SAN ANTONIO, TEXAS 78202
 214.343.1100
 www.5bp.com

KAISER HOSPITAL
 STREET TREE
PLANT LEGEND
 SEE SHEET DP-24 FOR FULL LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	CONTAINER SIZE	EQ. FUNCTION	NATURE SIZE	QUANTITY
	QUERCUS ILEX	HOLLY OAK	24" BOX	LC, E	50' H X 50' S	33
	ARBUQUS TRIPARTITA PITISPORUM UNDOULATUM	WARMA MADRONE VICTORIAN BOX	24" BOX	HC, F SH, F	35' H X 30' S 25' H X 25' S	26
	METROSIDEROS EXCELSIS	NEW ZEALAND CHRISTMAS TREE	24" BOX	SH, E / SC, AC	20' H X 20' S	4
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	24" BOX	BA, D / AC, SH	50' H X 35' S	25
	LINDYHAMMUS FLECHMANNI	CATALPA IRONWOOD	24" BOX	C, F / AC, SC	50' H X 30' S	3

- ① PROPOSED FRONT OF WAY
- ② VISIBILITY TRIANGLE
- ③ DRIVEWAY

NOTE:

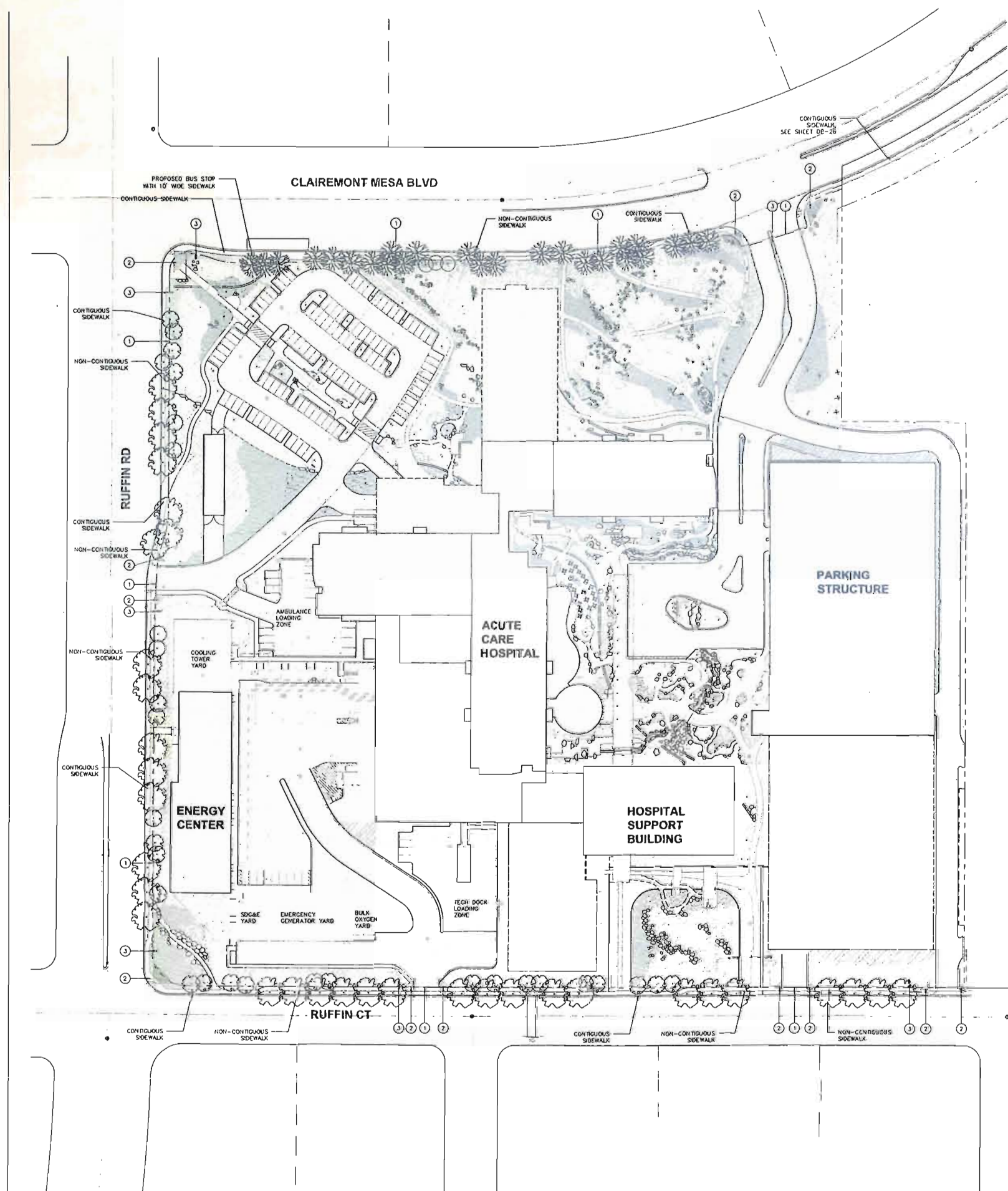
1. STREET TREE QUANTITY
 TOTAL STREET TREE QUANTITY AND PLACEMENT IS INTENDED TO MEET THE OBJECTIVES OF SDMC 142.0409 AND 142.0610 BY AVERAGING THE EQUIVALENT OF A MINIMUM SPACING OF ONE STREET TREE PER 30 LINEAR FEET OF PROPERTY FRONTAGE. TOTAL STREET TREE COUNT CURRENTLY EXCEEDS THE REGISTERED RATIO OF ONE TREE PER 30 LINEAR FEET, AS INDICATED BELOW.

CLAREMONT MESA BLVD STREET FRONTAGE (LINEAR FEET)	TREES REQUIRED (1:30 RATIO)	TREES PROVIDED (W/APPROX. RATIO)
835'	28 TREES	28 TREES (1:29)
RUFFIN RD STREET FRONTAGE (LINEAR FEET)	TREES REQUIRED (1:30 RATIO)	TREES PROVIDED (W/APPROX. RATIO)
898'	30 TREES	30 TREES (1:29)
RUFFIN CT STREET FRONTAGE (LINEAR FEET)	TREES REQUIRED (1:30 RATIO)	TREES PROVIDED (W/APPROX. RATIO)
986'	33 TREES	33 TREES (1:29)

2. STREET TREE LOCATION:
 THE INTENT OF STREET TREE LOCATION IS TO MEET THE OBJECTIVES OF SDMC 142.0409. ALL STREET TREES WILL BE LOCATED WITHIN 10 FEET OF THE DEDICATED RIGHT OF WAY ALONG STREET FRONTAGE.

3. STREET TREE SPECIES SELECTION:
 THE INTENT OF TREE SELECTION IS TO PROVIDE STREET TREES CONSISTENT WITH THE CITY-WIDE STREET TREE SELECTION GUIDE.

4. REFER TO SHEET DP-07 FOR ON-SITE STREET TREES AND PLANTING INFORMATION



5201 RUFFIN ROAD
 SAN DIEGO, CALIFORNIA 92123
 PROJECT # E0138

OSHPD FACILITY #18199



PLANTING PLAN -
 STREETScape

SCALE: 1" = 10'
 DATE: 08/12/2010
 PROJECT: OSHPD FACILITY #18199

CONSTRUCTION AND
 PLANNING DEPARTMENT
 CO. PROJECT # 18199
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KAISER HOSPITAL
ON SITE
PLANTING LEGEND

TREES

Table with 8 columns: SYMBOL, BOTANICAL NAME, COMMON NAME, CONTAINER SIZE, FORM / FUNCTION, MATURE SIZE, REMARKS, QUANTITY. Rows include categories like 'LARGE SCREEN TREES', 'LARGE EVERGREEN TREES', 'DECIDUOUS CANOPY TREES', etc.

GARDEN / ACCENT

Table with 8 columns: SYMBOL, BOTANICAL NAME, COMMON NAME, CONTAINER SIZE, FORM / FUNCTION, MATURE HEIGHT / SPREAD, QUANTITY. Rows include plants like 'ADIANTHUM CAPRILLUS', 'ALOE SPP.', 'ARCTOSTAPHYLOS', etc.

MEADOW / OPEN SPACE

Table with 8 columns: SYMBOL, BOTANICAL NAME, COMMON NAME, CONTAINER SIZE, FORM / FUNCTION, MATURE HEIGHT / SPREAD, QUANTITY. Rows include plants like 'ARISTIDA PURPUREA', 'ARTEMISIA CALIFORNICA', 'ARTEMESIA DOUGLASSIANA', etc.

SHRUB MASSING

Table with 8 columns: SYMBOL, BOTANICAL NAME, COMMON NAME, CONTAINER SIZE, FORM / FUNCTION, MATURE HEIGHT / SPREAD, QUANTITY. Rows include plants like 'ACANTHUS MOLIS', 'AGAVE AMERICANA', 'AGAVE PARRYI', etc.

SCREENING

Table with 8 columns: SYMBOL, BOTANICAL NAME, COMMON NAME, CONTAINER SIZE, FORM / FUNCTION, MATURE HEIGHT / SPREAD, QUANTITY. Rows include plants like 'ABELIA X GRANDIFLORA', 'ACADA REDOLENS', 'CHRISTIA FERNATA', etc.

RIPARIAN

Table with 8 columns: SYMBOL, BOTANICAL NAME, COMMON NAME, CONTAINER SIZE, FORM / FUNCTION, MATURE HEIGHT / SPREAD, QUANTITY. Rows include plants like 'CAREX SPISSA', 'ELYMUS DIGANTEA', 'HAYESIA IVA', etc.

OTHER

Table with 8 columns: SYMBOL, BOTANICAL NAME, COMMON NAME, CONTAINER SIZE, FORM / FUNCTION, MATURE HEIGHT / SPREAD, QUANTITY. Rows include plants like 'GRASSPAVE PLANTED W/ CAREX PRAEGRACILIS', 'CALIFORNIA FIELD SEDGE', etc.



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KAISER PERMANENTE
SAN DIEGO CENTRAL HOSPITAL
5201 RUFFIN ROAD
SAN DIEGO, CALIFORNIA 92123
PROJECT # E0138
OSHPD FACILITY #18199



PLANTING LEGEND
ON-SITE

SCALE:
DATE OF PRINT: 03.21.2010
PROJECT DATE: 10.JANUARY.2010

OPTIONAL USE PERMIT AND
PLANTING TELEPRINT FORM
CD - PROJECT NO. 1106.000
DP-08
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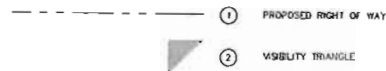
CO ARCHITECTS

5055 Wilshire Boulevard, 5th Floor
Los Angeles, California 90036
323 525 0500 phone, 323 525 0955 fax



KAISER HOSPITAL
STREET TREE
PLANT LEGEND
SEE SHEET DP-08 FOR FULL LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	CONTAINER SIZE	FORM / FUNCTION	MATURE SIZE	QUANTITY
LARGE SCREEN TREES SUCH AS:						
	QUERCUS ILEX	HOLLY OAK	24" BOX	LG, E	50' H X 50' S	33
ACCENT DECIDUOUS TREE SUCH AS:						
	ARBUTUS MENZIESII PITYSPORUM UNDULATUM	MARINA MADRONE VICTORIAN BOX	24" BOX	MC, F SC, F	35' H X 30' S 25' H X 25' S	26
ACCENT FLOWERING TREES SUCH AS:						
	METROSIDEROS EXCELSUS	NEW ZEALAND CHRISTMAS TREE	24" BOX	BH, E / SC, AC	20' H X 20' S	4
DECIDUOUS CANOPY TREES SUCH AS:						
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	24" BOX	BH, D / AC, SH	50' H X 35' S	25
EVERGREEN CANOPY TREES SUCH AS:						
	LYRIODENDRON FLORIBUNDUS	CATALPA BIRCHWOOD	24" BOX	L, F / AC, SC	50' H X 30' S	3



LANDSCAPE DESIGN STATEMENT

The new Kaiser Permanente San Diego campus design has been developed with the intent to integrate site buildings with landscape, effectively blending the exterior landscape with the hospital public spaces. This includes creating social spaces convenient to the building, relaxing gardens throughout the site and garden terraces in the patient tower. This integration between the interior and exterior environments connects patients, visitors and staff to the nature environment throughout the day to contribute to the healing process for patients and the well-being of staff and visitors. The design is based on the following:

- Function for the users
- An environmental approach to design
- A goal to achieve LEED Gold Certification

Function of the site:
The outdoor spaces are conducive for multiple uses. These include individual or small group gathering spaces, areas for a weekly farmer's market, an outdoor café seating area, event spaces and quiet gardens and park like areas for relaxation. Circulation is clear and direct and separates pedestrian and vehicular circulation. Transit use is encouraged with a direct pedestrian path from Clairemont Mesa Boulevard transit routes to the hospital.

Site Environment:
The landscape concept for the site is based on its topography and its context in the region. The site is at the eastern edge of Kearny Mesa at Murphy Canyon. Entry to the site from Clairemont Mesa Boulevard provides the opportunity to express a 30' grade change and visually make the site an important gateway to the Kearny Mesa community from I-15 and Murphy Canyon. The topography of the site is expressed in the design as three distinct landscape types: Canyon, Mesa and Foothill.

Canyon Slope: The primary visitor entry at the northeast area of the site represents the region's canyon landscapes and is part of the natural topography of Murphy Canyon. This part of the site will include plantings of Sycamores and Cottonwood trees and drought tolerant plantings of native and Mediterranean shrubs and groundcover. The slope includes substantial bio-retention areas with riparian plantings. Landscape includes stone clad walls, concrete walkways and decomposed granite pathways. Amenities include walking and jogging areas and overlooks with seating.

Mesa Garden: The mesa landscape extends across the center of the site following contour lines from the northwestern corner to the southeastern corner of the property. This zone includes the emergency drop off and parking area in the northwest as well as the main entry plaza central to the site. The arrival area of the site is a pedestrian oriented garden that connects parking with the main hospital entry.

Planting character throughout the mesa highlights native and adapted vegetation in conditions ranging from full sun to near full shade around the hospital and parking garage. An evergreen oak canopy creates the framework for this space, while deciduous and flowering trees and smaller understory trees provide visual interest throughout the year. Paving includes porous paving for stormwater retention, concrete pedestrian walks and pathways as well as decomposed granite in small areas of the entry plaza. Seating includes stone slabs, seat walls, benches and moveable furniture. Amenities include the café garden, a central garden/market area, several small gardens and a staff garden. Three water features with recirculated water are incorporated into these gardens.

The upper level of the parking garage is shaded with photovoltaic panels.

Foothill Screen: The foothill landscape is at the southwestern corner of the site and utilizes landscape berms and evergreen plantings for screening of the service areas of the site from Ruffin Road and Ruffin Court. The loading dock in this area drops approximately 20 feet and requires similar screening. Walls and structures within the service areas will be planted with vines in many locations. Landscape elements in this area generally consist of natural gray concrete.

LEED Gold for Healthcare

The design team approached this project with numerous sustainability objectives driven by the intent to achieve LEED Gold for Healthcare. Growing research studies indicate exposure to natural elements improves and accelerates the healing process and, in turn, reduces the length of stay for patients and improves general staff productivity and effectiveness. Understanding this, the design team developed ecologically-focused goals such as stormwater management and habitat restoration in unison with health-oriented goals that provide patients direct access to natural elements and create comfortable areas for respite.

Varying low-water plant palettes are used across the site to account for differing sun/shade patterns, wind conditions, screening needs and similar uses. Both native and adapted plants provide habitat value and help to connect the site with open space corridors to the east and north. Specific goals for LEED certification include:

- Low water use, integrated pest management
- Native and adapted vegetation, creating habitat value
- Low heat island effect
- Permeability of paving
- Stormwater management
- Areas for "connection to the natural world"

LANDSCAPE NOTES

PLANT LOCATIONS SHALL BE CHECKED FOR POSSIBLE INTERFERENCE WITH EXISTING UNDERGROUND PIPING, PRIOR TO EXCAVATION OF HOLES. MINIMUM TREE SEPARATION DISTANCES ARE AS FOLLOWS:

- A. TRAFFIC SIGNALS (STOP SIGNS) - 20 FEET
- B. UNDERGROUND UTILITY LINES - 5 FEET
- C. ABOVE GROUND UTILITY STRUCTURES - 10 FEET
- D. DRIVEWAY (ENTRES) - 10 FEET
- E. INTERSECTIONS (INTERSECTING CURB LINES OF TWO STREETS) - 25 FEET

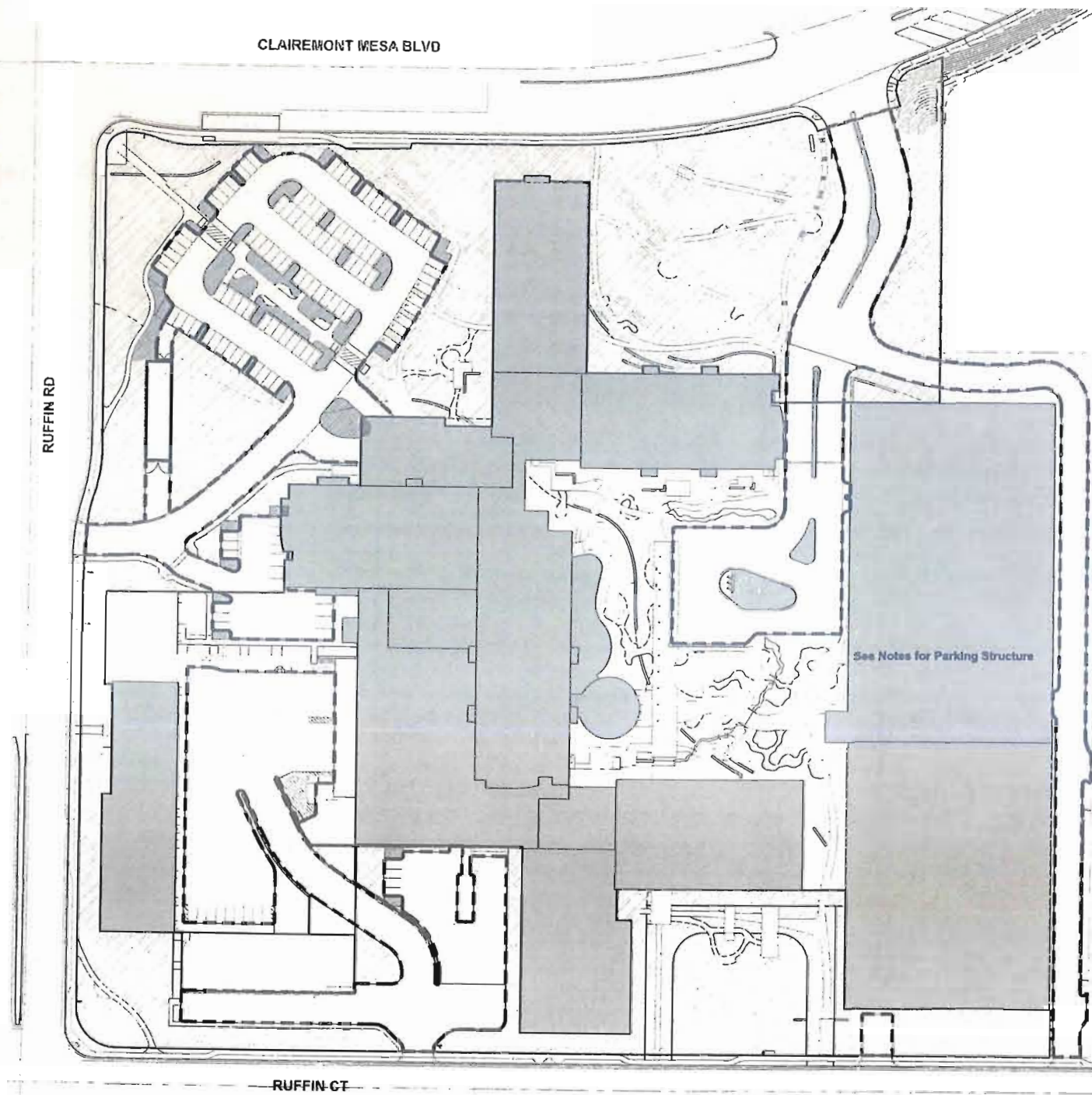


5201 RUFFIN ROAD
SAN DIEGO, CALIFORNIA 92123
PROJECT # E0138
OSHPD FACILITY #18199



PLANTING LEGEND AND
DESIGN STATEMENT

SCALE
DATE OF PUBLICATION: 13 JULY 2010
REVISION DATE: 16 JANUARY 2010



LANDSCAPE AND IRRIGATION SYSTEM NOTES

1. THE LANDSCAPE PLAN WILL CONFORM WITH THE FOLLOWING STANDARDS OF THE CITY-WIDE LAND DEVELOPMENT CODE, SECTION 142.0400, AND THE DEVELOPMENT MANUAL - LANDSCAPE STANDARDS ADOPTED JANUARY 1ST 2000. CITY OF SAN DIEGO REGIONAL STANDARD DRAWINGS, ADA REGULATIONS.
2. LANDSCAPE IN THE COMMON AREAS SHALL BE MAINTAINED BY THE OWNER, KAISER PERMANENTE. LANDSCAPED AREAS SHALL BE FREE OF DEBRIS AND LITTER AND ALL PLANT MATERIAL SHALL BE MAINTAINED IN A HEALTHY GROWING CONDITION. DISEASED OR DEAD PLANT MATERIAL SHALL BE SATISFACTORILY TREATED OR REPLACED PER THE CONDITIONS OF THE PERMIT.
3. ALL PLANT MATERIAL SELECTED FOR USE WILL BE OF A TYPE KNOWN TO BE SUCCESSFUL IN THE AREA OF SIMILAR CLIMATIC AND SOIL CONDITIONS.
4. COLOR FROM PLANT FOLIAGE, BARK OR FLOWERS WILL BE UTILIZED TO CREATE A FRIENDLY, WARM AND VISUALLY ENJOYING LANDSCAPE ENVIRONMENT. THEMATIC COLOR SCHEMES WILL BE UTILIZED IN DEVELOPING PROJECT IDENTITY.
5. PLANTING WILL BE DESIGNED TO OBSCURE UNDESIRABLE VIEWS (AUTOMOBILES, STORAGE, MAINTENANCE, UTILITY AREAS, ETC.) AND ADD VISUAL INTEREST TO THE SITE.
6. ALL SOILS WILL BE FERTILIZED, AMENDED AND TILLED TO CONFORM TO RECOMMENDATIONS MADE BY A SOIL TESTING LABORATORY AND/OR LANDSCAPE ARCHITECT IN ORDER TO PROMOTE HEALTHY AND VIGOROUS PLANT GROWTH.
7. ROOT BARRIERS SHALL BE INSTALLED FOR ALL NEW TREES WHICH ARE PLACED WITHIN 5'-0" OF PUBLIC IMPROVEMENTS AND INTERNAL SITE HARDSCAPE AREAS, SUCH AS WALKS, CURBS, OR STREET PAVEMENT. ROOT BARRIERS SHALL NOT BE DRAPPED AROUND THE FOOTBALL OF THE TREE.
8. MULCH REQUIREMENT - ALL ROOFTOP PLANTING AREAS SHALL BE COVERED WITH MULCH TO A MINIMUM DEPTH OF 4" EXCLUDING SLOPES REMAINING VEGETATION AND AREAS PLANTED WITH GRASS COVER. ALL EXPOSED SOIL AREAS WITHOUT VEGETATION SHALL ALSO BE MULCHED TO THIS MINIMUM DEPTH.
9. ALL LANDSCAPE AND IRRIGATION SHALL CONFORM TO THE CITY OF SAN DIEGO LANDSCAPE ORDINANCE AND CITY OF SAN DIEGO LAND DEVELOPMENT MANUAL - LANDSCAPE STANDARDS AND ALL REGIONAL STANDARDS FOR LANDSCAPE INSTALLATION AND MAINTENANCE.
10. IRRIGATION SYSTEMS WILL BE PERMANENT BELOW GROUND AUTOMATED SYSTEMS ADEQUATE FOR THE ESTABLISHMENT AND MAINTENANCE OF ALL PLANT MATERIAL. THESE SYSTEMS WILL BE INSTALLED AS SOON AS PRACTICAL AFTER GRADING AND PRIOR TO PLANT MATERIAL INSTALLATION. AREAS ADJACENT TO STRUCTURES, ROADWAYS, ENTRIES AND ACTIVITY AREAS WILL BE IRRIGATED WITH PERMANENT BELOW GRADE AUTOMATED SYSTEMS.
11. IRRIGATION FOR ON-GRADE PLANTING AREAS SHALL UTILIZE SUB-SURFACE OR SPRINKLER / BUBBLER SYSTEMS. SPRINKLER/ BUBBLER HEADS SHALL RESPOND TO THE LANDSCAPE DESIGN, PLANT MATERIAL REQUIREMENTS AND PUBLIC HEALTH AND SAFETY. EACH HEAD SHALL BE ADJUSTED FOR OPTIMUM PERFORMANCE TO PREVENT "WASTEWATER" DRAINAGE ROADWAYS AND/OR BUILDINGS. THIS SHALL INCLUDE SELECTING THE BEST DEGREE OF ARC TO FIT THE EXISTING SITE CONDITIONS AND TO PROVIDE THE FLOW CONTROL AT EACH VALVE TO OBTAIN THE OPTIMUM OPERATING PRESSURE FOR EACH SYSTEM. MOISTURE SENSING AND RAIN SHUT-OFF DEVICES SHALL BE EMPLOYED FOR WATER CONSERVATION.
12. NO IRRIGATION RUN-OFF SHALL GRAB OFF SITE INTO THE PUBLIC RIGHTS-OF-WAY, STREETS, DRIVES OR ALLEYS. NO CONNECTION SHALL BE MADE TO ANY STORM WATER SEWER SYSTEMS WITHOUT PROPER BEST MANAGEMENT PRACTICES.
13. PRIOR TO DEMOLITION OF PAVEMENT ON-SITE, IDENTIFY AND PRESERVE OR RELOCATE ANY DATE STAMPS OR HISTORIC MARKINGS IN SIDEWALKS/PAVING.
14. MINIMUM TREE IMPROVEMENT SEPARATION DISTANCE: TRAFFIC SIGNALS / STOP SIGN - 20 FEET; SEWER LINES - 10 FEET; UNDERGROUND UTILITY LINES - 5 FEET; ABOVE GROUND UTILITY STRUCTURES - 10 FEET; DRIVEWAYS - 10 FEET; INTERSECTIONS - 25 FEET.
15. LANDSCAPE FINISH GRADING OBJECTIVES WILL INCLUDE POSITIVE SURFACE DRAINAGE OF PLANTED AREA THROUGHOUT THE SITE.

LANDSCAPE IRRIGATION WATER USE D.G.C.T.

ESTIMATED VEHICLE AREA (S.F.)

PLANTING AREA WITHIN VEHICULAR USE AREA

PLANTING AREA REQUIRED INSIDE STREET YARD

PLANTING AREA REQUIRED OUTSIDE STREET YARD

TOTAL ESTIMATED WATER USE: 1,300 G.P.A.

PARKING STRUCTURE NOTES:

1. REFER TO PLAN DP-23 AND DP-24.
2. ROOF DECK OF PARKING STRUCTURE WILL BE SHADED BY ARCHITECTURAL CANOPY TO MEET THE INTENT OF SDMC 142.04.06.

THE FOLLOWING CALCULATIONS HAVE BEEN DESIGNED INTO THE PROPOSED LANDSCAPE DEVELOPMENT PLAN IN ACCORDANCE WITH THE SAN DIEGO MUNICIPAL CODE

Light Industrial Development in All Zones

STREET YARD			
Planting Area Required:	$335,500 \times 25\% = 83,875$	Planting Area Provided (s.f.):	216,000
Total Street Yard Area (s.f.):	335,500	Excess Area Provided (s.f.):	132,125
* Per Municipal Codes section 142.0405.c.1 the required Street Yard (outside of the VUA) for commercial development may consist of hardscape or unattached			
Planting Points Required:	$335,500 \times 5\% = 16,775$	Plant Points Provided (includes Street Trees):	66,800
Total Street Yard Area (s.f.):	335,500	Excess Plant Points Provided:	50,025
(to be achieved with trees only)			

Vehicular Use Area >6,000 s.f.

Planting Area Within Vehicular Use Area

Planting Area Req'd inside street yard:	$113,275 \times 0.05 = 5,660$	Planting Area Provided (s.f.):	11,480	Excess Planting Area Provided (s.f.):	5,820
Total VUA inside Street Yard (s.f.):	113,275	Planting Area Required (s.f.):	5,660		
Planting Area Req'd outside street yard:	$88,100 \times 0.03 = 2,650$	Planting Area Provided (s.f.):	3,070	Excess Planting Area Provided (s.f.):	420
Total VUA outside Street Yard (s.f.):	88,100	Planting Area Required (s.f.):	2,650		
Planting Points Req'd inside street yard:	$113,275 \times 0.05 = 5,660$	Planting Points Provided:	6,175	Points provided by trees (1/2 of Total Required):	2,650
Total VUA inside Street Yard (s.f.):	113,275	Plant Points Required:	5,660		
Planting Points Req'd outside street yard:	$88,100 \times 0.03 = 2,650$	Planting Points Provided:	2,700	Points provided by trees (1/2 of Total Required):	1,300
Total VUA outside Street Yard (s.f.):	88,100	Plant Points Required:	2,650		

CO ARCHITECTS

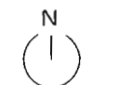
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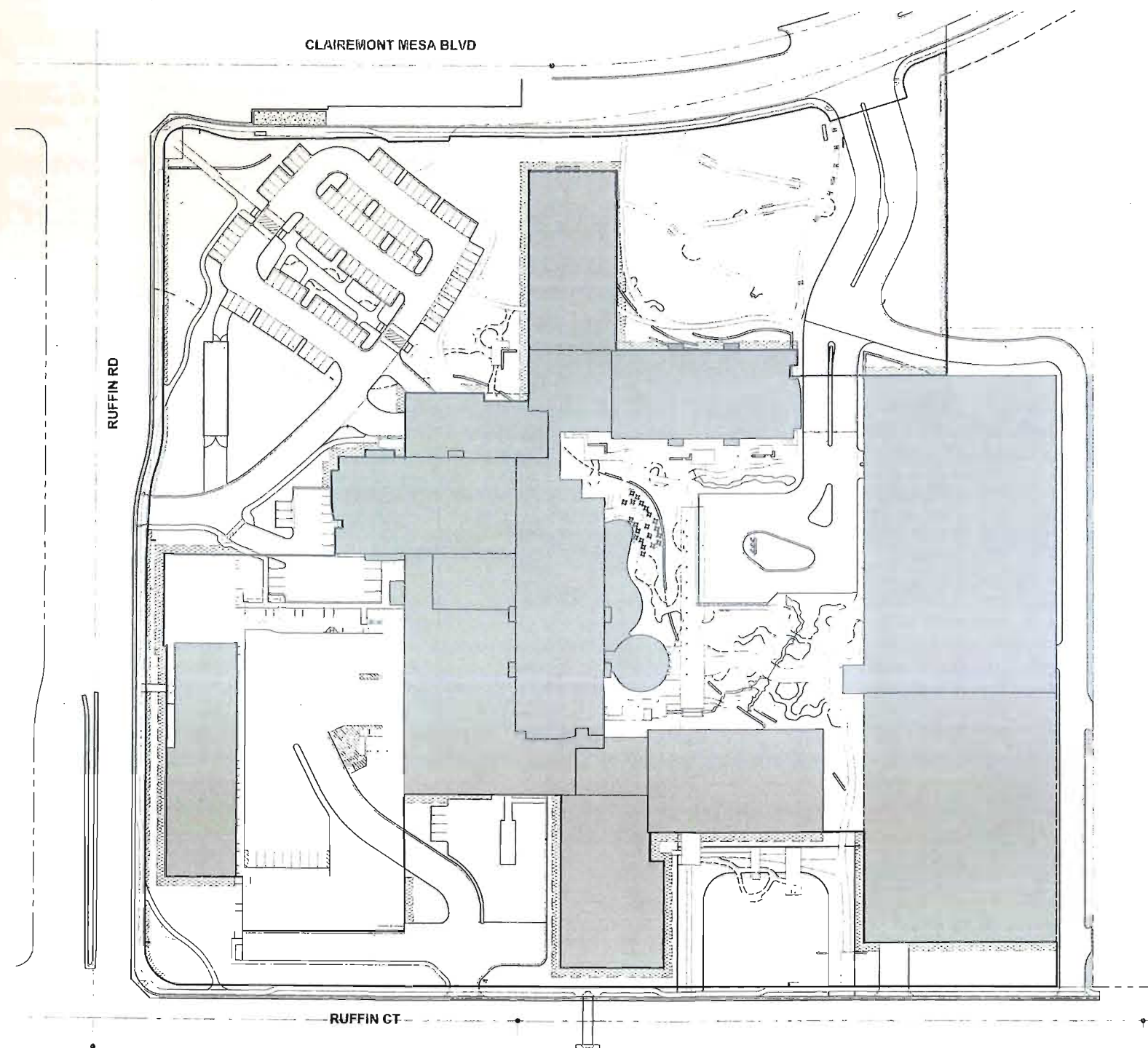
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PROJECT # E0138
OSHPD FACILITY #18199



LANDSCAPE CALCULATIONS

SCALE: 1"=40'
DATE OF PLOT: 05/20/19
REVISIONS: 04/19/2019

CONTRACT LIFE DESIGN AND PLANNING DEVELOPMENT CENTER
CO-PROJECT NO. 1518109
DP-09



THE FOLLOWING CALCULATIONS HAVE BEEN DESIGNED INTO THE PROPOSED LANDSCAPE DEVELOPMENT PLAN IN ACCORDANCE WITH THE SAN DIEGO MUNICIPAL CODE

Light Industrial Development in All Zones

PERIMETER PLANTING AREA

Planting Area Required: $1,151 \times 5 = 5,755$
 Length of side Property Lines with Street Yard Planting area required (s.f.)

$5,375$
 Planting Area Provided (s.f.)

Planting Points Required: $5,755 \times 0.20 = 1,151$
 Planting Area Required Planting Points Required

$1,863$ 712
 Planting Points Provided Excess Points Provided

FACADE PLANTING AREA

Planting Area Required: $2,544 \times 50\% \times 9 = 11,448$
 Length of Street Wall Planting area required (s.f.)

$21,396$
 Planting Area Provided (s.f.)

Planting Points Required: $11,448 \times 0.50 = 5,724$
 Planting Area Required Planting Points Required

$7,417$ $1,693$
 Planting Points Provided Excess Points Provided

REMAINING YARD

Planting Area Required: $6,400 \times 30\% = 1,920$
 Total Area (s.f.) Planting area required (s.f.)

$2,600$
 Planting Area Provided (s.f.)

Planting Points Required: $6,400 \times 0.05 = 320$
 Total Area (s.f.) Planting Points Required

$1,172$ 962
 Planting Points Provided Excess Points Provided

CO ARCHITECTS

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 SAN DIEGO, CALIFORNIA 92123
 PROJECT # E0138

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LANDSCAPE
 CALCULATIONS

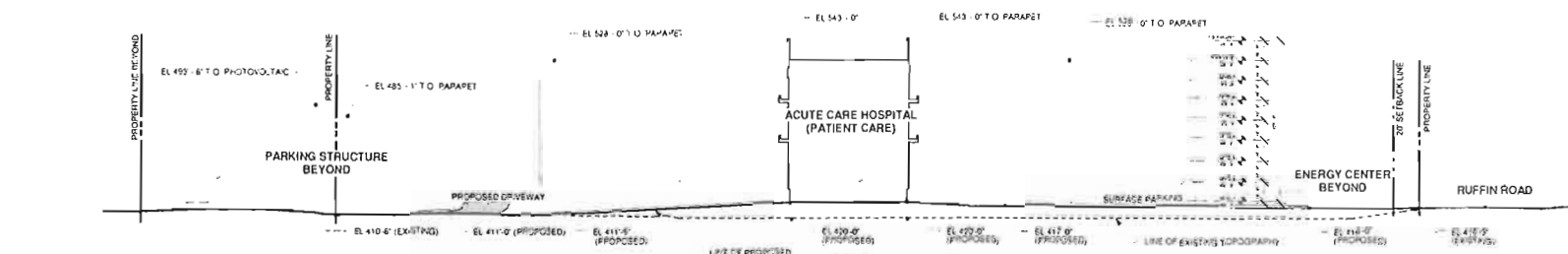
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 RE SUBMITTAL DATE: 18 JANUARY 2019

CONDITIONAL USE PERMIT AND
 PLANNED DEVELOPMENT PERMIT
 CO-PROJECT NO. 11818-000

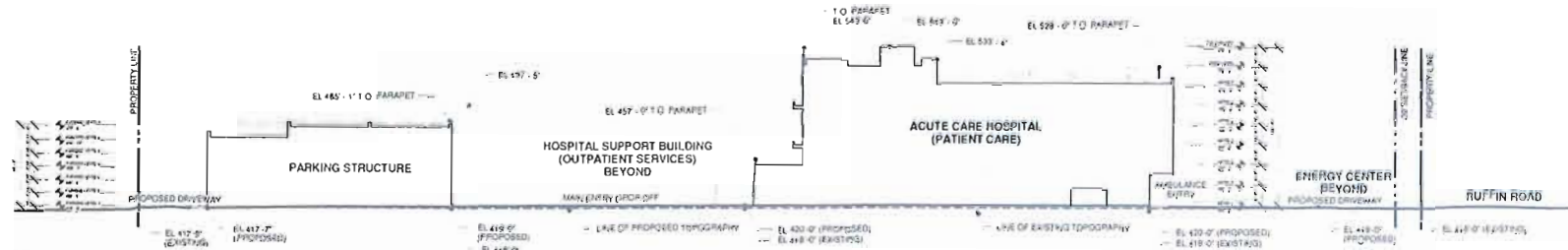
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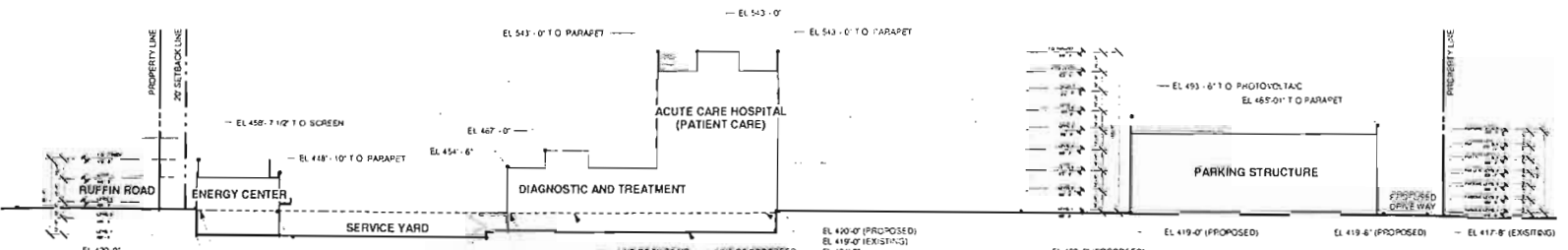
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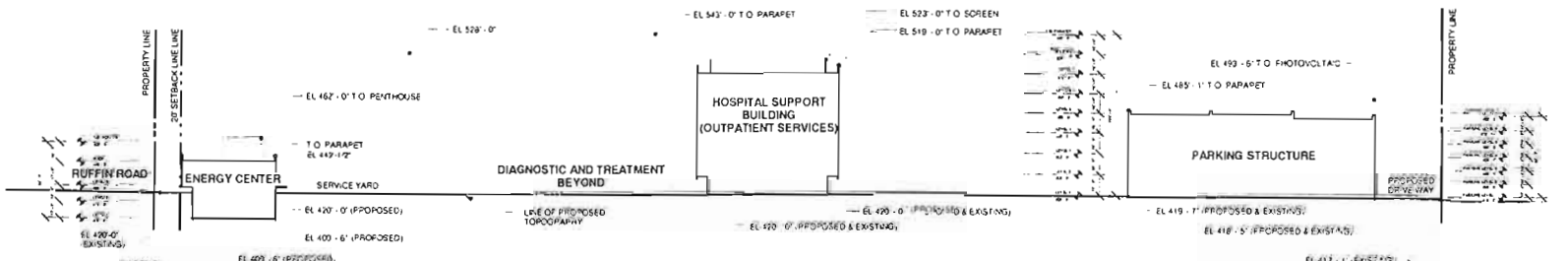
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2 SITE SECTION 2
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3 SITE SECTION 3
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4 SITE SECTION 4
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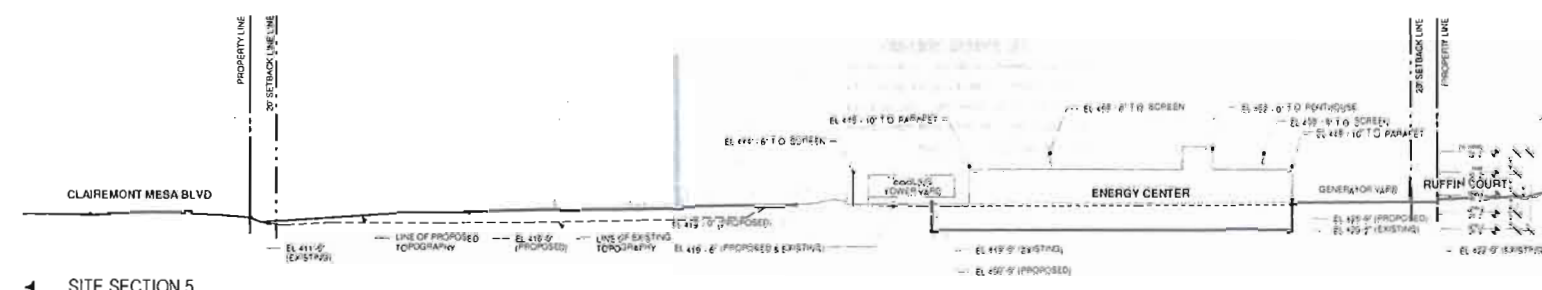
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SAN DIEGO CENTRAL HOSPITAL
 5201 RUFFIN ROAD
 SAN DIEGO, CALIFORNIA 92123
 PROJECT # E0138
 OSHPD FACILITY #18199

SITE SECTIONS (EAST - WEST)

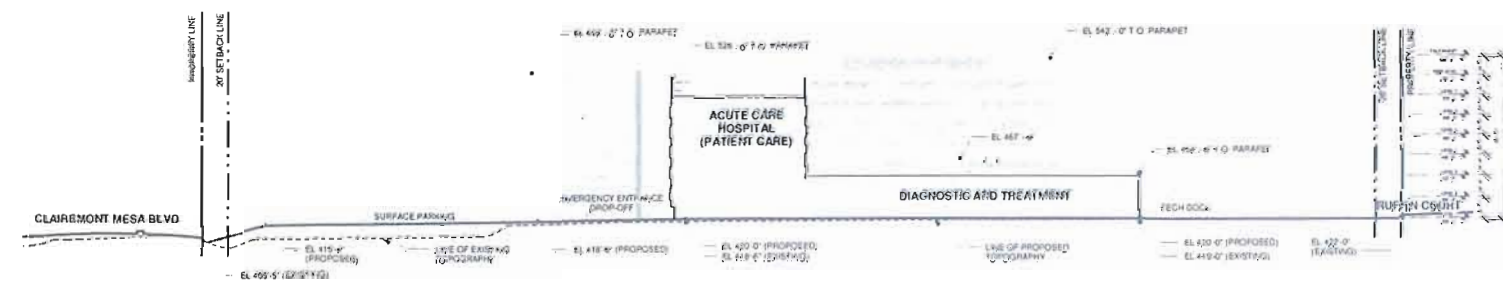
SCALE: 1" = 50'-0"
 DATE: 07/27/2011
 DRAWN BY: J. B. BROWN
 CHECKED BY: J. B. BROWN
 PROJECT NO. 101112

CONTRIBUTOR: KAISER PERMANENTE
 PLANNED DEVELOPMENT PERMITS
 TO: PROJECT NO. 101112
DP-11

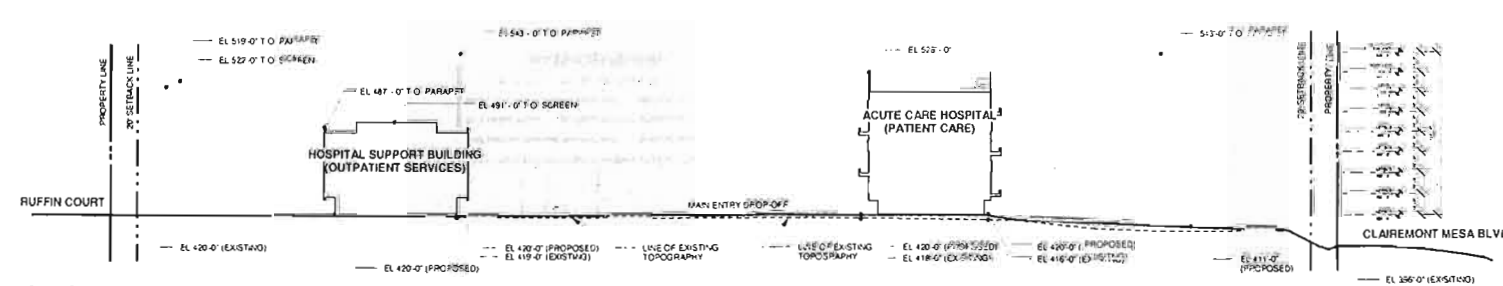
5055 Wilshire Boulevard, 9th Floor
Los Angeles, CA 90048
323.555.0000 phone 323.428.8555 fax



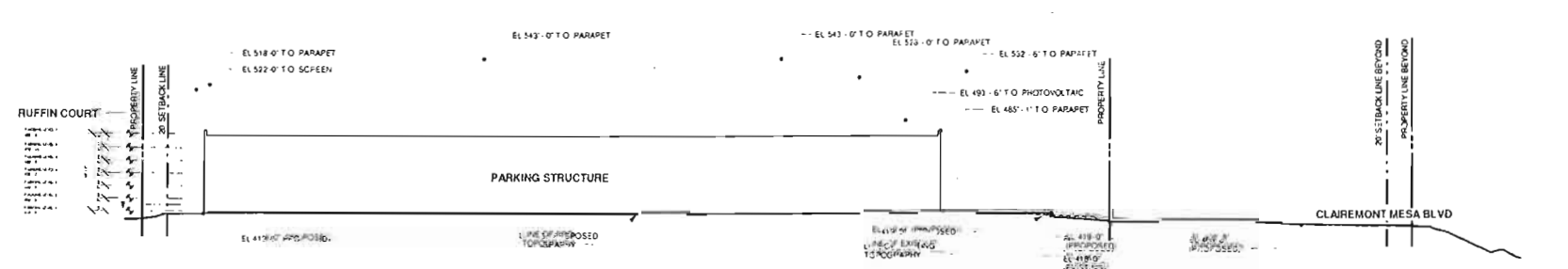
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1" = 50'-0"



2 SITE SECTION 6
1" = 50'-0"



3 SITE SECTION 7
1" = 50'-0"



4 SITE SECTION 8
1" = 50'-0"

KAISER PERMANENTE
SAN DIEGO CENTRAL HOSPITAL

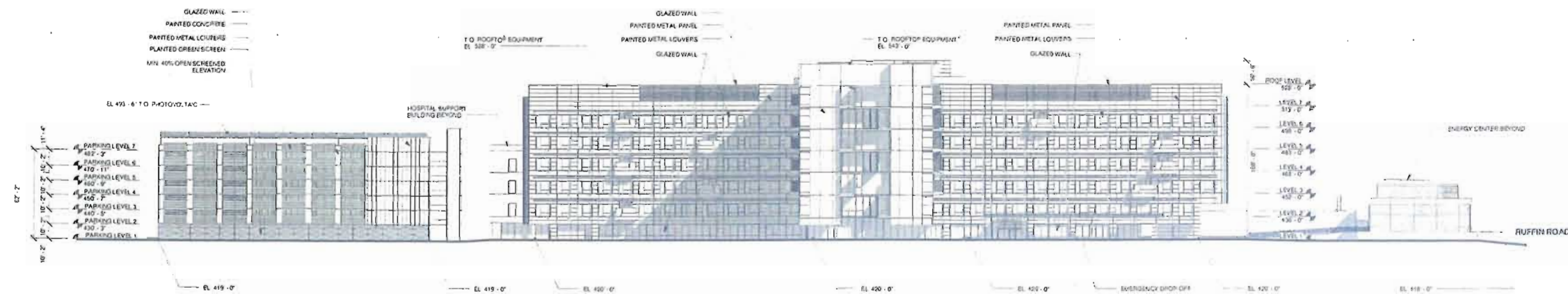
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SAN DIEGO, CALIFORNIA 92123
PROJECT # E0138
OSHDP FACILITY #18199

SITE SECTIONS (NORTH-SOUTH)
SCALE: 1" = 50'-0"
DATE: 12/18/13
PROJECT: 130001

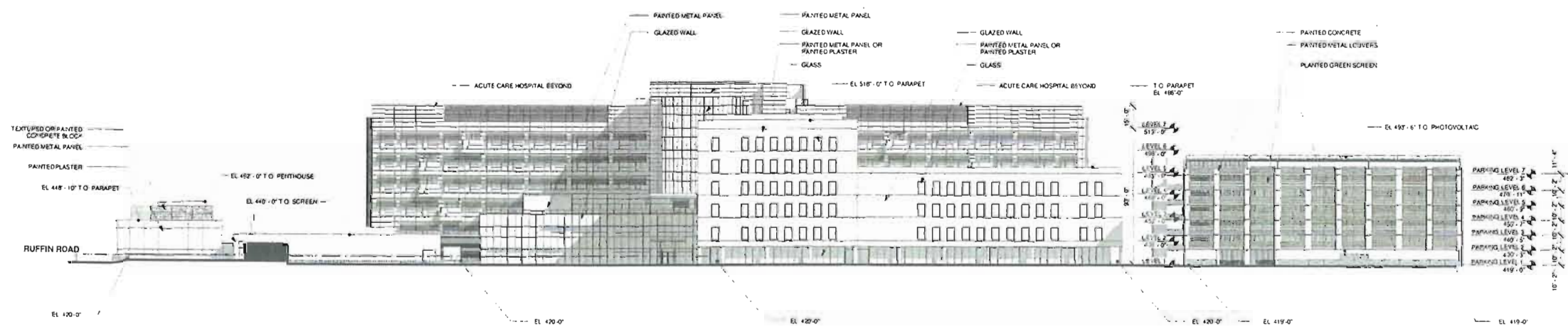
DP-12

CO ARCHITECTS

1055 Wilshire Boulevard 9th Floor
 Los Angeles, California 90025
 323 525 0500 phone 323 525 0515 fax



1 NORTH ELEVATION
 1/32" = 1'-0"



2 SOUTH ELEVATION
 1/32" = 1'-0"


KAISER PERMANENTE
SAN DIEGO CENTRAL HOSPITAL
 5201 RUFFIN ROAD
 SAN DIEGO CALIFORNIA 92123
 PROJECT # E1138
 OSHPD FACILITY #18199

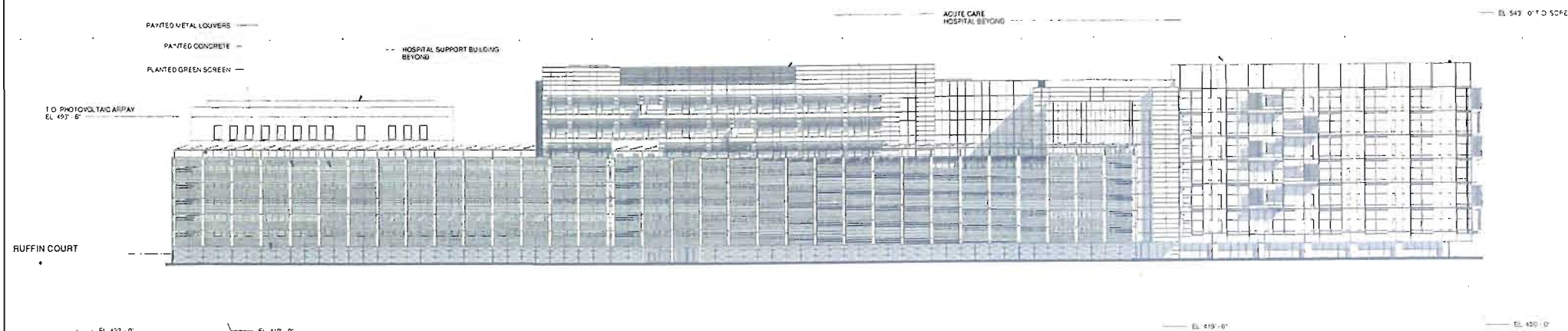
BUILDING ELEVATIONS

SCALE: 1/32" = 1'-0"
 DATE OF PRACTICE: 11/01/2011
 RE SUBMITTED: 11/JANUARY/2013

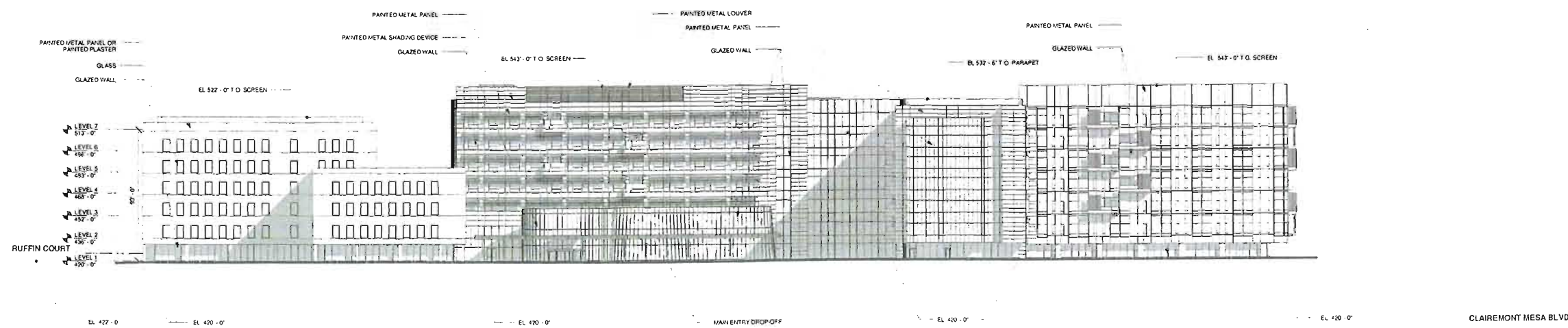
CONVENTIONAL USE PERMIT AND
 PLANNED DEVELOPMENT PERMIT
 CO-PROJECT NO. 11018-06
DP-13
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CO ARCHITECTS

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 Los Angeles, California 90036
 323.525.0500 phone, 323.525.0955 fax



1 EAST ELEVATION SHOWING PARKING STRUCTURE
 1/32" = 1'-0"



2 EAST ELEVATION
 1/32" = 1'-0"

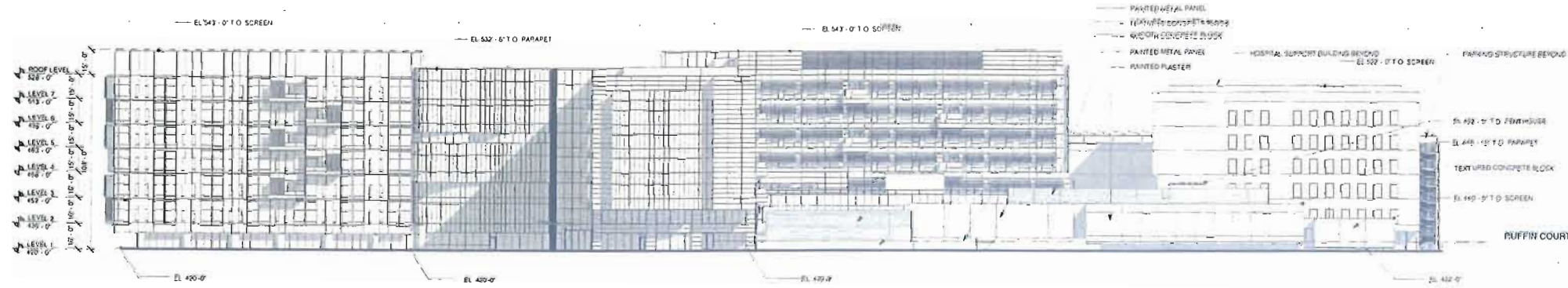
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 5201 RUFFIN ROAD
 SAN DIEGO, CALIFORNIA 92123
 PROJECT # E0132
 OSHPD FACILITY #18199

BUILDING ELEVATIONS

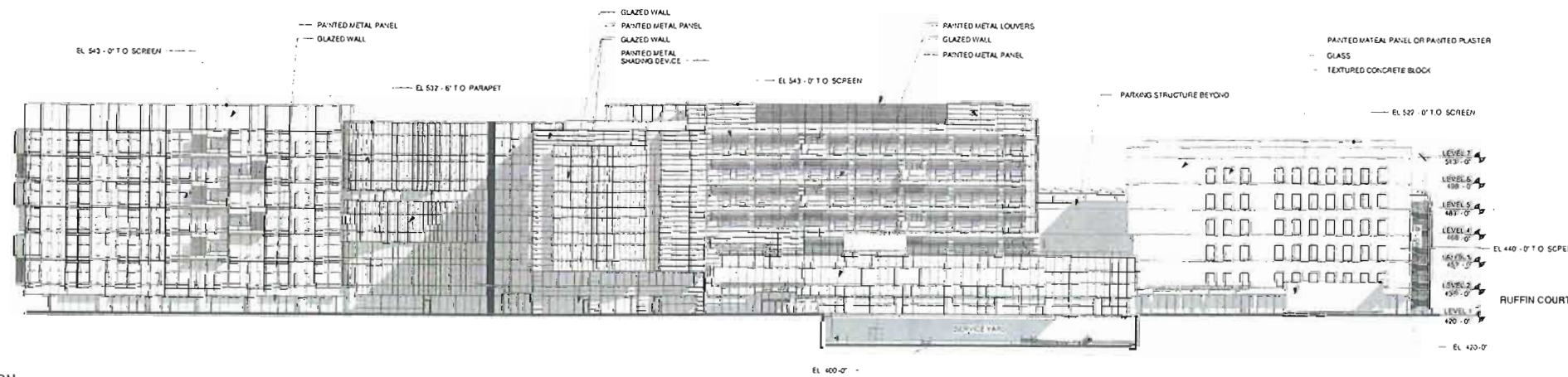
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 REVISION DATE: 05.09.2013

CONDITIONAL USE PERMIT AND
 PLANNED DEVELOPMENT PERMIT
 CO-PROJECT NO. 1115-000
 DP-14

5655 WILMINGTON BOULEVARD, 9TH FLOOR
 LOS ANGELES, CALIFORNIA 90036
 323.525.0500 phone 323.525.0355 fax



1 WEST ELEVATION WITH ENERGY CENTER
 1/32" = 1'-0"



2 WEST ELEVATION
 1/32" = 1'-0"


KAISER PERMANENTE
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 5261 RUFFIN ROAD
 SAN DIEGO, CALIFORNIA 92123
 PROJECT # E0138
 OSHPD FACILITY #18199

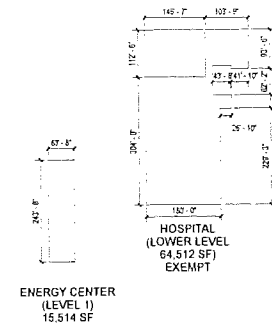
BUILDING ELEVATIONS

DATE: 10/1/07
 DATE OF PRELIMINARY REVIEW: 10/1/07
 SUBMITTED: 10/1/07

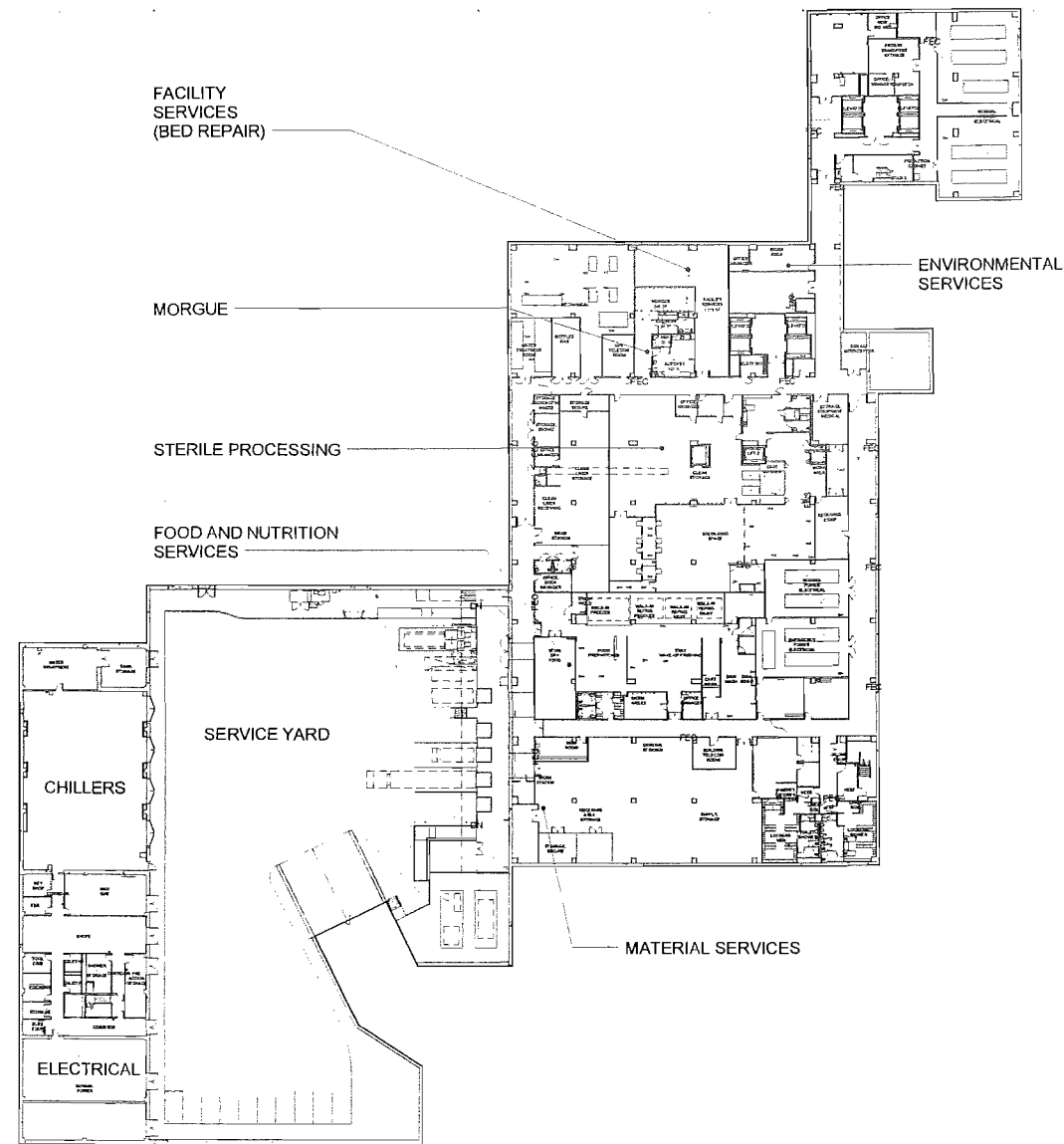
ARCHITECT: CO ARCHITECTS
 PROJECT NO: 100000
 SHEET NO: DP-15
 DATE: 10/1/07

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 Los Angeles, California 90036
 323.625.0500 phone, 323.625.0956 fax



2 GFA/FAR DIAGRAM - LOWER LEVEL
 1" = 160'-0"



1 LOWER LEVEL
 1/32" = 1'-0"


 KAISER PERMANENTE
 SAN DIEGO CENTRAL HOSPITAL

5201 RUFFIN ROAD
 SAN DIEGO, CALIFORNIA 92123
 PROJECT # E0138
 OSHPD FACILITY #18199



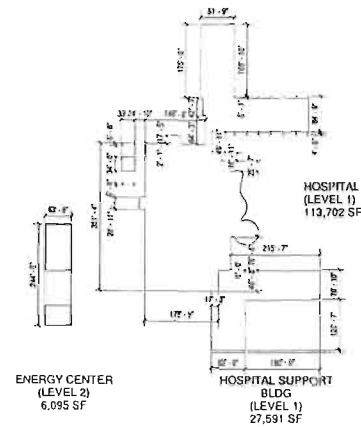
FLOOR PLAN - LOWER LEVEL

SCALE: As-noted
 DATE OF FIRST ISSUE: 13 JUL 2010
 REVISION DATE: 18 JANUARY 2010

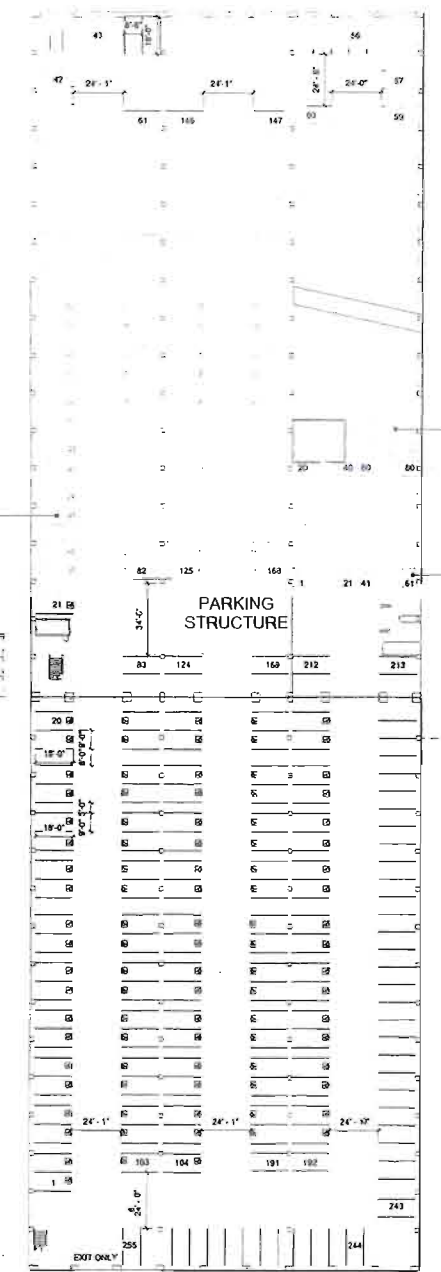
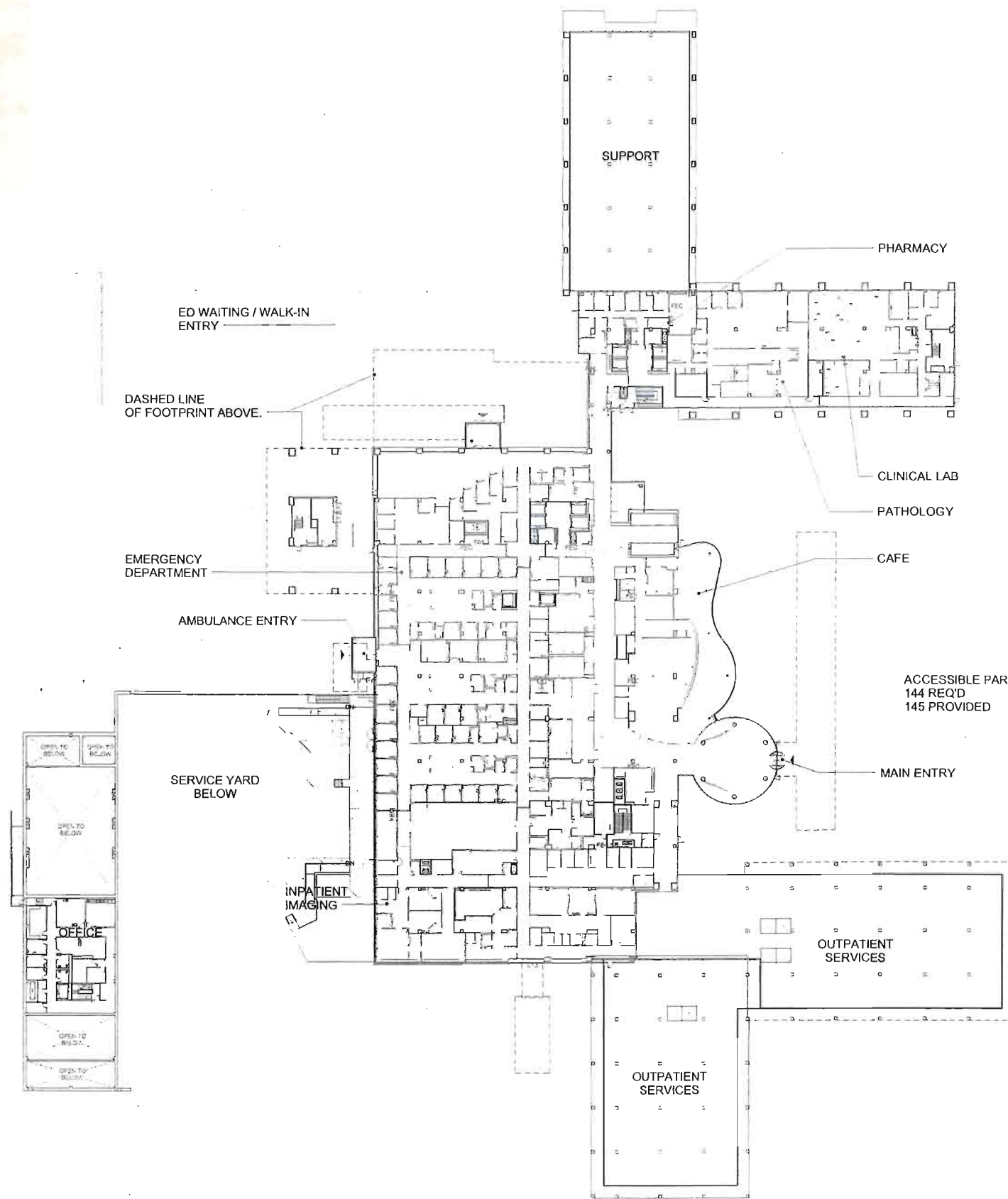
CONDITIONAL USE PERMIT AND
 PLANNED DEVELOPMENT PERMIT
 CO-PROJECT NO. 11216-000
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2 GFA/ FAR DIAGRAM - LEVEL 1
 1" = 160'-0"



1 LEVEL 1
 1/32" = 1'-0"


KAISER PERMANENTE
SAN DIEGO CENTRAL HOSPITAL
 5201 RUFFIN ROAD
 SAN DIEGO, CALIFORNIA 92123
 PROJECT # E0119
 OSHPD FACILITY #18199

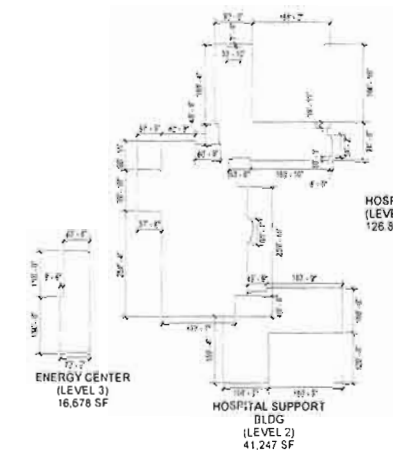
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 FLOOR PLAN - LEVEL 1

SCALE: As per title
 DATE OF FIRST ISSUE: 13 JULY 2011
 RE-SUBMITTAL DATE: 18 MARCH 2013

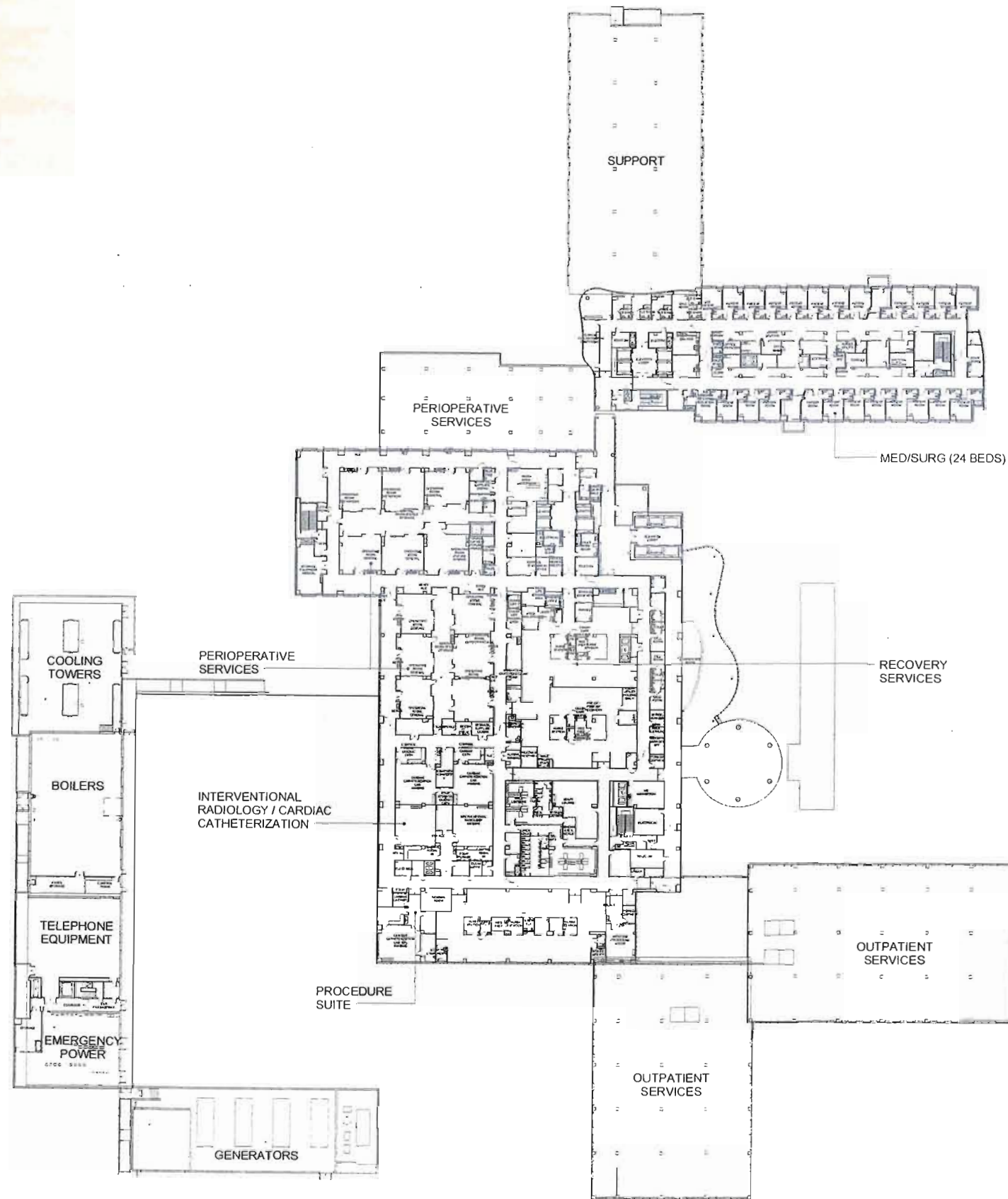
CONDITIONAL USE PERMIT AND
 PLANNED DEVELOPMENT PERMIT
 CD-PROJECT NO. 11033-000
DP-17
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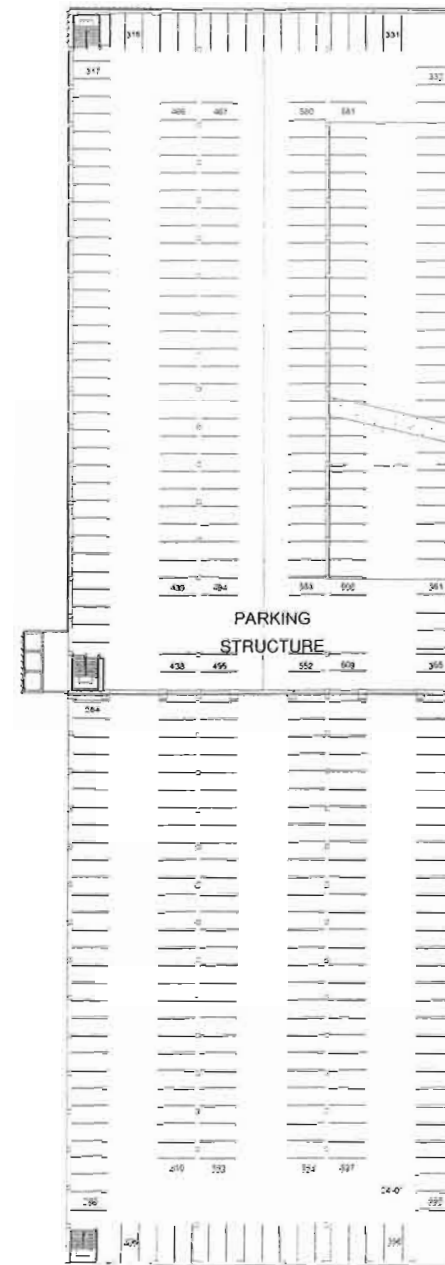
HOSPITAL (LEVEL 2)
126,955 SF
5055 WILSHIRE BOULEVARD 9th Floor
Los Angeles, California 90036
323 525 0900 phone, 323 525 0955 fax



2 GFA/FAR DIAGRAM - LEVEL 2
1" = 160'-0"



1 LEVEL 2
1/32" = 1'-0"



KAISER PERMANENTE
SAN DIEGO CENTRAL HOSPITAL
5281 RUFFIN ROAD
SAN DIEGO, CALIFORNIA 92123
PROJECT # 80138
OSHPD FACILITY #18199



FLOOR PLAN - LEVEL 2

SCALE AS NOTED
DATE OF SHEET ISSUE 10.05.12
REVISION DATE 01 JANUARY 2015

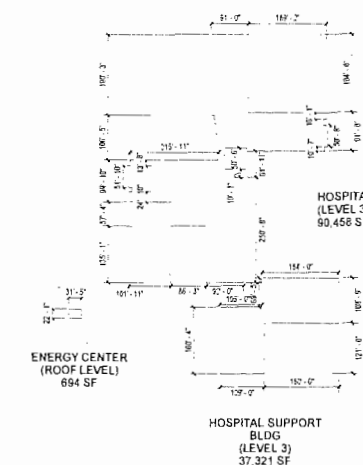
OPTIONAL USE PERMITS AND
PLANNING DEVELOPMENT PERMITS
PROJECT # 170642

DP-18

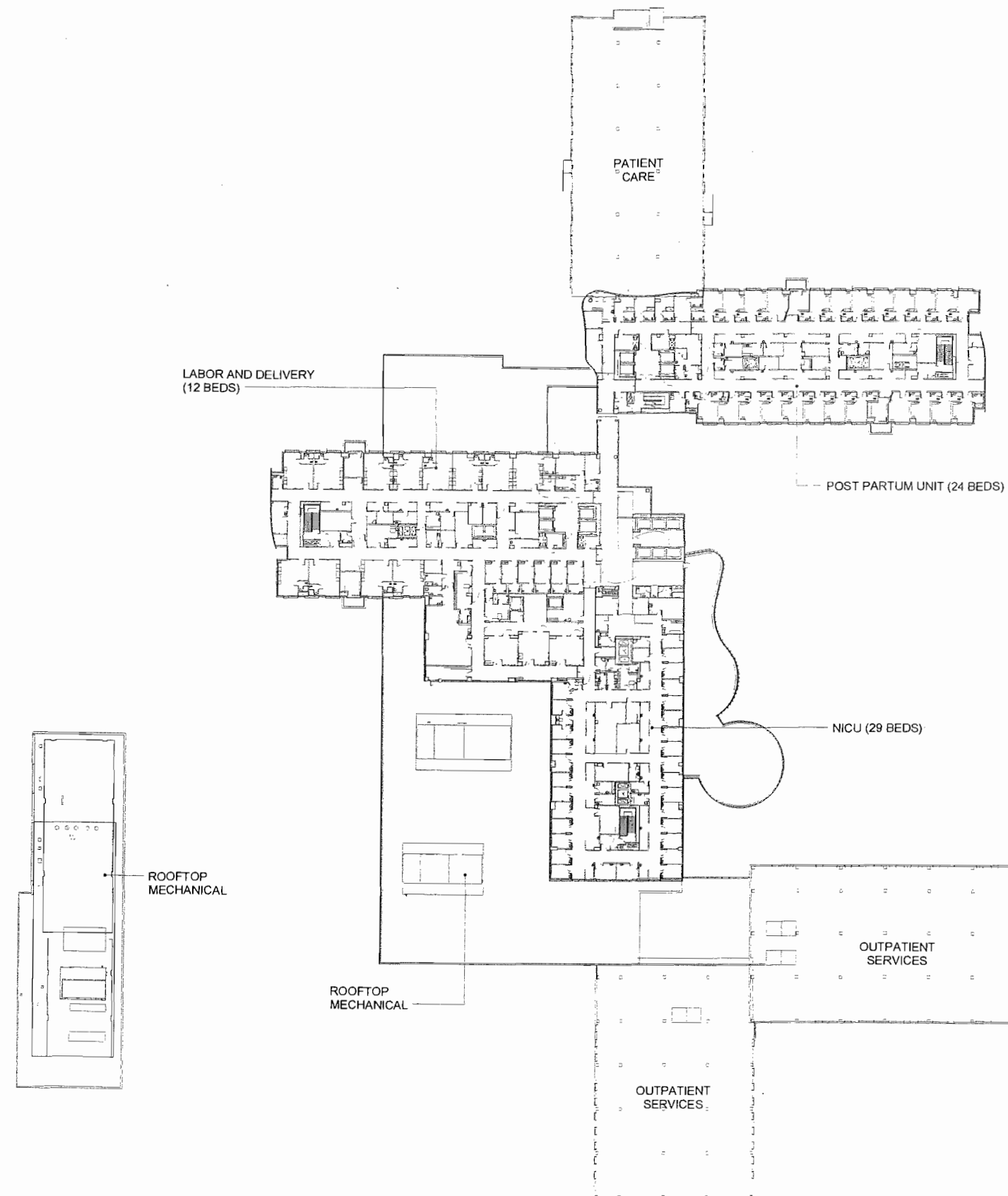
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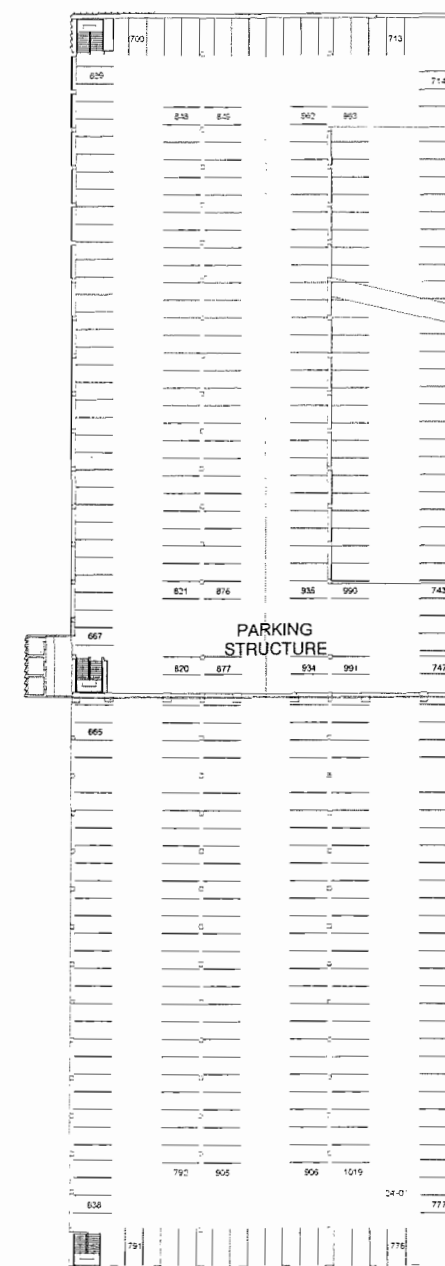
5065 Wilshire Boulevard, 9th Floor
 Los Angeles, California 90036
 323 525 0500 phone, 323 525 0966 fax



2 GFA/FAR DIAGRAM - LEVEL 3
 1" = 160'-0"



1 LEVEL 3
 1/32" = 1'-0"




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SAN DIEGO CENTRAL HOSPITAL
 5201 RUFFIN ROAD
 SAN DIEGO, CALIFORNIA 92123
 PROJECT # E0138
 OSHPD FACILITY #18199

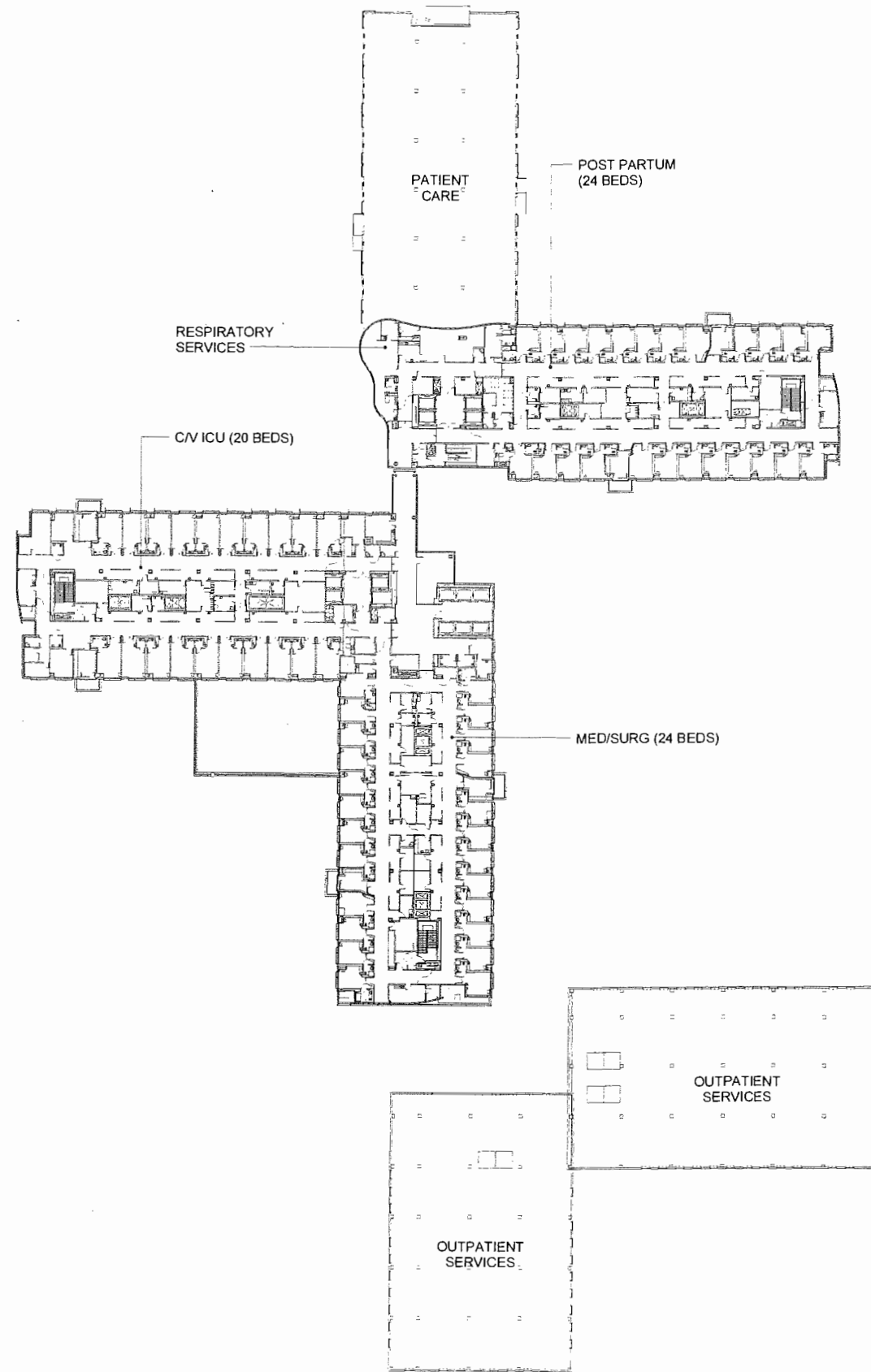
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 FLOOR PLAN - LEVEL 3

SCALE AS SHOWN
 DATE OF FIRST ISSUE: 13 JULY 2012
 REVISION DATE: 16 JANUARY 2013

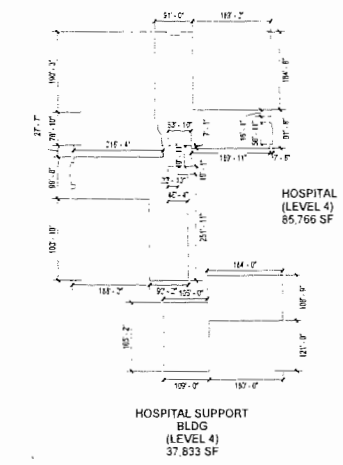
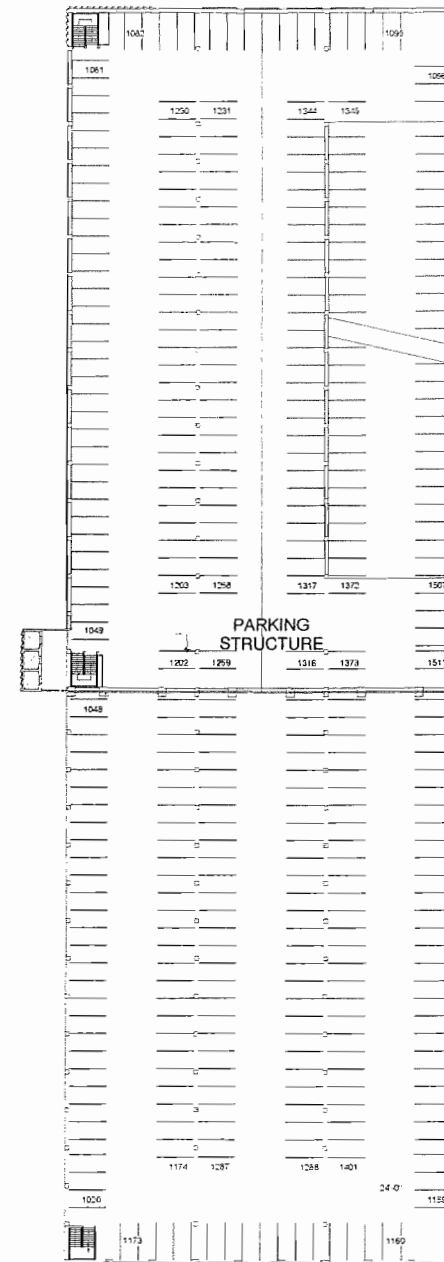
CONDITIONAL USE PERMIT AND
 PLANNED DEVELOPMENT PERMIT
 CO-PROJECT NO. 13101805

DP-19

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1 LEVEL 4
1/32" = 1'-0"



2 GFA/FAR DIAGRAM - LEVEL 4
1" = 160'-0"

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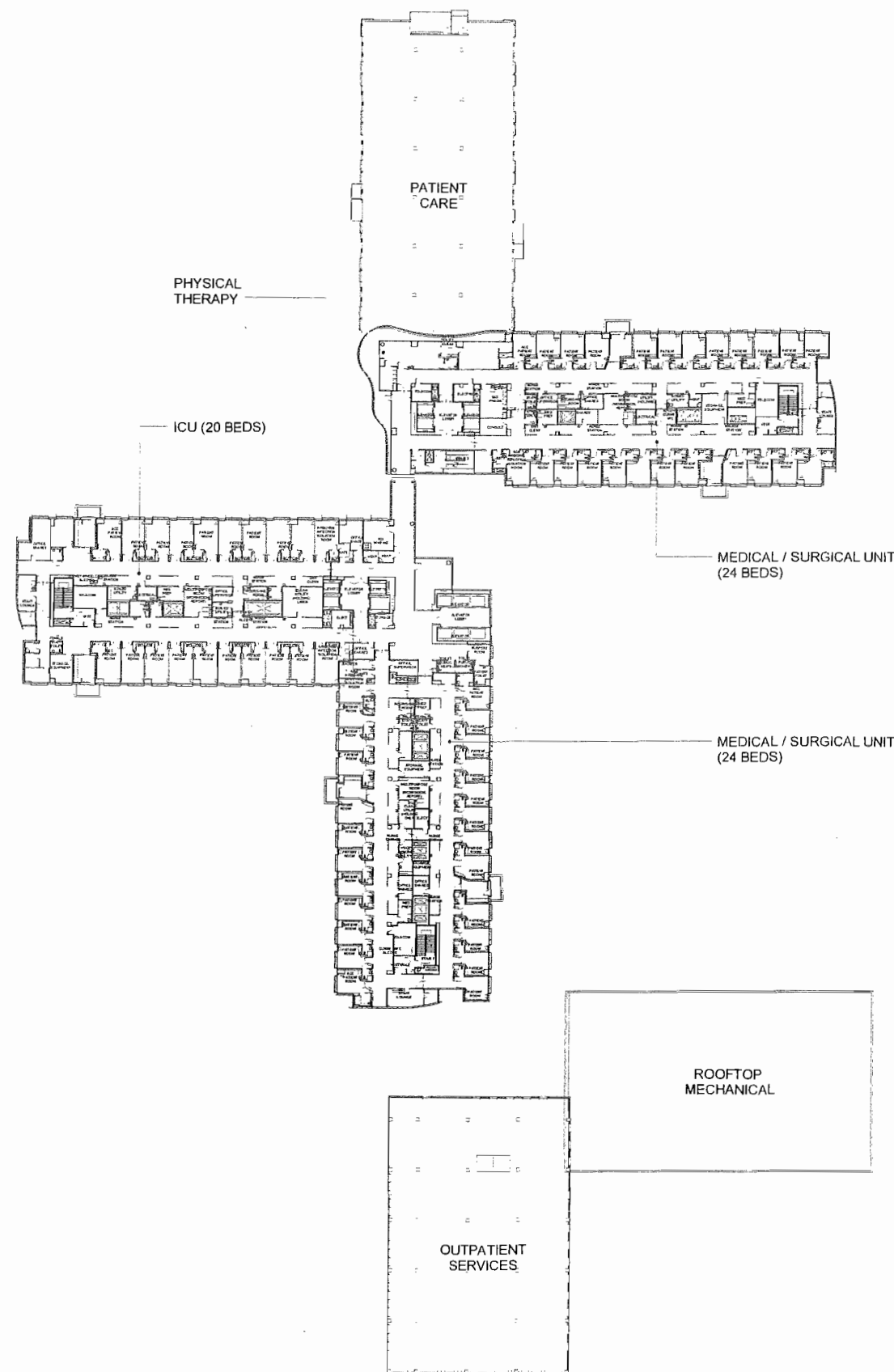

KAISER PERMANENTE
SAN DIEGO CENTRAL HOSPITAL
5201 RUFFIN ROAD
SAN DIEGO, CALIFORNIA 92123
PROJECT # E0138
OSHPD FACILITY #18199



FLOOR PLAN - LEVEL 4

SCALE: As noted
DATE OF FIRST ISSUE: 13 JUN 2012
RE-COMMITAL DATE: 15 JANUARY 2013

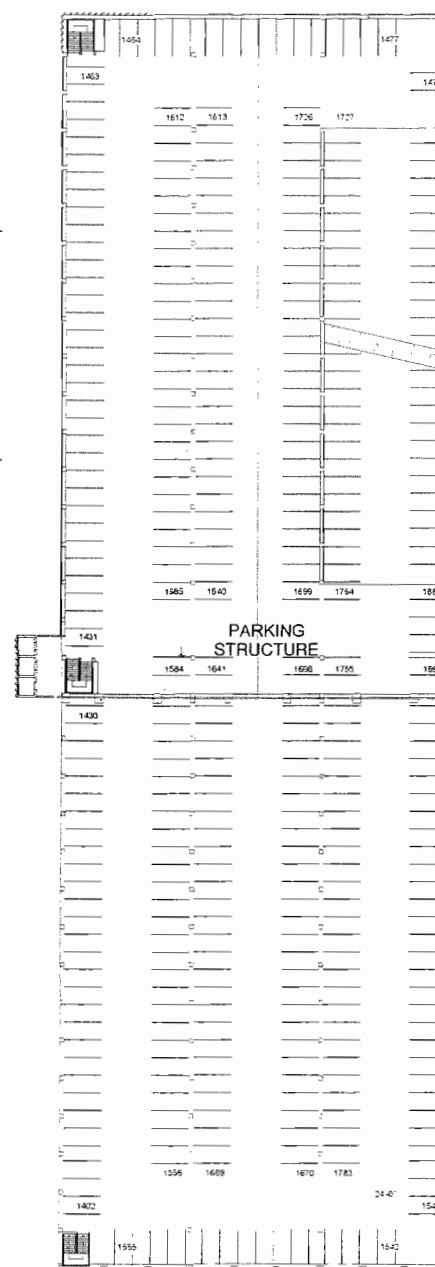
CONDITIONAL USE PERMIT AND
PLANNED DEVELOPMENT PERMIT
CO-PROJECT NO. 1101690
DP-20
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1 LEVEL 5
1/32" = 1'-0"



2 GFA/FAR DIAGRAM - LEVEL 5
1" = 160'-0"



CO ARCHITECTS

HOSPITAL (LEVEL 5)
85,044 SF

5255 Wilshire Boulevard, 5th Floor
Los Angeles, California 90036
323.525.0500 phone, 323.525.0556 fax

KAISER PERMANENTE
SAN DIEGO CENTRAL HOSPITAL

5201 RUFFIN ROAD
SAN DIEGO, CALIFORNIA 92123
PROJECT # E0138
OSHPD FACILITY #18199



FLOOR PLAN - LEVEL 5

SCALE: As shown
DATE OF FIRST ISSUE: 13 JULY 2015
RE-COMMITAL DATE: 15 JANUARY 2015

CONDITIONAL USE PERMIT AND
PLANNED DEVELOPMENT PERMIT
CO - PROJECT NO. 11191590

DP-21

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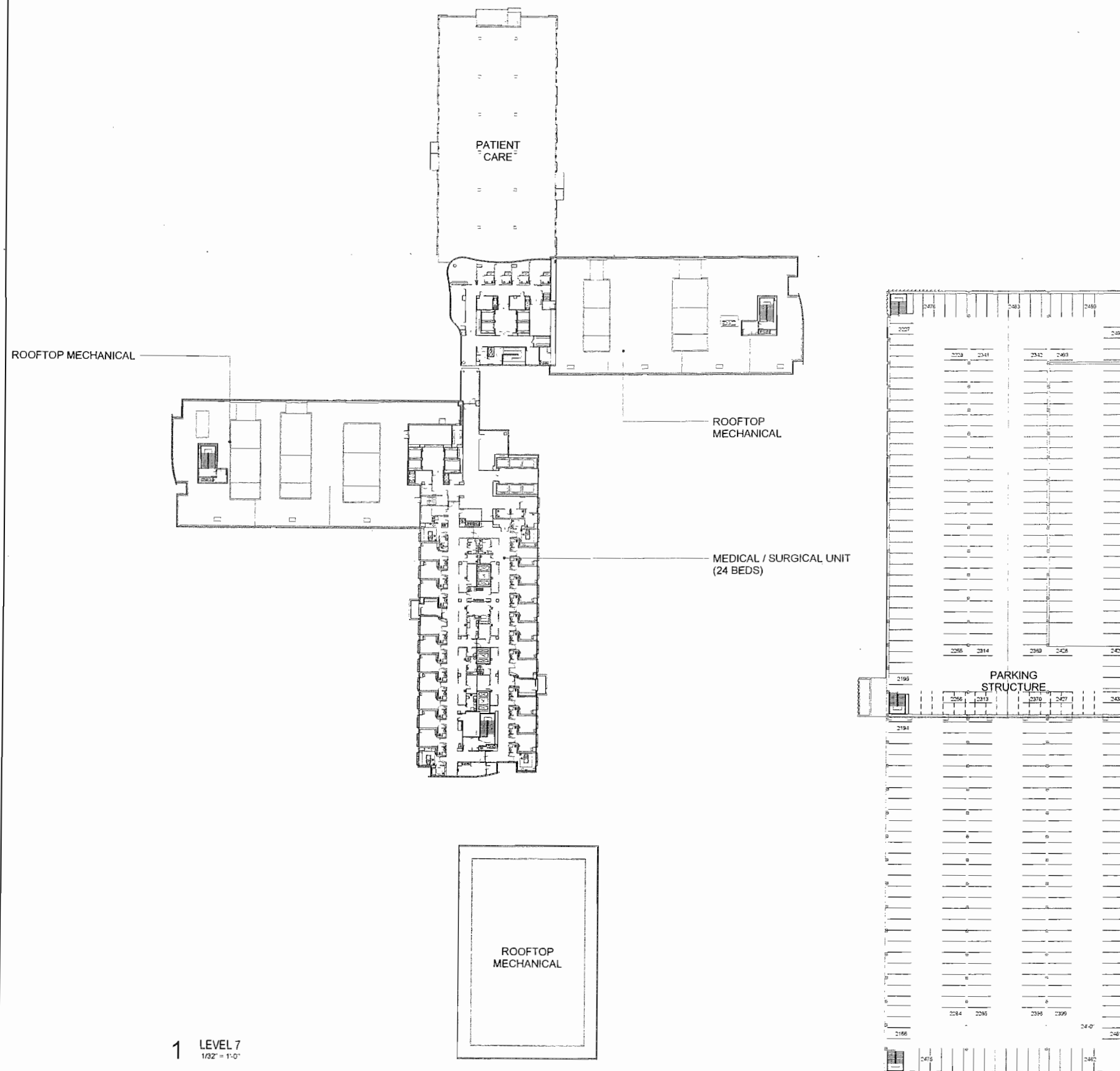
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 Los Angeles, California 90036
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HOSPITAL
 (LEVEL 7)
 48,913 SF

2 GFA/FAR DIAGRAM - LEVEL 7
 1" = 160'-0"




 KAISER PERMANENTE
 SAN DIEGO CENTRAL HOSPITAL

5201 RUFFIN ROAD
 SAN DIEGO, CALIFORNIA 92123
 PROJECT # E0138

OSHPD FACILITY #18199



FLOOR PLAN - LEVEL 7

SCALE: AS SHOWN
 DATE OF FIRST ISSUE: 13 JULY 2010
 RE-COMMITAL DATE: 16 JANUARY 2011

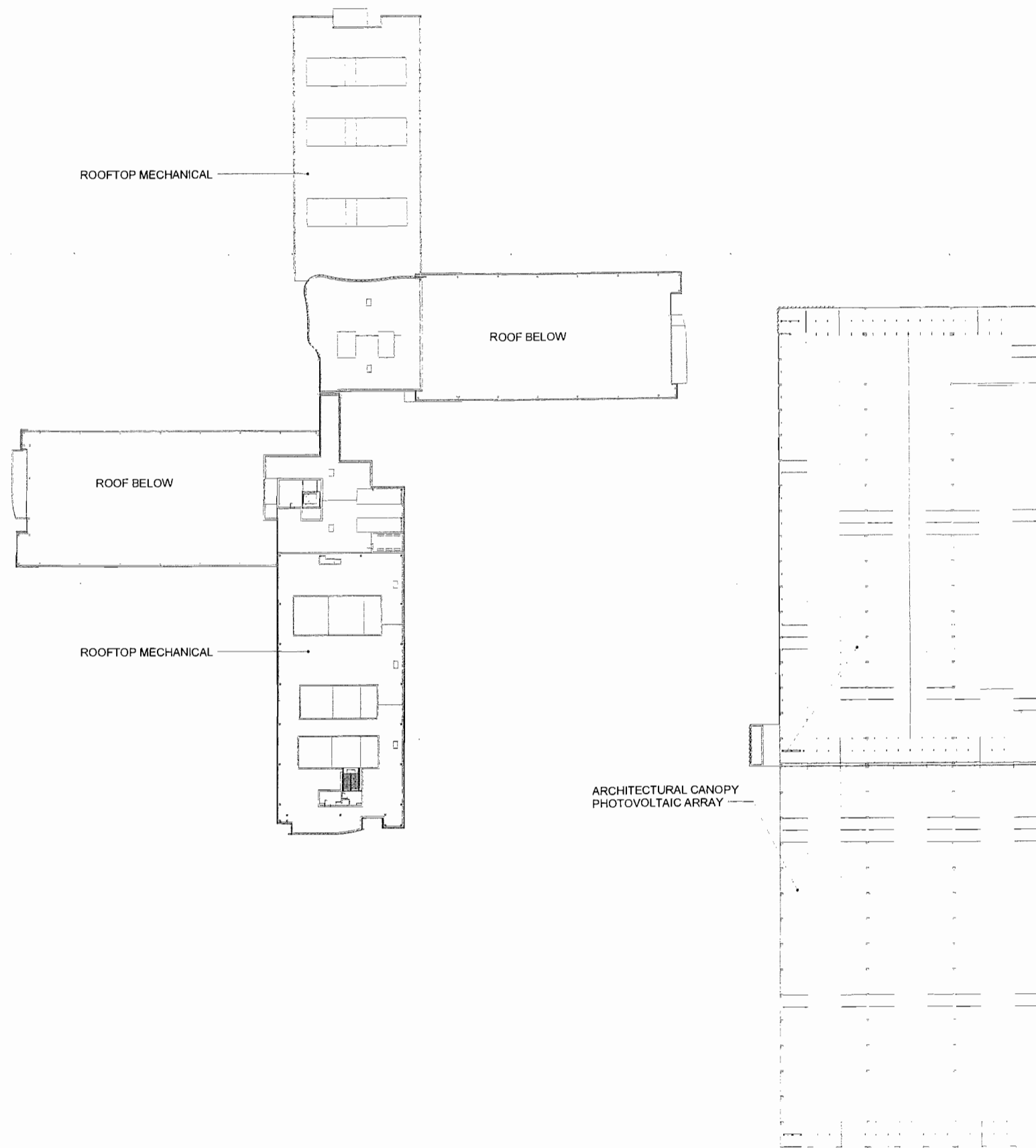
CONDITIONAL USE PERMIT AND
 PLANNED DEVELOPMENT PERMIT
 CO-PROJECT NO. 11016-00

DP-23

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1 ROOF LEVEL
1/32" = 1'-0"

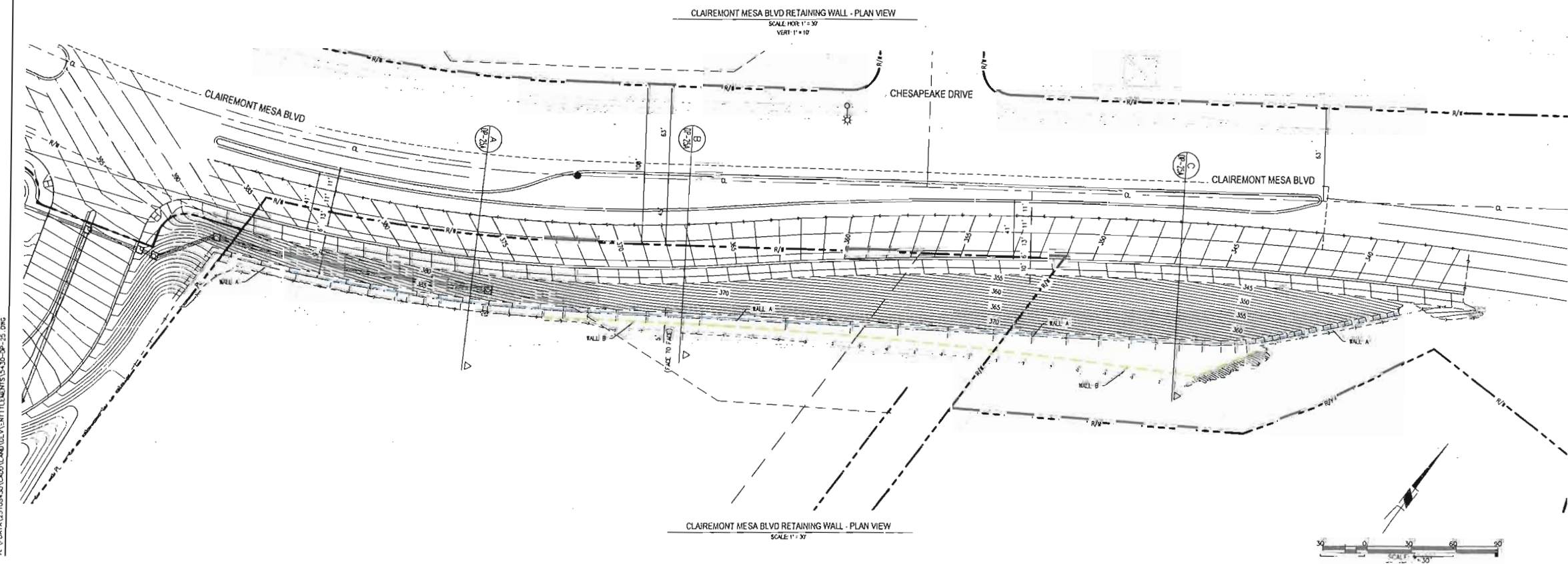
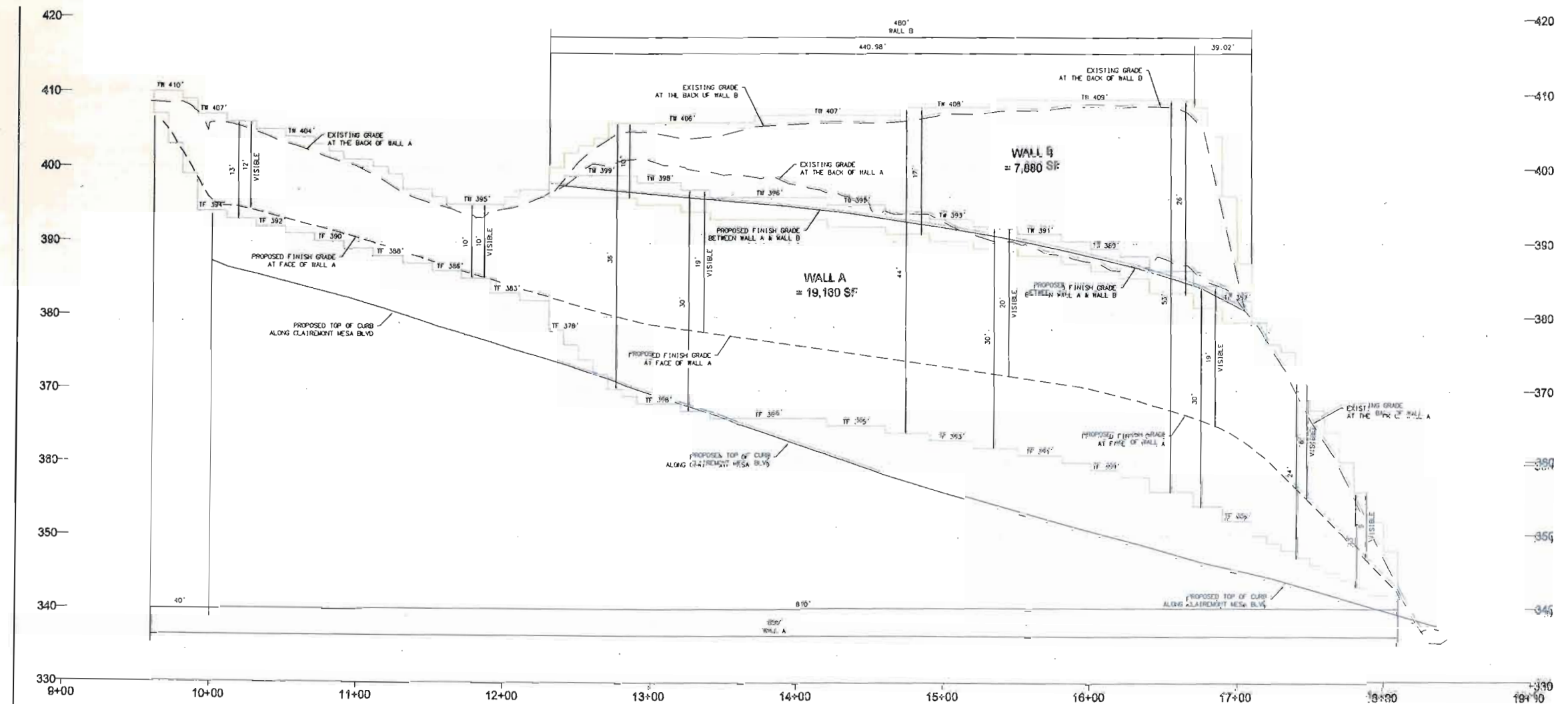

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SAN DIEGO CENTRAL HOSPITAL
 5201 RUFFIN ROAD
 SAN DIEGO, CALIFORNIA 92123
 PROJECT # ED138
OSHPD FACILITY #18199



FLOOR PLAN - ROOF LEVEL

SCALE: 1/32" = 1'-0"
DATE OF FIRST ISSUE: 13 JULY 2012
RE SUBMITAL DATE: 16 JANUARY 2013

CONDITIONAL USE PERMIT AND
 PLANNED DEVELOPMENT PERMIT
 CO-PROJECT NO. 10161000 **DP-24**
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ARCHITECTS

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5301 RUFFIN ROAD
SAN DIEGO, CALIFORNIA 92123
PROJECT # E0138
OSHPD FACILITY #18199



CLAIREMONT MESA BLVD
OFF-SITE IMPROVEMENTS

SCALE: 1" = 30'
DATE: 11/11/11
BY: [Signature]

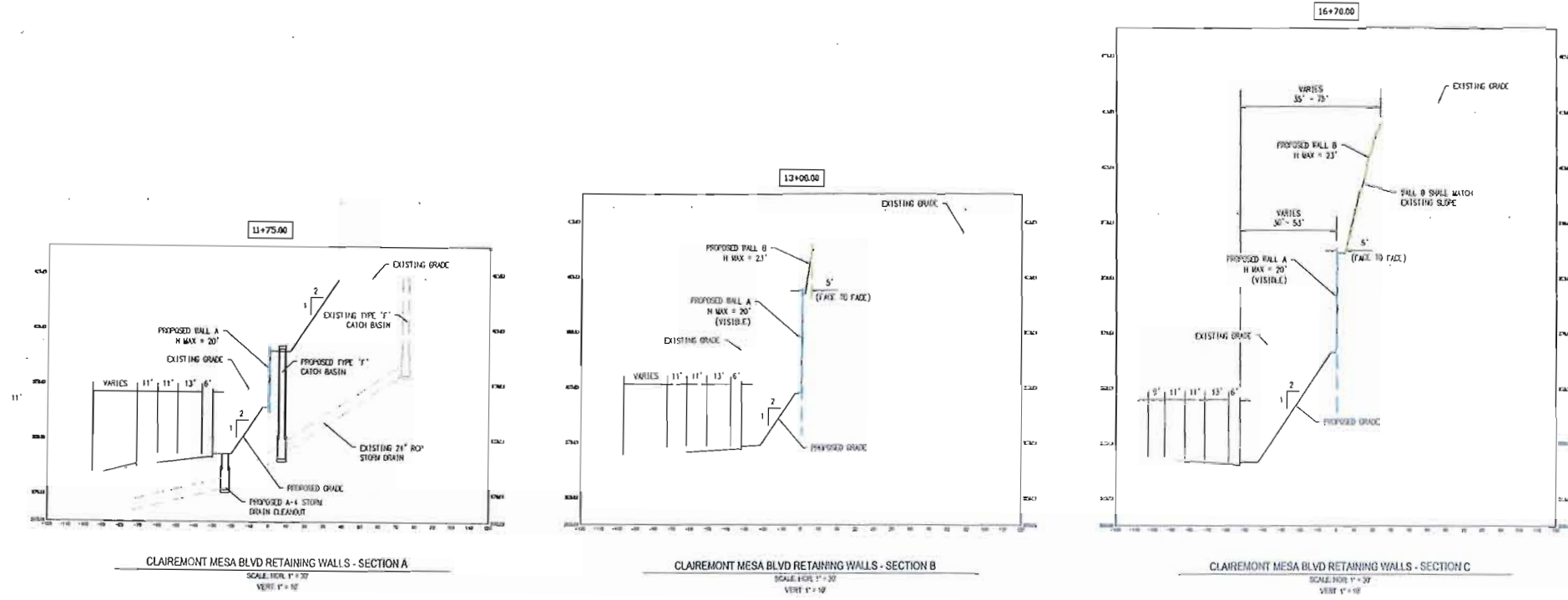
DP-25

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323 525 0500 phone, 323 525 0555 fax



RBF
CONSULTING
CORPORATION
2760 PASEO DEL MAR, SUITE 100
SAN DIEGO, CALIFORNIA 92108
TEL: 619-594-8800 FAX: 619-594-8801



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SAN DIEGO CENTRAL HOSPITAL
5201 RUFFIN ROAD
SAN DIEGO, CALIFORNIA 92123
PROJECT # E0138
OSHPD FACILITY #18199



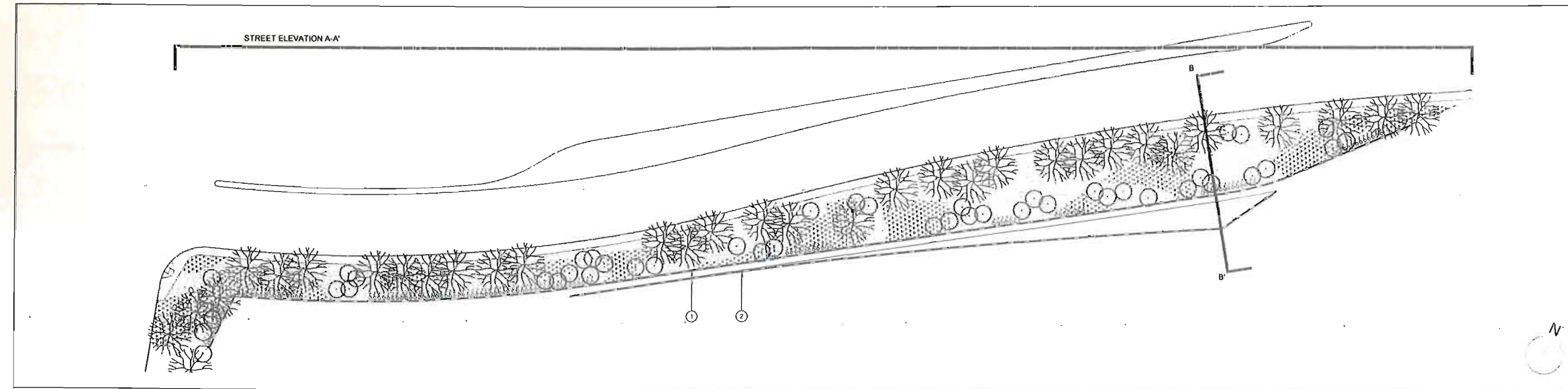
**CLAIREMONT MESA BLVD
RETAININGWALL SECTIONS**
SCALE: AS SHOWN
DATE OF PRELIMINARY: 15 JULY 2010
PRELIMINARY DATE: 15 JANUARY 2010

CONDITIONAL USE PERMIT AND
PLANNED DEVELOPMENT PERMIT
CO-PROJECT NO. 1516100
DP-25A
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H:\VDR\A\25 1056-301\COBUIL\AND\UL\NIGHT\ELEMENTS\14-30-PP-25A.DWG

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323.575.0500 phone, 323.525.0955 fax

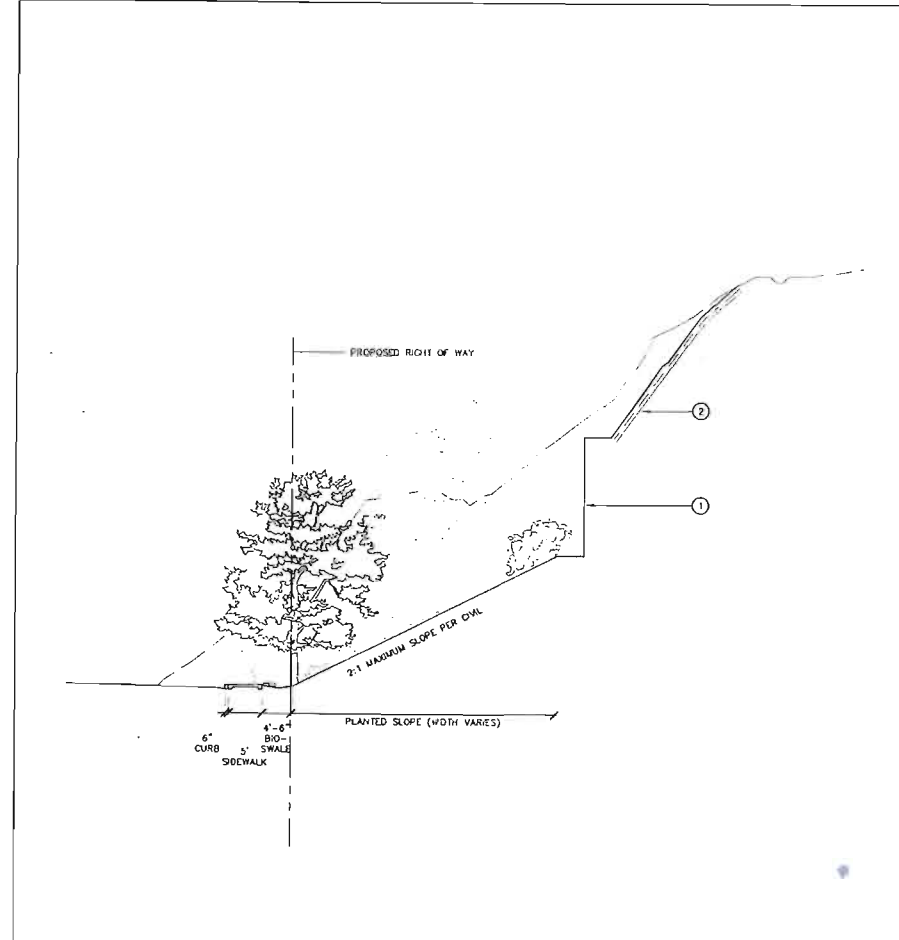


PLAN

1" = 30'-0"

SPURLOCK POIRIER

202 Main Street
San Diego, CA 92101
619.441.2200
619.441.2210 fax



SECTION B-B'

1" = 10'-0"

KAISER HOSPITAL
OFF SITE
PLANTING LEGEND

TREES						
SYMBOL	BOTANICAL NAME	COMMON NAME	CONTAINER SIZE	FORM / FUNCTION	MATURE SIZE	REMARKS QUANTITY
LARGE EVERGREEN TREES SUCH AS:						
	PLATANUS RAEMOSA	CALIFORNIA SYCAMORE	70X 24"BOX, 30X 26"BOX	BL. D / AC, SH	50' H X 30' S	STANDARDS 26
SMALL SCREEN TREES SUCH AS:						
	HEMEROCALLIS ARBORESCENS	TOYON	100X 15 GAL	U, E, F / AC	6' H X 6' S	STANDARDS 42
BIOSWALE						
SYMBOL	BOTANICAL NAME	COMMON NAME	CONTAINER SIZE	FORM / FUNCTION	MATURE HEIGHT / SPREAD	QUANTITY
SHRUBS / PERENNIALS / GRASSES SUCH AS:						
	CAREX SPINOSA	SAN DIEGO SEDGE	60X 1 GAL @ 24" O.C.	S, E / AC	3' X 3'	1 GAL: 2,758
	ELYMUS GIGANTEA	NEH	30X 5 GAL @ 30" O.C.	S, E / AC	2' X 2'	5 GAL: 300
	YPA HAYESIANA	HAYES IVA	10X 15 GAL @ 5'-0" O.C.	S, D / AC	18" X 5'	15 GAL: 74
	JUNCUS PATENS	CALIFORNIA GRAY RUSH		U, G, / AC	18" X 18"	
	LEYMUS CONDENSATUS	WILD RYE		U, G, / AC	3' X 6'	
	YUCCA WHIPPLEI	CHAPARRAL YUCCA		U, E, / AC, SP	4' X 4'	
SHRUB MASSING						
SYMBOL	BOTANICAL NAME	COMMON NAME	CONTAINER SIZE	FORM / FUNCTION	MATURE HEIGHT / SPREAD	QUANTITY
SHRUBS SUCH AS:						
	ARTEMESIA CALIFORNICA	CALIFORNIA SAGEBRUSH	100X 5 GAL @ 36" O.C.	S, E / AC	2' X 2'	5 GAL: 818
	ARTEMESIA DOUGLASSIANA	DOUGLAS SAGEWORT		S, E, F / AC	3' X 3'	
	BACCHARIS 'CENTENNIAL'	CENTENNIAL BACCHARIS		U, E, F / AC, SP	3' X 5'	
	BACCHARIS PILLULARIS 'PIGON POON'	DWARF COYOTE BRUSH		U, D, F / AC	3' X 3'	
	CEPHALOTIS SPP.	MOUNTAIN LILAC		S, E / AC	3' X 6'	
	EROGONIUM SPP.	BUCKWHEAT		U, D, F / AC	3' X 3'	
	RHAMNUS CALIFORNICA 'EYE CASE'	EYE CASE COFFEEBERRY		U, E / AC	8' X 8'	
	RHUS INTEGRIFOLIA	LEMONADE BERRY		U, E, F / AC	8' X 12'	
	RHUS OVATA	SUGAR SUMAC		U, E, F / AC	6' X 8'	

HYDROSEED GRASS MIX

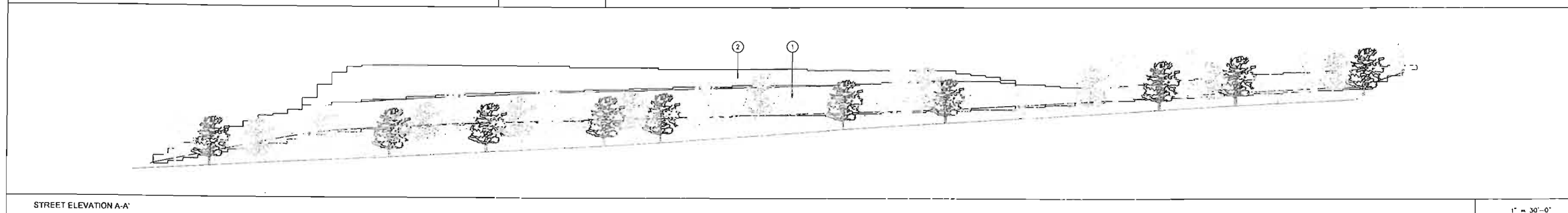
- ① MAXIMUM 20' HIGH RETAINING WALL. SHOTCRETE FINISH PER CIVIL.
- ② BATTERED RETAINING WALL. SHOTCRETE FINISH PER CIVIL.

NOTE:
1. STREET TREE QUANTITY
TOTAL STREET TREE COUNT AND PLACEMENT IS INTENDED TO MEET THE OBJECTIVES OF SDMC 142.0409 AND 142.0610 BY AVERAGING THE EQUIVALENT OF A MINIMUM SPACING OF ONE STREET TREE PER 30 LINEAR FEET OF PROPERTY FRONTAGE. TOTAL STREET TREE COUNT CURRENTLY EXCEEDS THE REQUIRED RATIO OF ONE TREE PER 30 LINEAR FEET, AS INDICATED BELOW.

CLAIREMONT MESA BLVD STREET FRONTAGE (LINEAR FEET)	TREES REQUIRED (1:30 RATIO)	TREES PROVIDED (M/APPROX. RATIO)
835'	28 TREES	31 TREES (1:27)

2. STREET TREE LOCATION:
THE INTENT OF STREET TREE LOCATION IS TO MEET THE OBJECTIVES OF SDMC 142.0409. ALL STREET TREES WILL BE LOCATED WITHIN 10 FEET OF THE PROPOSED RIGHT OF WAY ALONG STREET FRONTAGE.

3. STREET TREE SPECIES SELECTION:
THE INTENT OF TREE SELECTION IS TO PROVIDE STREET TREES CONSISTENT WITH THE CITY-WIDE STREET TREE SELECTION GUIDE.



STREET ELEVATION A-A'

1" = 30'-0"

CLAIREMONT MESA BLVD
OFF-SITE IMPROVEMENTS

SCALE: AS PER DRAWINGS
DATE OF PREPARATION: 03 JUL 2012
REV SUBMITTED DATE: 15 JANUARY 2013

CONDITIONAL USE PERMIT AND
PLANNED DEVELOPMENT PERMIT
CO-PROJECT NO. 11011100
DP-26
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RESOLUTION NUMBER R- _____

DATE OF FINAL PASSAGE _____

A RESOLUTION GRANTING CONDITIONAL USE PERMIT NO. 963644,
 SITE DEVELOPMENT PERMIT NO. 1069754 AND PLANNED
 DEVELOPMENT PERMIT NO. 963645 FOR THE KAISER SAN DIEGO
 CENTRAL MEDICAL CENTER-PROJECT NO. 274240 [MMRP]

WHEREAS, COUNTY OF SAN DIEGO, Owner and KAISER FOUNDATION HOSPITAL AND HEALTH PLAN, a California nonprofit public benefit corporation, Permittee, filed an application with the City of San Diego for a Conditional Use Permit, Site Development Permit and Planned Development Permit to demolish a 337,564-square foot building and construction of a hospital complex known as the Kaiser Permanente San Diego Medical Center project, located at 5201 Ruffin Road, legally described as: Lot 1 of Astronautics Point, in the City of San Diego, County of San Diego, State of California, according to Map thereof No. 4674, filed in the Office of the County Recorder of San Diego County, December 2, 1960; Excepting therefrom that portion of said Lot 1 lying Easterly of the following described line: Commencing at the Northeasterly corner of said Lot 1; thence along the Northwesterly line thereof South 55° 27.46. West, 298.05 feet to the beginning of a tangent 1045.00 foot radius curve, concave Northwesterly; thence Southwesterly along the arc of said curve through a central angle of 11° 37.48., a distance of 212.12 feet to the true point of beginning; thence leaving said Northwesterly line South 00° 24.28., West, 310.03 feet; thence 89° 40.44., East, 152.36 feet; thence South 00° 24.28., West, 685.25 feet to the Northerly right of way line of Ruffin Court (Shown as 2nd Street on said Map No. 4674) and the point of terminus; in the Kearny Mesa Community Plan within the IL-2-1 Zone, the Airport Land Use Compatibility

Overlay Zone (Marine Corps Air Station (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 Federal Aviation Administration (FAA) Part 77 Noticing Area, the Montgomery Field Overflight Notification Area, and the Montgomery Field Safety Zone 6; and

WHEREAS, on October 17, 2013, the Planning Commission of the City of San Diego considered Conditional Use Permit [CUP] No. 963644, Site Development Permit [SDP] No. 1069754 and Planned Development Permit [PDP] No. 963645, and pursuant to Resolution No. _____-PC voted to recommend to the City Council approval of the Permit; and

WHEREAS, under Charter section 280(a)(2) this resolution is not subject to veto by the Mayor because this matter requires the City Council to act as a quasi-judicial body and where a public hearing was required by law implicating due process rights of individuals affected by the decision and where the Council was required by law to consider evidence at the hearing and to make legal findings based on the evidence presented; and

WHEREAS, the matter was set for public hearing on _____, testimony having been heard, evidence having been submitted, and the City Council having fully considered the matter and being fully advised concerning the same; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that it adopts the following findings with respect to Conditional Use Permit [CUP] No. 963644, Site

Development Permit [SDP] No. 1069754 and Planned Development Permit [PDP] No. 963645;

I. CONDITIONAL USE PERMIT APPROVAL – Section §126.0305

A. Findings for all Conditional Use Permit

1. The proposed *development* will not adversely affect the applicable *land use plan*;

The 20.01 acre site is located at 5201 Ruffin Road, on the southeastern corner of Clairemont Mesa Boulevard and Ruffin Road, in the IL-2-1 Zone within the Kearny Mesa Community Plan (KMCP). The project proposes the demolition of a 337,564-square foot building that was formerly the County of San Diego annex building and construction of a hospital complex called the Kaiser Permanente San Diego Central Medical Center Project (“Project”). The community plan designates the site for County Facilities and is zoned for light industrial and office uses with limited commercial uses. A hospital use is allowed within the zone and the community plan through a CUP.

The Project will be constructed in two phases and the hospital would be a full-service general acute care hospital that would accommodate 450 beds (build-out). 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.

In addition, the site is designated as Institutional and Public and Semi-Public Facilities in the General Plan’s Land Use Element (City of San Diego 2008). The Institutional and Public and Semi-Public Facilities land use designation provides for uses which offer public and semi-public services to the community, which include a hospital use. The project proposes hospital-related structures and components and would therefore be compatible with the existing General Plan land use designation and will not adversely affect the applicable land use plan.

2. The proposed *development* will not be detrimental to the public health, safety, and welfare;

The 20.01 acre site is located at 5201 Ruffin Road, on the southeastern corner of Clairemont Mesa Boulevard and Ruffin Road. The Project proposes the demolition of a 337,564-square foot building that was formerly the County of San Diego annex building and construction of a hospital complex. The Project will be constructed in two phases.

The hospital would be a full-service general acute care hospital that would accommodate 450 beds (build-out). 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.

An Environmental Impact Report (EIR) has been prepared for the Project in accordance with California Environmental Quality Act (CEQA) guidelines. A series of mitigation measures are identified in specific issue areas of discussions in Chapter 5.0, Environmental Analysis, within the EIR to reduce environmental impacts. The mitigation measures are also fully contained in Chapter 10.0, Mitigation Monitoring and Reporting Program (MMRP). The implementation of the mitigation measures in the EIR shall reduce impacts to below a level of significance in the areas of: Transportation/Traffic Circulation (direct impacts), Biological Resources (direct impacts), Paleontological Resources (direct impacts), and Health and Safety (direct impacts).

The evaluation of environmental issue areas in the EIR concluded that the Project would result in significant and unmitigated direct and/or cumulative impacts related to: Land Use (direct impacts), Transportation/Traffic Circulation (direct and cumulative impacts), Noise (direct and cumulative impacts), Air Quality (direct and cumulative impacts), and Greenhouse Gas Emissions (cumulative impacts).

The Project would be required to obtain building permits through the Office of State Health and Planning (OSHPD) for the hospital-related structures and components. This state office reviews, permits, and inspects all hospital construction for compliance with all applicable federal and state building, mechanical, electrical, and fire code requirements. The building permit for the parking structure, grading and public improvements shall be reviewed, permitted, and inspected by the City for compliance with all applicable building, mechanical, electrical, and fire code requirements, and development regulations.

The permit for the Project includes various conditions and referenced exhibits of approval relevant to achieving project compliance with the applicable regulations of the Land Development Code (LDC) in effect for this project. Such conditions have been determined as necessary to avoid adverse impacts upon the health, safety and general welfare of persons residing or working in the surrounding area. The project shall comply with the development conditions in effect for the subject property as described in CUP No. 963644, SDP No. 1069754 and PDP No. 963645, and other regulations and guidelines pertaining to the subject property per the LDC. Therefore, the proposed development will not be detrimental to the public health, safety, and welfare.

3. The proposed *development* will comply with the regulations of the Land Development Code including any allowable deviations pursuant to the Land Development Code; and

The 20.01 acre site is located at 5201 Ruffin Road, on the southeastern corner of Clairemont Mesa Boulevard and Ruffin Road. The Project proposes the demolition of a 337,564-square foot building that was formerly the County of San Diego annex building and construction of a hospital complex. The Project will be constructed in two phases and would achieve a Leadership in Energy and Environmental Design (LEED) Gold level certification.

The Project includes a request for deviations to the floor area ratio (FAR) and retaining wall height and design. The Project proposes a FAR of 1.0, where a maximum FAR of 0.50 is allowed in the IL-2-1 Zone within the KMCP area. However, development proposals which exceed 0.50 FAR within the KMCP area can be considered through a discretionary permit process that would address potential traffic and environmental impacts (KMCP Recommendations Section, FAR, Page 25). In accordance with LDC Section 143.0410(a)(3)(B), a PDP may be granted to deviate from the allowable FAR for development within the KMCP area. This deviation request is to allow for a 1.0 FAR at build out on the 20.01 acre site.

The Project also includes a deviation to LDC Section 142.0340 to allow for a two-tier retaining wall system located along the south side of Clairemont Mesa Boulevard, commencing at the Project's eastern boundary and terminating easterly in the vicinity of Murphy Canyon Road. The two-tier retaining wall system would be situated in an existing sloped area located between the southerly Clairemont Mesa Boulevard right-of-way and existing Polinsky Children's Center ball field. The length of the bottom tier would be 810 linear feet and the top tier would be 440 linear feet. Each tier of the retaining wall system would measure up to 23 feet high, with an approximate visible height of 20 feet, and landscaping would be installed at the bottom and top of the two-tier

retaining wall system to integrate the walls into the hillside. This deviation request is to allow for the adequate area needed for the proposed road widening and new lane along the south side of Clairemont Mesa Boulevard as part of the frontage traffic improvements.

Each of the requested deviations has been reviewed as they relate to the proposed design of the project, the property configuration with its varying topographic conditions, and the surrounding development. It has been determined that the deviations are appropriate and will result in a more desirable project that efficiently utilizes the site and achieves the revitalization and re-use of the existing site, while meeting the purpose and intent of the development regulations in effect for this site per the LDC. The project complies with all other regulations of the LDC.

4. The proposed use is appropriate at the proposed location.

The 20.01 acre site is located at 5201 Ruffin Road, on the southeastern corner of Clairemont Mesa Boulevard and Ruffin Road, in the IL-2-1 Zone within the KMCP. The project proposes the demolition of a 337,564-square foot building that was formerly the County of San Diego annex building and construction of a hospital complex. The community plan designates the site for County Facilities and is zoned for light industrial and office uses with limited commercial uses. A hospital use is allowed within the zone and the community plan through a CUP.

The Project will be constructed in two phases and the hospital would be a full-service general acute care hospital that would accommodate 450 beds (build-out). 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.

The General Plan's Public Facilities, Services, and Safety Element Policy PF-0.1 recommends to "encourage the provision of diverse, adequate and easily accessible healthcare facilities and services to meet the needs of all residents." The Project would meet the need for public and private healthcare services and facilities for residents in surrounding areas. The Project would be easily accessible and public transportation to the site is available. The site is currently served by Metropolitan Transit System (MTS) service routes 20, 25, 27, 120, 870, 928, and 960, including the Kearny Mesa Transit Center. The Project will also implement several Transportation Demand Management (TDM) measures to increase transit

ridership and alternative modes of transportation for employees and patients. Therefore, the proposed use is appropriate at the proposed location.

II. SITE DEVELOPMENT PERMIT APPROVAL - Section §126.0504

A. Findings for all Site Development Permits

1. The proposed *development* will not adversely affect the applicable *land use plan*;

The 20.01 acre site is located at 5201 Ruffin Road, on the southeastern corner of Clairemont Mesa Boulevard and Ruffin Road, in the IL-2-1 Zone within the KMCP. The project proposes the demolition of a 337,564-square foot building that was formerly the County of San Diego annex building and construction of a hospital complex. The community plan designates the site for County Facilities and is zoned for light industrial and office uses with limited commercial uses. A hospital use is allowed within the zone and the community plan through a CUP.

The Project will be constructed in two phases and the hospital would be a full-service general acute care hospital that would accommodate 450 beds (build-out). 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.

In addition, the site is designated as Institutional and Public and Semi-Public Facilities in the General Plan's Land Use Element (City of San Diego 2008). The Institutional and Public and Semi-Public Facilities land use designation provides for uses which offer public and semi-public services to the community, which include a hospital use. The project proposes hospital-related structures and components and would therefore be compatible with the existing General Plan land use designation and will not adversely affect the applicable land use plan.

2. The proposed *development* will not be detrimental to the public health, safety, and welfare; and

The 20.01 acre site is located at 5201 Ruffin Road, on the southeastern corner of Clairemont Mesa Boulevard and Ruffin Road. The Project proposes the demolition of a 337,564-square foot building that was

formerly the County of San Diego annex building and construction of a hospital complex. The Project will be constructed in two phases.

The hospital would be a full-service general acute care hospital that would accommodate 450 beds (build-out). 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.

An EIR has been prepared for the Project in accordance with CEQA guidelines. A series of mitigation measures are identified in specific issue areas of discussions in Chapter 5.0, Environmental Analysis, within the EIR to reduce environmental impacts. The mitigation measures are also fully contained in Chapter 10.0, MMRP. The implementation of the mitigation measures in the EIR shall reduce impacts to below a level of significance in the areas of: Transportation/Traffic Circulation (direct impacts), Biological Resources (direct impacts), Paleontological Resources (direct impacts), and Health and Safety (direct impacts).

The evaluation of environmental issue areas in the EIR concluded that the Project would result in significant and unmitigated direct and/or cumulative impacts related to: Land Use (direct impacts), Transportation/Traffic Circulation (direct and cumulative impacts), Noise (direct and cumulative impacts), Air Quality (direct and cumulative impacts), and Greenhouse Gas Emissions (cumulative impacts).

The Project would be required to obtain building permits through the OSHPD for the hospital-related structures and components. This state office reviews, permits, and inspects all hospital construction for compliance with all applicable federal and state building, mechanical, electrical, and fire code requirements. The building permit for the parking structure, grading and public improvements shall be reviewed, permitted, and inspected by the City for compliance with all applicable building, mechanical, electrical, and fire code requirements, and development regulations.

The permit for the Project includes various conditions and referenced exhibits of approval relevant to achieving project compliance with the applicable regulations of the LDC in effect for this project. Such conditions have been determined as necessary to avoid adverse impacts upon the health, safety and general welfare of persons residing or working in the surrounding area. The project shall comply with the development

conditions in effect for the subject property as described in CUP No. 963644, SDP No. 1069754 and PDP No. 963645, and other regulations and guidelines pertaining to the subject property per the LDC. Therefore, the proposed development will not be detrimental to the public health, safety, and welfare.

3. The proposed *development* will comply with the applicable regulations of the Land Development Code, including any allowable deviations pursuant to the Land Development Code.

The 20.01 acre site is located at 5201 Ruffin Road, on the southeastern corner of Clairemont Mesa Boulevard and Ruffin Road. The Project proposes the demolition of a 337,564-square foot building that was formerly the County of San Diego annex building and construction of a hospital complex. The Project will be constructed in two phases and would achieve a LEED Gold level certification.

The Project includes a request for deviations to the FAR and retaining wall height and design. The Project proposes a FAR of 1.0, where a maximum FAR of 0.50 is allowed in the IL-2-1 Zone within the KMCP area. However, development proposals which exceed 0.50 FAR within the KMCP area can be considered through a discretionary permit process that would address potential traffic and environmental impacts (KMCP Recommendations Section, FAR, Page 25). In accordance with LDC Section 143.0410(a)(3)(B), a PDP may be granted to deviate from the allowable FAR for development within the KMCP area. This deviation request is to allow for a 1.0 FAR at build out on the 20.01 acre site.

The Project also includes a deviation to LDC Section 142.0340 to allow for a two-tier retaining wall system located along the south side of Clairemont Mesa Boulevard, commencing at the Project's eastern boundary and terminating easterly in the vicinity of Murphy Canyon Road. The two-tier retaining wall system would be situated in an existing sloped area located between the southerly Clairemont Mesa Boulevard right-of-way and existing Polinsky Children's Center ball field. The length of the bottom tier would be 810 linear feet and the top tier would be 440 linear feet. Each tier of the retaining wall system would measure up to 23 feet high, with an approximate visible height of 20 feet, and landscaping would be installed at the bottom and top of the two-tier retaining wall system to integrate the walls into the hillside. This deviation request is to allow for the adequate area needed for the proposed road widening and new lane along the south side of Clairemont Mesa Boulevard as part of the frontage traffic improvements.

Each of the requested deviations has been reviewed as they relate to the proposed design of the project, the property configuration with its varying topographic conditions, and the surrounding development. It has been

determined that the deviations are appropriate and will result in a more desirable project that efficiently utilizes the site and achieves the revitalization and re-use of the existing site, while meeting the purpose and intent of the development regulations in effect for this site per the LDC. The project complies with all other regulations of the LDC.

B. Supplemental Findings--Environmentally Sensitive Lands

1. The site is physically suitable for the design and siting of the proposed *development* and the *development* will result in minimum disturbance to *environmentally sensitive lands*;

The 20.01 acre site is located at 5201 Ruffin Road, on the southeastern corner of Clairemont Mesa Boulevard and Ruffin Road. The Project proposes the demolition of a 337,564-square foot building and construction of a hospital complex. The Project includes the installation of a two-tier retaining wall system to allow for the adequate area needed for the proposed road widening and new lane along the south side of Clairemont Mesa Boulevard as part of the frontage traffic improvements. This area along Clairemont Mesa Boulevard consists of urban/developed land (DEV), disturbed habitat (DH), coastal sage scrub (CSS), disturbed coastal sage scrub (dCSS), and ornamental plantings (ORN). Therefore, the Project require a SDP for development on a site that contains environmentally sensitive lands (ESL) in the form of sensitive biological resources.

The Project study area (including frontage road improvements) includes 0.1 acre of CSS, 0.3 acre of dCSS, 0.4 acre of ornamental plantings, 0.5 acre of disturbed habitat and 19.5 acres of urban/developed land. Development of the site would result in direct impacts to 0.4 acre of coastal sage scrub habitat (Tier II) land and 20.4 acres of Tier IV land. Direct impacts include both the permanent loss of on-site habitat and the plant and wildlife species that it contains and the temporary loss of on-site habitat. All biological resources within the direct permanent impact area are considered 100 percent lost. To mitigate and reduce the impacts to the 0.1 acre of CSS, 0.3 acre of dCSS, to below a level of significance, the applicant would contribute to the City of San Diego Habitat Acquisition Fund (HAF) to mitigate for the loss of 0.4 acre of coastal sage scrub habitat. This mitigation has been included within the MMRP for the Project.

The remaining 19.61 acres of the site does not contain ESL and has been previously graded. The site is currently developed with a 337,564-square foot building that was formerly the County of San Diego annex building and associated parking lots. The Project's building design is intended to complement, enhance, and integrate the site with the existing surrounding uses. The massing and organization of the buildings and their elevations is

classic modern. Fin-type sunscreens provide shading of the glass areas facing east, south and west and provide a depth to the building façade's appearance while also providing additional visual detail and interest due to shade/shadow cast patterns. The design of the project layout maximizes sunlight. The design emphasizes pedestrian access with pathways to and across the site from adjoining streets, seating and gathering spaces, water features and connections between indoor functions and outdoor adjunct spaces such as for dining. Walkways allow pedestrians to easily and safely access various buildings from parking garages. Therefore, the site is physically suitable for the design and siting of the proposed development and the development will result in minimal disturbance to environmentally sensitive lands.

2. The proposed *development* will minimize the alteration of natural land forms and will not result in undue risk from geologic and erosional forces, flood hazards, or fire hazards;

The 20.01 acre site is located at 5201 Ruffin Road. The Project proposes the demolition of a 337,564-square foot building and construction of a hospital complex. The site is located in an urban setting and is surrounded by existing development and major transportation corridors. 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. Interstate 15 (I-15) is located approximately 0.28 mile to the east.

The site is approximately 3 to 5 feet lower than Ruffin Court, to the south, and up to approximately 10 feet lower than Ruffin Road, to the west. Along the north property line, the site transitions from being at a lower elevation to a higher elevation than Clairemont Mesa Boulevard. The transition occurs approximately 300 feet east of the west property line where the Clairemont Mesa Boulevard entrance to the site is located. The elevation of the site ranges from approximately 408 feet above mean sea level (amsl) at the northern end to 420 feet amsl at the southern end.

The project also would include frontage street improvements along the south side of Clairemont Mesa Boulevard where retaining walls are proposed to create adequate area needed for the proposed road widening. A two-tier retaining wall system would be situated in an existing sloped area located between the southerly Clairemont Mesa Boulevard right-of-way and existing Polinsky Children's Center ball field. The length of the bottom tier would be 810 linear feet and the top tier would be 440 linear feet. Each tier of the retaining wall system would measure up to 23 feet high, with an approximate visible height of 20 feet, and landscaping would be installed at the bottom and top of the two-tier retaining wall system to integrate the walls into the hillside.

Based on the description of the geologic materials provided in geotechnical report prepared for the Project, the stratigraphic profile at the site consists of man-made fill materials (silty sand and silt with varying amounts of gravel and cobbles) overlying insitu silty sands with varying amounts of gravel and cobbles. These insitu silty sands are underlain by sandstone bedrock. In some areas, the man-made fill is underlain directly by the sandstone bedrock. Along the east side of the site, no man-made fill materials were encountered and the insitu silty sands overlie the sandstone bedrock.

The site is not located within an Alquist–Priolo Earthquake Fault Zone designated by the California Geological Survey (CGS) or within a Bruch Management and Fire Hazard Severity Zones. In addition, the Natural Flood Insurance Program’s Flood Insurance Rate Map (FIRM) identifies the site is located within a Zone X. Zone X corresponds to area determined to be outside the 0.2% annual chance of floodplain and flooding is not considered as a hazard to the project.

The Project has been designed and incorporates the Site Development Recommendations, Foundation Recommendations, Pavement Recommendations, and Recommendations for Additional Work as stated in the Geotechnical Reports included in Appendix G within the EIR, as well as adherence with appropriate engineering design and construction measures to meet California Building Code (CBC) standards. Therefore, the proposed development has been designed to minimize the alteration of natural land forms and will not result in undue risk from geologic and erosional forces, flood hazards, or fire hazards.

3. The proposed *development* will be sited and designed to prevent adverse impacts on any adjacent *environmentally sensitive lands*;

The 20.01 acre site is located at 5201 Ruffin Road. The Project proposes the demolition of a 337,564-square foot building and construction of a hospital complex. Approximately 19.61 acres of the site does not contain ESL and has been previously graded. The site is located in an urban setting and is surrounded by existing development and major transportation corridors. 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. Interstate 15 (I-15) is located approximately 0.28 mile to the east.

There are no native vegetation communities adjacent to the Project site. The surrounding area is developed and mostly vegetated and maintained with ornamental species. Runoff from the site does drain, via streets and the storm drain system, toward Murphy Canyon which supports a corridor

of riparian vegetation and ultimately through the San Diego River to the Pacific Ocean. Implementation of stormwater regulations would substantially control adverse edge effects during and following construction both adjacent and downstream from the site. There are no vegetation communities that have the potential to support special-status plant species adjacent to the Project site.

The Project site is within the San Diego's Multiple Species Conservation Program (MSCP), in the City of San Diego (City) Subarea Plan in an area designated as the "Urban Areas." The project site is not located within or adjacent to the City's MSCP Multiple Habitat Preservation Area (MHPA). The nearest MHPA boundary is located approximately 1,200 feet south of the site.

The Project's building design is intended to complement, enhance, and integrate the site with the existing surrounding uses. The massing and organization of the buildings and their elevations is classic modern. Fin-type sunscreens provide shading of the glass areas facing east, south and west and provide a depth to the building façade's appearance while also providing additional visual detail and interest due to shade/shadow cast patterns. The design of the project layout maximizes sunlight. The design emphasizes pedestrian access with pathways to and across the site from adjoining streets, seating and gathering spaces, water features and connections between indoor functions and outdoor adjunct spaces such as for dining. Walkways allow pedestrians to easily and safely access various buildings from parking garages. Therefore, the proposed development has been sited and designed to prevent adverse impacts on any adjacent environmentally sensitive lands.

4. The proposed *development* will be consistent with the City of San Diego's Multiple Species Conservation Program (MSCP) Subarea Plan;

The Project site is within the San Diego's MSCP, in the City's Subarea Plan in an area designated as the "Urban Areas." The project site is not located within or adjacent to the City's MSCP MHPA. The nearest MHPA boundary is located approximately 1,200 feet south of the site. The project will be consistent with the MSCP Subarea Plan.

5. The proposed *development* will not contribute to the erosion of public beaches or adversely impact local shoreline sand supply; and

The 20.01 acre site is located at 5201 Ruffin Road, on the southeastern corner of Clairemont Mesa Boulevard and Ruffin Road, in the IL-2-1 Zone within the KMCP. The site is located approximately nine miles from the Pacific Ocean and four miles from the San Diego River. Runoff from the site does drain, via streets and the storm drain system, toward

Murphy Canyon which supports a corridor of riparian vegetation and ultimately through the San Diego River to the Pacific Ocean. Implementation of stormwater regulations are expected to substantially control adverse edge effects during and following construction both adjacent and downstream from the site. Therefore, the proposed development would not contribute to the erosion of public beaches or adversely impact local shoreline sand supply.

6. The nature and extent of mitigation required as a condition of the permit is reasonably related to, and calculated to alleviate, negative impacts created by the proposed development.

An EIR has been prepared for the Project in accordance with CEQA guidelines. A series of mitigation measures are identified in specific issue areas of discussions in Chapter 5.0, Environmental Analysis, within the EIR to reduce environmental impacts. The mitigation measures are also fully contained in Chapter 10.0, MMRP. Implementation of the mitigation measures in the EIR will reduce impacts to below a level of significance in the areas of: Transportation/Traffic Circulation (direct impacts), Noise (direct impacts) Biological Resources (direct impacts), Paleontological Resources (direct impacts), and Health and Safety (direct impacts).

The evaluation of environmental issue areas in the EIR concluded that the Project would result in significant and unmitigated direct and/or cumulative impacts related to: Land Use (indirect impacts), Transportation/Traffic Circulation (direct and cumulative impacts), Noise (direct impacts), Air Quality (direct and cumulative impacts), and Greenhouse Gas Emissions (direct and cumulative impacts). All of the mitigation measures identified in the EIR as well as the conditions required as part of the Permit are reasonably related to, and calculated to alleviate, negative impacts created by the proposed development.

O. Supplemental Findings--Public Right-of Way Encroachments

1. The proposed *encroachment* is reasonably related to public travel, or benefits a public purpose, or all *record owners* have given the applicant written permission to maintain the *encroachment* on their property;

The Project proposes a PDP for a deviation to LDC Section 142.0340 to allow for a two-tier retaining wall system located along the south side of Clairemont Mesa Boulevard, commencing at the Project's eastern boundary and terminating easterly in the vicinity of Murphy Canyon Road. The two-tier retaining wall system would be situated in an existing sloped area located between the southerly Clairemont Mesa Boulevard right-of-way and existing Polinsky Children's Center ball field. The far eastern portion of the retaining wall system encroaches into the public

right-of-way along Clairemont Mesa Boulevard, which requires the Site Development Permit (SDP) for the encroachment within the public right-of-way. The PDP and SDP is to allow for the adequate area needed for the proposed road widening and new lane along the south side of Clairemont Mesa Boulevard as part of the Project's frontage traffic improvements; therefore, the proposed encroachment is reasonably related to public travel.

2. The proposed encroachment does not interfere with the free and unobstructed use of the public *right-of way* for public travel;

The proposed encroachment for the two-tier retaining wall system is to allow for the adequate area needed for the proposed road widening and new lane along the south side of Clairemont Mesa Boulevard as part of the Project's frontage traffic improvements. Therefore, the proposed encroachment does not interfere with the free and unobstructed use of the public right-of way for public travel.

3. The proposed *encroachment* will not adversely affect the aesthetic character of the *community*;

The two-tier retaining wall system would be situated in an existing sloped area located between the southerly Clairemont Mesa Boulevard right-of-way and existing Polinsky Children's Center ball field. The far eastern portion of the retaining wall system encroaches into the public right-of-way along Clairemont Mesa Boulevard. The length of the bottom tier would be 810 linear feet and the top tier would be 440 linear feet. Each tier of the retaining wall system would measure up to 23 feet high, with an approximate visible height of 20 feet, and landscaping would be installed at the bottom and top of the two-tier retaining wall system to integrate the walls into the hillside and surrounding community. Therefore, the proposed encroachment will not adversely affect the aesthetic character of the community.

4. The proposed *encroachment* does not violate any other Municipal Code provisions or other local, state, or federal law; and

The Project proposes a PDP for a deviation to LDC Section 142.0340 to allow for a two-tier retaining wall system located along the south side of Clairemont Mesa Boulevard, commencing at the Project's eastern boundary and terminating easterly in the vicinity of Murphy Canyon Road. The two-tier retaining wall system would be situated in an existing sloped area located between the southerly Clairemont Mesa Boulevard right-of-way and existing Polinsky Children's Center ball field. The far eastern portion of the retaining wall system encroaches into the public right-of-way along Clairemont Mesa Boulevard, which requires the SDP for the encroachment within the public right-of-way. The PDP and SDP is

to allow for the adequate area needed for the proposed road widening and new lane along the south side of Clairemont Mesa Boulevard as part of the Project's frontage traffic improvements. Therefore, with the approval of the PDP and SDP, the proposed encroachment would not violate any other municipal code provisions or other local, state, or federal law.

5. For coastal development in the coastal overlay zone, the encroachment is consistent with Section 132.0403 (Supplement Use Regulations of the Coastal Overlay Zone).

The 20.01 acre site is located at 5201 Ruffin Road, on the southeastern corner of Clairemont Mesa Boulevard and Ruffin Road, in the IL-2-1 Zone within the KMCP. The site is located approximately nine miles from the Pacific Ocean and is not located within the Coastal Overlay Zone.

III. PLANNED DEVELOPMENT PERMIT APPROVAL - Section §126.0604

A. Findings for all Planned Development Permits

1. The proposed development will not adversely affect the applicable land use plan;

The 20.01 acre site is located at 5201 Ruffin Road, on the southeastern corner of Clairemont Mesa Boulevard and Ruffin Road, in the IL-2-1 Zone within the KMCP. The project proposes the demolition of a 337,564-square foot building that was formerly the County of San Diego annex building and construction of a hospital complex. The community plan designates the site for County Facilities and is zoned for light industrial and office uses with limited commercial uses. A hospital use is allowed within the zone and the community plan through a CUP.

The Project will be constructed in two phases and the hospital would be a full-service general acute care hospital that would accommodate 450 beds (build-out). 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.

In addition, the site is designated as Institutional and Public and Semi-Public Facilities in the General Plan's Land Use Element (City of San Diego 2008). The Institutional and Public and Semi-Public Facilities land

use designation provides for uses which offer public and semi-public services to the community, which include a hospital use. The project proposes hospital-related structures and components and would therefore be compatible with the existing General Plan land use designation and will not adversely affect the applicable land use plan.

2. The proposed *development* will not be detrimental to the public health, safety, and welfare;

The 20.01 acre site is located at 5201 Ruffin Road, on the southeastern corner of Clairemont Mesa Boulevard and Ruffin Road. The Project proposes the demolition of a 337,564-square foot building that was formerly the County of San Diego annex building and construction of a hospital complex. The Project will be constructed in two phases.

The hospital would be a full-service general acute care hospital that would accommodate 450 beds (build-out). 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.

An EIR has been prepared for the Project in accordance with CEQA guidelines. A series of mitigation measures are identified in specific issue areas of discussions in Chapter 5.0, Environmental Analysis, within the EIR to reduce environmental impacts. The mitigation measures are also fully contained in Chapter 10.0, MMRP. The implementation of the mitigation measures in the EIR shall reduce impacts to below a level of significance in the areas of: Transportation/Traffic Circulation (direct impacts), Biological Resources (direct impacts), Paleontological Resources (direct impacts), and Health and Safety (direct impacts).

The evaluation of environmental issue areas in the EIR concluded that the Project would result in significant and unmitigated direct and/or cumulative impacts related to: Land Use (direct impacts), Transportation/Traffic Circulation (direct and cumulative impacts), Noise (direct and cumulative impacts), Air Quality (direct and cumulative impacts), and Greenhouse Gas Emissions (cumulative impacts).

The Project would be required to obtain building permits through the OSHPD for the hospital-related structures and components. This state office reviews, permits, and inspects all hospital construction for compliance with all applicable federal and state building, mechanical,

electrical, and fire code requirements. The building permit for the parking structure, grading and public improvements shall be reviewed, permitted, and inspected by the City for compliance with all applicable building, mechanical, electrical, and fire code requirements, and development regulations.

The permit for the Project includes various conditions and referenced exhibits of approval relevant to achieving project compliance with the applicable regulations of the LDC in effect for this project. Such conditions have been determined as necessary to avoid adverse impacts upon the health, safety and general welfare of persons residing or working in the surrounding area. The project shall comply with the development conditions in effect for the subject property as described in CUP No. 963644, SDP No. 1069754 and PDP No. 963645, and other regulations and guidelines pertaining to the subject property per the LDC. Therefore, the proposed development will not be detrimental to the public health, safety, and welfare.

3. The proposed *development* will comply with the regulations of the Land Development Code including any proposed deviations pursuant to Section 126.0602(b)(1) that are appropriate for this location and will result in a more desirable project than would be achieved if designed in strict conformance with the development regulations of the applicable zone; and any allowable deviations that are otherwise authorized pursuant to the Land Development Code.

The 20.01 acre site is located at 5201 Ruffin Road, on the southeastern corner of Clairemont Mesa Boulevard and Ruffin Road. The Project proposes the demolition of a 337,564-square foot building that was formerly the County of San Diego annex building and construction of a hospital complex. The Project will be constructed in two phases and would achieve a LEED Gold level certification.

The Project includes a request for deviations to the FAR and retaining wall height and design. The Project proposes a FAR of 1.0, where a maximum FAR of 0.50 is allowed in the IL-2-1 Zone within the KMCP area. However, development proposals which exceed 0.50 FAR within the KMCP area can be considered through a discretionary permit process that would address potential traffic and environmental impacts (KMCP Recommendations Section, FAR, Page 25). In accordance with LDC Section 143.0410(a)(3)(B), a PDP may be granted to deviate from the allowable FAR for development within the KMCP area. This deviation request is to allow for a 1.0 FAR at build out on the 20.01 acre site.

The Project proposes a deviation to LDC Section 142.0340 to allow for a two-tier retaining wall system located along the south side of Clairemont Mesa Boulevard, commencing at the Project's eastern boundary and

terminating easterly in the vicinity of Murphy Canyon Road. The two-tier retaining wall system would be situated in an existing sloped area located between the southerly Clairemont Mesa Boulevard right-of-way and existing Polinsky Children's Center ball field. The length of the bottom tier would be 810 linear feet and the top tier would be 440 linear feet. Each tier of the retaining wall system would measure up to 23 feet high, with an approximate visible height of 20 feet, and landscaping would be installed at the bottom and top of the two-tier retaining wall system to integrate the walls into the hillside. This deviation request is to allow for the adequate area needed for the proposed road widening and new lane along the south side of Clairemont Mesa Boulevard as part of the frontage traffic improvements.

Each of the requested deviations has been reviewed as they relate to the proposed design of the project, the property configuration with its varying topographic conditions, and the surrounding development. It has been determined that the deviations are appropriate and will result in a more desirable project that efficiently utilizes the site and achieves the revitalization and re-use of the existing site, while meeting the purpose and intent of the development regulations than would be achieved if designed in strict conformance with the development regulations of the applicable zone.

The above findings are supported by the minutes, maps and exhibits, all of which are incorporated herein by this reference.

BE IT FURTHER RESOLVED, that Conditional Use Permit [CUP] No. 963644, Site Development Permit [SDP] No. 1069754 and Planned Development Permit [PDP] No. 963645 is granted to COUNTY OF SAN DIEGO, Owner and KAISER FOUNDATION HOSPITAL AND HEALTH PLAN, a California nonprofit public benefit corporation, Permittee, under the terms and conditions set forth in the attached permit which is made a part of this resolution.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SAN DIEGO OF THE CITY OF SAN DIEGO, CALIFORNIA, ON _____.

APPROVED: JAN I. GOLDSMITH, City Attorney

By _____
NAME
Deputy City Attorney

ATTY/SEC. INITIALS

DATE

R- INSERT

Reviewed by Jeffrey A. Peterson, DPM

Internal Order No. 24002680

RECORDING REQUESTED BY

CITY OF SAN DIEGO
DEVELOPMENT SERVICES
PERMIT INTAKE, MAIL STATION 501

WHEN RECORDED MAIL TO

**CITY CLERK
MAIL STATION 2A**

SPACE ABOVE THIS LINE FOR RECORDER'S USE

INTERNAL ORDER NUMBER: 24002680

CONDITIONAL USE PERMIT NO. 963644

SITE DEVELOPMENT PERMIT NO. 1069754

PLANNED DEVELOPMENT PERMIT NO. 963645

**KAISER SAN DIEGO CENTRAL MEDICAL CENTER-PROJECT NO. 274240 [MMRP]
CITY COUNCIL**

This Conditional Use Permit No. 963644, Site Development Permit No. 1069754 and Planned Development Permit No. 963645 is granted by the City Council of the City of San Diego to COUNTY OF SAN DIEGO, Owner and KAISER FOUNDATION HOSPITAL AND HEALTH PLAN, a California nonprofit public benefit corporation, Permittee, pursuant to San Diego Municipal Code [SDMC] Sections 126.0305, 126.0504 and 126.0604. The 20.01 acre site is located at 5201 Ruffin Road, on the southeastern corner of Clairemont Mesa Boulevard and Ruffin Road, in the IL-2-1 Zone within the Kearny Mesa Community Plan, the Airport Land Use Compatibility Overlay Zone (Marine Corps Air Station (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 Federal Aviation Administration (FAA) Part 77 Noticing Area, the Montgomery Field Overflight Notification Area, Montgomery Field Safety Zone 6, and Council District 6. The project site is legally described as: Lot 1 of Astronautics Point, in the City of San Diego, County of San Diego, State of California, according to Map thereof No. 4674, filed in the Office of the County Recorder of San Diego County, December 2, 1960; Excepting therefrom that portion of said Lot 1 lying Easterly of the following described line: Commencing at the Northeasterly corner of said Lot 1; thence along the Northwesterly line thereof South 55° 27.46. West, 298.05 feet to the beginning of a tangent 1045.00 foot radius curve, concave Northwesterly; thence Southwesterly along the arc of said curve through a central angle of 11° 37.48., a distance of 212.12 feet to the true point of beginning; thence leaving said Northwesterly line South 00° 24.28., West, 310.03 feet; thence 89° 40.44., East, 152.36 feet; thence South 00° 24.28., West, 685.25 feet to the Northerly right of way line of Ruffin Court (Shown as 2nd Street on said Map No. 4674) and the point of terminus.

Subject to the terms and conditions set forth in this Permit, permission is granted to Owner/Permittee for the demolition of the County of San Diego annex building and construction

of a hospital complex; described and identified by size, dimension, quantity, type, and location on the approved exhibits [Exhibit "A"] dated _____, on file in the Development Services Department.

The project shall include:

- a. Demolition of a 337,564 square foot building and construction of a hospital complex that will be constructed in two phases. Phase I: a 565,000 square foot, seven-story general acute and tertiary care hospital building (Hospital), a 75,000 square foot outpatient hospital support building (HSB), and a 38,981 square foot central utility plant (Energy Center). The Hospital would include 321 beds, an outdoor service yard, and a 1,359 stall six-story parking structure in addition to 100 surface parking spaces. Phase II (build-out): the expansion of the Hospital by an additional seven-story, 155,000 square foot building to accommodate 129 beds (for a total of 450 beds), a additional 105,000 square foot HSB (for a total of 180,000 square feet), and an additional 1,134 stall seven-story parking structure (for a total of 2,593 parking spaces);
- b. Deviations as follows;
 - (1) *Floor Area Ratio*- A deviation to allow for a floor area ratio (FAR) of 1.0, where a maximum allowable FAR of 0.50 is allowed. A Planned Development Permit may be used to deviate from the allowed FAR pursuant to the Kearney Mesa Community Plan and SDMC Section 143.0410(a)(3)(B);
 - (2) *Retaining Wall*- A deviation to SDMC Section 142.0340 to allow for a two-tier retaining wall system on the south side of Clairemont Mesa Boulevard to allow for the expansion of the existing roadway as shown on Exhibit A;
- c. Landscaping (planting, irrigation and landscape related improvements);
- d. Off-street parking;
- e. Leadership in Energy and Environmental Design (LEED) Gold Level Certification; and
- f. Public and private accessory improvements determined by the Development Services Department to be consistent with the land use and development standards for this site in accordance with the adopted community plan, the California Environmental Quality Act [CEQA] and the CEQA Guidelines, the City Engineer's requirements, zoning regulations, conditions of this Permit, and any other applicable regulations of the SDMC.

STANDARD REQUIREMENTS:

1. This Permit must be utilized within thirty-six (36) months after the date on which all rights of appeal have expired. If this permit is not utilized in accordance with Chapter 12, Article 6, Division 1 of the SDMC within the 36 month period, this permit shall be void unless an Extension of Time has been granted. Any such Extension of Time must meet all SDMC

requirements and applicable guidelines in effect at the time the extension is considered by the appropriate decision maker. This permit must be utilized by _____.

2. No permit for the construction, occupancy, or operation of any facility or improvement described herein shall be granted, nor shall any activity authorized by this Permit be conducted on the premises until:
 - a. The Owner/Permittee signs and returns the Permit to the Development Services Department; and
 - b. The Permit is recorded in the Office of the San Diego County Recorder.
3. While this Permit is in effect, the subject property shall be used only for the purposes and under the terms and conditions set forth in this Permit unless otherwise authorized by the appropriate City decision maker.
4. This Permit is a covenant running with the subject property and all of the requirements and conditions of this Permit and related documents shall be binding upon the Owner/Permittee and any successor(s) in interest.
5. The continued use of this Permit shall be subject to the regulations of this and any other applicable governmental agency.
6. Issuance of this Permit by the City of San Diego does not authorize the Owner/Permittee for this Permit to violate any Federal, State or City laws, ordinances, regulations or policies including, but not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.).
7. The Owner/Permittee shall secure all necessary building permits. The Owner/Permittee is informed that to secure these permits, substantial building modifications and site improvements may be required to comply with applicable building, fire, mechanical, and plumbing codes, and State and Federal disability access laws.
8. Construction plans shall be in substantial conformity to Exhibit "A." Changes, modifications, or alterations to the construction plans are prohibited unless appropriate application(s) or amendment(s) to this Permit have been granted.
9. All of the conditions contained in this Permit have been considered and were determined-necessary to make the findings required for approval of this Permit. The Permit holder is required to comply with each and every condition in order to maintain the entitlements that are granted by this Permit.

If any condition of this Permit, on a legal challenge by the Owner/Permittee of this Permit, is found or held by a court of competent jurisdiction to be invalid, unenforceable, or unreasonable, this Permit shall be void. However, in such an event, the Owner/Permittee shall have the right, by paying applicable processing fees, to bring a request for a new permit without the "invalid"

conditions(s) back to the discretionary body which approved the Permit for a determination by that body as to whether all of the findings necessary for the issuance of the proposed permit can still be made in the absence of the "invalid" condition(s). Such hearing shall be a hearing de novo, and the discretionary body shall have the absolute right to approve, disapprove, or modify the proposed permit and the condition(s) contained therein.

10. The Owner/Permittee shall defend, indemnify, and hold harmless the City, its agents, officers, and employees from any and all claims, actions, proceedings, damages, judgments, or costs, including attorney's fees, against the City or its agents, officers, or employees, relating to the issuance of this permit including, but not limited to, any action to attack, set aside, void, challenge, or annul this development approval and any environmental document or decision. The City will promptly notify Owner/Permittee of any claim, action, or proceeding and, if the City should fail to cooperate fully in the defense, the Owner/Permittee shall not thereafter be responsible to defend, indemnify, and hold harmless the City or its agents, officers, and employees. The City may elect to conduct its own defense, participate in its own defense, or obtain independent legal counsel in defense of any claim related to this indemnification. In the event of such election, Owner/Permittee shall pay all of the costs related thereto, including without limitation reasonable attorney's fees and costs. In the event of a disagreement between the City and Owner/Permittee regarding litigation issues, the City shall have the authority to control the litigation and make litigation related decisions, including, but not limited to, settlement or other disposition of the matter. However, the Owner/Permittee shall not be required to pay or perform any settlement unless such settlement is approved by Owner/Permittee.

11. This Permit may be developed in phases. Each phase shall be consistent with the conditions and exhibits approved for each respective phase per the approved Exhibit "A."

ENVIRONMENTAL/MITIGATION REQUIREMENTS:

12. Mitigation requirements in the Mitigation, Monitoring, and Reporting Program No. 274240 [MMRP] shall apply to this Permit. These MMRP conditions are hereby incorporated into this Permit by reference.

13. The mitigation measures specified in the MMRP and outlined in Environmental Impact Report (EIR) No. 274240 (SCH No. 2012071092), shall be noted on the construction plans and specifications under the heading ENVIRONMENTAL MITIGATION REQUIREMENTS.

14. The Owner/Permittee shall comply with the MMRP as specified in Environmental Impact Report No. 274240 (SCH No. 2012071092), to the satisfaction of the Development Services Department and the City Engineer. Prior to issuance of any construction permit, all conditions of the MMRP shall be adhered to, to the satisfaction of the City Engineer. All mitigation measures described in the MMRP shall be implemented for the following issue areas:

- Transportation/Traffic Circulation (direct impacts only)
- Biological Resources
- Paleontology

Health and Safety
Noise

AIRPORT REQUIREMENTS:

15. Prior to the issuance of a building permit, the Owner/Permittee shall provide a valid "Determination of No Hazard to Air Navigation" issued.

ENGINEERING REQUIREMENTS:

16. Prior to the issuance of any building permits, the Owner/Permittee shall assure by permit and bond the closure of all non-utilized driveways with City Standard curb, gutter and sidewalk, satisfactory to the City Engineer.

17. Prior to the issuance of any building permits, the Owner/Permittee shall assure by permit and bond the construction of City standard driveways, on Ruffin Road and Ruffin Court, satisfactory to the City Engineer.

18. Prior to the issuance of any building permits, the Owner/Permittee shall assure by permit and bond the replacement of all existing non-standard curb ramps with City standard curb ramps with truncated domes and the construction of a new curb ramp at the intersection of Ruffin Court and Greencraig Lane, satisfactory to the City Engineer.

19. Prior to the issuance of any building permits, the Owner/Permittee shall obtain an Encroachment Maintenance and Removal Agreement from the City Engineer for the private storm drain systems, and landscape and irrigation located within the City's rights-of-way, satisfactory to the City Engineer.

20. Prior to the issuance of any construction permit, the Owner/Permittee shall enter into a Maintenance Agreement for the ongoing permanent Best Management Practices (BMP) maintenance, satisfactory to the City Engineer.

21. Prior to the issuance of any construction permit, the Owner/Permittee shall incorporate any construction Best Management Practices (BMPs) necessary to comply with Chapter 14, Article 2, Division 1 (Grading Regulations) of the Municipal Code, into the construction plans or specifications.

22. Prior to the issuance of any construction permit, the Owner/Permittee shall incorporate and show the type and location of all post construction BMPs on the final construction drawings, consistent with the approved Water Quality Technical Report .

23. The drainage system for this project shall be private and will be subject to approval by the City Engineer.

24. Prior to the issuance of any building permits, the Owner/Permittee shall obtain a bonded grading permit for the grading proposed for this project. All grading shall conform to

requirements in accordance with the City of San Diego Municipal Code in a manner satisfactory to the City Engineer.

25. Development of this project shall comply with all storm water construction requirements of the State Construction General Permit, Order No. 2009-0009-DWQ and the Municipal Storm Water Permit, Order No. R9-2007-0001 in accordance with Order No. 2009-0009DWQ, a Risk Level Determination shall be calculated for the site and a Storm Water Pollution Prevention Plan (SWPPP) shall be implemented concurrently with the commencement of grading activities.

26. Prior to issuance of a grading or a construction permit, a copy of the Notice of Intent (NOI) with a valid Waste Discharge ID number (WDID#) shall be submitted to the City of San Diego as a proof of enrollment under the Construction General Permit. When ownership of the entire site or portions of the site changes prior to filing of the Notice of Termination (NOT), a revised NOI shall be submitted electronically to the State Water Resources Board in accordance with the provisions as set forth in Section II.C of Order No. 2009-0009-DWQ and a copy shall be submitted to the City.

GEOLOGY REQUIREMENTS:

27. Prior to the issuance of any construction permits, the Owner/Permittee shall submit a geotechnical investigation report or update letter that specifically addresses the proposed construction plans. The geotechnical investigation report or update letter shall be reviewed for adequacy by the Geology Section of Development Services.

28. Prior to exoneration of the bond and grading permit close-out, the Owner/Permittee shall submit an as-graded geotechnical report prepared in accordance with the City's "Guidelines for Geotechnical Reports" following completion of the grading. The as-graded geotechnical report shall be reviewed for adequacy by the Geology Section of Development Services.

LANDSCAPE REQUIREMENTS:

29. Prior to issuance of any construction permits for public right-of-way improvements, the Owner/Permittee shall submit complete landscape construction documents for right-of-way improvements to the Development Services Department for approval. Improvement plans shall take into account a 40 square-foot area around each tree, which is unencumbered by utilities. Driveways, drains, water and sewer laterals shall be designed so as not to prohibit the placement of street trees.

30. Prior to the issuance of any construction permit, the Owner/Permittee shall submit complete landscape and irrigation construction documents consistent with the Land Development Manual to the Development Services Department for approval. The construction documents shall be in substantial conformance with Exhibit "A," Landscape Development Plan, on file in the Office of the Development Services Department. Construction plans shall take into account a 40 square-foot area around each tree, which is unencumbered by hardscape and utilities as set forth under SDMC 142.0403(b)(5).

31. In the event that the Landscape Plan and the Site Plan conflict, the Site Plan shall be revised to be consistent with the Landscape Plan such that landscape areas are consistent with the Exhibit "A," Landscape Development Plan.
32. Prior to issuance of any Certificate of Occupancy, the Owner/Permittee shall install all required landscape and obtain all required landscape inspections.
33. The Owner/Permittee shall be responsible for the maintenance of all landscape improvements shown on the approved plans, including in the right-of-way, consistent with the Landscape Standards unless long-term maintenance of said landscaping will be the responsibility of a Landscape Maintenance District or other approved entity. All required landscape shall be maintained in a disease, weed, and litter free condition at all times. Severe pruning or "topping" of trees is not permitted unless specifically noted in this Permit. The trees shall be maintained in a safe manner to allow each tree to grow to its mature height and spread.
34. If any required landscape (including existing or new plantings, hardscape, landscape features, etc.) indicated on the approved construction document plans is damaged or removed during demolition or construction, the Owner/Permittee shall repair and/or replace in kind and equivalent size per the approved documents to the satisfaction of the Development Services Department within 30 days of damage or a Final Landscape Inspection, whichever occurs earlier.
35. The Owner/Permittee shall replace any required planting that dies within 3 years of installation, within 30 calendar days of plant death with the same size and species of plant material shown on the approved plan.

PLANNING/DESIGN REQUIREMENTS:

36. Prior to issuance of building permits, the Owner/Permittee shall provide documentation that the project has been submitted to the U.S. Green Building Council for review and will achieve at least a Leadership in Energy and Environmental Design (LEED) Gold Certification. Construction documents shall note all criteria included in the design and construction of the project as identified in the LEED certification application.
37. Prior to issuance of building permits for the northern retaining walls, both on and off site, along Clairemont Mesa Blvd, construction documents shall identify the use of anti-graffiti coating on said walls.
38. All storage, service, and repair areas shall be located on the premises or screened so that they are not visible from adjacent development and public rights-of-way.
39. Prior to the issuance of Building Permits for the offsite retaining walls, construction documents shall fully illustrate, to the satisfaction of the Development Services Department, the use of upgraded materials, other than concrete masonry unit (CMU), or the retaining walls shall be textured and colored to have a natural appearance.
40. The retaining walls shall substantially conform to the approved Exhibit "A."

41. Prior to issuance of any building permit for the parking structure or hospital, construction documents shall fully illustrate compliance with the obstruction marking and lighting condition as described in the FAA Determination of No Hazard to Air Navigation (Aeronautical Study No. 2013-AWP-2239-OE, prior Study No. 2012-AWP-7135-OE).

42. A topographical survey conforming to the provisions of the SDMC may be required if it is determined, during construction, that there may be a conflict between the building(s) under construction and a condition of this Permit or a regulation of the underlying zone. The cost of any such survey shall be borne by the Owner/Permittee.

43. All signs associated with this development shall be consistent with sign criteria established by either the approved Exhibit "A" or City-wide sign regulations.

44. All private outdoor lighting shall be shaded and adjusted to fall on the same premises where such lights are located and in accordance with the applicable regulations in the SDMC.

TRANSPORTATION REQUIREMENTS

45. The Owner/Permittee shall permanently maintain a minimum of 1,620 automobile parking spaces including 32 standard accessible spaces, 32 motorcycle spaces, and 40 bicycle spaces with racks as required by the SDMC. The approved Exhibit "A" proposes to provide 1,459 automobile parking spaces including 60 standard accessible spaces, 29 motorcycle spaces, and 29 bicycle spaces with racks in Phase I, and 1,134 automobile parking spaces including 93 standard accessible spaces, 23 motorcycle spaces, and 23 bicycle spaces with racks in Phase II for a total of 2,593 automobile parking spaces including 153 standard accessible spaces, 52 motorcycle, and 52 bicycle spaces.

46. All on-site parking stalls and aisle widths shall be in compliance with requirements of the City's Land Development Code and shall not be converted and/or utilized for any other purpose, unless otherwise authorized in writing by the Development Services Director.

47. Prior to issuance of any grading permit, the Owner/Permittee shall assure by permit and bond the installation of a traffic signal at the intersection of Clairemont Mesa Boulevard/Project Driveway and provide interconnect to the existing coordinated signal system on Clairemont Mesa Boulevard, satisfactory to the City Engineer. Improvements shall be completed and accepted by the City Engineer prior to issuance of the first certificate of occupancy.

48. The new signal at the intersection of Clairemont Mesa Boulevard/Project Driveway shall have the following lane configuration:

- a. Westbound: Two 300-foot long left-turn lanes and three through lanes
- b. Northbound: Two right-turn lanes and one left-turn lane
- c. Eastbound: One 150-foot long right-turn lane, three through lanes and a Class II bike lane.

49. Prior to issuance of any construction permit, the Owner/Permittee shall dedicate additional right-of-way along its entire frontage on Clairemont Mesa Boulevard including adequate off-site transitions, and assure by permit and bond construction of a third eastbound through lane on Clairemont Mesa Boulevard between Ruffin Road and Murphy Canyon Road, satisfactory to the City Engineer. Improvements shall be completed and accepted by the City Engineer prior to issuance of the first certificate of occupancy.

50. Prior to issuance of any grading permit, the Owner/Permittee shall assure by permit and bond the modification of the traffic signal at the intersection of Clairemont Mesa Boulevard/ Murphy Canyon Road to accommodate the widening for the third eastbound through lane on Clairemont Mesa Boulevard, satisfactory to the City Engineer. Improvements shall be completed and accepted by the City Engineer prior to issuance of the first certificate of occupancy.

51. Prior to issuance of any grading permit, the Owner/Permittee shall assure by permit and bond the installation of a raised median on Ruffin Road between Ruffin Court and Clairemont Mesa Boulevard, satisfactory to the City Engineer. Improvements shall be completed and accepted by the City Engineer prior to issuance of the first certificate of occupancy.

52. Prior to issuance of any grading permit, the Owner/Permittee assure by permit and bond the installation of standard full-height curb, gutter, and non-contiguous sidewalk (contiguous at transitions per landscaping and approved traffic study) along the project's frontage along Clairemont Mesa Boulevard, satisfactory to the City Engineer. Improvements shall be completed and accepted by the City Engineer prior to issuance of the first certificate of occupancy.

53. Prior to issuance of any grading permit, the Owner/Permittee shall assure by permit and bond the installation of standard full-height curb, gutter, and non-contiguous sidewalk (contiguous at transitions per landscaping and approved traffic study) along the project's frontage along Ruffin Road, satisfactory to the City Engineer. Improvements shall be completed and accepted by the City Engineer prior to issuance of the first certificate of occupancy.

54. Prior to issuance of any grading permit, the Owner/Permittee shall assure by permit and bond the installation of standard full-height curb, gutter, and non-contiguous sidewalk (contiguous at transitions per landscaping and approved traffic study) along the project's frontage along Ruffin Court, satisfactory to the City Engineer. Improvements shall be completed and accepted by the City Engineer prior to issuance of the first certificate of occupancy.

55. The Owner/Permittee shall implement signal modification to provide SB to WB right-turn overlap phasing at the Balboa Avenue/Ruffin Road intersection, satisfactory to the City Engineer. Improvements shall be completed and accepted by the City Engineer prior to issuance of the first certificate of occupancy for Phase II.

56. The Owner/Permittee shall implement restriping of southbound approach of the Balboa Avenue/ Viewridge Avenue intersection to provide a second southbound left-turn lane including required signal modifications to accommodate the second southbound left-turn lane, satisfactory

to the City Engineer. Improvements shall be completed and accepted by the City Engineer prior to issuance of the first certificate of occupancy for Phase II.

57. The Owner/Permittee shall relocate the existing bus stop for eastbound MTS Routes #25 and #928 on Clairemont Mesa Boulevard (currently located just west of Ruffin Road on the south side of Clairemont Mesa Boulevard) to the east side on Ruffin Road along the projects frontage, including installation of the appropriate concrete bus pad. Improvements shall be completed and accepted by the City Engineer prior to issuance of the first certificate of occupancy.

58. Prior to issuance of any construction permit, the Owner/Permittee shall provide evidence of the recordation of a Joint Use Driveway/Mutual Access Agreement (Form DS-3248) with the adjacent neighbor to the east, satisfactory to the City Engineer.

59. Prior to issuance of the first certificate of occupancy, the Owner/Permittee shall develop and implement a comprehensive Transportation Demand Management Plan that includes information kiosks in central locations, bike racks, lockers and showers, priority parking spaces for carpool vehicles, discounted transit passes for employees, flexible work schedule as possible and on-site shared car program utilizing hybrid vehicles, and coordination with Metropolitan Transit System (MTS) for additional bus service, satisfactory to the City Engineer.

60. No objects higher than 36 inches are permitted in the visibility triangle areas as shown on the approved Exhibit "A".

WATER ASSESSMENT REQUIREMENTS:

61. The Owner/Permittee shall incorporate in the plans, reviewed and approved by the Office of State Health and Planning (OSHDP), the LEED Water Efficiency Credit design elements that will achieve the goal of 32% water use reduction with a minimum reduction of 15% based on the comparison to the EPA established baseline (EPA Act 1992 and 2005, UPC/IPC 2006)). Within twelve (12) months issuance of the first certificate of occupancy, upon receiving the U.S. Green Building Council certificate for a LEED rated project, the Owner/Permittee shall provide a copy of the LEED certificate to the City of San Diego Development Services and Public Utilities Departments.

PUBLIC UTILITIES DEPARTMENT REQUIREMENTS:

62. Prior to the issuance of any building permits, the Owner/Permittee shall apply for a plumbing permit for the installation of appropriate private back flow prevention device(s) [BFPDs] on each water service (domestic, fire and irrigation), in a manner satisfactory to the Director of Public Utilities and the City Engineer. BFPDs shall be located above ground on private property, in line with the service and immediately adjacent to the right-of-way.

63. Prior to the issuance of any building permits, the Owner/Permittee shall assure, by permit and bond, the design and construction of all public water facilities, including services and meters, in accordance with established criteria in the most current edition of the City of San

Diego Water Facility Design Guidelines and City regulations, standards and practices pertaining thereto.

64. Prior to the issuance of any building permits, the Owner/Permittee shall assure, by permit and bond, the design and construction of all public sewer facilities in accordance with established criteria in the most current City of San Diego sewer design guide.

65. All proposed private water and sewer facilities located within a single lot are to be designed to meet the requirements of the California Uniform Plumbing Code and will be reviewed as part of the building permit plan check.

66. No trees or shrubs exceeding three feet in height at maturity shall be installed within ten feet of any public water and sewer facilities.

67. Prior to the issuance of any building permits, the Owner/Permittee shall assure, by permit and bond, capping (abandonment) at the property line any existing unused sewer lateral and installation new sewer lateral(s) which must be located outside of any driveway or vehicular use area.

68. Prior to the issuance of any building permits, the Owner/Permittee shall assure, by permit and bond, removal (kill) at the main any existing unused water service.

INFORMATION ONLY:

- The issuance of this discretionary use permit alone does not allow the immediate commencement or continued operation of the proposed use on site. The operation allowed by this discretionary use permit may only begin or recommence after all conditions listed on this permit are fully completed and all required ministerial permits have been issued and received final inspection.
- Any party on whom fees, dedications, reservations, or other exactions have been imposed as conditions of approval of this Permit, may protest the imposition within ninety days of the approval of this development permit by filing a written protest with the City Clerk pursuant to California Government Code-section 66020.
- This development may be subject to impact fees at the time of construction permit issuance.

APPROVED by the City Council of the City of San Diego on _____ and Resolution Number _____.

Permit Type/PTS Approval No.: CUP No. 963644,
SDP No. 1069754 and PDP No. 963645
Date of Approval: _____

AUTHENTICATED BY THE CITY OF SAN DIEGO DEVELOPMENT SERVICES
DEPARTMENT

Jeffrey A. Peterson
Development Project Manager

**NOTE: Notary acknowledgment
must be attached per Civil Code
section 1189 et seq.**

The undersigned Owner/Permittee, by execution hereof, agrees to each and every condition of
this Permit and promises to perform each and every obligation of Owner/Permittee hereunder.

COUNTY OF SAN DIEGO,
Owner

By _____
Name:
Title:

KAISER FOUNDATION HOSPITAL AND HEALTH PLAN,
a California Corporation,
Permittee

By _____
Name:
Title:

**NOTE: Notary acknowledgments
must be attached per Civil Code
section 1189 et seq.**

RESOLUTION NUMBER R- _____

DATE OF FINAL PASSAGE _____

A RESOLUTION CERTIFYING ENVIRONMENTAL IMPACT REPORT NO. 274240, INCLUDING A WATER SUPPLY ASSESSMENT, FOR THE KAISER SAN DIEGO CENTRAL MEDICAL CENTER-PROJECT NO. 274240 [MMRP]

WHEREAS, on July 13, 2012, COUNTY OF SAN DIEGO (Owner) and KAISER FOUNDATION HOSPITAL AND HEALTH PLAN, a California nonprofit public benefit corporation (Permittee), submitted an application to Development Services Department for Conditional Use Permit, Site Development Permit and Planned Development Permit, which included a Water Supply Assessment, for the Kaiser Permanente San Diego Central Medical Center (Project); and

WHEREAS, the matter was set for a public hearing to be conducted by the City Council of the City of San Diego; and

WHEREAS, the issue was heard by the City Council on _____; and

WHEREAS, under Charter section 280(a)(2) this resolution is not subject to veto by the Mayor because this matter requires the City Council to act as a quasi-judicial body, a public hearing is required by law implicating due process rights of individuals affected by the decision, and the Council is required by law to consider evidence at the hearing and to make legal findings based on the evidence presented; and

WHEREAS, the City Council considered the issues discussed in Environmental Impact Report No. 274240 / SCH No. 201271092 (Report) prepared for this Project; NOW THEREFORE,

BE IT RESOLVED, by the City Council that it is certified that the Report has been completed in compliance with the California Environmental Quality Act of 1970 (CEQA) (Public Resources Code Section 21000 et seq.), as amended, and the State CEQA Guidelines thereto (California Code of Regulations, Title 14, Chapter 3, Section 15000 et seq.), that the Report reflects the independent judgment of the City of San Diego as Lead Agency and that the information contained in said Report, together with any comments received during the public review process, has been reviewed and considered by the City Council in connection with the approval of the Project.

BE IT FURTHER RESOLVED, that pursuant to CEQA Section 21081 and State CEQA Guidelines Section 15091, the City Council hereby adopts the Findings made with respect to the Project, which are attached hereto as Exhibit A.

BE IT FURTHER RESOLVED, that pursuant to State CEQA Guidelines Section 15093, the City Council hereby adopts the Statement of Overriding Considerations with respect to the Project, which is attached hereto as Exhibit B.

BE IT FURTHER RESOLVED, that pursuant to CEQA Section 21081.6, the City Council hereby adopts the Mitigation Monitoring and Reporting Program, or alterations to implement the changes to the Project as required by this City Council in order to mitigate or avoid significant effects on the environment, which is attached hereto as Exhibit C.

BE IT FURTHER RESOLVED, that the Report and other documents constituting the record of proceedings upon which the approval is based are available to the public at the office of the CITY CLERK, 202 C STREET, SAN DIEGO, CA 92101.

BE IT FURTHER RESOLVED, that the CITY CLERK is directed to file a Notice of Determination with the Clerk of the Board of Supervisors for the County of San Diego regarding the Project.

APPROVED: JAN I. GOLDSMITH, City Attorney

By _____
NAME
Deputy City Attorney

ATTACHMENT(S): Exhibit A, Findings
Exhibit B, Statement of Overriding Considerations
Exhibit C, Mitigation Monitoring and Reporting Program

EXHIBIT A AND B**FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS REGARDING
THE ENVIRONMENTAL IMPACT REPORT FOR THE KAISER PERMANENTE
SAN DIEGO CENTRAL MEDICAL CENTER PROJECT**

Project No. 274240
SCH No. 2012071092
September 2013

SECTION 1: THE PROJECT**I. PROJECT DESCRIPTION**

Kaiser Foundation Hospitals, a California nonprofit public benefit corporation (Kaiser) proposes to develop the Kaiser Permanente San Diego Central Medical Center Project (the proposed project). The proposed project site is approximately 20 acres and is located at 5201 Ruffin Road, at the southeast corner of Ruffin Road and Clairemont Mesa Boulevard in the Kearney Mesa Community of the City of San Diego. The site is currently developed with a 337,564-square foot building that was formerly used as County of San Diego office space and is proposed for demolition as part of the project. The project, which proposes a 7-story, 450-bed hospital and a 180,000-square-foot hospital support building, would require a Conditional Use Permit (CUP), a Planned Development Permit (PDP), and a Site Development Permit (SDP).

The project is proposed in two phases. Phase I would include a 565,000-square foot, 7-story general acute and tertiary care hospital building (Hospital), a 75,000-square-foot outpatient hospital support building (HSB), and a 38,981-square-foot central utility plant (Energy Center). The Hospital would include 321 beds, an outdoor service yard, and a 1,359-stall parking structure in addition to 100 surface parking spaces.

Phase II (buildout) would include expansion of the Hospital by an additional 7-story, 155,000-square foot building to accommodate 129 beds (for a total of 450 beds), an additional 105,000-square foot HSB, and a 1,134-stall parking structure (for a total of 2,593 parking spaces).

The CUP would allow for hospital use within the zone, and a PDP would enable the project to exceed the maximum .50 Floor Area Ratio (FAR) allowed within the Kearny Mesa Community Plan (up to 1.00 FAR) and to exceed the allowable retaining wall height (along Clairemont Mesa Boulevard). An SDP is also required, because the site contains environmentally sensitive lands along the slopes, on- and off-site, adjacent to Clairemont Mesa Boulevard. In addition, the SDP is required for encroachment of proposed retaining walls along Clairemont Mesa Boulevard within the public right-of-way.

II. PROJECT OBJECTIVES

The objectives of the proposed Kaiser Permanente San Diego Central Medical Center Project are described below:

1. Create a comprehensively planned, integrated medical center campus that includes a modern 450-bed Kaiser Permanente hospital (in two phases, 321 beds in Phase I, 129 beds in Phase II), community amenities, and new employment opportunities in San Diego.
2. Provide high-quality health care in new, state-of-the-art inpatient and outpatient facilities for Kaiser Permanente members and central San Diego County by the phased replacement of outmoded existing structures, technology, and equipment in a practical and cost-effective manner.
3. Provide development capacity at the Kaiser Medical Center that would accommodate growth of Kaiser Permanente members requiring inpatient and outpatient health care services within the Central County service area.
4. Provide a variety of services, such as cancer care, imaging, cardiology, obstetrics, pharmacy, labs, and emergency services and medical office space in a central campus-like setting.

SECTION 2: ENVIRONMENTAL REVIEW PROCESS

The lead agency approving the project and conducting environmental review under the California Environmental Quality Act (California Public Resources Code Sections 21000, *et seq.*, and the Guidelines promulgated thereunder in California Code of Regulations, Title 14, Sections 15000 *et seq.* (CEQA Guidelines), hereinafter collectively, CEQA) shall be the City of San Diego (the City). The City as lead agency shall be primarily responsible for carrying out the Project. In compliance with Section 15082 of the CEQA Guidelines, the City published a Notice of Preparation on July 27, 2012, which began a 30-day period for comments on the appropriate scope of the project Environmental Impact Report (EIR). Consistent with Public Resources Code section 21083.9, the City held a public agency scoping meeting on August 15, 2012 at the County Annex located at 5201 Ruffin Road (the project site), Suite B – Hearing Room, San Diego, California 92123. The purpose of this meeting was to seek input and concerns from public agencies regarding the environmental issues that may potentially result from the project.

The City published a draft Environmental Impact Report in July 2013 in compliance with CEQA. Pursuant to CEQA Guidelines section 15085, upon publication of the draft EIR, the City filed a Notice of Completion with the Governor's Office of Planning and Research, State Clearinghouse, indicating that the draft EIR had been completed and was available for review and comment by the public. The City also posted a Notice of Availability of the draft EIR at this time pursuant to CEQA Guidelines section 15087. The draft EIR was circulated for 45 days for public review and comment from July 17,

2013 to September 3, 2013. After the close of public review period, the City provided responses in writing to all comments received on the draft EIR.

The final EIR for the project was published on September 30, 2013. The final EIR has been prepared in accordance with CEQA and the State CEQA Guidelines. Pursuant to CEQA Guidelines section 15084(d)(3), the applicant retained a consultant, Dudek, to assist with the preparation of the environmental documents. The City, acting as the Lead Agency, has reviewed and edited as necessary the submitted drafts and certified that the final EIR reflects its own independent judgment and analysis under Guideline Section 15090(a)(3) and CEQA Section 21082.1(a)-(c).

The EIR addresses the environmental effects associated with implementation of the project. The EIR is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and components of the project. The EIR addressed the potential significant adverse environmental impacts associated with the project, and identifies feasible mitigation measures and alternatives that may be adopted to reduce or eliminate these impacts. The EIR is incorporated by reference into this CEQA findings document.

The EIR is the primary reference document for the formulation and implementation of a mitigation monitoring program for the project. Environmental impacts cannot always be mitigated to a level that is considered less than significant. In accordance with CEQA, if a lead agency approves a project that has significant unavoidable impacts that cannot be mitigated to a level below significance, the agency must state in writing the specific reasons and overriding considerations for approving the project based on the final CEQA documents and any other information in the public record for the project. (CEQA Guidelines, § 15093). This is called a “statement of overriding considerations.” (CEQA Guidelines, § 15093).

The documents and other materials that constitute the record of proceedings on which the City’s CEQA findings are based are located at the Office of the City Clerk, 201 C Street, 2nd Floor, San Diego, California 921001. This information is provided in compliance with Public Resources Code section 21081(a)(2).

SECTION 3: FINDINGS

I. INTRODUCTION

The CEQA the CEQA Guidelines require that no public agency shall approve or carry out a project which identifies one or more significant environmental impacts of a project unless the public agency makes one or more written findings for each of those significant effects, accompanied by an overriding justification and rationale for each finding in the form of a statement of overriding considerations. The possible findings are:

- (1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effects on the environment.
- (2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been or can or should be adopted by that other agency and not the agency making the findings. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

[CEQA, Section 21081 *et seq*; Guidelines, Section 15091 *et seq*.]

CEQA requires that the lead agency adopt mitigation measures or alternatives where feasible to avoid or mitigate significant environmental impacts that would otherwise occur with the implementation of the project. Project mitigation or alternatives are not required, however, where they are infeasible or where the responsibility for modifying the proposed project lies with another agency. [Guidelines Section 15091(a)(b)] For those significant impacts that cannot be mitigated to a less than significant level, the lead agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the proposed project outweigh the significant effects on the environment. [CEQA Section 21081(b) and Guidelines Section 15093] If such findings can be made, the Guidelines state in Section 15093 “the adverse environmental effects may be considered acceptable.” CEQA also requires that the findings made pursuant to Section 15091 be supported by substantial evidence in the record (State CEQA Guidelines, Section 15091(b)). Under CEQA, substantial evidence means enough relevant information has been provided (reasonable inferences from this information may be made) to support a conclusion, even though other conclusions might also be reached. Substantial evidence includes facts, reasonable assumptions predicated on facts, and expert opinion supported by facts (State CEQA Guidelines, Section 15384).

The findings reported in the following pages incorporate the facts and discussions of in the EIR for the Project as fully set forth therein. Although Section 15091 of the CEQA Guidelines does not require findings to address environmental impacts that an EIR identifies as merely “potentially significant,” these findings will nevertheless fully account for all such effects identified in the EIR. For each of the significant impacts associated with the project, the following sections are provided:

Description of Significant Effects: A specific description of the environmental effects identified in the EIR, including a conclusion regarding the significance of the impact.

Finding: One or more of the three specific findings set forth in CEQA Guidelines Section 15091.

Mitigation Measures: Identified feasible mitigation measures or actions, that are required as part of the project, and if mitigation is infeasible, the reasons supporting the finding that the rejected mitigation is infeasible.

Rationale: A summary of the reasons for the finding(s).

Reference: A notation on the specific section in the EIR which includes the evidence and discussion of the identified impact.

For environmental impacts that are identified in the EIR to be less than significant and do not require mitigation, a statement explaining why the impacts are less than significant is provided.

II. ENVIRONMENTAL IMPACTS THAT ARE LESS THAN SIGNIFICANT AND DO NOT REQUIRE MITIGATION

The City Council of the City of San Diego hereby finds that the following potentially significant environmental impacts will be less than significant. These findings are based on the discussion of impacts in Chapters 5 and 6 of the EIR.

A. Land Use

1. **General Plan Consistency:** The project includes a CUP, PDP and SDP. The project was found to be consistent with the City's adopted General Plan and Kearny Mesa Community Plan, as analyzed in EIR Tables 5.1-1, Project's Consistency with City of San Diego's 2008 General Plan, and 5.1-2, Project's Consistency with the City of San Diego Kearny Mesa Community Plan. The analysis has demonstrated that the project would not result in a significant impact due to an inconsistency or conflict with the General Plan or Kearny Mesa Community Plan.
2. **Consistency with the City of San Diego Multiple Species Conservation Program (MSCP):** As described in Section 5.7, Biological Resources, the project study area is within the boundaries of the City's MSCP Subarea Plan; however, it is not located within or adjacent to the Multi Habitat Planning Area (MHPA). Additionally, the project study area has not been identified as a strategic preserve. Therefore, the loss of habitat resulting from the project identified in Table 5.3-1 of the draft EIR would not conflict with the provisions of the MSCP or associated MHPA. Additionally, implementation of Mitigation Measures BIO-1 and BIO-2 would mitigate impacts to sensitive biological resources to a less than significant level. Therefore, the project would not result in a significant impact due to an

inconsistency or conflict with the City’s MSCP Subarea Plan or conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.

3. Consistency with an Adopted Airport Land Use Compatibility Plan (ALUCP): The MCAS Miramar ALUCP defines the project site as being located outside the noise contours (60 dB CNEL) and outside of Review Area 1, which consists of the ALUCP’s accident potential zones or safety zones. Additionally, the project site is located within Montgomery Field Review Area 1 on southwestern corner of property, and Montgomery Field Review Area 2 for remainder of property. Properties located within Review Area 1 are required to comply with the noise, safety, and airspace protection compatibility requirements. Properties located within Review Area 2 are required comply with the airspace protection compatibility requirements.

The applicant has obtained the required determinations from the FAA, which state that the project would not constitute a hazard to air navigation (FAA 2013, included as *Appendix B* of the DEIR).

The project would not require a change to air station flight operations, approach minimums, or departure routes. The project would not interfere with aircraft communications systems, navigation systems, or other electrical systems. The project does not propose reflective lighting that would interfere with aircrew vision. Finally, the project does not include development uses that would attract birds or waterfowl, such as, but not limited to landfills, feed stations, or certain types of vegetation. For the above stated reasons, the project would not conflict with the ALUCPs for MCAS Miramar or Montgomery Field.

Overall, the project would not result in land uses which are not compatible with an adopted Airport Land Use Compatibility Plan; impacts would be less than significant.

B. Transportation/Circulation and Parking

1. Consistency with Community Plan Traffic Generation Allocation: The Kearny Mesa Community Plan Transportation Element does not specify specific traffic generation allocations; however, the plan does include a policy stating that “development intensities should correlate with the capacity of the circulation system.” Detailed analyses of impacts to the local street system are provided in Sections 5.2.10 and 5.2.13 of the DEIR.

2. Transportation System Impacts: Impacts on existing or planned transportation systems (i.e., non-vehicular modes of transportation) would be less than significant. The proposed project would be consistent with adopted policies and actions in support of alternative transportation, including those of the City's General Plan encouraging large employers to employ Transportation Demand Management plans. The project also includes a new bus stop and substantial bicycle parking. Consistent with the City's Bicycle Master Plan, the project preserves existing bicycle lanes along Ruffin Road and provides for the addition of a new bicycle lane on Clairemont Mesa Boulevard. These elements promote walkability, alternative modes of transportation, and bicycling as a mode of transportation thereby reducing impacts on existing roadways. The project also consolidates medical office space/uses and hospital care space/uses into a single campus thereby potentially reducing impacts on existing roadways.
3. Motor Vehicle, Bicycle or Pedestrian Hazards: The project would be designed consistent with the City's Street Design Manual and would not create a hazard for vehicles, bicycles, or pedestrians entering or existing the site. No significant impacts regarding traffic hazards would occur; therefore, impacts would be less than significant.

C. Air Quality

1. Exposure of Sensitive Receptors to Pollutant Concentrations: Two sensitive receptors were identified in the vicinity of the project, the Polinsky Children Center at 9400 Ruffin Court and the Chinese Bilingual Preschool at 5075 Ruffin Road. The project would result in less-than-significant impacts to sensitive receptors.
2. Odors: Odors would be generated from vehicles and/or equipment exhaust emissions during construction of the project. Such odors are temporary and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be considered less than significant. Land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The project entails a hospital construction and would not result in the creation of a land use that is commonly associated with odors. Therefore, project operations would result in an odor impact that is less than significant.

3. **Alteration of Air Movement:** The addition of two hospital towers and associated facilities and a parking garage would replace the large, bulk structure of the existing County Administration building, and would introduce a physically dominant development to the area in terms of height and mass when compared to structures and development patterns in the immediate vicinity. Although the use and scale of the project would differ from that of existing nearby land uses, the open, low-density urban character of the surrounding street grid and built environment would be maintained following project implementation. Because the overall existing physical layout and urban character of the area would not be significantly altered following project implementation, the project would not create substantial changes in air movement in and around the project site and impacts would be less than significant.

D. Greenhouse Gas Emissions

1. **Conflict with Greenhouse Gas Emissions (GHG) Reducing Plan, Policy or Regulation:** The City has taken steps to address climate change impacts at a local level through the City's sustainable community program, Climate Protection Action Plan, and General Plan. The project would achieve a 17.5% reduction from business as usual and would implement a number of design features aimed at reducing GHG emissions, which are consistent with the City's goals. Additionally, the project would achieve Leadership in Energy and Environmental Design (LEED) Gold certification, further reducing GHG emissions particularly through energy and water conservation features. Furthermore, the project consolidates medical office space/uses and hospital care space/uses into a single campus in order to cut down on vehicular trips to and from multiple locations. The proposed project also seeks to promote walkability, alternative modes of transportation and bicycling as a mode of transportation in order to reduce vehicular trips to and from the project. As such, project impacts associated with conflicts with any of these plans would be less than significant.

E. Noise (Operations)

1. **Mechanical Equipment Impacts to Off-Site Sensitive Receptors:** The City's noise ordinance requires that the mechanical equipment generated by the project not exceed a 1-hour average sound level of 65 dBA between 7 a.m. and 7 p.m., and 60 dBA between 7 p.m. and 7 a.m., on or beyond the boundaries of the property. All equipment would be shielded from the various property boundaries by intervening parapets or screen walls located on the Energy Center building and hospital building, and a sound wall located around

the generator yard. With all the equipment operating, and the noise attenuation due to distance and shielding provided by rooftop parapets, screen walls, and generator sound walls, the resulting 1-hour average noise level would be 59 dBA or less at the north, south and east project site boundaries. This noise level would comply with the City's noise ordinance criteria and result in a less-than-significant noise impact.

2. Interior Noise Level within the Hospital Building: The majority of the mechanical equipment, including the larger and louder rooftop mechanical equipment, would be mounted on 6-inch-thick concrete pads. In addition, the roof assemblies would include minimum 6-inch-thick concrete, and below these roofs would be suspended ceilings with either acoustical tile or gypsum board. These assembly combinations would attenuate the exterior airborne noise by more than 50 dBA. The rooftop equipment would have sound levels ranging from approximately 60 to 81 dBA at a distance of 3 feet, depending on the type and capacity size of the equipment. With the sound attenuation provided by the mechanical equipment pads, roof, and ceiling assemblies, the interior noise level would be less than 40 dBA CNEL within both the hospital rooms and staff offices. Thus, the interior noise level would be below the 45 dBA interior noise criteria, and the noise impact would be less than significant.
3. Traffic Noise/Exterior Noise Impacts: The primary hospital building would include the Mesa Gardens and outdoor use for the patients and visitors in addition to the Canyon Slope open space area to the northeast of the project site. Mesa Gardens would be located at the interior of the project site and would be effectively shielded from traffic noise by the main Acute Care Hospital building providing adequate noise attenuation. The future traffic noise level at the Canyon Slope outdoor use space associated with the hospital building would be approximately 64 dB CNEL. Noise levels at this location would be below 65 dB CNEL, and therefore, impacts would be less than significant.
4. Off-Site Traffic Noise: The existing plus project traffic noise would generate a noise level increase of up to 3 dB CNEL along Ruffin Court where the greatest increase in traffic volumes would occur. Similarly, with the project, the Year 2035 traffic noise would generate a noise level increase of up to 3 dB CNEL along Ruffin Court. Traffic noise level increases along Clairemont Mesa Boulevard and Ruffin Road would be 1 dB CNEL or less. The additional traffic volume along the adjacent roads would not substantially increase the existing noise level in the project vicinity and would not exceed a

3 dB CNEL noise level increase; therefore, the traffic noise level increase is considered less than significant.

F. Energy

1. **Excessive Amounts of Electrical Power:** With full buildout of the project, anticipated electricity use at the site is expected to be approximately 7,781,760 kWh of electricity per year, resulting in a net change of 3,814,380 kWh of electricity per year. This is equivalent to a 96% increase in electricity use resulting from the project. Statewide emission reduction measures proposed in California Air Resources Board's (CARB) Scoping Plan (CARB 2008) include several measures aimed at reducing GHG emissions associated with electricity use (refer to Section 5.4, Greenhouse Gas Emissions, and Appendix E). These measures would reduce overall energy use by approximately 11% by 2020. Hospitals are not generally subject to energy efficiency requirements such as those specified in Title 24 and are required to meet other state laws related to ventilation and air exchanges, resulting in increased energy needs. In order to partially offset these increased energy needs, the project has incorporated sustainable features into the project design to reduce its electricity use, including achieving LEED Gold certification. Water conservation measures identified in the project description would also serve to reduce the amount of electricity needed to supply water to the project site. These project features would be consistent or exceed many of the City's Conservation Element policies, especially Policy CE-A.5 related to sustainable building and operational techniques. Therefore, with the sustainable features included in the project to reduce energy consumption the project would not result in the use of excessive amounts of electrical power and impacts would be less than significant.
2. **Excessive Amounts of Fuel:** Full buildout of the project is expected to use approximately 23,071 million British thermal units (MMBTU) of natural gas per year, resulting in a net increase from current use at the site of approximately 14,692 MMBTU per year at the project site. Statewide emission reduction measures proposed in CARB's Scoping Plan (CARB 2008) include measures aimed at reducing GHG emissions associated with natural gas use that would reduce overall natural gas use by approximately 10% by 2020. The project would result in a total of 12,600 trips at the project, and a net increase that can be attributed to the project of 9,073 trips. Vehicle trips associated with the project are expected to use less petroleum due to advances in fuel economy over time, as well as regional land use

improvements that would reduce petroleum use by reducing vehicle miles traveled. Furthermore, the project consolidates medical office space/uses and hospital care space/uses into a single campus in order to cut down on vehicular trips to and from multiple projects. The proposed project also seeks to promote walkability within the campus, alternative modes of transportation and bicycling as a mode of transportation in order to reduce vehicular trips to and from the project. The project's access to public transit would further reduce the use of petroleum by encouraging the use of alternative forms of transportation. The project would not result in the use of excessive amounts of natural gas or petroleum, and impacts would be less than significant.

G. Health and Safety

1. Interfere with Adopted Emergency Response Plan: The project has been designed to meet the emergency, safety, and evacuation policies of the hospital and surrounding community. The project site has been carefully planned to increase access to and from the site and ensure safety for emergency vehicles. During construction of the proposed project, as a project design feature, as listed in Table 3-3, Summary of Project Design Features and Construction Measures, Kaiser would prepare a traffic control plan to specifically address construction traffic within the City's public rights-of-way. The traffic control plan would include provisions for construction times, control plans for allowance of bicyclists, pedestrians, and bus access throughout construction. The traffic control plan would also include provisions to ensure emergency vehicle passage at all times, and include signage and flagmen when necessary to allow the heavy equipment to utilize surrounding streets. With the implementation of a project specific traffic control plan during construction, impacts would be less than significant.
2. Wildfire Hazard: The project site is located in a highly developed urban area and is surrounded by development. The property is not within or adjacent to an area designated as within City's "Very High Fire Hazards Severity Zone." Additionally, open space on the site will be maintained and landscaped with a sprinkler system. The risk of wildland fire occurring on the site is anticipated to be very low. Impacts related to wildland fires at the site would be less than significant.

H. Visual Quality and Neighborhood Character

1. Adverse Effect on Scenic Vista/Resources: The proposed project site is not identified in the community plan, general plan, or local coastal program as being located within a designated public view corridor. There are no significant visual landmarks or scenic vistas in the area that would be potentially blocked by the project. There are no identified community symbols or landmarks as identified in the Kearny Mesa Community Plan or City of San Diego General Plan in the vicinity of the project area. The site is not designated as a historical landmark and does not include a large stand of natural trees, vegetation, or rock outcroppings. There are no designated scenic resources, scenic vistas, or view corridors within this area. The project site is located in a visible area; the 0.3-mile distance from I-15 would not substantially block existing views of the site from travelers along I-15.
2. Visual Character: Though the project would result in increases in height and bulk at the site which would be visible from certain vantage points, with a cohesive architecture and landscape plan the project would not degrade the existing visual character or quality of the site or its surroundings. Considering the distance to the newly visible structures, with consistent landscaping and architecture the views of the campus from adjacent properties would blend with views of the sky and existing buildings in the area. Additionally, due to the developed nature of the site and surrounding area, and the limited amount of undisturbed topography in the proposed project vicinity, the development would not strongly contrast with the surrounding development or the natural topography of the area. The off-site retaining walls along Clairemont Mesa Boulevard would be screened by landscaping to match the current conditions with mostly large shrubs and Sycamore trees. Therefore, the project would not substantially degrade the existing visual character or quality of the site or surroundings, and impacts would be less than significant.
3. The project does not include excessive signage, only emergency signage required for efficient hospital operations. New landscaping of the site would create a uniformity and cohesion with surrounding land uses. The character of the landscape design is based on a natural San Diego mesa, both in materials and organization, as reinforced by sandstone surfaces and elements and the use of native plants and trees. Proposed plants and trees in north, south, east, or west sectors of the campus correspond to naturally occurring conditions in the region. With tiered landscaping and uniform architectural design throughout the project site, visual impacts to surrounding developments and the natural topography would be less than significant.

4. Source of Light/Glare: No significant light or glare impacts would result from the proposed project. Outdoor lighting would be in keeping with the urbanized area that surrounds the site. The light reflectivity of the glass materials would be less than the threshold of 30%. Additionally, the project would be designed in accordance with the State of California Building Code and Municipal Code requirements. Therefore, impacts to the community related to lighting and glare from the proposed project would be less than significant.

I. Geology

1. Exposure to Geologic Substantial Effects: A design-level geotechnical investigation will be conducted that will specifically document the geologic conditions on the site in relation to the proposed buildings, as well as appropriate engineering design and construction measures to meet California Building Code (CBC) standards (see EIR Section 3.2.4). Design and construction in accordance with the CBC would reduce the potential for structural collapse due to earthquake ground shaking to an acceptable level. Therefore, impacts to people or structures, including the risk of life, injury, or death due to faulting on the site, local seismic events, and undocumented fill on the site, would be less than significant.
2. Potential for Soil Erosion: Adherence to erosion control standards in the City's grading ordinance as well as Best Management Practices (BMPs) required by the project Storm Water Pollution Prevention Program (SWPPP) as described in Sections 3.2.4 and 5.12 of the EIR would ensure that impacts would be less than significant.
3. Site Stability: The proposed project would be located on a relatively level site that does not have groundwater. The risk of on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse is low. Implementation of the recommendations in the geotechnical investigation and appropriate building design measures will reduce the risk of potential effects that unstable soils on the site would result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Therefore, with implementation of the geotechnical investigation and the appropriate design measures impacts from unstable soils on the site would be less than significant.

J. Hydrology/Water Quality

1. Runoff: The project would increase the amount of pervious area, as compared to pre-development conditions, and thus reduce the project site runoff

coefficient. Additionally, the proposed landscaped areas (medians and bioretention areas) would effectively reduce the project site runoff coefficient, as compared to pre-development conditions. Approximately 17 acres of the 20-acre project site (85%) would be composed of impervious surfaces after construction of the project, a reduction of 10-% as compared to existing conditions. Additionally, with storm drain infrastructure installed on the site, including a storm drain pump, perforated sub-drains for bioretention, and curb inlets, the project would control and beneficially impact drainage conditions on the site. Overall, the project would reduce the rate or volume of surface runoff, and impacts would be less than significant.

2. Pollutant Discharge and Poned Water: To address pollutant discharge and during construction complete program of construction BMPs would be developed for the project site, and would be described in a SWPPP for construction activities as part of the approval of the final grading plans, as indicated in Table 3-3 in Section 3.2.4. The SWPPP will ensure proper stormwater control, minimizing or eliminating stormwater contact with potential pollutants and the discharge of polluted stormwater from the site and will thereby ensure that construction impacts will be less than significant. After construction, activities on the project site would not involve the discharge of municipal or sanitary waste to surface waters, and the project does not propose non-stormwater discharges that might require authorization by the Regional Water Quality Control Board (RWQCB). As described above, post-construction the proposed project would result in an approximately 10% reduction in total site discharge from the site to the local storm drain system. As such, the site is not anticipated to result in a significant increase in impacts to receiving waters during operation and is not anticipated to violate any water quality standards. Impacts to water quality during operation of the proposed hospital campus would be less than significant.

K. Public Utilities

1. Water: Per the Final Water Supply Assessment (WSA) Report prepared for the proposed project the estimated water use at the proposed hospital campus with full buildout (Phases I and II) is approximately 205,391 gallons per day (gpd) or 230 acre-feet annually. This estimate reflect a 15% total water use reduction from the baseline based on the project achieving the LEED Gold water efficiency credit though use of water reducing fixtures, food handling and disposal equipment, medical equipment, and cooling systems. The WSA concluded that there will be adequate water supplies to serve the proposed Project along with existing and other future planned projects during normal, dry, and projected multiple dry years

scenarios. Impacts to potable water supplies in the project area would therefore be less than significant.

2. **Wastewater:** With full buildout, the project is anticipated to generate a peak flow of approximately 192,000 gpd of sewage during wet weather, which represents the worst-case scenario. The project includes the installation of new private on-site sewage lines in conjunction with the proposed buildings. The Kaiser Permanente San Diego Central Hospital Medical Center Sewer Study indicated that sewage pipe segments that would serve the project would have adequate capacity to serve the needs of the proposed project and surrounding properties. Impacts to the local sewer system are considered less than significant. Within the larger Metropolitan Sewerage System, the addition of the approximately 192,000 gpd of sewage from the proposed hospital represents an increase of approximately 0.106% over the approximately 180 million gpd of wastewater processed by the Metropolitan Sewerage System. With the Point Loma Wastewater Treatment Facility having excess capacities of 240 million gpd, there is adequate capacity within the system to treat the sewage from the proposed hospital. Impacts to the larger sewage treatment system are considered less than significant.
3. **Stormwater Drainage:** As discussed previously, the project includes landscaped areas that would effectively reduce the total off-site runoff compared to the existing conditions by 10%. With the addition of the storm drain infrastructure, including the bioretention areas and porous pavement areas, the project would result in increased percolation and a further reduction in runoff to the storm drain system. With the reduction in runoff from the site, impacts to the stormwater system would be less than significant.
4. **Solid Waste:** The project would generate solid waste during both the construction and operations phase. The waste management plan estimates that demolition on site will generate approximately 26,195 tons of building demolition debris and 11,266 tons of parking lot demolition debris, and that during construction of the proposed new facilities, approximately 1,066 tons of construction materials waste and approximately 34,632 tons of excavated earth would be generated and require disposal. The project would be required to pay a Construction and Demolition Debris Diversion Deposit along with submittal of the waste management plan at the time of building permit or demolition permit issuance. The waste management plan estimates that demolition on site would generate approximately 26,195 tons of building demolition debris and 11,266 tons of parking lot demolition debris. Approximately 19,699 tons (or 53%) of demolition materials, including wood, drywall, concrete, brick, and metals, would be separated and diverted for 100%

reuse, either on the site or through designated recycling facilities that have been certified by the City as having a 100% diversion rate. The remaining waste would be disposed of at a mixed construction and demolition debris facility with an anticipated 72% diversion rate. With the initial 19,699 tons of materials recycled and a minimum 72% diversion rate for the remaining demolition waste, approximately 87% of the total waste generated during the demolition phase of the project would be recycled.

5. With implementation of the waste management plan impacts to solid waste facilities during construction and demolition of the project would be less than significant. Once construction is complete, the project would generate solid wastes associated with the hospital and office uses on the site. Wastes would include paper, cardboard, food, bio/hazardous wastes, and green waste. With full buildout, the project is anticipated to generate approximately 5,148 tons of solid waste annually, and per the site specific waste management plan, the hospital would comply with the City's Recycling Ordinance and would recycle to the maximum extent possible. With implementation of the waste management plan impacts to solid waste facilities resulting from operation of the hospital on the site would be less than significant.
6. Electricity and Natural Gas: The project would increase the use of electricity and natural gas, resulting in a net change of 3,814,380 kilowatt-hours of electricity per year and a net change of approximately 14,692 MMBTU of natural gas per year. Per the City's Significance Thresholds, San Diego Gas & Electric (SDG&E) continuously forecasts future energy demands to ensure that infrastructure capacity can meet demand. Where projects with large power loads are planned, these new large power loads are considered by SDG&E together with other existing or anticipated future loads in the project vicinity, and electrical substations are upgraded or new substations are built if the capacities of existing substations are exceeded. The City's Significance Thresholds state that "direct impacts to electrical and natural gas facilities are addressed and mitigated by SDG&E at the time incoming development projects occur and are not typically evaluated by City staff". To accommodate the increase in energy use at the site the project includes an SDG&E yard that would be constructed in the southeastern corner of the site south of the Energy Center and loading dock. Since the project would be constructed over several years through two phases, SDG&E would have ample notice to appropriately plan for the increases in energy demand at the site and manage the infrastructure, including the on-site yard. Overall, impacts to SDG&E's ability to service the project are expected to be less than significant.

7. Also, LEED Gold water conservation measures identified in the project description would also serve to reduce the amount of electricity needed to supply water to the project site. These project features would be consistent with the City's Conservation Element policies, especially Policy CE-A.5 related to sustainable building and operational techniques. Therefore, with the sustainable features included in the project to reduce energy consumption the project would not result in the use of excessive amounts of electrical power and impacts would be less than significant.

L. Public Services & Facilities

1. Schools: Since no housing is proposed, local school districts would not be affected by implementation of the project. No impacts to schools are expected as a result of the proposed project.
2. Libraries: The proposed project does not propose new housing, but would increase the number of employees in the area, some of whom may use the local library. However, any increased use of the library by employees at the new hospital is expected to be minimal. Therefore, the project would not result in the need for new or modified library services, and impacts would be less than significant.
3. Parks: The project does not involve a housing component or use that would result in the need for additional public park services or increased use of public parks. The project includes on-site recreational amenities for employees, patients and visitors such as walking and jogging areas, overlooks with seating, and a pedestrian oriented garden that is expected to serve the needs of hospital staff, patients and visitors at the site. Hospital staff may use outdoor amenities to host monthly activities including, but not limited to, employee recognition events, health and wellness fairs, and certified farmers' markets. Impacts to public parks and recreational facilities would be less than significant.
4. Police Services: The project would not build any housing, and therefore would not increase the population of the project area that would need police protection. Though the project would result in additional employees in the project area, the project is not expected to substantially increase emergency calls to the San Diego Police Department. Therefore, the project would not result in the need for new or modified police services, and impacts would be less than significant.

5. Fire-Rescue Services: The hospital campus is not anticipated to generate a large volume of calls. Though the anticipated response time to the hospital site would be between 6.1 and 6.5 minutes, with few additional calls attributable to the new hospital campus, the project is not anticipated to result in a substantial change in the response times for the nearby fire stations. The project would increase the number of direct access driveways to the site from three to five, with one of the five access driveways dedicated for emergency department access only, and includes a private roadway along the eastern site boundary that would provide for emergency access to the easterly adjacent Polinsky Children's Center and parking structure. Overall, the proposed hospital would be adequately served by the existing area fire-rescue department facilities and would not generate the need for a new or expanded fire station in the project area. Thus, fire protection impacts would be less than significant.

III. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT AFTER MITIGATION

The City, having reviewed and considered the information contained in the EIR, finds pursuant to Public Resources Code Section 210819(a)(1) and Guidelines Section 150919(a)(1) that the following potentially significant impacts will be less than significant after implementation of the specified mitigation measures. These findings are based on the discussion of impacts in Chapters 5 and 6 of the EIR.

A. Noise (Operation)

Description of Significant Effects: Operation of the hospital would result in noise generated from project generated traffic, and new mechanical equipment located on the rooftop of the Energy Center. The noise from the mechanical equipment would exceed the City's noise ordinance requirements at the western property boundary and therefore would result in a significant impact. Noise from anticipated traffic along roadways would result in interior noise levels at on-site buildings that would exceed the City interior noise standard of 45 dB CNEL, and thus would be significant.

Finding: The City finds that with implementation of Mitigation Measures NOI-2 and NOI-3 operational noise impacts would be reduced to less than significant.

Mitigation Measures: Implementation of Mitigation Measure NOI-2 would ensure that sound-rated windows having a minimum sound transmission class (STC) 38 sound-rating, and acoustical tile ceilings for the hospital rooms and staff offices along the western hospital building façade, would reduce this noise impact to a level that is less than significant. Mitigation measure NOI-3 would ensure that the proposed buildings will

be designed to achieve the necessary sound rating to reduce traffic noise from resulting in interior noise levels exceeding City standards.

Rationale: With implementation of Mitigation Measures NOI-2 and NOI-3 noise impacts during operation of the proposed project would be less than significant.

Reference: EIR, p. 5.6-11 to 5.6-8.

B. Paleontological Resources

Description of Significant Effects: Implementation of the proposed project could have a potentially significant impact on possible paleontological resources on the site during construction.

Finding: Mitigation Measure PALEO-1 would reduce identified impacts to paleontological resources to less than significant.

Mitigation Measures: Mitigation Measure PALEO-1 would be implemented for construction phases that would exceed the thresholds presented in *Section 5.6.3*. See p. 5.6-2 to 5.6-8 for specific procedure.

Rationale: With this mitigation measure in place, impacts to paleontological resources would be reduced to a level below significant.

Reference: EIR, p. 5.6-2 to 5.6-8.

C. Biological Resources

Description of Significant Effects: Development of the project and off-site traffic improvements would result in direct impacts to sensitive upland habitats (i.e., MSCP Subarea Plan Tier I through Tier III), which are considered significant and require mitigation. The project would directly permanently impact approximately 0.4 acre of coastal sage scrub habitat (Tier II). Also, potential construction impacts to nesting birds and raptors would be significant.

Finding: The City finds that Mitigation Measures BIO-1 and BIO-2 would reduce identified impacts to biological resources to less than significant. Additionally, with implementation of Mitigation Measure BIO-1 the City finds that the project would be consistent with the City's Multiple Species Conservation Program.

Mitigation Measures: Mitigation Measure BIO-1 would ensure that the owner/permittee contribute to the City of San Diego Habitat Acquisition Fund (HAF) to mitigate for the loss of 0.4 acres of coastal sage scrub habitat, as described in *Section 5.7.5*. Mitigation Measure BIO-2 would reduce potential impacts to nesting bird species, including raptors, to below a level of significance. See p. 5.7-10 and 5.7-11 for specific procedures.

Rationale: With implementation of this mitigation measure, impacts to biological resources would be less than significant.

Reference: EIR, p. 5.6-2 to 5.6-8.

D. Health and Safety

Description of Significant Effects: During demolition of the existing structure hazardous materials may be exposed, such as lead-based paint and asbestos, and during site excavation and grading, potential petroleum-contaminated soils or materials such as piping may be exposed and cause a release of hazardous materials, which would result in a significant impact to people on the site and potentially to people in the vicinity. During construction a variety of hazardous substances and wastes would be stored, used, and generated on the project site, and would include fuels for machinery and vehicles, new and used motor oils, cleaning solvents, paints, and storage containers and applicators containing such materials. Accidental spills, leaks, fires, explosions, or pressure releases involving hazardous materials represent a potentially significant threat to human health and the environment if not properly treated. Additionally, operation of the proposed hospital at the site would require the necessary use and storage of a variety of hazardous materials, such as combustible gas, flammable liquid, and corrosive materials. With the use and storage of these materials on site, the risk of potential health and environmental hazards from accidental release of these materials would result in a significant impact.

Finding: The following mitigation measures would reduce identified impacts to health and safety to less than significant.

Mitigation Measures: Mitigation Measure HS-1: Prior to receiving a demolition permit Kaiser would provide proof to the City of San Diego that all hazardous materials existing on the site are identified and properly handled and disposed of.

Mitigation Measure HS-2: Kaiser shall prepare and implement during all construction activities a hazardous substance management, handling, storage, disposal, and emergency response plan that will reduce the risk of accidental release of hazardous materials during construction activities at the site.

Mitigation Measure HS-3: Prior to receiving a grading permit, Kaiser shall prepare a Hazardous Materials Contingency Plan (HMCP) and ensure that grading and excavation staff has received training about how to identify suspected contaminated soil and USTs and has been made aware of the hazardous materials contingency plan.

Mitigation Measure HS-4: Prior to receiving a certificate of occupancy for the first component of the proposed project, as described in Section 3.2 of this EIR, Kaiser shall prepare a site-specific Medical Waste Management Plan (MWMP) and the Hazardous

Materials Business Plan (HMBP) for the Kaiser Permanente San Diego Central Medical Center to reflect the inventory of hazardous materials and wastes being used at each facility.

Rationale: With these mitigation measures in place, impact to health and safety would be reduced to a level that is below significant by ensuring that any potential contamination encountered or accidental hazardous materials release is properly identified and remediated to an appropriate level in accordance with Department of Environmental Health (DEH) requirements.

Reference: EIR, p. 5.9-10 to 5.9-12.

E. Transportation/Traffic Circulation

Description of Significant Effects: As described in Section 5.2.11 of the EIR, under the Near-Term Plus Full Project Buildout condition, two intersections would operate at a deficient LOS and would be significantly impacted by the project: Clairemont Mesa Boulevard/Ruffin Road, and Balboa Avenue/Ruffin Road. The Balboa Avenue/Ruffin Road intersection would be improved through Mitigation Measure TRA-2 which states the applicant would modify the traffic signal and provide southbound to westbound right turn overlap phasing prior to the first occupancy permit for Phase I of the project. Under the Year 2035 Plus Full Project Buildout condition the project would also result in cumulative impacts to the intersections of Clairemont Mesa Boulevard/Ruffin Road, and Balboa Avenue/Ruffin Road, as well as the intersections of Clairemont Mesa Boulevard/Murphy Canyon Road and Viewridge Avenue/Balboa Avenue.

Finding: The City finds that Mitigation Measure TRA-2 would sufficiently improve the intersection of Balboa Avenue/Ruffin Road to address the project's increase in traffic and associated Near-Term and full Buildout impacts. With implementation of mitigation Measure TRA-2 impacts to the intersection of Balboa Avenue/Ruffin Road would be less than significant. The City also finds that implementation of Mitigation Measures TRA-3 and TRA-4 would reduce cumulative Year 2035 impacts at the intersections of Clairemont Mesa Boulevard/Murphy Canyon Road and Viewridge Avenue/Balboa Avenue to less than significant. *(For a discussion of the conclusion for the impact to the intersection of Clairemont Mesa Boulevard/Ruffin Road see Section IV below.)*

Mitigation Measures: The intersection of Balboa Avenue/Ruffin Road would be improved through implementation of Mitigation Measure TRA-2. The intersections of Clairemont Mesa Boulevard/Murphy Canyon Road and Viewridge Avenue/Balboa Avenue would be improved through implementation of Mitigation Measures TRA-3 and TRA-4.

Rationale: With implementation of Mitigation Measure TRA-2 the delay at the intersection of Balboa Avenue/Ruffin Road would be better than conditions without the project, and therefore impacts would be less than significant. With implementation of

Mitigation Measure TRA-3 the delay at the intersection of Clairemont Mesa Boulevard/Murphy Canyon Road would be better than conditions without the project and the LOS would be improved from unacceptable (E) to acceptable (C), and therefore impacts would be less than significant. With implementation of Mitigation Measure TRA-4 the delay at the intersection of Viewridge Avenue/Balboa Avenue would be better than conditions without the project, and therefore impacts would be less than significant.

Reference: EIR, p. 5.2-58 through 5.2-61.

IV. FINDINGS REGARDING IMPACTS THAT ARE FOUND TO BE SIGNIFICANT AND UNAVOIDABLE

The City hereby finds that the following environmental impacts are significant and unavoidable and that there is no feasible mitigation. “Feasible” is defined in Section 15364 of the CEQA Guidelines to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.” The City may reject a mitigation measure if it finds that it would be infeasible to implement the measure because of specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers. These findings are based on the discussion of impacts in Chapter 5 of the EIR.

A. Land Use (Secondary Indirect Effects)

Description of Significant Effect: The proposed project would result in a development intensity due to a deviation in the maximum permitted floor area ratio (FAR) for the site that would cause indirect or secondary environmental impacts relative to traffic, noise, greenhouse gas emissions (GHGs), and air quality.

Finding: The City finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers and high quality health care, make infeasible the mitigation measures or alternatives identified in the EIR. Refer to the Findings below in Sections B, C, D, and E for additional information.

Mitigation Measures: The mitigation measures identified in EIR sections 5.2, 5.3, 5.4, and 5.5 and will address transportation/traffic circulation, GHGs, air quality, and noise impacts. However, as described below, some impacts would remain significant and unavoidable.

Rationale: Refer to the rational discussions for traffic impacts, noise, GHGs, and air quality.

Reference: EIR, Sections 5.2, 5.3, 5.4, and 5.5.

B. Transportation/Traffic Circulation

Description of Significant Effect - Intersections: As described in Section 5.2.11 of the EIR, under the Near-Term Plus Full Project Buildout condition, two intersections would operate at a deficient LOS and would be significantly impacted by the project: Clairemont Mesa Boulevard/Ruffin Road, and Balboa Avenue/Ruffin Road. These two intersections would be improved through Mitigation Measures TRA-1 and TRA-2. Since implementation of Mitigation Measure TRA-1 for impacts to the Clairemont Mesa Boulevard/Ruffin Road intersection is contingent upon acquisition of ROW to widen the roadway, without confirmation that the ROW can be acquired, this impact is considered significant and unavoidable. (See Section III above for a discussion on the impact conclusion for the intersection of Balboa Avenue/Ruffin Road.)

Finding: Although mitigation measures are identified in the EIR that could reduce significant impacts, implementation of the mitigation measures cannot be assured in a timely manner. The City finds that specific economic, legal, social, technological, or other considerations, including considerations for the availability of a segment of property along Clairemont Mesa Boulevard for acquisition, make infeasible the mitigation measure identified in the EIR.

Mitigation Measures: The intersection of Clairemont Mesa Boulevard/Ruffin Road would be improved through construction of TRA-1 which consists of the applicant providing an eastbound right turn lane prior to first occupancy of Phase II of the project.

Rationale: Since implementation of Mitigation Measure TRA-1 for impacts to the Clairemont Mesa Boulevard/Ruffin Road intersection is contingent upon acquisition of ROW to widen the roadway, without confirmation that the ROW can be acquired, this impact is considered significant and unavoidable. The applicant communicated with the property owner, and discussions are ongoing, however, there is no assurance that this property would be available for sale. Potential involuntary taking of private property requires certain further actions by the City and at this time, there is no assurance that the City Council would take steps necessary in an eminent domain action.

Reference: EIR, p. 5.2-60

Description of Significant Effect – Freeway Segments and Ramp Meter: As described in Section 5.2.14 of the EIR, under the Year 2035 Plus Full Project Buildout condition, the following two freeway segments and one ramp meter would have significant cumulative project impacts:

Freeway Segments

Impact C-6: I-15—Clairemont Mesa Boulevard to Balboa Avenue

Impact C-7: I-15—Balboa Avenue to Aero Drive

Ramp Meter

Impact C-8: Clairemont Mesa Boulevard to SB I-15

Finding: Mitigation in the form of fair share payment toward improvements along I-15 would be required to mitigate identified impacts; however, since there is no currently programmed improvement project for the impacted segments of I-15, the two identified freeway segment impacts are considered not mitigated and the impact would be significant and unavoidable. Additionally, the Clairemont Mesa Boulevard to SB I-15 on-Ramp currently has one HOV lane and 2 SOV lanes and is built to its ultimate configuration; therefore, no feasible mitigation is available. Impacts to the ramp meter would also remain significant and unavoidable.

Mitigation Measures: There are no feasible mitigation measures for impacts to the above listed freeway segments and ramp meter.

Rationale: Since there is no currently programmed improvement project for the impacted segments of I-15, impacts along these segments remain significant and unavoidable. Also, since the Clairemont Mesa Boulevard to SB I-15 on-ramp currently has one HOV lane and 2 SOV lanes and is built to its ultimate configuration, there is no feasible mitigation available. Impacts to the ramp meter would also remain significant and unavoidable.

Reference: EIR, p. 5.2-68

C. Air Quality

1. Description of Significant Impact – Obstruction of an Applicable Air Quality Plan:

The project would be consistent with the existing General Plan designation, but would be considered a more intense land use than that of the existing County of San Diego government building. Therefore, because the increase in land use intensity and associated increase in vehicle trips has not been anticipated in local air quality plans, impacts would be significant.

Finding: The City finds that no mitigation is available to reduce air quality plan conflicts due to the nature of the proposed land use; therefore, impacts would remain significant and unavoidable.

Mitigation Measures: Due to the nature of the proposed land use, no feasible mitigation measures have been identified to reduce air quality plan conflicts.

Rationale: If a project proposes development that is greater than that anticipated in the local plan and SANDAG's growth projections, the project might be in conflict with the County Regional Air Quality Strategy (RAQS) and may contribute to a potentially

significant cumulative impact on air quality. The project area is zoned Light-Industrial (IL-2-1), which allows for the construction and operation of a hospital with a Conditional Use Permit (CUP). The existing County of San Diego government office building currently occupies the site as a commercial facility; however, because the project site is not zoned for hospital uses, and a medical facility use would be considered a more intense land use than the existing County of San Diego government office building, it is reasonable to assume vehicle trip generation and planned development for the site has not been anticipated in the RAQS. Because the increase in land use intensity and associated increase in vehicle trips has not been anticipated in local air quality plans, the project would be considered inconsistent at a regional level with the underlying growth forecasts in the RAQS, and impacts would be significant.

Reference: EIR, pp. 5.3-13 through 5.3-14

2. Description of Significant Impact – Violation of Air Quality Standards During Construction: Construction of the project would result in a temporary addition of pollutants to the local airshed caused by soil disturbance, fugitive dust emissions, and combustion pollutants from on-site construction equipment, as well as from off-site trucks hauling construction materials. As indicated in Table 5.3-5, Estimated Maximum Daily Construction Emissions of the EIR, the NO_x emissions associated with project construction would exceed the City's emission thresholds. Although PM₁₀ emissions would be below the City's significance thresholds, mitigation measure AQ-1 would further reduce construction-related PM₁₀. Additionally, mitigation measure AQ-2 would reduce construction-related NO_x emissions; however, even with incorporation of these mitigation measures, NO_x emissions are anticipated to be above the threshold. This impact is therefore considered significant.

Finding: The City finds that with implementation of Mitigation Measures AQ-2 during construction, NO_x emissions would remain above the City's emission threshold and impacts would be significant and unavoidable.

Mitigation Measures: The City will require the project to implement Mitigation Measures AQ-1 (to reduce fugitive dust or PM₁₀ emissions) and AQ-2 (to reduce NO_x emissions).

Rationale: With mitigation implemented, NO_x emissions are expected to remain above the City's threshold for significance.

Reference: EIR, pp. 5.3-22 through 5.3-23

3. Description of Significant Impact – Violation of Air Quality Standards During Operations (including particulate matter standard): As shown in Table 5.3-7 Estimated Daily Maximum Operational Emissions, the project's resulting the net change in daily operational emissions would not exceed the City's significance threshold for VOC, SO_x

or PM_{2.5}. However, operational emissions would exceed the City's significance thresholds for NO_x, CO, and PM₁₀ primarily due to motor vehicle and stationary source emissions, specifically operation of the emergency generators during testing. Due to the anticipated increase in average daily traffic (ADT) as a result of project implementation, no mitigation is available to reduce CO and PM₁₀ impacts from motor vehicles.

Finding: The City finds that with implementation of Mitigation Measure AQ-3, ozone emissions during operations of the proposed hospital would be above the City's emission threshold, and that no feasible mitigation is available to reduce impacts associated with PM₁₀ emissions. Therefore, impacts would remain significant and unavoidable.

Mitigation Measures: To reduce potential ozone impacts during triennial emergency generator testing periods, Mitigation Measure AQ-3 is provided. Due to the anticipated increase in ADT as a result of project implementation, no mitigation is available to reduce PM₁₀ impacts from motor vehicles.

Rationale: Following implementation of Mitigation Measure AQ-3, impacts would remain significant and unavoidable because NO_x emissions would remain above the City's threshold of significance. No additional feasible mitigation is available to reduce anticipated vehicle trips and stationary source emissions during project operations; therefore, impacts would be significant and unavoidable.

Reference: EIR, pp. 5.3-22 through 5.3-23, and 5.3-30

D. Greenhouse Gas Emissions

Description of Significant Impact: The proposed project, after accounting for statewide GHG reduction measures and project features, would result in a net change of 35,460 metric tons CO₂E per year relative to the baseline scenario. To assess the impact of the proposed project's GHG emissions, the emissions under a "business as usual" scenario are compared with the proposed project's gross emissions. With implementation of GHG reduction measures listed in Table 3-3 of the EIR, the proposed project would reduce GHG emissions by 17.5%. The proposed project would therefore not achieve the target of 28.3% below the business as usual scenario that has been established for the purposes of assessing the GHG emissions of projects in the City, and the GHG impact would be significant.

Finding: The City finds that with implementation of GHG reduction measures listed in Table 3-3 of the EIR the hospital cannot meet the City's significance threshold for reducing GHGs and impacts would remain significant and unavoidable.

Mitigation Measure: No feasible mitigation measures have been identified.

Rationale: While incorporation of the project design features listed in Table 3-3 of the Project Description would reduce impacts, residual impacts would remain significant. No

feasible mitigation has been identified beyond what is listed in Table 3-3. This is due to the uniqueness of hospital facilities, especially with respect to Title 24, the need for the project to meet other state laws related to ventilation and air exchanges in hospital facilities, the difficulty in accurately assessing emissions on a hospital campus that has been developed in various phases over several decades, and the project's relatively high energy needs. These issues are particularly acute for energy-intensive health care facilities, such as hospitals. Hospitals have a number of circumstances that complicate establishment of a business-as-usual baseline including:

- Exemption from Title 24 Energy Code
- Mission-oriented operations
- Dynamic, multi-phase design and construction processes
- Complex and sometimes unique systems
- Utility interruption limitations
- Changes in patient requirements and expectations
- Increasingly sophisticated and energy intensive medical equipment

These circumstances are accompanied by a number of factors specifically associated with the primary sources of hospital energy use, heating, ventilation, air conditioning, and electrical system. These include:

- Stringent requirements for minimum ventilation rates for patient care areas
- Operation of ventilation systems for infection control
- Provisions for redundant systems
- Provisions for emergency power for critical HVAC systems, medical equipment and lighting
- Provisions for positive pressure areas such as operating rooms
- Provisions for smoke control

The hospital offers a range of clinical and surgical services, including 24-hour emergency services, intensive care, cancer/oncology, nuclear medicine, radiology, orthopedics, neurology, urology, ophthalmology, and an ambulatory care surgery center. It also provides a number of specialty services and programs, including an outpatient clinic, medical office uses, research laboratories, and a co-generation plant. These unique circumstances make it infeasible to implement mitigation measures while still meeting its requirements to provide a range of 24-hour per day, cost-effective, quality medical

services and opportunities for patient care. It is also noted that the project would meet LEED Gold standards including credits for reductions in GHG emissions.

Reference: EIR, p.5.4-14 to 5.4-23.

E. Noise (Construction)

Description of Significant Effect: Noise from project-related construction activities would be temporary and would be in compliance with applicable noise ordinance during both day and nighttime construction activities. However, noise generated from construction activities would exceed City thresholds at on-site sensitive receptors, and therefore, significant impacts would result.

Finding: The City finds that temporary construction activities would result in noise levels that exceed the City's threshold for on-site sensitive receptors. Mitigation Measure NOI-1 would reduce the on-site noise impacts. However, since this is a phased project and it is uncertain exactly where construction activities may occur relative to on-site sensitive receptors, the degree to which proposed mitigation actually reduces on-site exterior and interior noise levels cannot be accurately determined. Therefore, the on-site construction noise impacts (both exterior and interior) are considered significant and unavoidable.

Mitigation Measure: Mitigation Measure NOI-1 would reduce the temporary construction on-site noise impacts by incorporating features such as the use of noise barriers, requiring shut down of equipment rather than idling, and maximizing the distance between construction equipment and sensitive receptors.

Rationale: Since this is a phased project and it is uncertain exactly where construction activities may occur relative to on-site sensitive receptors, the degree to which proposed mitigation actually reduces on-site exterior and interior noise levels cannot be accurately determined. Therefore, the on-site construction noise impacts (both exterior and interior) are considered significant and unavoidable.

Reference: EIR, pp. 5.5-5 through 5.5-7, and 5.5-16.

V. FINDINGS REGARDING PROJECT ALTERNATIVES

A. Project Objectives

An important consideration in the analysis of alternatives to the project is the degree to which such alternatives will achieve the objectives of the project. To facilitate this comparison, the objectives of the Project contained in Section 3.1.2 are re-stated here:

1. Create a comprehensively planned, integrated medical center campus that includes a modern 450-bed Kaiser Permanente hospital (in two phases, 321 beds in Phase I, 129 beds in Phase II), community amenities, and new employment opportunities in San Diego.
2. Provide high-quality health care in new, state-of-the-art inpatient and outpatient facilities for Kaiser Permanente members and central San Diego County by the phased replacement of outmoded existing structures, technology, and equipment in a practical and cost-effective manner.
3. Provide development capacity at the Kaiser Medical Center that would accommodate growth of Kaiser Permanente members requiring inpatient and outpatient health care services within the Central County service area.
4. Provide a variety of services, such as cancer care, imaging, cardiology, obstetrics, pharmacy, labs, and emergency services and medical office space in a central campus-like setting.

B. Project Alternatives

In addition to the proposed project, the EIR fully evaluated a range of six alternatives to the Master Plan project; of these, the following four alternatives were analyzed:

- Reduced Bed Alternative
- Alternative Layout No. 1
- Alternative Layout No. 2
- No Project Alternative

1. Reduced Bed Alternative (EIR, section 9.3.1)

Alternative Description: This alternative assumes a reduced number of beds, with the goal of avoiding or substantially lessening one or more of the proposed project's identified significant impacts, particularly air quality. Reducing the number of proposed beds would reduce the number of vehicle trips generated by this alternative, which would in turn reduce particulate matter (PM10) and carbon monoxide emissions. To reduce PM10 and carbon monoxide emissions to below a level of significance, it was calculated that a 35.4% reduction in daily vehicle trips to and from the project would be required. This equates to 223 fewer beds than the 450 beds proposed under the project, for a total of 227 beds. Other project components on the site for this alternative would not change from the project, although it is uncertain if the design and equipment components that promote or enhance the LEED Gold standards goals would still be feasible under the reduced project alternative.

Compared to the project, this alternative would avoid impacts to land use, and would result in reduced impacts to transportation/traffic circulation, air quality and GHG's. However, impacts to transportation/traffic circulation, air quality and GHG's would remain significant and unavoidable. Other project components on the site would be unchanged when compared to the proposed project.

Finding: The City finds that this alternative would not meet the Project Objective 1, which states that the applicant desires to create a comprehensively planned, integrated medical center campus that includes a modern 450-bed Kaiser Permanente hospital (in two phases, 321 beds in Phase I, 129 beds in Phase II), community amenities, and new employment opportunities in San Diego. The City finds that specific economic, legal, social, technological, or other considerations, including those identified in the accompanying Statement of Overriding Considerations, make the this alternative infeasible, and rejects this alternative on such grounds.

Rationale: This alternative would not provide the same variety of services in a centralized campus location necessary for the delivery of inpatient care. The applicant would be unable to provide the health care services needed for its membership.

In summary, this alternative would not meet most of the basic project objectives.

2. Alternative Layout 1

Alternative Description: Alternate Layout Alternative No. 1 would shift patient beds away from Clairemont Mesa Boulevard, further south on the site to avoid on-site noise impacts associated with traffic noise from Clairemont Mesa Boulevard. However, this layout would result in increased land use impacts associated with incompatible buildings being located closer together (the adjacent Polinsky Children's Center requested privacy at the facility, and this layout would conflict with that request), and with incompatibility with the Kearny Mesa Community Plan design standards (associated with the parking structure abutting Clairemont Mesa Boulevard). Other project components for this alternative would not change from the project.

Compared to the project, this alternative could reduce on-site noise impacts. However, the other significant unavoidable impacts would not be reduced when compared to the proposed project, and impacts to transportation/traffic circulation, air quality and GHGs would remain significant and unavoidable.

Finding: The City rejects Alternative Layout 1 because it would result in new significant and unavoidable land use impacts, even though it could result in a

reduction in noise impacts. Overall, under this alternative impacts would be greater than under the proposed project. The City finds that specific economic, legal, social, technological, or other considerations, including those identified in the accompanying Statement of Overriding Considerations, make this alternative infeasible, and rejects this alternative on such grounds.

Rationale: Alternative Layout 1 would meet most of the basic project objectives and would reduce on-site noise impacts. This alternative would also result in new significant land use impacts (associated with placing a hospital building adjacent to the Polinsky Children's Center and a parking structure in a visible location) which would be considered significant.

3. Alternative Layout 2

Alternative Description: Alternate Layout Alternative No. 2 would shift patient beds away from Clairemont Mesa Boulevard, further south on the site to avoid on-site interior noise impacts associated with traffic noise from Clairemont Mesa Boulevard. However, this layout would result in increased land use impacts associated with incompatible buildings being located closer together (the adjacent Polinsky Children's Center requested privacy at the facility, and this layout would conflict with that request), and with incompatibility with the Kearny Mesa Community Plan design standards (associated with the parking structure abutting Clairemont Mesa Boulevard). Other project components for this alternative would not change from the project.

Compared to the proposed project, this alternative would avoid on-site noise impacts. However, all other impacts would remain unchanged when compared to the proposed project, and impacts to transportation/traffic circulation, air quality and GHG's would remain significant and unavoidable.

Finding: The City rejects Alternative Layout 2 because it would result in a reduction in noise impacts that under the proposed project are reduced to less than significant with mitigation implemented, and would result in new significant and unavoidable land use impacts. Overall, under this alternative impacts would be greater than under the proposed project. The City finds that specific economic, legal, social, technological, or other considerations, including those identified in the accompanying Statement of Overriding Considerations, make this alternative infeasible, and rejects this alternative on such grounds.

Rationale: Alternative Layout 2 would meet most of the basic project objectives and would reduce on-site noise impacts. This alternative would also result in new

significant land use impacts (associated with placing a hospital building adjacent to the Polinsky Children’s Center and a parking structure in a visible location) which would be significant.

4. No Project Alternative

Alternative Description: CEQA Guidelines 15126(e) requires the analysis of the No Project alternative. The No Project alternative must discuss the existing conditions and as well as what would occur in the foreseeable future if the proposed project were not to occur based on current plans, site zoning, consistency with available infrastructure and community services. Under the No Project Alternative the proposed project features would not be implemented at the site. The existing on-site County Administration building (330,000 square feet) would not be demolished and would be left vacant.

Compared to the proposed project, this alternative would create none of the environmental impacts associated with the construction and operation of the proposed project. Significant and unavoidable impacts relating to land use, transportation/traffic circulation, noise, greenhouse gas emissions, and air quality would not occur.

Finding: The City finds that although this alternative will reduce the proposed project’s impacts to a less than significant level, specific economic, legal, social, technological, or other considerations, including those identified in the accompanying Statement of Overriding Considerations, make the No Project Alternative infeasible, and rejects the No Project Alternative on such grounds.

Rationale: This alternative does not meet any of the project objectives. Under this alternative, the proposed project would still need to be built elsewhere in order to meet the project objectives.

VI. FINDINGS REGARDING OTHER CEQA CONSIDERATIONS

A. Significant Irreversible Environmental Changes that will be Caused by the Project (EIR section 8.2):

Section 15126(c) of the CEQA Guidelines requires an EIR to address any significant irreversible environmental changes that may occur as a result of project implementation. Approval of the project would cause irreversible environmental changes consisting of the following:

- Alteration of the human environment is a consequence of the hospital campus development process. The use of the existing developed 20-acre site for these purposes is consistent with current and planned uses for the site, as analyzed in *Section 5.1, Land Use*, of the EIR.
- Increased requirements of public services and utilities by the project, representing a permanent commitment of these resources. Service providers have adequate supply of resources to supply the project (see *Sections 5.13, Public Utilities, and 5.14, Public Services and Facilities* of the EIR).
- Use of various new raw materials, such as lumber, metals (such as iron and steel), sand, and gravel, for construction. Some of these resources are already being depleted worldwide. The energy consumed in developing and maintaining the site may be considered a permanent investment. The proposed project is a relatively minor consumer of these supplies compared to other local and regional users.

B. Growth Inducing Impacts of the Project (EIR section 8.3)

The City finds that the project would result in a greater availability of hospital services, which would serve projected increases in demand in the area. Meeting projected demands for hospital and medical services would not be growth inducing.

The City finds that project promotes infill development rather than encouraging new development within a currently undeveloped area. As this is an infill project, all major public services and utilities currently service the area; therefore, growth inducement as a result of the extension of these facilities into a new area would not occur. In conclusion, approval of the proposed project would not result in significant growth-inducing impacts.

VII. FINDINGS REGARDING SB 610 WATER SUPPLY ANALYSIS

Per Senate Bill 610, any project that would include water demand for 500 residential units or the equivalent water consumption of 500 residential units is required to prepare a Water Supply Assessment (WSA). The City prepared the Final Water Supply Assessment (WSA) Report for the Kaiser Permanente San Diego Central Hospital, dated April 25, 2013. The proposed project will result in estimated water use at the proposed hospital campus with full buildout (Phases I and II) of approximately 205,391 gpd or 230 acre-feet annually. The projected water demand is based on water demands for hospital domestic use, hospital support building use, cooling tower and steam boiler use, and irrigation on the site. These estimates reflect a 15% total water use reduction from the

baseline (i.e., non-LEED Gold building features) based on the project achieving the LEED water efficiency credit through use of water reducing fixtures, food handling and disposal equipment, medical equipment, and cooling systems. The WSA included the Public Utilities Department's existing and projected water supplies, including recycled water supplies and planned capital improvement projects. The WSA noted that, per the City of San Diego 2010 Urban Water Management Plan (UWMP), the planned water demands of the project site are 24,000 gallons per day, or 2.7 acre-feet per year, which results in a deficit of an estimated 202,991 gallons per day, or 227.3 acre-feet per year from the hospital's projected water use. However, the Water Authority accounts for such increases in water demand through the Accelerated Forecasted Growth demand increment in its 2010 UWMP. Through accounting for Accelerated Forecasted Growth, the Water Authority is planning to meet future and existing growth, and will include the hospital in all future planning and water supply modeling analysis, including analysis in the 2015 UWMP. Ultimately, the WSA concluded that there will be adequate water supplies to serve the proposed Project along with existing and other future planned projects during normal, dry, and projected multiple dry years scenarios.

VIII. FINDINGS REGARDING RESPONSES TO COMMENTS AND REVISIONS IN THE FINAL EIR

The final EIR includes the comments received on the Draft EIR and responses to those comments. The focus of the responses to comments is on the disposition of significant environmental issues raised in the comments, as specified by CEQA Guidelines § 15088(b).

Finding/Rationale: Responses to comments made on the Draft EIR and revisions to the final EIR merely clarify and amplify the analysis presented in the document and do not trigger the need to recirculate per CEQA Guidelines § 15088.5(b).

IX. STATEMENT OF OVERRIDING CONSIDERATIONS

As set forth in the preceding sections, the City's approval of the Kaiser Permanente San Diego Central Medical Center project will result in significant environmental impacts that cannot be avoided even with the adoption of all feasible mitigation measures. Whenever a lead agency adopts a project which will result in a significant and unavoidable impact, the agency must, pursuant to Public Resources Code sections 21002 and 21081(b) and State CEQA Guidelines section 15093, state in writing the specific reasons to support its action based on the final EIR and/or other information in the administrative record.

The City Council, (i) having independently reviewed the information in the final EIR and the record of proceedings; (ii) having made a reasonable and good faith effort to eliminate or substantially lessen the significant impacts resulting from the project to the

extent feasible by adopting the mitigation measures identified in the EIR; and (iii) having balanced the benefits of the Kaiser Permanente San Diego Central Medical Center project against the significant environmental impacts, chooses to approve the Kaiser Permanente San Diego Central Medical Center project, despite its significant environmental impacts, because, in its view, specific economic, legal, social, and other benefits of the proposed project render the significant environmental impacts acceptable.

The following statement identifies why, in the City Council's judgment, the benefits of the Kaiser Permanente San Diego Central Medical Center project as approved outweigh the unavoidable significant impacts. Each of these public benefits serves as an independent basis for overriding all significant and unavoidable impacts. Any one of the reasons set forth below is sufficient to justify approval of the Kaiser Permanente San Diego Central Medical Center project. Substantial evidence supports the various benefits. Such evidence can be found either in the preceding sections, which are incorporated by reference into this section, the final EIR, or in documents that comprise the Record of Proceedings in this matter.

FINDINGS FOR STATEMENT OF OVERRIDING CONSIDERATIONS

1. Implementation of the proposed project would result in a new hospital with 450 new inpatient beds to accommodate existing and growing community needs for inpatient medical care.
2. According to SANDAG's growth projections, the San Diego region is forecasted to grow from approximately 3.1 million in 2008 to 3.9 million by 2030, an increase of 25%. The San Diego service area for Kaiser Permanente represents approximately 15% of Southern California's region membership. As of June 2013, there are 519,000 members in the San Diego service area, with membership projected to reach as high as 690,000 members by 2020. Today, only one Kaiser Foundation Hospital supports the San Diego service area: San Diego Medical Center (SDMC) (Zion Medical Center). SDMC is densely developed campus with very limited expansion opportunity. 16% of San Diego membership (or 83,000) is 15 miles away or greater from SDMC. The 20.01-acre project site provides land for a central hospital solution with adequate acreage, favorable Zoning and General Plan designation, and would provide appropriate geographic access for a large contingent of Kaiser Permanente members. Further, the project would provide new facilities that allow for the provision of quality care and superior service, address capacity issues including availability to inpatient beds, operating rooms; and, decreased emergency department visit wait times.
3. It is projected that the proposed project would create 600 temporary construction/trades jobs, in addition to 1,000 new skilled professional health care and administrative employment opportunities.

4. Implementation of the proposed project would preserve and protect the physical confines of the adjacent Polinsky Children's Center campus, an important asset of the County of San Diego and overseen by the County's Health and Human Services division. The proposed project design has taken into consideration the safety, security, privacy and long-term preservation of the Polinsky Children's Center campus through the specific placement and design of the parking structures (height, wall treatments, screening, and orientation) as well as the proposed project's access points. The retaining wall component of the proposed project is also necessary to further protect and preserve the northerly portion of the Polinsky Children's Center campus and has been designed as not to encroach into the existing recreation open space area.

5. Implementation of the proposed project would further the City of San Diego General Plan's Conservation Element as well as several climate change related policies aimed at reducing GHG emissions from future development. These policies also promote energy and water conservation in new development. The proposed project is seeking to achieve a Certified Leadership in Energy and Environmental Design (LEED) Gold rating and would be the first Gold LEED-rated health care project in California. LEED consists of rating systems for the design, construction and operation of high performance green buildings, homes, and neighborhoods. Developed by the U.S. Green Building Council (USGBC), LEED is intended to provide building owners and operators a concise framework for identifying and implementing practical and measureable green building design, construction, operations and maintenance solutions. In order to achieve a high level of sustainability and a Gold rating, the proposed project has established the following goals and strategies:
 - Building/parking structure integrated photovoltaic and solar panels
 - Recycled use of demolition and construction waste
 - Incorporate nature and LED lighting to maintain Circadian rhythm
 - Natural ventilation strategies
 - Chilled beams in office and lab spaces
 - Roof mounted photovoltaic system
 - Transportation Management Plan including bicycle storage, showers, and changing stations, preferred parking for carpools, vanpools, and electric vehicles
 - Landscaped with Southern California native, drought-tolerant species
 - Overall water use reduction by a minimum of 15% with a goal of a 32% reduction within the first year of occupancy, based on the comparison to the EPA established baseline (EPA Act 1992 and 2005, UPC/IPC 2006))".
 - Reclaimed water for landscape irrigation

- Water efficient sterilizers
6. Implementation of the proposed project would be consistent with adopted policies and actions in support of alternative transportation. The Project incorporates a Transportation Demand Management (TDM) plan that would encourage staff and visitors to use alternate forms of transportation other than single-occupancy vehicles and to shift vehicle trips out of the peak hour. The following TDM plan will be provided:
1. Kaiser Permanente will coordinate with MTS and NCTD to offer partially subsidized monthly passes for employees.
 2. Provide preferentially located carpool/vanpool parking spaces in the employee parking area for use by qualified employees in an area closest to the entrance to the building, and these spaces will have designated signs for “Car/Vanpool Parking Only”. Information about the availability of and the means of accessing the car/vanpool parking spaces will be posted on transportation information displays and communication regarding parking privileges.
 3. Display transportation information in common areas accessible to employees and patients in each building. Transportation information displays will include, at a minimum, the following materials:
 - Maps, routes, and schedules for public transit serving the site
 - Ridesharing promotional material
 - Bicycle route and parking including maps and bicycle safety information
 - Materials publicizing internet and telephone numbers for referrals on transportation information
 - Promotional materials supplied by NCTD, MTS, and/or other publicly supported transportation organizations
 - A listing of facilities at the site for carpoolers/vanpoolers, transit riders, bicyclist and pedestrians, including information on the availability of preferential carpool/vanpool parking spaces and the methods for obtaining these spaces
 4. Offer office employees the opportunity to register for commuter ridematching provided through publicly sponsored services (e.g., SANDAG sponsored “iCommute Ridetracker”).
 5. Stage two events annually to promote use of alternative transportation.
 6. Provide bicycle racks, lockers and showers inside for employee use.
 7. Ensure that employees that share rides to work are provided with a ride to their

home or location near their residence in the event that an emergency occurs during the work day that requires transportation. SANDAG's iCommute Guaranteed Ride Home service will be engaged to provide this service.

8. Provide flexible work schedules to stagger arrivals and departures. Operating practices of the Medical Center that have employees working schedules that start and stop throughout the day will reduce peak trip generation. The work schedules are yet to be determined however, based on the existing Kaiser Permanente Zion Medical Center, approximately 54% of all staff have rotating shift (i.e. day, evening, or night shift). Kaiser will examine all opportunities to rotate shift outside peak travel times as part of the TDM Plan.
 9. Conduct an employee commute travel survey within six months of occupancy of the Kaiser San Diego Central Medical Center and annually thereafter.
 10. Submit a TDM Status Report annually to the City of San Diego.
 11. Kaiser will participate in the Kearny Mesa Traffic Management Association.
7. The proposed project also includes a new bus rapid transit stop in conjunction with the Metropolitan Transit System. Consistent with the City's current Bicycle Master Plan, the project also preserves existing bicycle lanes along Ruffin Road and provides for the addition of a new bicycle lane on Clairemont Mesa Boulevard along the project frontage and extending east to Murphy Canyon Road. These elements promote walkability, alternative modes of transportation, and bicycling as a mode of transportation thereby potentially reducing impacts on existing roadways. The project also consolidates medical office space/uses and hospital care space/uses into a single campus thereby potentially reducing impacts on existing roadways. Furthermore, the project consolidates medical office space/uses and hospital care space/uses into a single campus in order to cut down on vehicular trips to and from multiple health care provider sites.

CONCLUSION

For the foregoing reasons, the City finds that the project's adverse, unavoidable environmental impacts are outweighed by the above-referenced benefits, any one of which individually would be sufficient to outweigh the adverse environmental effects of the proposed project. Therefore, the City has adopted these Findings and Statement of Overriding Considerations.

EXHIBIT C**MITIGATION MONITORING AND REPORTING PROGRAM**

ENVIRONMENTAL IMPACT REPORT NO. 274240, INCLUDING A WATER SUPPLY ASSESSMENT, FOR THE KAISER SAN DIEGO CENTRAL MEDICAL CENTER-PROJECT NO. 274240 [MMRP]

This Mitigation Monitoring and Reporting Program is designed to ensure compliance with Public Resources Code Section 21081.6 during implementation of mitigation measures. This program identifies at a minimum: the department responsible for the monitoring, what is to be monitored, how the monitoring shall be accomplished, the monitoring and reporting schedule, and completion requirements. A record of the Mitigation Monitoring and Reporting Program will be maintained at the offices of the Land Development Review Division, 1222 First Avenue, Fifth Floor, San Diego, CA, 92101. All mitigation measures contained in the Environmental Impact Report No. 274240 / SCH NO. 201271092 shall be made conditions of Conditional Use Permit No. 963644, Site Development Permit No. 1069754, and Development Permit No. 963645 as may be further described below.

GENERAL**GENERAL REQUIREMENTS – PART I OF II****Plan Check Phase (prior to permit issuance)**

1. Prior to the issuance of a Notice To Proceed (NTP) for a subdivision, or any construction permits, such as Demolition, Grading or Building, or beginning any construction related activity on-site, the Development Services Department (DSD) Director's Environmental Designee (ED) shall review and approve all Construction Documents (CD), (plans, specification, details, etc.) to ensure the MMRP requirements are incorporated into the design.
2. In addition, the ED shall verify that the MMRP Conditions/Notes that apply ONLY to the construction phases of this project are included VERBATIM, under the heading, "**ENVIRONMENTAL/MITIGATION REQUIREMENTS.**"
3. These notes must be shown within the first three (3) sheets of the construction documents in the format specified for engineering construction document templates as shown on the City website:

<http://www.sandiego.gov/development-services/industry/standtemp.shtml>
4. The **TITLE INDEX SHEET** must also show on which pages the "Environmental/Mitigation Requirements" notes are provided.

5. **SURETY AND COST RECOVERY** – The Development Services Director or City Manager may require appropriate surety instruments or bonds from private Permit Holders to ensure the long term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

GENERAL REQUIREMENTS – PART II OF II

Post Plan Check (After permit issuance/Prior to start of construction)

1. **PRE CONSTRUCTION MEETING IS REQUIRED TEN (10) WORKING DAYS PRIOR TO BEGINNING ANY WORK ON THIS PROJECT.** The PERMIT HOLDER/OWNER is responsible to arrange and perform this meeting by contacting the CITY RESIDENT ENGINEER (RE) of the Field Engineering Division and City staff from MITIGATION MONITORING COORDINATION (MMC). Attendees must also include the Permit holder’s Representative(s), Job Site Superintendent and the following consultants: **Paleontological Monitor, Biologist, and Lead and Asbestos Abatement Monitor.**

NOTE: Failure of all responsible Permit Holder’s representatives and consultants to attend shall require an additional meeting with all parties present.

CONTACT INFORMATION:

- a) The PRIMARY POINT OF CONTACT is the **RE at the Field Engineering Division – (858) 627-3200**
- b) For Clarification of ENVIRONMENTAL REQUIREMENTS, it is also required to call **RE and MMC at (858) 627-3360**
2. **MMRP COMPLIANCE:** This Project, Project Tracking System (PTS) No. 274240 and /or Environmental Document No./State Clearing House No. 2012071092, shall conform to the mitigation requirements contained in the associated Environmental Document and implemented to the satisfaction of the DSD’s Environmental Designee (MMC) and the City Engineer (RE). The requirements may not be reduced or changed but may be annotated (i.e. to explain when and how compliance is being met and location of verifying proof, etc.). Additional clarifying information may also be added to other relevant plan sheets and/or specifications as appropriate (i.e., specific locations, times of monitoring, methodology, etc.

NOTE: Permit Holder’s Representatives must alert RE and MMC if there are any discrepancies in the plans or notes, or any changes due to field conditions. All conflicts must be approved by RE and MMC BEFORE the work is performed.

3. **OTHER AGENCY REQUIREMENTS:** Evidence of compliance with all other agency requirements or permits shall be submitted to the RE and MMC for review and acceptance prior to the beginning of work or within one week of the Permit Holder obtaining documentation of those permits or requirements. Evidence shall include copies of permits, letters of resolution or other documentation issued by the responsible agency: The San Diego RWQCB would use the EIR and supporting documentation in its decision to issue a NPDES General Construction Activity Stormwater Permit; the San Diego Air Pollution Control District would use the EIR and supporting documentation when issuing Authorities to Construct and Permits to Operate boilers, thermal fluid heaters, and emergency generators in the Energy Center at the site.
4. **MONITORING EXHIBITS:** All consultants are required to submit, to RE and MMC, a monitoring exhibit on a 11x17 reduction of the appropriate construction plan, such as site plan, grading, landscape, etc., marked to clearly show the specific areas including the **LIMIT OF WORK**, scope of that discipline's work, and notes indicating when in the construction schedule that work will be performed. When necessary for clarification, a detailed methodology of how the work will be performed shall be included.

NOTE: Surety and Cost Recovery – When deemed necessary by the Development Services Director or City Manager, additional surety instruments or bonds from the private Permit Holder may be required to ensure the long term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.
5. **OTHER SUBMITTALS AND INSPECTIONS:** The Permit Holder/Owner's representative shall submit all required documentation, verification letters, and requests for all associated inspections to the RE and MMC for approval per the following schedule:

Document Submittal/Inspection Checklist

Issue Area	Document Submittal	Associated Inspection/Approvals/Notes
General	Consultant Qualification Letters	Prior to Preconstruction Meeting
General	Consultant Construction Monitoring Exhibits	Prior to or at Preconstruction Meeting
Biology	Biologist Limit of Work Verification	Limit of Work Inspection
Paleontology	Paleontology Reports	Paleontology Site Observation
Noise	Acoustical Reports	Noise Mitigation Features Inspection
Traffic	Traffic Reports	Traffic Features Site Observation
Waste Management	Waste Management Reports	Waste Management Inspections
Bond Release	Request for Bond Release Letter	Final MMRP Inspections Prior to Bond Release Letter

TRANSPORTATION/TRAFFIC CIRCULATION

Mitigation Measures TRA-1 and TRA-2 are required for the Near-Term Plus Full Project Buildout Scenario:

- TRA-1 Clairemont Mesa Boulevard/Ruffin Road (Impact D-1) (100% contribution)** – The improvement required to mitigate this impact is an eastbound right-turn lane on Clairemont Mesa Boulevard, which the applicant shall provide prior to issuance of the first occupancy permit for Phase II to the satisfaction of the City Engineer. Figure M-1 in Appendix M graphically depicts the improvement. (Refer to Appendix M of the Traffic Impact Analysis for conceptual plans. The Traffic Impact Analysis is attached as Appendix C of this EIR.) The median shall be relocated 3 feet to the north and the eastbound lanes shall be reconfigured to provide a bike lane and an eastbound right-turn lane. This requires the acquisition of approximately 10 feet x 190 feet of additional right-of-way (ROW) from the existing retail center at the southwest corner of the intersection. Acquisition of 10 foot of ROW would result in reducing the existing building 28-foot setback from the curb line to 18 feet, and may be difficult to achieve in a timely manner.
- TRA-2 Balboa Avenue/Ruffin Road (Impact D-2) (100% contribution)** – Prior to issuance of the first occupancy permit for Phase II, the applicant shall modify the traffic signal and provide SB to WB right-turn overlap phasing at the Balboa Avenue / Ruffin Road intersection, to the satisfaction of the City Engineer. (U-turns are not currently permitted and therefore, providing SB right-turn overlap phasing will not impact any U-turning traffic).

The following mitigation measures are required for the impacted locations with cumulative impacts at the full project buildout scenario (Year 2035):

- TRA-1 Clairemont Mesa Boulevard/Ruffin Road (Impact C-1) (100% contribution)** – Mitigation Measure TRA-1 described above would also mitigate this cumulative impact. Since implementation of TRA-1 is contingent upon acquisition of a ROW to widen the roadway, this impact is considered significant and unavoidable.
- TRA-2 Balboa Avenue/Ruffin Road (Impact C-3) (100% contribution)** – Mitigation Measure TRA-2 described above will also mitigate this cumulative impact.
- TRA-3 Clairemont Mesa Boulevard/Murphy Canyon Road (Impact C-2) 100% contribution)** – Prior to issuance of the first occupancy permit for Phase I, the applicant shall widen Clairemont Mesa Boulevard to provide a third through lane on Clairemont Mesa Boulevard between Ruffin road and Murphy Canyon Road, satisfactory to the City Engineer. This lane will become a shared through / right-turn lane at Murphy Canyon Road, therefore providing additional capacity at the intersection. (See conceptual drawing M-2 in Appendix M of the Traffic Impact Analysis for a conceptual plan. The Traffic Impact Analysis is attached as Appendix C of this EIR.)
- TRA-4 Viewridge Avenue/Balboa Avenue (Impact C-4) (100% contribution)** – Prior to issuance of the first occupancy permit for Phase II, the applicant shall restripe the southbound approach of the Balboa Avenue / Viewridge Avenue intersection to provide a second southbound left-turn lane and provide appropriate signal modifications to accommodate the second southbound left turn lane, satisfactory to the City Engineer (see conceptual drawing M-3 in Appendix M of the Traffic Impact Analysis for a conceptual plan. The Traffic Impact Analysis is attached as Appendix C of this EIR).
The above improvements will result in the elimination of parking for a distance of 160 feet along the east curb of View Ridge Avenue, north of Balboa Avenue. This is a reduction of approximately 7 parking spaces. Field observations during various times indicated a maximum of 4 and minimum of 1 occupied spaces.
- TRA-5 Two segments of I-15: Clairemont Mesa Boulevard to Balboa Avenue, and Balboa Avenue to Aero Drive (Impacts C-5 and C-6)** —Mitigation for these impacts is an 8% contribution toward an improvement plan for the impacted segment of I-15 between Clairemont Mesa Boulevard and Balboa Avenue, and a 10% contribution for the segment of I-15 between Balboa Avenue and Aero Drive, to the satisfaction of the City Engineer.

NOISE

The following mitigation measure shall be incorporated to reduce the on-site exterior and interior noise impacts associated with daytime construction activities:

- NOI-1:** To mitigate the on-site exterior and interior noise impacts associated with daytime construction activities, the following features shall be incorporated into the project during construction, to the satisfaction of the City:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.
- Construction noise reduction methods such as shutting off idling equipment, maximizing the distance between construction equipment staging areas and occupied sensitive receptor areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible.
- Implement noise attenuation measures, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from or shielded from sensitive receptors.
- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors.
- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners and residents to contact the job superintendent if necessary. In the event the City receives a complaint, appropriate corrective actions shall be implemented and a report of the action provided to the reporting party.

Mitigation measure NOI-1 would reduce on-site noise impacts from daytime construction activities. However, since this is a phased project and it is uncertain exactly where construction activities may occur relative to on-site sensitive receptors, the degree to which proposed mitigation actually reduces on-site exterior and interior noise levels cannot be accurately determined. Therefore, the on-site construction noise impacts (both exterior and interior) are considered significant and unavoidable.

The following mitigation measures shall be incorporated to reduce the on-site interior noise impacts resulting from the Energy Center's cooling towers.

NOI-2: To mitigate interior noise impacts within hospital patient rooms and medical offices, the proposed project shall incorporate sound-rated windows having a minimum STC 38 sound-rating, and acoustical tile ceilings for the hospital rooms and staff offices along the western hospital building façade. An interior noise study shall be required prior to submittal of final building plans to ensure the interior CNEL would not exceed 45 dB in hospital patient rooms, and 50 dB within hospital offices.

The following mitigation measures shall be incorporated to reduce the on-site interior noise impacts associated with traffic noise along Clairemont Mesa Boulevard.

NOI-3: To mitigate the on-site interior noise impacts at the Acute Care Center North building area due to traffic along Clairemont Mesa Boulevard, an interior noise study shall be required to ensure that the interior CNEL would not exceed 45 dB. The interior acoustical analysis shall be required prior to issuance of building permits.

Mitigation measure NOI-3 would reduce on-site interior noise impacts through implementation of an interior noise study to ensure interior noise levels for portions of the Acute Care buildings facing Clairemont Mesa Boulevard would be reduced to below 45 dB CNEL.

AIR QUALITY

Mitigation measures AQ-1, AQ-2, and AQ-3 would reduce emissions associated with PM10 and NOx.

AQ-1: To ensure construction of the project would not result in a significant impact relative to fugitive dust (PM10), the following requirements shall be implemented by the applicant's contractor during all construction phases, and incorporated in the contractor's grading plans subject to review by the City of San Diego Development Services Department:

- All active construction areas, unpaved access roads, parking areas, and staging areas shall be watered at least three times per day and/or stabilized with nontoxic soil stabilizers as needed to control fugitive dust.
- Exposed stockpiles (e.g. dirt, sand, etc.) shall be covered and/or watered or stabilized with nontoxic soil binders as needed to control emissions.
- Traffic speeds on unpaved roads shall be limited to 15 miles per hour.
-

Mitigation Measure AQ-1 would ensure impacts related to fugitive dust during construction would remain less than significant.

AQ-2: Prior to approval of any grading permits, the following requirements shall be placed on all grading plans, and shall be implemented by the applicant's contractor during grading of each phase of the project to minimize NOx emissions:

- Minimize simultaneous operation of multiple construction equipment units. During construction, vehicles in loading and unloading queues shall turn their engines off when not in use to reduce vehicle emissions.
- All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.
- All diesel-fueled on-road construction vehicles shall meet the emission standards applicable to the most current year to the greatest extent possible. To achieve this standard, new vehicles shall be used, or older vehicles shall use post-combustion controls that reduce pollutant emissions to the greatest extent feasible.
- The effectiveness of the latest diesel emission controls is highly dependent on the sulfur content of the fuel. Therefore, diesel fuel used by on- and off-road construction equipment shall be low sulfur (less than 15 ppm) or other alternative, low-polluting diesel fuel formulation.

AQ-3: To ensure contribution to ozone formation during emergency generator testing is minimized, if a triennial 4-hour emergency generator testing is conducted by the applicant or its contractors, the testing period shall occur only between November and April. This testing schedule shall be identified specifically in the application for Authority to Construct submitted to the San Diego Air Pollution Control District. A

copy of the Authority to Construct issued by the San Diego Air Pollution Control District shall be submitted to the City of San Diego Development Services Department prior to construction.

Mitigation measures AQ-1, AQ-2, and AQ-3 would reduce emissions associated with PM₁₀ and NO_x. No additional feasible mitigation is available to reduce anticipated vehicle trips and stationary source emissions during project operations; therefore NO_x emissions would remain significant and unavoidable. No feasible mitigation is available to reduce PM₁₀ emissions to a less than significant level during operation. Impacts would be significant and unavoidable.

BIOLOGICAL RESOURCES

The following mitigation measure shall be implemented to reduce impacts to 0.4 acres of coastal sage scrub to below a level of significance:

BIO-1: Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, the applicant shall contribute to the City of San Diego Habitat Acquisition Fund (HAF) to mitigate for the loss of 0.4 acre of coastal sage scrub habitat. This fee is based on mitigation ratios, per the City of San Diego Biology Guidelines, of 1:1 for coastal sage scrub (of which impacts occurred outside the MHPA, yet mitigation would be required inside the MHPA). Therefore, the resulting total mitigation required for direct project impacts of 0.4 acres shall be equivalent contribution to the City's Habitat Acquisition Fund (HAF) plus a ten percent (10%) administrative fee.

The following mitigation measure shall be implemented to reduce potential impacts to nesting bird species, including raptors, to below a level of significance:

BIO-2 Raptor Mitigation

1. If project grading is proposed during the raptor breeding season (Feb. 1-Sept. 15), the project biologist shall conduct a pregrading survey for active raptor nests in within 300 feet of the development area and submit a letter report to the City Mitigation Monitoring Coordinator (MMC) prior to the preconstruction meeting.
 - A. If active raptor nests are detected, the report shall include mitigation in conformance with the City's Biology Guidelines (i.e. appropriate buffers, monitoring schedules, etc.) to the satisfaction of the Assistant Deputy Director (ADD) of the Entitlements Division. Mitigation requirements determined by the project biologist and the ADD of Entitlements shall be incorporated into the project's Biological Construction Monitoring Exhibit (BCME) and monitoring results incorporated in to the final biological construction monitoring report.

- B. If no nesting raptors are detected during the pregrading survey, no mitigation is required.

General Bird Mitigation

1. If project grading/brush management is proposed in or adjacent to native habitat during the typical bird breeding season (i.e. Feb. 1-Sept. 15), or an active nest is noted, the project biologist shall conduct a pre-grading survey for active nests in the development area and within 300 feet of it, and submit a letter report to MMC prior to the preconstruction meeting.
 - A. If active nests are detected, or considered likely, the report shall include mitigation in conformance with the City’s Biology Guidelines and applicable State and Federal Law (i.e. appropriate follow up surveys, monitoring schedules, construction and noise barriers/buffers, etc.) to the satisfaction of the Assistant Deputy Director (ADD) of the Entitlements Division. Mitigation requirements determined by the project biologist and the ADD shall be incorporated into the project’s Biological Construction Monitoring Exhibit (BCME) and monitoring results incorporated in to the final biological construction monitoring report.
 - B. If no nesting birds are detected per “A” above, mitigation under “A” is not required.

The implementation of mitigation measures **BIO-1** and **BIO-2** would mitigate impacts to sensitive biological resources to a less than significant level.

PALEONTOLOGY

PALEO-1 The following shall be implemented for construction phases that would exceed City thresholds:

- I. Prior to Permit Issuance
 - A. Entitlement Division Plan Check
 1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.
 - B. Letters of Qualification have been submitted to ADD
 1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City of San Diego Paleontology Guidelines.

2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project.
3. Prior to the start of work, the applicant shall obtain approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site-specific records search has been completed. Verification includes, but is not limited to a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.

B. PI Shall Attend Precon Meetings

1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological monitoring program with the Construction Manager and/or Grading Contractor.
 - a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM, or BI, if appropriate, prior to the start of any work that requires monitoring.
2. Identify Areas to be Monitored
 Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11 inches by 17 inches) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits. The PME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).
3. When Monitoring Will Occur
 - a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.
 - b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.

III. During Construction

A. Monitor Shall be Present During Grading/Excavation/Trenching

1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the PME.
2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.
3. The monitor shall document field activity via the Consultant Site Visit Record (CSV). The CSVs shall be faxed by the CM to the RE on the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC.

B. Discovery Notification Process

1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.
2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.
3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.

C. Determination of Significance

1. The PI shall evaluate the significance of the resource.
 - a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI.
 - b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.
 - c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to MMC unless a significant resource is encountered.
 - d. The PI shall submit a letter to MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.

IV. Night and/or Weekend Work

- A. If night and/or weekend work is included in the contract
 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.
 2. The following procedures shall be followed.
 - a. No Discoveries
In the event that no discoveries were encountered during night and/or weekend work, The PI shall record the information on the CSVr and submit to MMC via fax by 8 a.m. on the next business day.
 - b. Discoveries
All discoveries shall be processed and documented using the existing procedures detailed in Sections III – During Construction.
 - c. Potentially Significant Discoveries
If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III – During Construction shall be followed.
 - d. The PI shall immediately contact MMC, or by 8 a.m. on the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.
- B. If night work becomes necessary during the course of construction
 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.
 2. The RE, or BI, as appropriate, shall notify MMC immediately.
- C. All other procedures described above shall apply, as appropriate.

V. Post Construction

- A. Preparation and Submittal of Draft Monitoring Report
 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Paleontological Guidelines which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring.
 - a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report.
 - b. Recording Sites with the San Diego Natural History Museum
 2. The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.
 3. MMC shall return the Draft Monitoring Report to the PI for revision or for preparation of the Final Report.
 4. The PI shall submit revised Draft Monitoring Report to MMC for approval.

5. MMC shall provide written verification to the PI of the approved report.
 6. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.
- B. Handling of Fossil Remains
1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.
 2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.
- C. Curation of fossil remains: Deed of Gift and Acceptance Verification
1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.
 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.
- D. Final Monitoring Report(s)
1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.
 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC, which includes the Acceptance Verification from the curation institution
- 10-05-2009

With implementation of Mitigation Measure PALEO-1, impacts would be less than significant.

HEALTH AND SAFETY

To reduce identified significant impacts from the release of hazardous materials to below a level of significance, the following mitigation measures are provided:

- HS-1** Prior to demolition permit issuance, the applicant shall provide proof to the satisfaction of the City of San Diego that:
- The existing 500-gallon diesel AST and associated pipes have been properly removed in compliance with all applicable laws and regulations.
 - All existing hazardous materials and chemicals including, but not limited to, photo-development fluids, water-treatment chemicals, paints, and solvents stored on site have been removed in accordance with all applicable laws and regulations.
 - A qualified environmental specialist has inspected the site buildings for the presence of polychlorinated biphenyls, mercury, and other hazardous building materials. If found, these materials shall be managed in accordance with the Metallic Discards Act of 1991 (California Public Resources Code, Sections 42160–42185) and all other applicable state and federal guidelines and regulations. Demolition plans and contract specifications shall incorporate any necessary abatement measures in compliance with the Metallic Discards Act, particularly Section 42175, which describes materials requiring special handling, for the removal of mercury switches, polychlorinated

biphenyl-containing ballasts, and refrigerants.

- Current lead-based paint and asbestos surveys have been conducted by a California Division of Occupational Safety and Health–certified asbestos assessor and San Diego County DEH Services–certified lead-based paint assessor of all facilities proposed for demolition. The surveys shall determine whether any on-site abatement of lead-based paint and/or asbestos-containing materials is necessary. In addition, the survey shall include an abatement work plan prepared in compliance with local, state, and federal regulations for any necessary removal of such materials. The work plan shall include a monitoring plan to be conducted by a qualified consultant during abatement activities to ensure compliance with the work plan requirements and abatement contractor specifications. Demolition plans and contract specifications shall incorporate any necessary abatement measures for the removal of materials containing lead-based paint and asbestos to the satisfaction of the City Planning and Building Department. The measures shall be consistent with the abatement work plan prepared for the project and conducted by a licensed lead/asbestos abatement contractor.

With Implementation of mitigation measure HS-1, impacts from the release of hazardous materials during demolition activities would be less than significant.

HS-2 To reduce the risk of accidental release of hazardous materials during construction activities at the site, the applicant shall prepare and implement during all construction activities a hazardous substance management, handling, storage, disposal, and emergency response plan. A hazardous materials spill kit shall be maintained on site for small spills. Additionally, the applicant shall monitor all contractors for compliance with applicable regulations, including regulations regarding hazardous materials and hazardous wastes, including disposal. Hazardous materials shall not be disposed of or released on the ground, in the underlying groundwater, or any surface water. Totally enclosed containment shall be provided for all trash. All construction waste, including trash and litter, garbage, other solid waste, petroleum products, and other potentially hazardous materials, shall be removed to a waste facility permitted to treat, store, or dispose of such materials.

With implementation of mitigation measure HS-2, impacts from the accidental release of hazardous materials during construction activities would be less than significant.

HS-3 Prior to receiving a grading permit, the applicant shall prepare a Hazardous Materials Contingency Plan (HMCP) and ensure that grading and excavation staff has received training about how to identify suspected contaminated soil and USTs and has been made aware of the hazardous materials contingency plan. In the event that grading, construction, or operation of proposed facilities encounters evidence of contamination, USTs, or other environmental concerns, the HMCP shall be followed. The HMCP shall (1) specify measures to be taken to protect worker and public health and safety and (2) specify measures to be taken to manage and remediate wastes. Although there is potential for soil contamination elsewhere on the property, the plan should highlight the current and former UST areas as potential areas of soil contamination. The plan shall include the following:

- Identification of the known former soil contamination areas

- Information on how to identify suspected contaminated soil
- Procedures for temporary cessation of construction activity and evaluation of the level of environmental concern
- Procedures for limiting access to the contaminated area to properly trained personnel
- Procedures for notification and reporting, including internal management and local agencies (fire department, County of San Diego DEH, Air Pollution Control District, etc.), as needed
- A worker health and safety plan for excavation of contaminated soil
- Procedures for characterizing and managing excavated soils
- Procedures for certification of completion of remediation.

With implementation of mitigation measure HS-3, the potential impacts from excavation and exposure to contaminated soils on the site are anticipated to be less than significant.

HS-4 Prior to receiving a certificate of occupancy for the first component of the proposed project, as described in *Section 3.2* of this EIR, the applicant shall prepare a site-specific Medical Waste Management Plan (MWMP) and the Hazardous Materials Business Plan (HMBP) for the project to reflect the inventory of hazardous materials and wastes being used at each facility (as required by the County of San Diego Department of Environmental Health, Hazardous Materials Division (County of San Diego 2011; County of San Diego 2012)). After the first MWMP and HMBP is prepared and approved, and prior to receiving a certificate of occupancy for each of the new facilities constructed in later phases as described in *Section 3.2* of this EIR, the applicant shall update the MWMP and the HMBP for the project to reflect the additional inventory of hazardous materials and wastes being used at each facility (as required by the County of San Diego Department of Environmental Health, Hazardous Materials Division (County of San Diego 2011; County of San Diego 2012)).

With implementation of mitigation measure HS-4, impacts associated with the accidental handling, storage, disposal, or release of hazardous materials, including hazardous medical waste at the proposed hospital campus once operational, would be less than significant.

The above mitigation monitoring and reporting program will require additional fees and/or deposits to be collected prior to the issuance of building permits, certificates of occupancy and/or final maps to ensure the successful completion of the monitoring program.

PLANNING COMMISSION RESOLUTION NO. _____-PC

RECOMMENDATION TO THE CITY COUNCIL TO CERTIFY ENVIRONMENTAL IMPACT REPORT NO. 274240, INCLUDING A WATER SUPPLY ASSESSMENT, ADOPT MITIGATION, MONITORING, AND REPORTING PROGRAM, AND ADOPT THE FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS; AND RECOMMEND THE CITY COUNCIL TO APPROVE CONDITIONAL USE PERMIT NO. 963644, SITE DEVELOPMENT PERMIT NO. 1069754, AND PLANNED DEVELOPMENT PERMIT NO. 963645 FOR THE KAISER SAN DIEGO CENTRAL MEDICAL CENTER, PROJECT NO. 274240 [MMRP]

WHEREAS, on October 17, 2013, the Planning Commission of the City of San Diego held a public hearing for the purpose of considering and recommending to the City Council of the City of San Diego the certification of Environmental Impact Report No. 274240, Adoption of the Mitigation, Monitoring, and Reporting Program, and Adoption of the Findings and Statement of Overriding Considerations; and approval of Conditional Use Permit No. 963644, Site Development Permit No. 1069754, and Planned Development Permit No. 963645;

WHEREAS, COUNTY OF SAN DIEGO, Owner and KAISER FOUNDATION HOSPITAL AND HEALTH PLAN, a California nonprofit public benefit corporation, Permittee, filed an application with the City of San Diego for a Conditional Use Permit, Site Development Permit, and Planned Development Permit to demolish a 337,564-square foot building and construction of a hospital complex known as the Kaiser San Diego Central Medical Center;

WHEREAS, the Planning Commission of the City of San Diego has considered all maps, exhibits, and written documents contained in the file for this project on record in the City of San Diego, and has considered the oral presentations given at the public hearing;
NOW THEREFORE,

BE IT RESOLVED, by the Planning Commission of the City of San Diego that it hereby recommends to the Council of the City of San Diego the certification of Environmental Impact Report No. 274240, Adoption of the Mitigation, Monitoring, and Reporting Program, and Adoption of the Findings and Statement of Overriding Considerations; and approval of Conditional Use Permit No. 963644, Site Development Permit No. 1069754, and Planned Development Permit No. 963645.

Jeffrey A. Peterson
Development Project Manager
Development Services Department

Dated October 17, 2013
By a vote of: X:X:X

Peterson, Jeff

From: Jeffrey Sallen [JSallen@breb.com]
Sent: Thursday, September 05, 2013 9:35 AM
To: Peterson, Jeff
Subject: Re: Kaiser Ruffin Road-Project No. 274240 (KMPG Recommendation)

Importance: High

Good Morning Jeff,

The vote count is as follows:

Yes: 9
No: 0
Abstentions: 1

The numbers above reflect the club voting on the draft EIR, the project as a whole as well as the clubs concerns that were listed in the letter you received.

Please let me know if you need anything further.

Best,

Jeffrey Sallen
Cassidy Turley
4350 La Jolla Village Drive, Suite 500
San Diego, CA. 92122

D 858.546.5443 **F** 858.630.6320 **C** 619.559.5300
jeffrey.sallen@cassidyturley.com | www.cassidyturley.com

CA License 01799957



4350 La Jolla Village Drive, Suite 500, San Diego, CA 92122
T 858.546.5400 F 858.630.6320

August 30, 2013

Mr. Jeffrey Peterson
City of San Diego Development Project Manager
1222 First Avenue, MS 501
San Diego, CA 92101

**RE: KAISER PERMANENTE SAN DIEGO CENTRAL MEDICAL CENTER | PROJECT NO. 274240 /
SCH NO. 201271092 | KEARNY MESA PLANNING GROUP | COUNCIL DISTRICT 6**

Dear Jeffrey,

As the newly elected President/Chair of the Kearny Mesa Planning Group, I wanted to first introduce myself and extend an invite to our September 18th meeting taking place at the Kearny Mesa/Serra Mesa Library (9005 Aero Drive, San Diego, CA 92123). The meeting starts at 12 noon.

Secondly, I want to inform you of the Kearny Mesa Planning Groups recent unanimous approval of the Kaiser Permanente draft EIR. The group feels very strongly about the future hospital and believes it will be a tremendous benefit to the business and residential community within Kearny Mesa.

In addition to the unanimous vote, the group would also like to document our concern regarding the aesthetic appeal of the utility facility located on the south-west corner of the site. Having gone against our groups initial suggestion on where the utility building should be located on the site, we discussed numerous ways with the architects in charge to mask this windowless structure.

The last remaining item of concern among the group is the hospitals main ingress and egress to the parking structure. With only one main entrance point (located off Clairemont Mesa Blvd.) the group feels that even with the signalized intersection and addition of one lane, traffic at peak hours will increase substantially. The corner of Clairemont Mesa Blvd and Ruffin Road is already a very busy intersection that backs up between the hours of 3pm and 6pm when drivers begin leaving work and attempt to merge onto I-15 N and I-15 S. With the addition of the hospital, the group felt more research should have been completed. In addition, the group felt some traffic should have been diverted to Ruffin Road.

Should have any additional questions, please feel free to reach out to me directly. I would be more than happy to discuss this project in greater detail.

Best,

A handwritten signature in black ink, appearing to read 'Jeffrey Sallen', written over a white background.

Jeffrey Sallen | KMPG Chair
Cassidy Turley
4350 La Jolla Village Drive, Suite 500
San Diego, CA 92122
Work: 858.546.5443
Cell: 619.559.5300
Email: jeffrey.sallen@cassidyturley.com



City of San Diego
 Development Services
 1222 First Ave., MS 302
 San Diego, CA 92101
 (619) 446-5000

Ownership Disclosure Statement

Approval Type: Check appropriate box for type of approval(s) requested: | Neighborhood Use Permit | Coastal Development Permit
 | Neighborhood Development Permit | Site Development Permit Planned Development Permit Conditional Use Permit
 | Variance | Tentative Map | Vesting Tentative Map | Map Waiver | Land Use Plan Amendment | Other

Project Title

SAN DIEGO CENTRAL MEDICAL CENTER

Project No. For City Use Only

274240

Project Address:

5201 Ruffin Road, San Diego, California 92123

Part I - To be completed when property is held by individual(s)

By signing the Ownership Disclosure Statement, the owner(s) acknowledge that an application for a permit, map or other matter, as identified above, will be filed with the City of San Diego on the subject property, with the intent to record an encumbrance against the property. Please list below the owner(s) and tenant(s) (if applicable) of the above referenced property. The list must include the names and addresses of all persons who have an interest in the property, recorded or otherwise, and state the type of property interest (e.g., tenants who will benefit from the permit, all individuals who own the property). A signature is required of at least one of the property owners. Attach additional pages if needed. A signature from the Assistant Executive Director of the San Diego Redevelopment Agency shall be required for all project parcels for which a Disposition and Development Agreement (DDA) has been approved / executed by the City Council. Note: The applicant is responsible for notifying the Project Manager of any changes in ownership during the time the application is being processed or considered. Changes in ownership are to be given to the Project Manager at least thirty days prior to any public hearing on the subject property. Failure to provide accurate and current ownership information could result in a delay in the hearing process.

Additional pages attached Yes No

Name of Individual (type or print):

COUNTY OF SAN DIEGO

Owner | Tenant/lessee | Redevelopment Agency

Street Address:

5560 Overland Avenue, Suite 410

City/State/Zip:

San Diego, California 92123

Phone No:

(858) 694-2291

Fax No:

(858) 694-2369

Signature:

[Handwritten Signature]

Date:

April 18, 2012

Name of Individual (type or print):

Joseph T. Elliott

Owner | Tenant/lessee | Redevelopment Agency

Street Address:

5201 Ruffin Rd, Suite "0"

City/State/Zip:

San Diego, California 92123

Phone No:

(858) 874-5888

Fax No:

Signature:

Joseph T. Elliott

Date:

July 10, 2012

Name of Individual (type or print):

State of California-Dept. of Rehabilitation

Owner | Tenant/lessee | Redevelopment Agency

Street Address:

1350 Front St. Room 4028

City/State/Zip:

San Diego, California 92101

Phone No:

(619) 525-4285

Fax No:

(619) 525-4284

Signature:

Ken Okin

Date:

July 10, 2012

Name of Individual (type or print):

Owner | Tenant/lessee | Redevelopment Agency

Street Address:

City/State/Zip:

Phone No:

Fax No:

Signature:

Date:

Project Title: _____ Project No. (For City Use Only) 274240

Part II - To be completed when property is held by a corporation or partnership

Legal Status (please check): Applicant. Owner is County of San Diego
 Corporation Limited Liability General What State? CA Corporate Identification No. 94-1105624
 Partnership

By signing the Ownership Disclosure Statement, the owner(s) acknowledge that an application for a permit, map or other matter, as identified above, will be filed with the City of San Diego on the subject property with the intent to record an encumbrance against the property. Please list below the names, titles and addresses of all persons who have an interest in the property, recorded or otherwise, and state the type of property interest (e.g., tenants who will benefit from the permit, all corporate officers, and all partners in a partnership who own the property). A signature is required of at least one of the corporate officers or partners who own the property. Attach additional pages if needed. Note: The applicant is responsible for notifying the Project Manager of any changes in ownership during the time the application is being processed or considered. Changes in ownership are to be given to the Project Manager at least thirty days prior to any public hearing on the subject property. Failure to provide accurate and current ownership information could result in a delay in the hearing process. Additional pages attached Yes No

Corporate/Partnership Name (type or print): KAISER FOUNDATION HOSPITALS
 Owner Tenant/Lessee
 Street Address: 1800 HARRISON ST
 City/State/Zip: OAKLAND CA 94612
 Phone No: 510-701-2372 Fax No: _____
 Name of Corporate Officer/Partner (type or print): INDRAJIT OBEYSEKERE
 Title (type or print): Counsel & Asst. Secretary
 Signature: [Signature] Date: 11/26/12

Corporate/Partnership Name (type or print): _____
 Owner Tenant/Lessee
 Street Address: _____
 City/State/Zip: _____
 Phone No: _____ Fax No: _____
 Name of Corporate Officer/Partner (type or print): _____
 Title (type or print): _____
 Signature: _____ Date: _____

Corporate/Partnership Name (type or print): _____
 Owner Tenant/Lessee
 Street Address: _____
 City/State/Zip: _____
 Phone No: _____ Fax No: _____
 Name of Corporate Officer/Partner (type or print): _____
 Title (type or print): _____
 Signature: _____ Date: _____

Corporate/Partnership Name (type or print): _____
 Owner Tenant/Lessee
 Street Address: _____
 City/State/Zip: _____
 Phone No: _____ Fax No: _____
 Name of Corporate Officer/Partner (type or print): _____
 Title (type or print): _____
 Signature: _____ Date: _____

Corporate/Partnership Name (type or print): _____
 Owner Tenant/Lessee
 Street Address: _____
 City/State/Zip: _____
 Phone No: _____ Fax No: _____
 Name of Corporate Officer/Partner (type or print): _____
 Title (type or print): _____
 Signature: _____ Date: _____

Corporate/Partnership Name (type or print): _____
 Owner Tenant/Lessee
 Street Address: _____
 City/State/Zip: _____
 Phone No: _____ Fax No: _____
 Name of Corporate Officer/Partner (type or print): _____
 Title (type or print): _____
 Signature: _____ Date: _____

Kaiser Permanente News Center

Executive Biographies

Kaiser Foundation Hospitals and Health Plan

Executives

Board of Directors

George C. Halvorson

Chairman and chief executive officer

Bernard J. Tyson

Chairman-elect of the board

Christine K. Cassel, MD, MACP

Thomas W. Chapman, MPH, EdD

Daniel P. Garcia

Senior vice president and chief compliance officer

William R. Graber

J. Eugene Grigsby III, PhD

Judith A. Johansen, JD

Kim J. Kaiser

Philip A. Marineau

Jenny J. Ming

Edward Pei

Meg Porfido, JD

Cynthia A. Telles, PhD

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Executive Biographies | National

Executives

Board of Directors

George C. Halvorson

Chairman and chief executive officer

Bernard J. Tyson

Chairman/CEO-elect, president and chief operating officer

Jack Cochran, MD, FACS

Executive director, The Permanente Federation

Philip Fasano

Executive vice president and chief information officer

Kathy Lancaster

Chief financial officer and executive vice president of strategy

Arthur M. Southam, MD

Executive vice president, Health Plan Operations

Anthony A. Barraeta

Senior vice president, Government Relations

Raymond J. Baxter, PhD

Senior vice president, Community Benefit, Research and Health Policy

Chuck Columbus

Senior vice president and chief Human Resources officer

Amy Compton-Phillips, MD

Associate executive director, Quality, The Permanente Federation, LLC

Ronald Louis Copeland, MD, FACS

Senior vice president, National Diversity Strategy and Policy, and chief diversity officer

Richard (Dick) D. Daniels

Senior vice president, Enterprise Shared Services

Daniel P. Garcia

Senior vice president and chief compliance officer

Chris Grant

Senior vice president, Corporate Development, Care Delivery Strategy and Venture Investments

Diane Gage Lofgren

Senior vice president and chief communication officer, Brand Communication

Cynthia Powers Overmyer, CPA, CIA

Senior vice president, Internal Audit Services

Jed Weissberg, MD

Senior vice president, Hospital, Quality and Care Delivery

Harold F. (Hal) Wolf III

Senior vice president, chief operating officer, The Permanente Federation, LLC

Scott Young, MD

Associate executive director, Clinical Care and Innovation, The Permanente Federation, LLC

Mark S. Zemelman

Senior vice president and general counsel

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DEVELOPMENT SERVICES DEPARTMENT
PROJECT CHRONOLOGY
KAISER RUFFIN ROAD - PROJECT NO. 274240

Date	Action	Description	City Review Time (Work Days)	Applicant Response
7/13/2012	First Submittal	Project Deemed Complete	-	-
8/3/2012	First Assessment Letter		15 days	
11/9/2012	Second Submittal		-	69 days
11/27/2012	Second Assessment Letter		9 days	
1/16/2013	Third Submittal		-	30 days
2/12/2013	Third Assessment Letter	Review included DEIR	18 days	
3/12/2013	Fourth Submittal		-	19 days
3/22/2013	Fourth Review Completed		8 days	
4/4/2013	Fifth Submittal		-	8 days
4/13/2013	Fifth Review Completed		7 days	
5/2/2013	Sixth Submittal		-	14 days
5/14/2013	Sixth Review Completed	Need Community Group Recommendation (5/16 to 5/29 staff worked on clearing DEIR issues)	8 days	
5/16/2013	Environmental	5/16 to 5/29 staff worked on clearing DEIR issues	8 days	
6/26/2013	Environmental	DEIR Submitted		20 days
6/26/2013	Environmental	DEIR submitted and staff worked with consultant from 6/26 to 7/16 to clear issues)	13 days	
7/17/2013	Environmental	DEIR distributed for public review for 45 days.	1 day	-
8/21/2013	Community Group Recommendation	Community Group heard and voted on the project.		-
9/3/2013	Environmental	End of Public Review	-	45 days
9/30/2013	Environmental	EIR is finalized.	19 days	
10/17/2013	Public Hearing	First available date	13 days	
TOTAL STAFF TIME		(Does not include City Holidays or City Furlough)	119 days	
TOTAL APPLICANT TIME		(Does not include City Holidays or City Furlough)		205 days
TOTAL PROJECT RUNNING TIME		From Deemed Complete to Hearing	324 working days (456 calendar days)	