

Mitigated Negative Declaration

PROJECT NAME: SHARP CHULA VISTA MEDICAL CENTER
PROJECT LOCATION: 751 Medical Center Court, Chula Vista, CA
ASSESSOR'S PARCEL NO.: 641-020-17
PROJECT APPLICANT: Rendina Companies
CASE NO.: IS-00-02
DATE: June 16, 2000

A. PROJECT DESCRIPTION

On-Site Land Use

The project site is located at 751 Medical Center Court in the City of Chula Vista (Exhibit 1). The property consists of one legal parcel adjacent to the existing Sharp Chula Vista Medical Center. The 10-acre site is vacant except for a 144-space parking lot and cardiac care exercise track.

Surrounding Land Uses

The Sunbow planned residential development project surrounds the site on the north, east, and south. The Sunbow plan designates the areas to the north and south as Residential Medium (R-M) [6-11 du/ac] and the area to the east as Residential Low Medium (R-LM) [3-6 du/ac]. The surrounding areas to the north, east and south are currently being developed in accordance with the Sunbow Sectional Planning Area (SPA) Plan. Grading of the surrounding area has commenced. The Sunbow grading plan includes rough grading of the Medical Center Plaza property. The area to the west is developed as the Sharp Chula Vista Medical Center.

B. PROJECT DESCRIPTION

The Medical Center Plaza project proposes to construct a 48,851 sq.ft. two-story medical office/surgical suite building (height is 37' 6"), and a 462-space parking lot. An estimated 900 patients are expected to visit the facility daily (Monday-Friday). The hours of operation would be 6:00 a.m. to 7:00 p.m. Approval of a Conditional Use Permit modification, final grading permit and design review is required to implement the project.

C. COMPLIANCE WITH ZONING AND PLANS

The property is zoned as Administrative and Professional Office/Precise Plan (C-O-P) and the General Plan designation is Public/Quasi-Public (P/QP). The proposed use is consistent with the General Plan and Zoning designations for the site.

D. IDENTIFICATION OF ENVIRONMENTAL EFFECTS

An Initial Study conducted by the City of Chula Vista (including the attached Environmental Checklist form) determined that the proposed project would have significant environmental effects that can be mitigated to a less than significant level. The preparation of an Environmental Impact Report is not required. This Mitigated Negative Declaration has been prepared in accordance with Section 15070 of the State CEQA Guidelines.

1. **Water**: Potential water quality impacts associated with the proposed project include erosion/sedimentation, accidental discharge of construction-related hazardous materials (e.g., fuels and lubricants), use of pesticides and fertilizers for landscaping, and generation of automobile related contaminants from parking lot use (e.g., oil or coolant leaks). Erosion and sedimentation effects would be avoided or reduced below a level of significance through the NPDES requirements. The site is currently used as a parking area and the incremental increase in parking would not result in a significant increase in the generation of automobile related contaminants.

The use of construction-related hazardous materials could potentially result in significant water quality effects through accidental discharges associated with material storage and vehicle refueling and maintenance. These potential impacts would be avoided or reduced below a level of significance through the implementation of the mitigation measure included in the Mitigation Monitoring and Reporting Program.

2. **Traffic**: The proposed project barely exceeded the threshold values for requiring a traffic impact analysis report. The City of Chula Vista requires a report if the total trip generation exceeds 2400 trip ends per day or the peak hour traffic exceeds 200 trip ends per hour. The proposed project was estimated to generate 2500 trip ends per day and 190 trips during the outbound PM peak hour.

The Traffic Impact Analysis, by Linscott, Law and Greenspan, Engineers (LLG, May 22, 2000) was reviewed by the City's Traffic Engineer and found to be acceptable for purposes of evaluating traffic impacts. The Traffic Impact Analysis did not study the affected arterial segment, Telegraph Canyon Road between Medical Center Road and I-805, as defined by the City's Traffic Threshold Standards. This arterial segment was also not analyzed in the in the last two (1998 & 1999) Traffic Monitoring Programs (TMP) due to construction along Telegraph Canyon Road and at the I-805 interchange. The segment will be analyzed as part of the TMP once the noted roadway and interchange improvements are completed. The findings and conclusions of the Traffic Impact Analysis are as follows:

1. The project would generate 2,500 average daily trips (ADT) with 120 inbound/30 outbound trips during the AM peak hour and 85 inbound/190 outbound trips during the PM peak hour. The San Diego Association of Governments (SANDAG) Series 8, 2005 Traffic Model was used to determine the peak hour and daily traffic volumes for the existing + cumulative + project condition. The project is consistent with the zoning for the site, and project traffic is accounted for in the SANDAG model.
2. Significance Criteria was established for the purpose of evaluating traffic impacts at affected intersections. A project impact was considered significant if the addition of project traffic caused an intersection to degrade to worse than LOS D or increased delay more than two seconds at an intersection already operating worse than LOS D. Based on this Significance Criteria, the project is calculated to have a significant cumulative traffic impact at three locations:
 - A. Medical Center Drive/Telegraph Canyon Road (signalized)
 - B. Medical Center Drive/Naples Street (unsignalized)
 - C. Medical Center Drive/Medical Center Court (unsignalized)

Signalized Intersections

The Traffic Impact Analysis found that with the addition of project traffic, the LOS at the signalized intersections in the project area remains unaffected during the AM and PM peak hours with the exception of the Medical Center Drive/Telegraph Canyon Road intersection, which worsens from LOS "C" to LOS "D" during the PM peak. The Traffic Impact Analysis concluded that the impacts at this intersection would be mitigated by the eastward extension of Olympic Parkway. With the eastward extension of Olympic Parkway the LOS would improve to LOS "D" and the delay time reduced by 50 percent (2005 analysis). The City's Traffic Engineer, however, determined that the City is currently experiencing capacity problems for west bound left-turn movements at the subject intersection and the impact should be mitigated prior to 2005. The City is proposing a Capital Improvement Project (CIP) to lengthen the left-turn pocket prior to 2005. Since the proposed project will generate 48 of the 440 (10.9%) morning peak hour trips in the year 2005, the City Traffic Engineer recommends participation in the cost of this CIP project as a mitigation measure. As mitigation a "fair share" contribution towards the lengthening of the left-turn pocket will serve to reduce traffic impacts at this intersection to a level below significance.

Unsignalized Intersections

The Traffic Impact Analysis found that with the addition of project traffic, the LOS at the unsignalized intersections remains unchanged with the exception of the Medical Center/East Naples Street intersection, which worsens from LOS D to LOS F during the PM peak hour. The project is shown to add traffic to an already poorly operating unsignalized intersection in the project area. The additional traffic would result in a significant cumulative impact. The Medical Center Drive/Medical Center Court will

continue to operate at LOS F and also considered a significant cumulative impact. The Traffic Impact Analysis states that the two intersections would be mitigated by installing traffic signals. The City Traffic Engineer concurs with the Traffic Impact Analysis and recommends a "fair share" contribution to the installation of traffic signals at both the Medical Center Drive/Naples Street and Medical Center Drive/Medical Center Court intersections will serve to reduce significant cumulative traffic impacts to these intersections to below a level of significance.

D. MITIGATION NECESSARY TO AVOID SIGNIFICANT IMPACTS

Project-specific mitigation measures are required to reduce potential environmental impacts identified in the Initial Study to a less than significant level. The mitigation measures contained in the Mitigation Monitoring and Reporting Program (Attachment "A") will be made conditions of approval.

I agree to implement the mitigation measures stated in the Mitigation Monitoring and Reporting Program attached to this Mitigated Negative Declaration.

David Stach PRESIDENT 6-16-00
Name, Title Date

F. CONSULTATION

1. City of Chula Vista:

- Edalia Olivo-Gomez, Planning Department
- Anthony Chukwudolue, Engineering Department
- Khosro Aminpour, Engineering Department
- Ralph Leyva, Engineering Department
- Bill Ullrich, Public Works
- Doug Perry, Fire Marshall
- Duane Bazzel, Planning Division
- Beverly Blessent, Planning Division
- Garry Williams, Planning Division

Applicant's Agent:

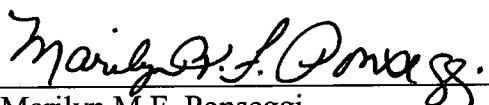
Mark B. Miller, Redina Companies

2. Documents

- Chula Vista General Plan (1989) and EIR (1989)
- Title 19, Chula Vista Municipal Code
- Linscott, Law & Greenspan, Engineers, Traffic Impact Analysis Chula Vista Medical Office Building, Chula Vista, California, March 22, 2000.
- Geocon, Inc., Geotechnical Investigation, Chula Vista Medical Plaza Medical Office Building, Chula Vista, California, November 1998.
- Leyva, Ralph R., Senior Civil Engineer, Memorandum to Marilyn Pongeggi, Environmental Review Coordinator, May 31, 2000.
- Merkel & Associates, Inc., 1999 Quino Checkerspot Butterfly Letter Report, Sharp Medical Center Project, Chula Vista, San Diego County, June 21, 1999.
- Merkel & Associates, Inc., Letter to Mr. Mark Hellickson and Mr. Bill Hamlin, October 29, 1999.
- Letter from Nolte Associates, Inc. to Mr. Frank Rivera, Advanced Planning/Wastewater Section, Chula Vista Engineering Dept., dated June 12, 2000.
- BHA, Inc., On-Site Sewer Study for Sunbow II - Phase 1A, dated April 16, 1977.

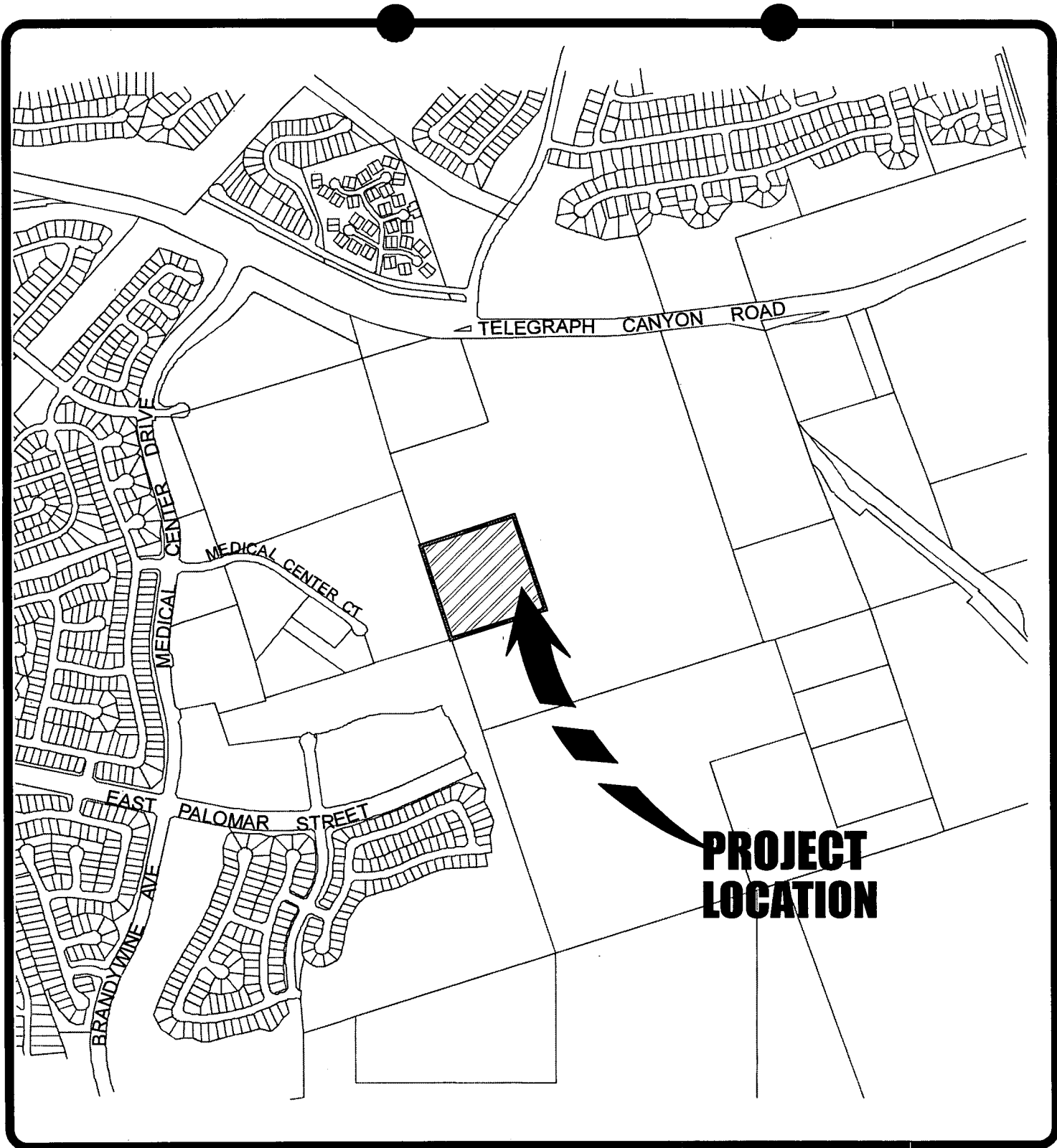
G. INITIAL STUDY

This environmental determination is based on the attached Initial Study, any comments received on the Initial Study and any comments received during the public review period for this negative declaration. The report reflects the independent judgement of the City of Chula Vista. Further information regarding the environmental review of this project is available from the Chula Vista Planning Department, 276 Fourth Avenue, Chula Vista, CA 91910.



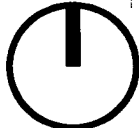
Marilyn M.F. Pongeggi
Environmental Review Coordinator

Date: 6/16/00



CHULA VISTA PLANNING AND BUILDING DEPARTMENT

LOCATOR



NORTH

PROJECT APPLICANT: SHARP CHULA VISTA MEDICAL CENTER
PROJECT ADDRESS: 751 Medical Center Court

SCALE: No Scale

FILE NUMBER: IS - 00-02

PROJECT DESCRIPTION:

INITIAL STUDY

Request: Proposed construction of a 2 Story, 48,000 sq. ft. Building to house outpatient surgery center, Raldiology center, and Physician offices.

MITIGATION MONITORING AND REPORTING PROGRAM										
Mitigation Measure No.	Mitigation Measure	Method of Verification	Timing of Verification				Responsible Party	Completed		Comments
			Pre Const.	During Const.	Post Const.	Prior to Occu-pancy		Initials	Date	
	TRAFFIC AND CIRCULATION									
1	<p>The Medical Plaza project shall make a "fair share" contribution, as determined by the City Engineer, for the installation of traffic signals at the intersections of Medical Center Drive and East Naples Street, and Medical Center Drive and Medical Center Court.</p> <p>Based on the project's percent contribution to total traffic the project traffic engineer recommended a 7.6% contribution toward the medical Center Drive/East Naples Street signal and a 10.6% contribution towards the Medical Center Drive/Medical Center Court traffic signal.</p> <p>The Medical Plaza project shall make a "fair share" contribution, as determined by the City Engineer, for the extension of the west bound left-turn lane at the intersection of Telegraph Canyon Road and Medical Center Drive.</p>	Receipt of payment.				X	Engineering Department			
	WATER									
2	<p>Vehicle fueling, maintenance and related activities such as the storage of hazardous materials shall be located at least 50 feet from storm drains or other water courses. Temporary impervious liners and berms shall be installed to prevent discharge of materials in the event of a spill. Safety training shall be provided by the construction contractor to employees concerning the proper use and handling of hazardous materials, as well as specific actions to take in the event of a spill of hazardous materials. These actions would include requirements to comply with manufacturer specifications for material use and storage, stockpiling absorbent and cleanup materials where they are readily accessible, marking adjacent storm drains, placement of warning signs in areas of hazardous material use and storage, and posting of regulatory agency telephone numbers and a summary guide of cleanup procedures as identified in the California Storm Water Best Management Practice (BMP) Handbooks.</p>	Field Inspection		X			Engineering Department			

Case No. IS-00-02

ENVIRONMENTAL CHECKLIST FORM

- 1. **Name of Proponent:** Rendina Companies
- 2. **Lead Agency Name and Address:** City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910
- 3. **Address and Phone Number of Proponent:** 875 Prospect St., #300
La Jolla, CA 92037
(619) 456-7212
(619) 456-7205 Fax
- 4. **Name of Proposal:** Sharp Chula Vista Medical Center
- 5. **Date of Checklist:** June 16, 2000

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
I. LAND USE AND PLANNING. <i>Would the proposal:</i>				
a) Conflict with general plan designation or zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible land uses)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments: The vacant 10-acre site is located immediately east of the existing Sharp Chula Vista Medical Center at the end of Medical Center Court. The site currently contains a paved parking area for 144 automobiles. The Medical Center project proposes to construct a 48,851 sq.ft. medical office/surgical suite building (height 37' 6"), and a 462-space parking lot. An estimated 900 patients are expected to visit the facility daily (Monday-Friday). The hours of operation would be 6:00 a.m. to 7:00 p.m. Approval of a grading permit and design review is required to implement the project.

The property is zoned as Administrative and Professional Office/Precise Plan (C-O-P) and the General Plan designation is Public/Quasi-Public (P/QP). Planned residential

development (Sunbow project) surrounds the site on the north, east, and south. The Sunbow plan designates the areas to the north and south as Residential Medium (R-M) [6-11 du/ac] and the area to the east as Residential Low Medium (R-LM) [3-6 du/ac]. The area to the west is developed as the Sharp Chula Vista Medical Center. The project would not disrupt or divide an established community because the existing and planned land uses for the site and surrounding area are consistent with the General Plan designations. The surrounding areas to the north, east and south are in the process of being developed in accordance Sunbow Sectional Planning Area (SPA) Plan. The Medical Center site has been previously graded, and there are no agricultural activities in the surrounding area.

II. POPULATION AND HOUSING. *Would the proposal:*

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a) Cumulatively exceed official regional or local population projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace existing housing, especially affordable housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments: The proposed medical facility is included in regional and local population projections because it is consistent with the General Plan land use plan and housing projections. Employment opportunities at the facility may result in new residents moving to the City of Chula Vista. However, such an increase in housing demand is consistent with the balance of jobs and housing incorporated into the General Plan Elements. No existing housing units would be removed because the site is vacant.

III. GEOPHYSICAL. *Would the proposal result in or expose people to potential impacts involving:*

a) Unstable earth conditions or changes in geologic substructures?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Disruptions, displacements, compaction or overcovering of the soil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Change in topography or ground surface relief features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) The destruction, covering or modification of any unique geologic or physical features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Any increase in wind or water erosion of soils, either on or off the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

river or stream or the bed of the ocean or any bay inlet or lake?

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
g) Exposure of people or property to geologic hazards such as earthquakes, landslides, mud slides, ground failure, or similar hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments: GEOCON, Inc. conducted a geotechnical reconnaissance of the project site. The reconnaissance included backhoe trenching and laboratory analysis of excavated materials. While the geotechnical investigation did not identify soil or geologic conditions that would preclude the proposed project, a number of recommendations were provided to address potential geotechnical concerns. Specifically, these concerns involve slope stability/maintenance, grading, paving, drainage, and foundation design. Standard engineering conditions, the City Grading Ordinance, and related construction guidelines contained in the Uniform Building Code require the completion of a final geotechnical investigation prior to issuance of a grading permit. Incorporation of the recommendations contained in the geotechnical investigation into the grading and building plans would avoid or reduce potential geological and soils impacts to a less than significant level.

No unique geologic or physical features are known or expected to occur on-site. No significant impacts would result from project implementation.

Native topsoils within the project site and adjacent hospital area have been disturbed and/or removed as a result of previous grading and development. Surficial materials within the project site consist largely of fill deposits and exposures of the San Diego Formation and alluvium. Rough grading of the site has been completed pursuant to the previously approved Sunbow II – Phase 1C grading plan. Final grading of the site would remove the existing paved parking lot and prepare the site for construction of the medical building and new parking area. Applicable engineering and grading standards would be incorporated into the final grading plan. The area to be graded is 5.9 acres and 2,400 cu.yds. of material would be excavated and used as fill material on-site. The maximum depth of cut is two feet and the maximum depth of fill is one-half foot. No significant geophysical impacts are expected to result from the grading operation.

Grading of the site would expose materials that would be susceptible to short-term and long-term erosion effects (particularly in the short-term period between construction and the establishment of project landscaping). The erosion and transport of material downstream of the site would result in potentially significant effects, including rilling of manufactured slopes, siltation of downstream drainage facilities, and degradation of downstream water quality and biological habitats.

The potential erosion/sedimentation impacts would be avoided or reduced below a level of significant through conformance with recommendations in the geotechnical investigation, and through the implementation of the National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Waster Permit requirements. The permit requirements include the implementation of a Storm Water Pollution Prevention Plan (SWPPP) to avoid and/or minimize construction-related erosion and sedimentation. Monitoring requirements during and after construction are included in the permit requirements.

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
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Erosion and sedimentation controls under SWPPP guidelines require the use of best management practices (BMPs). Typical requirements under NPDES include retention of existing vegetation where feasible, revegetation as soon as possible after construction, placement of sediment trapping devices in appropriate areas, temporary hydroseeding, sediment basins, and diversion of runoff from manufactured slopes. Specific erosion control measures would be identified in the SWPPP and included as conditions of project approval. Additionally, the project is not in close proximity to any stream courses, beaches, or the San Diego Bay. Implementation of the NPDES requirements and the location of the project would result in impacts below a level of significance.

The main strand of the La Nacion Fault is located approximately 1,700 feet west of the site. The fault is considered to be potentially active, but does not fall within an Alquist-Priolo Earthquake Fault zone. Earthquakes of magnitude 5.0 to 5.5 are postulated to occur on this fault, based on its relatively short length (15± miles). The nearest active fault is the Rose Canyon Fault zone located approximately 5 miles to the west. This fault has exhibited low seismicity with respect to earthquakes in excess of Magnitude 5.0, but is postulated as having the capability to produce a maximum probable earthquake event of Magnitude 5.7. The site could be subjected to moderate to severe ground shaking in the event of a major earthquake on the above mentioned faults or other regional faults in southern California or northern Baja California.

On-site trenching and borings revealed the presence of a minor fault trace in the northwest corner of the site. The location of the proposed medical center building was moved to the southeast to achieve a 90-foot setback from the fault trace. Potential earthquake, ground failure, and similar hazards were reduced to a less than significant level by moving the building 90 feet to the southeast.

Source: Geocon, Inc., Geotechnical Investigation, Chula Vista Medical Plaza Medical Office Building, Chula Vista, California, November 1998.

IV. WATER. Would the proposal result in:

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of people or property to water related hazards such as flooding or tidal waves? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Changes in the amount of surface water in any water body? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Changes in currents, or the course or direction of water movements, in either marine or fresh waters? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Altered direction or rate of flow of groundwater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Impacts to groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Alterations to the course or flow of flood waters?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Substantial reduction in the amount of water otherwise available for public water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments: The northern portion of the site drains to Telegraph Canyon and the southern portion of the site drains southwesterly to Poggi Canyon. The project site has been rough graded in accordance with the approved Sunbow II - Phase 1C grading plan. The project includes a final grading plan that shows a proposed on-site 10" storm drain system connecting to the Sunbow 18" storm drain system at the northwest corner of the project site, and a second connection to the Sunbow 30" storm drain at the southwest corner of the project site. The proposed final grading and construction of the medical building and parking lot would not alter the existing drainage pattern.

The proposed project would cover approximately five acres of land with impervious surfaces and result in minor changes to existing runoff and absorption rates. No significant impacts are anticipated from these changes due to the relatively small area. The increased runoff would be conveyed to the existing off-site storm drain systems. The minor increase in on-site runoff generation would not significantly affect the ability of downstream drainage facilities to accommodate a 100-year storm runoff.

The site is at an elevation of 447 feet above mean sea level (AMSL) and is not located in a floodplain, or subject to flooding or tidal waves. Grading of the site would not change the course of water movements or the amount of surface water in water bodies. The proposed project does not involve direct additions or withdrawals to groundwater bodies and would not result in any associated impacts.

Potential water quality impacts associated with the proposed project include erosion/sedimentation, accidental discharge of construction-related hazardous materials (e.g., fuels and lubricants), use of pesticides and fertilizers for landscaping, and generation of automobile related contaminants from parking lot use (e.g., oil or coolant leaks). Erosion and sedimentation effects would be avoided or reduced below a level of significance through the NPDES requirements described in Section III above. The site is currently used as a parking area and the incremental increase in parking would not result in a significant increase in the generation of automobile related contaminants.

The use of construction-related hazardous materials could potentially result in significant water quality effects through accidental discharges associated with material storage and vehicle refueling and maintenance. These potential impacts would be avoided or reduced below a level of significance through the implementation of the mitigation measure included in Section XIX of this Initial Study.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
V. AIR QUALITY. <i>Would the proposal:</i>				
a) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expose sensitive receptors to pollutants?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Alter air movement, moisture, or temperature, or cause any change in climate, either locally or regionally?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create a substantial increase in stationary or non-stationary sources of air emissions or the deterioration of ambient air quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments: The project site is within the San Diego Air Basin (SDAB) that includes all of western San Diego County. The SDAB is a non-attainment area for ozone under both federal and state standards and for PM₁₀ (particulate matter less than 10 microns in diameter) under state standards. Emissions associated with the proposed project would result from vehicle exhaust particulate matter (dust) from grading activities, and emissions from construction vehicles and equipment. The Traffic Analysis prepared for the project indicates that 2,500 average daily trips (ADT) would be generated by the medical facility.

Ozone and, to some extent, PM₁₀ are regional pollutants that are derived from complex chemical reactions between pollutants and sunlight. There is no effective way to directly correlate these emissions with air quality standards on a project-specific basis. The assessment of the project's conformance with air quality standards is based on the project's relationship to the Regional Air Quality Strategy/State Implementation Plan (RAQS/SIP), and Regional Transportation Improvement Plan (RTIP) which is the primary document used to assess conformance with state and federal ambient air quality standards (AAQS). The RTIP includes a cumulative project assessment of conformance with emission targets based on transportation control measures (TCMs) such as ridesharing and transit. The proposed project is consistent with the zoning for the site and the traffic generated by the project is included in the San Diego Association of Governments (SANDAG) Series 8 Traffic Model used to prepare the RTIP. Thus, the proposed project is included in, and conforms to, the applicable standards in the RAQS/SIP.

The existing medical facility and surrounding residential areas are sensitive receptors that would be adversely affected by increased pollutants. The intersections of Medical Center Drive/East Naples Street and Medical Center Drive/Medical Center Court currently operate at Level of Service (LOS) "F" during the AM and PM peak hours. The addition of the proposed project traffic would further increase the delay time at these intersections and intensify the level of pollutants. Mitigation measures recommended in the traffic analysis (see following Section VI) would reduce the traffic and air quality impacts to a less than significant level.

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
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Potential odor generation associated with the proposed Medical Center would be limited to construction and/or vehicular sources such as dust and diesel exhaust. Less than significant impacts related to odors are anticipated from the project due to the enclosed nature of the project, the required implementation of dust control measures, and the short-term duration of construction. The scale and location of the project would not result in significant effects on air movements, moisture, temperature and local or regional climate.

VI. TRANSPORTATION/CIRCULATION. Would the proposal result in:

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a) Increased vehicle trips or traffic congestion? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Inadequate emergency access or access to nearby uses? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Insufficient parking capacity on-site or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Hazards or barriers for pedestrians or bicyclists? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflicts with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Rail, waterborne or air traffic impacts? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) A "large project" under the Congestion Management Program? (An equivalent of 2400 or more average daily vehicle trips or 200 or more peak-hour vehicle trips.) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Comments: The proposed project barely exceeded the threshold values for requiring a traffic impact analysis report. The City of Chula Vista requires a report if the total trip generation exceeds 2400 trip ends per day or the peak hour traffic exceeds 200 trip ends per hour. The proposed project was estimated to generate 2500 trip ends per day and 190 trips during the outbound PM peak hour.

The Traffic Impact Analysis, by Linscott, Law and Greenspan, Engineers (LLG, May 22, 2000) was reviewed by the City's Traffic Engineer and found to be acceptable for purposes of evaluating traffic impacts. The Traffic Impact Analysis did not study the affected arterial segment, Telegraph Canyon Road between Medical Center Road and I-805, as defined by the City's Traffic Threshold Standards. This arterial segment was also not analyzed in the in the last two (1998 & 1999) Traffic Monitoring Programs (TMP) due to construction along Telegraph Canyon Road and at the I-805 interchange. The segment will be analyzed as part of the TMP once the noted roadway and interchange improvements are completed. The findings and conclusions of the Traffic Impact Analysis are as follows:

- | | Potentially
Significant
Impact | Potentially
Significant
Unless
Mitigated | Less than
Significant
Impact | No
Impact |
|--|--------------------------------------|---|------------------------------------|--------------|
|--|--------------------------------------|---|------------------------------------|--------------|
1. The project would generate 2,500 average daily trips (ADT) with 120 inbound/30 outbound trips during the AM peak hour and 85 inbound/190 outbound trips during the PM peak hour. The San Diego Association of Governments (SANDAG) Series 8, 2005 Traffic Model was used to determine the peak hour and daily traffic volumes for the existing + cumulative + project condition. The project is consistent with the zoning for the site, and project traffic is accounted for in the SANDAG model.
 2. Significance Criteria was established for the purpose of evaluating traffic impacts at affected intersections. A project impact was considered significant if the addition of project traffic caused an intersection to degrade to worse than LOS D or increased delay more than two seconds at an intersection already operating worse than LOS D. Based on this Significance Criteria, the project is calculated to have a significant cumulative traffic impact at three locations:
 - A. Medical Center Drive/Telegraph Canyon Road (signalized)
 - B. Medical Center Drive/Naples Street (unsignalized)
 - C. Medical Center Drive/Medical Center Court (unsignalized)

Signalized Intersections

The Traffic Impact Analysis found that with the addition of project traffic, the LOS at the signalized intersections in the project area remains unaffected during the AM and PM peak hours with the exception of the Medical Center Drive/Telegraph Canyon Road intersection, which worsens from LOS "C" to LOS "D" during the PM peak. The Traffic Impact Analysis concluded that the impacts at this intersection would be mitigated by the eastward extension of Olympic Parkway. With the eastward extension of Olympic Parkway the LOS would improve to LOS "D" and the delay time reduced by 50 percent (2005 analysis). The City's Traffic Engineer, however; determined that the City is currently experiencing capacity problems for west bound left-turn movements at the subject intersection and that the significant cumulative impact should be mitigated prior to 2005. The City is proposing a Capital Improvement Project (CIP) to lengthen the left-turn pocket prior to 2005. Since the proposed project will generate 48 of the 440 (10.9%) morning peak hour trips in the year 2005, the City Traffic Engineer recommends participation in the cost of this CIP project as a mitigation measure. As mitigation a "fair share" contribution towards the lengthening of the left-turn pocket will serve to reduce traffic impacts at this intersection to a level below significance.

Unsignalized Intersections

The Traffic Impact Analysis found that with the addition of project traffic, the LOS at the unsignalized intersections remains unchanged with the exception of the Medical Center/East Naples Street intersection, which worsens from LOS D to LOS F during the PM peak hour. The project is shown to add traffic to an already poorly operating unsignalized intersection in the project area. The additional traffic would result in a significant cumulative impact. The Medical Center Drive/Medical Center Court will continue to operate at LOS F and also considered a significant cumulative impact. The Traffic Impact Analysis states that the two intersections would be mitigated by installing traffic signals. The City Traffic Engineer concurs with the Traffic Impact Analysis and recommends a "fair share" contribution to the installation of traffic signals at both the

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
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Medical Center Drive/Naples Street and Medical Center Drive/Medical Center Court intersections will serve to reduce significant cumulative traffic impacts to these intersections to below a level of significance.

The project includes extending Medical Center Court as an access road to the parking area. The road extension would be constructed as required by City of Chula Vista design standards and would not result in safety hazards. No through access would be provided, and emergency access to the adjacent hospital would not be affected. The proposed parking area includes 93 more spaces than required by the City parking requirements, thus there would more than sufficient parking available. The design of the parking area includes pedestrian pathways to the proposed office building and adjacent hospital; no hazards to pedestrians or bicyclists would result. There are no rail, waterborne or air traffic routes in the vicinity of the project site

Source:
 Linscott, Law & Greenspan, Engineers, Traffic Impact Analysis Chula Vista Medical Office Building, Chula Vista, California, March 22, 2000.
 Leyva, Ralph R., Senior Civil Engineer, Memorandum to Marilyn Pongeggi, Environmental Review Coordinator, May 31, 2000.

VII. BIOLOGICAL RESOURCES. *Would the proposal result in impacts to:*

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Endangered, sensitive species, species of concern or species that are candidates for listing? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Locally designated species (e.g., heritage trees)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Wetland habitat (e.g., marsh, riparian and vernal pool)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Wildlife dispersal or migration corridors? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Affect regional habitat preservation planning efforts? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Comments: A Quino checkerspot butterfly survey of the project site was conducted by Merkel & Associates in April and May 2000. No native vegetation communities were identified on-site. The dominant on-site vegetation consisted of nonnative grassland with scattered coastal sage scrub elements. The Quino checkerspot host plant, dot-seed plantain was found during the habitat assessment. No Quino checkerspot butterflies were found during the survey.

The project site has been graded in accord with the grading plan for Sunbow II - Phase 1C. A letter from Merkel & Associates, Inc. dated 10/29/99 clarifies the status of Quino

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
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checkerspot butterfly surveys conducted in 1999. The letters states that “the U.S. Fish and Wildlife Service issued a letter on September 9, 1999 to Merkel & Associates to provide a determination as to the adequacy of Quino checkerspot surveys conducted under our federal 10a permit.” The letter concludes that the entire Sunbow site “may be cleared under the existing permits and agreements issued to the Sunbow project since these permits covered grading contemplated in the SPA. Further, provided the clearing is conducted under the auspices of the Sunbow SPA, no additional mitigation for biological impacts would be required.” Given that biological impacts resulting from clearing of the site have been previously considered and mitigated, no further impacts would result from construction of the medical office building and parking area.

Sources:

Merkel & Associates, Inc., 1999 Quino Checkerspot Butterfly Letter Report, Sharp Medical Center Project, Chula Vista, San Diego County, June 21, 1999.

Merkel & Associates, Inc., Letter to Mr. Mark Hellickson and Mr. Bill Hamlin, October 29, 1999.

VIII. ENERGY AND MINERAL RESOURCES.

Would the proposal:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with adopted energy conservation plans? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Use non-renewable resources in a wasteful and inefficient manner? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) If the site is designated for mineral resource protection, will this project impact this protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Comments: Direct energy and non-renewable resource consumption would be limited to minor amounts of fuels and electricity for construction activities. Indirect uses include vehicle fuel consumption related to patient and employee trips to and from the site. No impacts to adopted energy conservation plan would occur from implementation of the project. The project site is not designated for mineral resource protection in the City General Plan. No mineral resource impacts are anticipated from implementation of the proposed medical office project.

IX. HAZARDS. *Would the proposal involve:*

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: petroleum products, pesticides, chemicals or radiation)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Possible interference with an emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) The creation of any health hazard or potential health hazard? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Exposure of people to existing sources of | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

potential health hazards?

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
e) Increased fire hazard in areas with flammable brush, grass, or trees?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments: As described in Section IV above, project-related hazardous material use would be limited to construction related substances such as fuels and lubricants. The mitigation measure described in Section XIX would avoid or reduce all potential impacts to a level below significance. Potential impacts related to the use of pesticides and fertilizers would be less than significant due to the small area of landscaping involved, requirements to use drought-tolerant species on slopes, and the infrequent use of chemical applications for landscaping. Landscaping of project site would not result in potential fire hazards because flammable plant materials are not included in the landscape plan.

Telegraph Canyon Road is identified as an emergency evacuation route in the City of Chula Vista General Plan Safety Element. The proposed medical office facility would not result in a significant impact to the use of Telegraph Canyon Road as an emergency evacuation route because the additional traffic would not lower the LOS on Telegraph Canyon Road (see Section VI).

Occupancy of the proposed medical office building would not involve activities that would result in a health hazard or expose people to existing health hazards. The project proposes to include a radiology unit; however, the amount of medical radiation involved would not constitute a public health hazard.

X. NOISE. *Would the proposal result in:*

a) Increases in existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of people to severe noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments: An incremental increase in traffic noise would result from the additional 2,500 ADT generated by the project. However, the noise increase would be less than significant. Medical Center Court is located a minimum of 80 feet from the nearest residential area. Air conditioning equipment for the medical office building is located a minimum of 160 feet from the nearest residential area. The equipment would be in a mechanical yard enclosure that would reduce the propagation of noise off-site. Noise impacts to the surrounding residential areas would be less than significant.

XI. PUBLIC SERVICES. *Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:*

a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Maintenance of public facilities, including	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
roads?				
e) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments: No new or altered fire or police services would be required to serve the project (see Section XII below). Construction and operation of the proposed medical facility would not increase the student load of schools in the area. The 250-foot extension of Medical Center Court would result in minimal road maintenance requirements.

XII. Thresholds. Will the proposal adversely impact the City's Threshold Standards?

As described below, the proposed project does not adversely impact any of the Threshold Standards.

a) Fire/EMS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The Threshold Standards requires that fire and medical units must be able to respond to calls within 7 minutes or less in 85% of the cases and within 5 minutes or less in 75% of the cases. The City of Chula Vista has indicated that this threshold standard will be met, since the nearest fire station is 2.5 miles away and would be associated with a 5-minute response time. The proposed project would comply with this Threshold Standard.

Comments: The nearest fire station is located at intersection of Melrose Avenue and East Palomar Street, west of I-805.

b) Police	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The Threshold Standards require that police units must respond to 84% of Priority 1 calls within 7 minutes or less and maintain an average response time to all Priority 1 calls of 4.5 minutes or less. Police units must respond to 62.10% of Priority 2 calls within 7 minutes or less and maintain an average response time to all Priority 2 calls of 7 minutes or less. The proposed project would comply with this Threshold Standard.

Comments: No additional police services would be required to serve the project.

c) Traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
------------	--------------------------	--------------------------	-------------------------------------	--------------------------

1. City-wide: Maintain LOS "C" or better as measured by observed average travel speed on all signalized arterial segments except that during peak hours a LOS of "D" can occur for no more than any two hours of the day.
2. West of I-805: Those signalized intersections which do not meet the standard above may continue to operate at their current 1991 LOS, but shall not worsen.

The proposed project complies with this Threshold Standard.

Comments: As discussed in Section VI, Transportation/Circulation, the proposed project is not known to result in non-compliance with the Traffic Threshold Standard. The Traffic Impact Analysis did not study the affected arterial segment, Telegraph Canyon Road between Medical Center Road and I-805, as defined by the City's Traffic Threshold Standards. This arterial segment was not analyzed due to construction along Telegraph Canyon Road and at the I-805 interchange. For the same reasons, this arterial segment was also excluded from the last two (1998 & 1999) Traffic Monitoring Programs (TMP)

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
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used by the Growth Management Oversight Commission (GMOC) to determine compliance with the Traffic Threshold Standard. The arterial segment will be analyzed as part of the TMP once the noted roadway and interchange improvements are completed and an accurate measurement can be taken.

- d) Parks/Recreation

The Threshold Standard for Parks and Recreation is 3-acres/1,000 population east of I-805. The proposed project would comply with this Threshold Standard.

Comments: The proposed medical office facility would not increase the demand for park and recreation facilities because no residential units are included in the project.

- e) Drainage

The Threshold Standards require that storm water flows and volumes not exceed City Engineering Standards. Individual projects will provide necessary improvements consistent with the Drainage Master Plan(s) and City Engineering Standards. The proposed project would comply with this Threshold Standard.

Comments: The project includes a storm drain system as shown on the Grading and Utility Plan. The storm drains would be constructed to City standards and connect to existing off-site storm drains.

- f) Sewer

The Threshold Standards require that sewage flows and volumes not exceed City Engineering Standards. Individual projects will provide necessary improvements consistent with Sewer Master Plan(s) and City Engineering Standards. The proposed project would comply with this Threshold Standard.

Comments: An 8-inch sewer line would be extended to the site from Medical Center Drive. A Sewer Study, review and accepted by the City Engineering Department, demonstrates that the Medical Center project would not result in significant impacts to the City's Sewer Master Plan facilities.

Source;
Letter from Nolte Associates, Inc. to Mr. Frank Rivera, Advanced Planning/Wastewater Section, Chula Vista Engineering Dept., dated June 12, 2000.
BHA, Inc., On-Site Sewer Study for Sunbow II - Phase 1A, dated April 16, 1977.

- g) Water

The Threshold Standards require that adequate storage, treatment, and transmission facilities are constructed concurrently with planned growth and that water quality standards are not jeopardized during growth and construction. The proposed project would comply with this Threshold Standard.

Applicants may also be required to participate in whatever water conservation or fee off-set program the City of Chula Vista has in effect at the time of building permit issuance.

Comments: A letter to the City Engineering Department from the Otay Water District (6/5/00) states that adequate water service is currently available to the project site. Water quality

standards would not be affected (see Section IV above).

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
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XIII. UTILITIES AND SERVICE SYSTEMS. *Would the proposal result in a need for new systems, or substantial alterations to the following utilities:*

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Power or natural gas? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Communications systems? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Local or regional water treatment or distribution facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Sewer or septic tanks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Storm water drainage? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Solid waste disposal? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Comments: Utilities and service systems are currently available to the project site, and they all have the capacity to serve the proposed medical office facility. See Section IV above for a discussion of the storm drain system.

XIV. AESTHETICS. *Would the proposal:*

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Obstruct any scenic vista or view open to the public or will the proposal result in the creation of an aesthetically offensive site open to public view? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Cause the destruction or modification of a scenic route? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a demonstrable negative aesthetic effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Create added light or glare sources that could increase the level of sky glow in an area or cause this project to fail to comply with Section 19.66.100 of the Chula Vista Municipal Code, Title 19? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Reduce an additional amount of spill light? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Comments: Telegraph Canyon Road is designated as a Scenic Route in the City of Chula Vista General Plan. Views of the proposed medical office building would be partially obscured from view by intervening topography and the existing four-story medical center building located immediately northwest of the project site. The design of the building is consistent with the existing medical center. The aesthetic effect of the proposed project for travelers on Telegraph Canyon Road would be less than significant. Parking lot lighting would comply with the standards of the Chula Vista Municipal Code. Visual and lighting effects of the project would be less than significant.

XV. CULTURAL RESOURCES. *Would the proposal:*

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a) Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure or object?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Will the proposal restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Is the area identified on the City's General Plan EIR as an area of high potential for archeological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments: An archaeological survey of the property was completed in May 1999 by Brian F. Smith & Associates. No evidence of cultural resources was found on the site. Archaeological records searches were conducted by the San Diego Museum of Man and by the South Coastal Information Center. The results of the record searches indicated that no cultural resources have been recorded on the property. No significant effects would result from development of the site.

Source:

Brian F. Smith & Associates, An Archaeological Survey of the Sharp Medical Center Expansion Project, May 18, 1999.

XVI. PALEONTOLOGICAL RESOURCES. *Will the proposal result in the alteration of or the destruction of paleontological resources?*

Comments: The site is underlain by the San Diego Formation that has a high potential for the occurrence of sensitive paleontological resources. A Mitigation Monitoring and Reporting Program was included in the grading permit approval for the Sunbow II - Phase 1C project that includes grading of the project site. A monitoring report will be submitted to the City upon completion of the grading operation. Final grading of the Medical Center site would not result in any additional impacts.

XVII. RECREATION. *Would the proposal:*

a) Increase the demand for neighborhood or regional parks or other recreational facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Affect existing recreational opportunities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Interfere with recreation parks & recreation plans or programs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
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Comments: No additional recreational facilities would be required as a result of the medical office building because no residential uses are included in the project. Existing parks in the project area (Sunbow Park and Greg Rogers Park) are located west of Medical Center Drive. They would not be affected by the medical center or traffic associated with the project.

XVIII. MANDATORY FINDINGS OF

SIGNIFICANCE: See *Negative Declaration for mandatory findings of significance. If an EIR is needed, this section should be completed.*

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods or California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Comments: Biological impacts that could occur as a result of clearing the site has been previously considered and mitigated (see Section VII). No cultural resources are present on the project site (see Section XV). No impacts would result from construction of the medical office building and parking area.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Comments: The proposed project is not expected to adversely affect short-term or long-term City adopted environmental goals. The site is designated for Public/Semi-public use by the General Plan.

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Comments: The impacts of the medical center project are not cumulatively considerable because the project proposes to expand the existing Sharp Chula Vista Medical Center on an adjacent site designated as Public/Semi-Public by the City of Chula Vista General Plan. The project is consistent with the adopted Sunbow General Development Plan (GDP) and Sectional Plan Area (SPA) that surrounds the site on the north, east, and south. The existence of the Sharp Medical Center project was considered during the

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
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preparation and approval of the Sunbow GDP and SPA. Appropriate buffering and setbacks were included in the Sunbow plans.

Cumulative traffic impacts were included in the traffic analysis completed for the proposed project (see Section VI above). The medical office project, in conjunction with other cumulatively related projects, would result in a significant traffic impact to the following intersections:

1. Medical Center Drive/Telegraph Canyon Road (signalized),
2. Medical Center Drive/Naples Street (unsignalized), and
3. Medical Center Drive/ Medical Center Court (unsignalized).

A "fair share" contribution towards the lengthening of the left turn-pocket at Medical Center Drive/Telegraph Canyon Road intersection would reduce impacts to a less than significant level. Impacts to the unsignalized intersections at Medical Center Drive/Naples Street and Medical Center Drive/Medical Center Court would be reduced to a less than significant level through the payment of traffic signal fees.

- d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Comments: No substantial adverse effects to human beings are anticipated to result from the construction and operation of the medical center. Significant traffic effects would be mitigated as described in Section VI above.

XIX. PROJECT REVISIONS OR MITIGATION MEASURES:

The following project revisions or mitigation measures have been incorporated into the project and will be implemented during the design, construction or operation of the project:

WATER

Vehicle fueling, maintenance and related activities such as the storage of hazardous materials shall be located at least 50 feet from storm drains or other watercourses. Temporary impervious liners and berms shall be installed to prevent discharge of materials in the event of a spill. The construction contractor shall provide safety training to employees concerning the proper use and handling of hazardous materials, as well as specific actions to take in the event of a spill of hazardous materials. These actions would include requirements to comply with manufacturer specifications for material use and storage, stockpiling absorbent and cleanup materials where they are readily accessible, marking adjacent storm drains, placement of warning signs in areas of hazardous material use and storage, and posting of regulatory agency telephone numbers and a summary guide of cleanup procedures as identified in the California Storm Water Best Management Practice (BMP) Handbooks.

TRANSPORTATION/CIRCULATION

The Medical Plaza project shall make a “fair share” contribution, as determined by the City Engineer, for the installation of traffic signals at the intersections of Medical Center Drive and East Naples Street, and Medical Center Drive and Medical Center Court. Based on the project’s percent contribution to total traffic the project traffic engineer recommended a 7.6% contribution toward the Medical Center Drive/East Naples Street signal and a 10.6% contribution towards the Medical Center Drive/Medical Center Court traffic signal.

The Medical Plaza project shall make a “fair share” contribution, as determined by the City Engineer, for the extension of the west bound left-turn lane at the intersection of Telegraph Canyon Road and Medical Center Drive.

XX. AGREEMENT TO IMPLEMENT MITIGATION MEASURES

By signing the line(s) provided below, the Applicant(s) and/or Operator(s) stipulate that they have each read, understood and have their respective company's authority to and do agree to the mitigation measures contained herein, and will implement same to the satisfaction of the Environmental Review Coordinator.

Failure to sign the line(s) provided below prior to posting of this [Mitigated] Negative Declaration with the County Clerk shall indicate the Applicants' and/or Operator's desire that the Project be held in abeyance without approval and that Applicant(s) and/or Operator(s) shall apply for an Environmental Impact Report.

DAVID STRACHAN

Printed Name and Title of Authorized Representative of
[Property Owner's Name]

David Strachan

Signature of Authorized Representative of
[Property Owner's Name]

6/16/00

Date

Printed Name and Title of
[Operator if different from Property Owner]

Signature of Authorized Representative of
[Operator if different from Property Owner]

Date

XXI. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Potentially Significant Unless Mitigated," as indicated by the checklist on the following pages.

- | | | |
|---|--|--|
| <input type="checkbox"/> Land Use and Planning | <input checked="" type="checkbox"/> Transportation/Circulation | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Geophysical | <input type="checkbox"/> Energy and Mineral Resources | <input type="checkbox"/> Aesthetics |
| <input checked="" type="checkbox"/> Water | <input type="checkbox"/> Hazards | <input type="checkbox"/> Cultural Resources |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Noise | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Paleontology | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

XXII. DETERMINATION:

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impacts" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project. An addendum has been prepared to provide a record of this determination.

Marilyn A. L. Ponce
Signature

6/16/00
Date

Environmental Review Coordinator
City of Chula Vista